

# SPIT AND POLISH

Journal of the Veteran Car Club of  
Australia (NSW) Inc.

March 2024



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## ON THE COVER:

The late Doug Marshall in his shed  
with his 1913 FN 1950

(photo provided by Catherine Strutt)



# Club Information

## Club Management and Contact Details

### OFFICE BEARERS

<b>President</b>	Phil O'Loan	0439 223 031	president@vccansw.org
<b>Vice President</b>	Graeme Newman	0412 138 063	vicepresident@vccansw.org
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### COMMITTEE MEMBERS

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<b>Committee Member</b>	VACANT		

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<b>Events Co-Ordinator</b>	Graeme Newman	0412 138 063	events@vccansw.org
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<b>Library Committee</b>	Jenny Fawbert	John Grant	
	David McCredie	David Norton	
	Louise Yeomans		
<b>CMC Delegate</b>	VACANT		
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	John Brumby	0414 844 254	
	Neil Martin	0417 236 495	
	Ian Streatfeild	0488 238 177	

### NEWCASTLE BRANCH

<b>Chairman</b>	John Burke	0412 821 945	hupmobile@bigpond.com
<b>Secretary</b>	Graeme Newman	0412 138 063	kazngrae@bigpond.com
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**SPIT & POLISH** is the journal of the Veteran Car Club of Australia (NSW) Inc. Other Veteran Clubs have permission to copy.

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# Minutes

Minutes of Monthly Club Meeting held on 22 February 2024. Conducted at the hall and by Zoom.

## ATTENDANCE

Committee: 7            Members: 20            Member's family: 1            Visitor: David Cox  
Total at hall (20) and total on zoom (9): 27

## MEETING OPENED AT 8:03PM

**APOLOGIES:** Peter Martin, Phil O'Loan

## PRESIDENT'S OPENING REMARKS

The Vice-President, Graeme Newman, welcomed members to the meeting. The President sent his apologies as he is attending a father-daughter camp with his granddaughter instead of her father who lives in Hong Kong. One minute's silence was observed for Doug Marshall. The Vice President spoke warmly of Doug's contribution to the club through his involvement and knowledge of FNs.

## MINUTES PREVIOUS MEETING

Minutes arising from the minutes: Nil  
Proposer: Ron Cox            Seconded: Ian Shinfield

## INWARDS CORRESPONDENCE

Fair Trading – certified copy of club rules  
CHMC- Notice of the upcoming CHMC General Meeting; General Meeting Agenda, and Parkes Flyer for the 2024 Rally  
Malcolm Lorimer – change of address  
CMC Preserve  
Bob Lamond - change of address

## OUTWARDS CORRESPONDENCE

National Trust – invoice for funds for Premier Rally  
Thank you letters for library donations to Leah Foy, Bob Lamond, Don Liddle and Rick Thomas  
Proposer: Robert Fordham            Seconded: Lynette Martin

## TREASURER'S REPORT

The Treasurer's report was tabled. Balances are:

Moved: Neil Martin

Seconded: Graham Weekes

**MAGAZINE** Lauren thanked members for their contributions and asked that members keep writing and sending articles to S&P.

## **EVENTS**

### PAST EVENTS

**Friday 9 February** – Southern MaSH Coffee Run - no report

**Saturday 10 February** - Newcastle Branch Breakfast outing at Heilbrunn's. It was bad weather and only one veteran ventured out - the Cherry's Model T Ford.

**17&18 February** - Berrima District Historic Vehicle Weekend - no report

### COMING EVENTS

**2 March** - Newcastle Branch afternoon drive - details to be announced.

**3 March** - Sydney North Breakfast Meeting at Fagans Park off Carrs Road from 9 am.

**16-22 March** - National 1- & 2-cylinder rally Albany WA

**29 March – 1 April** - CHMC Rally at Forbes at Easter – Jenny Fawbert advised that there are some spaces available but accommodation is limited. See the Bush Council website for details. Entries close 15 March.

**10-14 April** - Premier Rally Inverell - Rod Holmes reported that 56 entries have been received to date. He thanked the Treasurer for the regular update of the bank payments. Laurie is organising the meals and Malcolm the routes and rally book. The club is hosting a pizza night on the 19 April at the caravan park. He will organise a birthday cake and it will be decided later who will pay for it. It is likely another newsletter will be distributed before the rally. The Vice President thanked Rod and his team for the wonderful organisation.

**27 April** - Gymkhana at Clarendon - at Clarendon. This is a shared event with the Vintage Sports Car Club, Vintage Motor Club and Alvis Club. It is to be a fun driving day with opportunities for younger or less experienced veteran car drivers to have a go! It's not a speed event. Mal Garthon described the event as a festival of motoring not to be missed! The grounds are magnificent. There will be some special cars there not seen before. Bring your own everything. There are BBQ facilities. The intrepid are able to camp overnight.

**19 May** - National Motoring Heritage Day-Newcastle Branch are organising an event with Newcastle Classic Car Club. If anyone in Sydney or elsewhere would like to organise an event contact Graeme.

**14 -16 June** - Singleton Weekend - the entry form will be in March S&P

**25 August** - Shannons Classic at Eastern Creek – the club have paid for 5 tickets on the pit lane. These members and their veterans will be attending:

Malcolm Garthon 1909 SCAT; David McCredie – 1912 Maxwell; Phil O’Loan – 1910 Talbot; Barry and Ian Shinfield – 1911 Talbot and John Wards – 1916 Benz.

If you would like to go contact Graeme and the club will purchase additional tickets.

**28-30 March 2025** - Premier Event - Mal Garthon is the rally director and the event will be based in the Shoalhaven area.

**6 – 11 September 2026** - TAVCCA National Rally

NSW is responsible for the organisation. Phil O’Loan is the rally director. It will be based in Cowra. If you are interested in becoming involved, please contact Phil.

**LIBRARY** The library team met for the first time this year and it was a hive of industry. Graeme Newman and David McCredie hung some more photos, Graeme updated the Life Member and the Veteran of the Year photos before climbing into the roof to tidy up, and help Jenny with the archives. In the attic Graeme found some old rally pennants and will investigate suitable perspex to use for framing.

John Grant and David Norton finished cataloguing the contents of the filing cabinet. Jenny Fawbert organised the compactus and sorted the archives into official club documents and memorabilia. She will prepare an archival management system to better organise the material. Karyn Newman and David McCredie sorted out the four boxes of new donations and shelved the items. Louise Yeomans and David McCredie labelled the shelves more clearly and started adding final locations of items to the spreadsheet.

**DATING** Nothing to report.

**PERMIT TO MOVE/REGISTRATION** Neil Martin has processed 9 registrations.

**MEMBERSHIP** An application from John Lackey was received and will be voted on at the next month’s meeting.

**HALL** Robert Fordham update members on the fire inspection. The doors in Sydney Voice that open onto the veranda need to be readjusted and the crash bar replaced. Also, it needs to move its pot plants which block access. A pane of glass at the front of the hall was vandalised several weeks ago by a man rolling a pot plant down the bin. The glass has been replaced and the front doors adjusted.

**CHMC** There is a meeting in 2 weeks with Transport for NSW(TfN). The status quo for clubs to use their own scrutineers will be maintained.

**CMC** No report was lodged. Still looking for a delegate.

## **WEBSITE**

Another 9-10 years of S&P have been loaded onto the website. A show of hands indicated that members do appreciate having access to old copies of S&P. There are some interesting articles especially on veterans. Please continue to look as it makes the work of scanning and lading the old editions of S&P worthwhile.

## **GENERAL BUSINESS**

### **1. Update from committee**

Expectations for rally organisers will be in S&P next month and it will be discussed at the next club meeting.

### **2. 70th Birthday celebrations**

If you have any suggestions of how you would like to celebrate the club's 70 birthday, please see Louise.

### **3. Numbering on historic plates**

The article on historic registrations raised some questions with club members. One question was at what number did the H plates start? Please check out your registration number and if it is below 30,000 let Louise know.

### **4. 1912 Star**

Mal Garthon visited Bowral to see 1912 Star that once belonged to George Green. Alex McCleod was then the custodian. The Star completed the 1966 Blue Mountains Rally and later was used to transport passengers around George Green's Museum at Camden. According to Mal, the car looks distressed and needs some work as it was originally restored in the early 60s and appeared at many events. It's a 4 cylinder, 12 horse power.

The Vice-President apologised on behalf of the guest speaker. He is at Lake Conjola. The club will try to organise it for another date. He also apologised for the quality of the sound. The club is investigating better quality microphones. He thanked all members for their attendance.

**MEETING CLOSED AT 8.50pm** The raffle was drawn.

Graeme Newman  
Vice-President

Louise Yeomans  
Secretary

# **President's Report**

By Phil O'Loan

As I indicated last month, our club has achieved a very significant milestone, reaching its 70th anniversary. A number of events have been organised this year. The Premier Rally in Inverell on the 10th to 14th of April is the major event for the year, with over 60 cars registered to attend. A special



thank you to Rod Holmes, Laurie McGrath and Malcolm Roy for all their efforts in organising this event. Shannons Sydney Classic, to be held at Eastern Creek on Sunday 25th of August, is an ideal event to promote the anniversary of our club. Arrangements have been made to display five our cars in the very prestigious and prominent Pit Row. Cars that will represent our club are: Malcolm Garthon - 1909 SCAT, Phil O'Loan - 1910 Talbot, Barry and Ian Shinfield - 1911 Talbot, David McCredie - 1912 Maxwell, John Wards - 1916 Benz. Organisers of this event have allowed us additional cars to attend, but these will be allocated to an alternative area for display. The club will pay for all cars to participate - sounds like a great day. So if you are interested, contact Graeme Newman and confirm your attendance.

Malcolm Garthon has kindly volunteered to organise the Premier Rally for 2025. This event will be held between Friday 28th to Monday 31st of March. Malcolm is currently negotiating with Coolangatta Estate, which is a 100-acre heritage listed venue just outside Nowra, offering various spaces for our function, along with 26 motel-style accommodation rooms, cellar door, tennis court and swimming pool and would make an ideal venue for our event. I believe we should take up all the 26 rooms that this venue offers and make it available to only our members.

The National Veteran Car Rally 2026 committee has been formed and organisation has commenced. This Rally will be in Cowra and will be held from Sunday the 6th to Saturday 12th of September. Please pencil in the dates as this event will come around very quickly.

# Editor's Report

By Lauren Newman

Thank you to everyone who has contributed to the magazine this month. Once again, it is a full magazine so are continuing the momentum which is great! Thank you to the members who have sent in event reports - they are always good to read. And to Peter Cockbain whose final part on his documented Humber experience is in this magazine.

This magazine contains some beautiful tributes of the late Doug Marshall, who, as each tribute mentions, was a gentlemen in every sense of the word who I was lucky enough to know my entire life. He is a very missed member of the VCCA, and I very much appreciate the contributions from the Marshall family, Chris and Catherine & Stan and Maggie.

# Remembering Doug Marshall

Based on the accounts of Brett, Joanne and Lesley Marshall

Douglas Milton Marshall was born on 19 October 1934, the eldest son of six children. He grew up in Warriewood Valley, when it was still rural and glass houses grew tomatoes and other vegetables. Later the family moved to Mona Vale where Doug attended school and then he travelled to Crowsnest for high school at North Sydney Technical High School.

As soon as he could, Doug left school and became an apprentice carpenter and joiner. His first work was on the developing suburb of Harbord. Unfortunately, Doug developed a problem with his wrist that involved his arm being set in a plaster cast for some months. While recuperating he had a desk job where he learnt how to quote, and keep the books. From this experience Doug decided to go into business for himself with his wife Dianne as his business partner. The business thrived in the post war building boom.

Dianne and Doug were married on 22 June 1957 and moved into a garage at Mona Vale that they had built. Later came a house and the three children Brett, Joanne and Lesley. Doug fitted out a fibre glass hulled boat and the family enjoyed Pittwater. Then Doug became a 4-wheel drive enthusiast. So, he fitted out a caravan and in his Landcruiser, he and the family crisscrossed Australia many times. The business grew and Doug decided it was time to retire. He was 42! The family moved to Nord's Wharf where Doug built a pise or mud brick house. He joined and soon captained the bush fire brigade. With time on his hands, Doug became interested in old cars. First, he restored 1928 Chev roadster then came the FNs. In 1988 Doug joined the VCCA(NSW)Inc as member number 847. If the part wasn't available Doug made it. He attended Newcastle TAFE for many years learning the skills needed to restore 3 FNs.

From 1988 Doug meticulously restored three FNs :1911 FN 1600, 1911 FN 2400, and 1913 FN 1950. He became a recognised authority on this Belgian car make and generously shared his knowledge with others who shared his passion. Doug wrote a book on FNs. Meticulously researched, Doug travelled several times to the FN factory in Belgium where he photographed records. The records were then translated and the book is a comprehensive record of FNs around the world.

Doug and Dianne loved driving their FNs. Never trailed, they drove the FN to many rallies across Australia and were active members of the Newcastle Branch of VCCA(NSW). Both Doug and Dianne were immediately recognised in their puffer coats and broad brimmed hats for summer, and hats with ear muffs in the winter.

Doug will be remembered as a gentleman, reserved but with a dry sense of humour. He was a loving family man, kind friend to many and FN enthusiast!

## By Chris Duncan

I met Doug about 35 years ago. He was part of the veteran car scene, restoring his 1600 FN. He and Diane used to travel with us in a Renault I was driving which belonged to Peter Adams. I had moved away from old cars to concentrate on running my modern car repair business. I would sometimes see Doug in the business looking for parts or information and even occasionally for repairs. He did most jobs himself.

About 12 years ago I was driving another one of Peter's cars in a rally and sat down with Doug for morning tea and a chat. He explained that he was getting too old for his 2400 FN and had decided to sell it. I replied, "you just have". So began our closer relationship revolving around our mutual love of FN cars.

Doug's dedication to the FN car movement is clearly shown by his book on veteran FN cars that we refer to as "the bible". It would have taken countless hours and certainly many trips to Belgium to complete this book. No doubt the whole family was involved in some way.

Doug believed that the thing you needed most when restoring was patience. This was very evident one day in his shed when he was showing me how to do the upholstery. The time had come to pull the leather up over the back of the seat. Brett turned up to give us a hand and actually pulled the leather so hard it tore a piece out. I was horrified and hunkered down to miss the blast. Doug calmly said "he doesn't know his own strength"

Doug was very modest about his achievements. The 2400 needed a radiator so Doug built one. It took him 6 months. He would readily share this information if you asked, but not if you didn't. The information had to be prised out of him. As it happens my second 2400 also needed a radiator so I decided to build one also. Surely it can't be too hard, Doug only took 6 months. So far I have been going at it for about 4 years, it's close but not finished yet. I would take parts of it I was working on out to Doug for guidance and he would say " looks like you've been having a bit of fun then"

When I bought my second 2400 Doug came to Adelaide with me. We stayed at Stan and Maggie's place in Melbourne. We were allocated the bedroom with 2 single beds. I had a feeling that Doug and Stan would be up late talking important FN business so I left the bed near the door for Doug to sleep in. Off I go to bed only to be awakened sometime later by Doug crawling into my bed. Of course there is only one thing to say.....

Doug could turn his hand to many things and the excellent quality of his restorations reflect this. Both cars have done many kilometres since Doug restored them.

It has been a privilege to have known Doug, a gentleman in the truest sense of the word.

March 2024

## By Catherine Strutt

I didn't have the pleasure of knowing Doug Marshall for decades, like others. In fact I only got to know him since Chris acquired Doug's larger FN from him but I personally got on so well with him that it felt like we'd had a life long friendship. I was astonished that this actual man had brought to life these boxes of rusty parts and had actually created functional, beautiful and incredible vehicles from them. I witnessed him working in his shed, restoring a mudguard. There he was in his traditional khaki bib and brace overalls and comfy flanno shirt, patiently, calmly and methodically tapping away at some metal and fashioning it into a perfectly shaped part for his next veteran car, a 1914 FN1950, which is now on the road in South Australia. This one part was taking weeks to complete and there were more weeks of it to come. I asked him many questions about how and what he was doing to create it and he patiently answered quietly with straightforward answers. It was no big deal. He was just doing what needed to be done and getting on with it. Typical understated Doug. I was in awe of his capabilities, skills and deep knowledge of pre 1915 FN cars and I held, and hold, a huge bag of respect for this very clever, and very modest, bloke.

I got to know Doug's cheeky sense of humour that most of the time he had tucked quietly away and I enjoyed the game of levering it out when we saw each other and making him grin, that typical Doug Marshall grin. I always had success at the game and it must've been a Doug Marshall grinning moment when at the top of an email I sent him one day, he spotted my email address with my nickname I'd had been called since I was a teenager: Strutty. The name stuck and from then on I was referred to only as "Strutty" and Chris, Mr Duncan. Ms Informal and Mr Formal. He was a genuine gentleman...with a sneaky, quiet shade of larrikin to him.

I have witnessed (and grinned!) at dozens of grinning Doug Marshall moments but I will mention just one more that sticks with me every time I drive one our FNs. The veteran car club Christmas party was over and it was time to leave. We'd gathered on the water's edge of Lake Macquarie near Swansea and it had been an enjoyable sunny day under the shade of trees. "Come on Strutty..get in" said Doug matter of factly. "You can drive home"

"Um..what?" I said, panicked, my body waving white flags of surrender and going into an emergency response flooding my veins with adrenalin. Doug grinned and said casually "just go around the park here and then you can drive me home" and he cranked over the little blue FN and moved aside to let me in behind the steering wheel.

There was no escape option as Chris was already cranking over Doug's larger FN, which we now owned, and Dianne was waiting to get in beside him. So I drove around the park as instructed, only making it to second gear. Relatively easy...I thought. Doug sat quietly and relaxed, staring straight ahead. Evidently, it must've been correct how I'd driven so far as there were no hints from the instructor as to it being otherwise!

I continued on and up the hill out of the park and onto the suburban streets with all the real traffic. I looked to Doug for instruction of what to do now. He just sat like he was a passenger on a bus going into town, day dreaming about the footy...or something. I had gone alright down in the park but now I

had to jump the gate and move into third gear. I sweated. As I let the revs drop, I made an attempt and pushed the lever across and into third which resulted in an almighty horrible grinding of gears. Doug was helpful and said "hmmm...tricky one, that one." I made a second attempt which had the same result. "there's a bit of a Z pattern to make when changing from second to third" Doug instructed. Good to know, Doug! And with that invaluable knowledge I failed a third time. I pulled the car up in the middle of the street and we swapped drivers and off we went as Doug demonstrated the difficult move he was telling me about. The tricky bugger got it straight up and grinned like he knew the end of a joke. He stopped the car and we swapped again. I had two more embarrassingly failed attempts to change into third gear, both with no further instruction from Mr Marshall-The-Helpful, (he'd shown me, if it didn't sink in, that was my problem!) until finally I got a good change. I looked at Doug surprised and proud of myself. He was looking straight ahead, grinning. Cool. We were finally on a roll and off we trundled down the road towards home in third and then eventually forth gear, safely to home. It was the best instruction he could've given me. Let me sort it out myself and I'll remember it. Many times after that, Doug chose the passenger seat and I drove.

My most heartfelt thanks and respect are held for Doug for restoring the two FN cars that Chris and myself now own. The two cars have already given us so much enjoyment travelling in them on our camping adventures up and down the eastern side of Australia. Doug and Dianne started a tradition of using the cars for what they were designed to do and drove those cars all around Australia, not trailering them to veteran car rallies, but driving them. Maybe others thought they were crazy driving a one hundred year old car solo around in the bush but Chris and I have seen and felt why they did it and it's pretty difficult to find something that beats that unique kind of enjoyment. And so, we carry on that tradition, in Doug's FNs. We've even got the wide brimmed hats.

It is with thanks and appreciation to Doug that we were introduced to fellow FN owners who have become our very close friends, especially Stan and Maggie Bone. When Doug heard we were going to meet the Bones on an upcoming rally, Doug said to me with accurate foresight, "You will like Stan Bone and he will like you".

## By Stan and Maggie Bone (VCCA Victoria)

Firstly, on behalf of Maggie and myself, I would like to extend our sincere condolences to Doug's family and regret that we are unable to attend the service here today.

Given time constraints, it is very difficult to give an overview of a friendship spanning some 35 years or more, nevertheless, here are just a few fond memories we'd like to share of Doug and Dianne.

We first met at the Southern Swap Meet at Ballarat where, out of the blue, a Bedouin style tent appeared with a sign saying "FN parts wanted". "What's this?" I thought, "I have competition I'l

*Continued on page 14...*

# Events Calendar

## Club Events

### MARCH

- Sunday 17th-23rd **National 1&2 Cylinder Rally** - Albany, Western Australia.  
*Contact: Deidre and Harry Pyle*
- Tuesday 19th **Newcastle Branch Meeting** - 78 Main Road, Boolaroo. 7:30pm
- Thursday 21st **Committee Meeting**
- Thursday 28th **Monthly Club Meeting** - 134 Queens Road, Canada Bay. 8:00pm
- Friday 29th-1st **CHMC Annual Rally** - Parkes, NSW. For details see the CHMC website

### APRIL

- Wednesday 10-14th **2024 Premier Rally** - Inverell, NSW  
*Contact: Rod Holmes, Malcolm Roy or Laurie McGrath*
- Tuesday 16th **Newcastle Branch Meeting** - 78 Main Road, Boolaroo. 7:30pm
- Thursday 18th **Committee Meeting**
- Thursday 25th **Monthly Club Meeting** - 134 Queens Road, Canada Bay. 8:00pm
- Saturday 27th **Fun Driving/Gymkhana Day** - 10am-4pm  
Ansell Park (FIAT Car Club Grounds) - Percival Street, Clarendon 2756  
We have kindly been invited by the ALVIS Car Club and the VSCCA to join them in a day of fun driving in their Gymkhana.  
This is not a speed event, but one of skill.  
BYO picnic lunch and enjoy the grassy river flats with plenty of shade trees on private property. Younger people can participate and people who have never driven a veteran car can practice in a separate paddock. Bring anyone who you think may be interested for this country style event close to Sydney. Not to be missed - there will be some special cars there.  
*Contact: Mal Garthon - 0417 676 912*

### MAY

- Thursday 2-5th **Pre 1931 Autumn Tour** - Orange, NSW. Entry form on page 19 of November 2023 *Spit and Polish*.
- Thursday 16th **Committee Meeting**
- Sunday 19th **National Motoring Heritage Day** - details to come. If you have any ideas on an event, please advise the Events Coordinator
- Tuesday 21st **Newcastle Branch Meeting** - 78 Main Road, Boolaroo. 7:30pm
- Thursday 23rd **Monthly Club Meeting** - 134 Queens Road, Canada Bay. 8:00pm

## Major Events

### **JULY**

Tuesday 16-19th

#### **VCCCAQ Frostbite Tour**

See January Spit and Polish for details

### **NOVEMBER**

Monday 18-23rd

#### **2024 National Veteran Vehicle Rally - Launceston, Tasmania**

Expressions of Interest are now open on the VCCA (Tas) website: [www.vccatas.org.au](http://www.vccatas.org.au). Be sure to book your trip on the Spirit of Tasmania ASAP!

Contact: Ben (0404 917 366) or Jill (0448 678 291) - Rally Directors

#### Application for Associate Membership

John Lackey  
Springwood NSW

Proposer: Malcolm Garthon  
Secunder: Geoffrey Simmons

Voting for the above application will take place  
at the March monthly meeting

#### Change of Address

Mal Lorrimer  
Unit 8, 120 Manning Street,  
Kiama NSW 2533

March 2024

I need to look into this!". So I made contact with this as yet unknown intruder into my area of expertise and I can still remember his first words to me, "Ah ha, Mr Bone I've heard about you, I think we need to talk", and talk we did from that day on. We had a common interest in restoring our beloved FN cars.

Doug restored five cars; a vintage chev roadster, a veteran GWK and three veteran FNs, two of which are now owned by Chris and Catherine who drive them regularly on long adventurous journeys.

Doug and Diane stayed with us at our home in Victoria on many occasions over the years and during those times Doug would help me with the timber coachwork on both my cars and we would happily work away together in between the much awaited coffee breaks that he enjoyed so much. There would be none of this cappuccino, latte or instant coffee for Doug. The first thing to come into the house when they came to stay was Doug's faithful old coffee plunger that had travelled all over the outback with them, and it had to be the old plunger brew and four or five big spoons of his own raw sugar...or nothing at all.

We covered a lot of ground in discussions we had over the years and covered a lot of miles together on rallies in the old FNs and Maggie and I would respectfully say as we drove along behind them; they just remind me of Ma and Pa Kettle sitting up there with their wide brimmed hats on.

We saw Doug for the final time when we visited him in the nursing home at Cardiff with Catherine and Chris a couple of years ago and although we felt he didn't remember us, he certainly remembered Maggie's home made fruit cake, which was a favourite treat of his. When she offered him a slice, before he put it in his mouth he said (with that familiar Doug Marshall chuckle that he offered up when something that was said or done pleased him), "Oh Maggie Bone's fruit cake". Who knows eh!

Well, one thing is certain. Doug will live on in the minds and thoughts of those of us that are yet to follow. There's a certain belief that I am sure is correct, and that is, that you have not died so long as there is someone that mentions your name. So in the future when someone asks what's the story on the old cars, the answer will more than likely be: "Oh they were lovingly restored by a clever bloke called Doug Marshall".

Rest in Peace.





# MaSH Group Christmas Party

By Lyn Martin

Firstly, I hope everyone had a great Christmas and New Year. Being in holiday mode as you do, I had completely forgot we had a January magazine. Sorry about that, however I am here to make amends and tell you all about our wonderful Christmas party with the Macarthur and Southern Highlands Group. Anyway, we had our usual morning tea run to Curry Park. As usual, Robin was in full form with her fabulous scones, jam and cream. After plenty of discussion about family Christmas plans and future upcoming rallies we finished our delicious morning tea around 11am.

Then we headed off to Campbelltown Golf Club for lunch. We had a delightful, air-conditioned function room all to ourselves. This is much nicer than sharing the space with others as you can have a better group discussion and enjoy each other's company more. When we arrived, we found that Robin had travelled on ahead of the rest of us and had decorated the tables with black cloths and little fairy lights down the centre of each table. This was then enhanced with little Christmas ornaments. To top it off there was Christmas music playing in the background on an old gramophone.



We all ordered our lunch, which was lovely. The food was delivered quite quickly, which is always a bonus. To end our gastronomic delight was chocolates and cake. Filled to the brim with Christmas delights we wished everyone a Merry Christmas and headed off to Peters place around 3pm.

We spent a few hours at Peter's place then headed for home through the town of Camden. Camden is a quite historic town. Most of the buildings are original and to drive through it at night is quite lovely as the main street is lined with trees and flower beds. The town has little fairy lights in the main street all year round. Very, very pretty.

We are looking forward to a busy 2024 with plenty of family events and more car rallies to enjoy.

In attendance:

Robin & Bill, Lyn & Neil, Dianna & Max, Sally & Peter, Jan & John, Anthony & Donna, Denise & Alan, Alan, John, Kath & Bruce & Cameron.

# Newcastle Branch Breakfast Outing

Martinsville, NSW. 10th February 2024. By Dianne Gotley

This year we woke to dubious weather, Christopher & I were going modern as we were picking up Uncle Neville. Meanwhile Graeme & Karyn who were planning on going in the Talbot had to decide. After some deliberation, they too decided to go modern. It was then arranged that we would meet at Neville's aged care facility & all travel together.

Arriving at Neil & Maria Heilbrunn's home to find one lonely veteran, that being the Cherry Ford. As the time passed, more members arrived modern. John Brumby chauffeured John & Max Burke, as John could hardly walk due to a very painful ankle. This led to quite the discussion as we sat comfortably in the covered outdoor area. Most members sadly had seen one another the day before at the funeral of Doug Marshall's where John was walking without a problem.



As in previous years, Maria did not disappoint! There were plenty of breakfast options, sweet, savoury, hot, cold, and healthy, the list goes on, but whatever you chose, it was delicious.

After more "chin wagging" most people wandered to the "Bike Barn" to admire the extensive & impressive collection of bikes & memorabilia. The display is very interesting & well set out. As requested by Neil & Maria, we donate money to the Martinsville Rural Fire service.

I'm sure some members wandered into the "Car garage" but I did not. It was lovely to see Henry, our newest member to the branch make the journey, and sadly he was solo as Andy was unable to make it. Once again, a huge thank you to Neil & Maria for again inviting us to their home & for generously providing a scrumptious breakie.

In attendance:

David & Betty Cherry - Ford

Modern: John Brumby, Max & John Burke, Peter Cockbain & Kaye Good, Chris Duncan & Catherine Strutt, Graeme & Karyn Newman, Neville Preston, Dianne & Christopher Gotley, Henry Orton, Neil & Maria Heilbrunn

# Newcastle Branch Outing

Rathmines, NSW. 3rd March 2024. By Graeme Newman

A few months ago, at a Branch meeting it was agreed that the March outing would be an afternoon run, somewhere on the western side of Lake Macquarie. Chris Duncan offered to make some arrangements and suggested we meet at Rathmines, a quiet central location for most of us, to go for a drive together, before returning to Rathmines for afternoon tea.



As seems to have been the case for many of our events of late, it was one of those days where it probably was going to rain at some point, but then again it may not. We set out from home under rather overcast skies, but hopeful we might be lucky enough to stay dry. We made our way to Wyee, where we had planned a fuel stop only to discover a few of the bowsers designed for left hand side

fuel tanks weren't working, causing a bit of a line up. Not a problem with the centrally located filler cap on the Talbot - we had the choice of several bowsers and were soon on our way again.

We arrived at Rathmines about 1.00pm to find four other veterans already there. After a bit of the usual chatter, Chris handed some instructions to those who wanted them, and we headed on our way. Whilst it was quite windy by the time we got away, we had a very enjoyable drive around the lake through Buttaba, and Arcadia Vale to Wangi Wangi. From looking across the lake it appeared the 16 footers (I think they were 16 footers!) were making good use of the wind as they headed south on the lake. There were plenty of people around the pub and coffee shop in Wangi and even more seemed to be having a pleasant afternoon in the Wangi Point Holiday Park. We then continued to Dora Creek and the outskirts of Cooranbong before heading north again to Freemans Waterhole.



The plan had been to continue to Toronto and back to Rathmines, however the overhead conditions meant a change of plans, with an impromptu stop for a cuppa at Freemans Waterhole before we split up to make our own way home. We got enough rain on the way home to spoil the brass, but it didn't spoil what was a very pleasant afternoon.

In attendance:

Catherine, Jennifer & Helen Strutt - 1912 F.N. 1600  
 Chris Duncan & Isaac Strutt-Stevens - 1911 F.N. 2400  
 Graeme & Karyn Newman & Dianne Gotley - 1914 Talbot

John, Kelly & Joan Burke - 1916 Hupmobile  
 John Brumby & Max Burke - 1918 Essex

# Northern Sydney Breakfast Run

3rd March 2024. By Louise Yeomans. Photos by Angus Yeomans & Janina Shinfield

According to the best lists of parks in Sydney, Fagan Park at Galston is one of the top ten.

Recommended by David McCredie, it was a winner for the first Northern Sydney Breakfast Run. On arrival at 9am, the carpark was filling up with dog walkers and bush walkers. The machine dispensing the parking tickets was slow in processing the payments and worked better with a hefty bang on the side.

Denise and Mike Bendeich in the Chalmers arrived first and set up at a table in the shade. David and Phil arrived next in David's Maxwell, closely followed by Dot and Barry Shinfield in Tilley and Ian, Jenny and Ben Streatfeild in their Overland. Richard and Angus in the Wolseley pulled in last. Soon there were five veteran cars lined up with a steady stream of admirers.



Other members came in modern cars – Robert Fordham, Neil, Lynette and Ruby Martin, Janina and Ian Shinfield, and Geoff and I. Even though I forgot to bring the coffee cake, there was a generous spread for morning tea. Soon the party separated into two groups – the men talking cars while the women caught up on family news and discussed the state of the world.

At about 11 there was a photo shot of the crowd with the veterans and we all left for home after a very pleasant morning!

The next Northern Sydney Breakfast Run will be on Sunday 5 May – details to be announced!



In attendance:

Mike & Denise Bendeich - 1913 Chalmers

Barry & Dorothy Shinfield - 1911 Talbot

Richard & Angus Yeomans - 1913 Wolseley

Modern: Robert Fordham, Neil, Lyn & Ruby Martin, Ian & Janina Shinfield, Geoff & Louise Yeomans

David McCredie & Phil O'Loan - 1912 Maxwell

Ian, Jenny & Ben Streatfeild - 1915 Overland

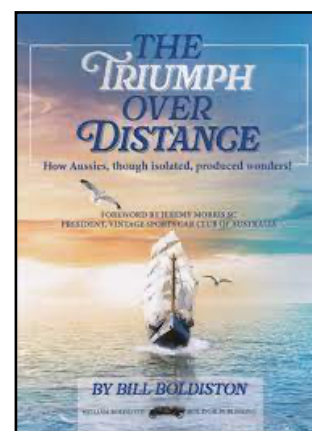
# Bill Boldiston does it again!

Book review by Louise Yeomans

Bill might be 93 but his latest book proves that nothing is impossible.

That's what Bill's latest book is all about – how to achieve what is thought to be impossible!

"The Triumph Over Distance" how Aussies, though isolated, produced wonders traces how resourceful and inventive Australians can be and suggests that our geographical isolation could account for this. In this easy-to-read book of Australian ingenuity, Bill traces Australian technological inventions from the stump-jump plough in 1870 to the development of Repco.



There are chapters of interest to veteran enthusiasts such as the first Australian motor cars, the 1905 Dunlop Rally and Maroubra's magic motor speedway. The book is well illustrated with photos, letters and newspaper cuttings from the times.

It is written in a conversational manner with some personal references and many interesting historical facts.

If you would like to read this special book contact Bill Boldiston - 04211740977

# **Guidelines for events underwritten by VCCA (NSW) Inc for other motoring groups**

1. The organiser must be a member of VCCA(NSW)Inc if the event is to be run under the auspices of the VCCA(NSW)Inc. The club will then cover the event with its insurance.
2. A proposal must be made to the committee in writing and be approved by the committee at least a month in advance of any public announcement.
3. The proposal must outline the duration and dates of the proposed event, routes, approximate number of participants and costs using the rally spreadsheet where feasible.
4. If the committee supports the proposal, it is expected that the organiser will report to each committee meeting, and if appropriate at a club meeting, on progress made with the organisation of the rally.
5. If a rally booklet is to be produced by a member who is not part of the organising committee, the information must be provided at least one month before the event.
6. At least one week before the event, the organiser will provide a list of participants with contact details to the secretary.
7. Within a month after the event, the rally organiser will provide a report to the committee for Spit and Polish with a financial reconciliation of the event.
8. The VCCA(NSW)Inc accepts no financial liability for the event.
9. Any unforeseen events must be notified to the President or Secretary within 24 hours of the event.

# 1908 30HP 6 Cylinder Humber

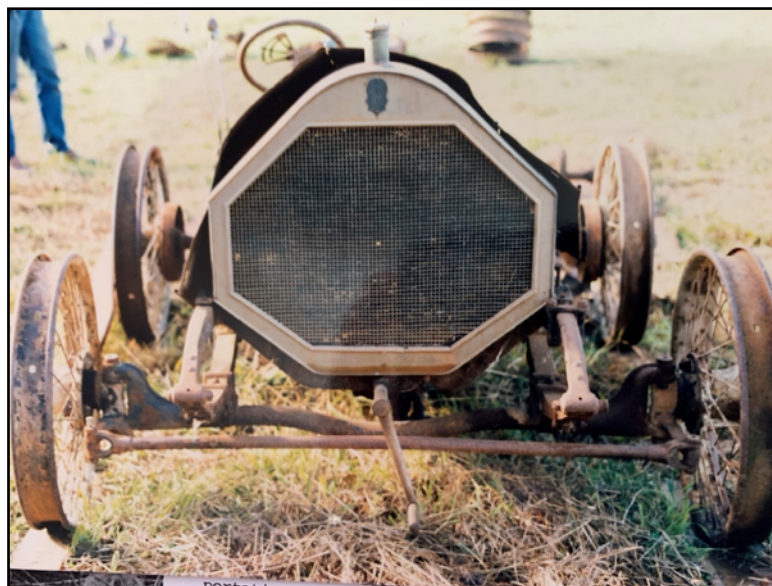
Part 2. By Peter Cockbain

I fitted the virtually "new" engine (after arranging a bank loan) and was about to fire it up when I thought I would ring the overhaul shop to confirm that they had timed it for anti-clockwise rotation rather than rely on them having to use the counterclockwise pawled crank handle that I had given them. There was a long silence, and they then said "We have overhauled hundreds of engines over decades and have never had one that rotated anti-clockwise". They consequently came to my garage, retimed the valve cam shafts, reset the magneto and low tension distributor timing and away it went.

I enquired to John Tarring later as to why Humber had their engines rotate anti-clockwise and, in his usual laconic way, John's response was "Why not?" - reason explained!

I also had the inside of the flywheel skimmed as it had minor rust imperfections after standing for decades and Ellis Card, who owned the local machine shop in town said to me "This is a cone clutch, isn't it son? And I replied "Yes it is Mr. Card" and he asked if I had ever driven a car with a cone clutch and I said "No" and , in his classic nonchalant way he said "It's like letting a shot gun off slowly young fella, and anyone who says they can slip a cone clutch is a bloody liar", advice I well-remembered when the time came!

Another anomaly that had to be resolved was the track width of the front axle which was 4' 10" and erroneously described in one earlier Victorian State publication as "This car is fitted with colonial axles (6" wider than European models), which was quite incorrect as the back axle was as published (4' 4") and only the front one was 4' 10". (see photo on right)



There has been some earlier comments around the car being involved in an accident in which a child was killed (unsubstantiated) but, in my opinion, the accident itself may well have occurred where the front axle was badly damaged and required replacing with what was readily available at the time. This was done with one 6" wider than the original and nothing to do with the "colonial axle" story.

Obviously an axle of the right dimensions was impossible to come by until, once again, Phil Diffey came to my rescue as he had done so many times before during the restoration of my 1910 16/25 Humber – and this has another intriguing twist to its happening.

March 2024

Many years before, Phil told me he received a call from a gentleman who, in excavating his front yard in preparation to pouring a concrete driveway, had come across a front axle buried there and contacted Phil who he knew had "old cars" asking him if he would like it. Phil, like the rest of us would have, picked up the axle and kept it over several moves he and Jan had made over the years. It fitted my car perfectly - correct track, king pin diameter, wheel hub fitment, an incredible stroke of luck. Thanks once again Phil!!!

The wire wheels were in quite good condition but did require some respoking and truing before painting and fitting the 880 x 120 BE tyres.

Many of the spring leaves were missing and I was fortunate that the only remaining spring maker in Newcastle (Australia) at that time was able to manufacture them in the identical profile that Humber had used. Unfortunately they, like many of our smaller companies here, are now gone.



The car has dual ignition with a high tension magneto and a low tension distributor and a trembler box fitted with a dual trembler (one and a spare with a change over switch) and 6 dual wound coils (one per cylinder) (see photo on left) .The LT distributor earths each LT coil in order of firing via the trembler which gives a "high frequency" spark to each spark plug. All the coils were in poor condition and required rewinding with the high tension coils having 1,800 turns of very, very thin wire – a very tedious and exasperating task.

There is no engine oil level dip stick, viewing glass or filling facility. This is achieved by – as explained on page 52 of the owner's manual – " by pumping the oil from the dash mounted oil tank come drip feeder (see photo on page 23) until a slight smoke is visible from the exhaust". There is also an oil pressure gauge fitted to the dashboard which, when the oil pressure falls, requires one or two pumps of oil to "top up" the oil level. On my first firing up of the engine, which my son was waiting to film, the garage quickly filled with thick smoke making filming impossible. I had obviously over filled the sump and have now lowered the oil level using the relative level on my 1910 Humber sight glass as a guide – and all of this to save the cost of a sight glass or dipstick and oil filling port!

The radiator also was in reasonable condition and only required many months of continuous soaking, draining, back flushing, refilling etc. until it was fully functional.

Both the cooling water circulating pump and the oil pressure pump required new impeller gears to be



manufactured as the teeth were virtually nonexistent.

The oil pump is located very low below the engine and could be easily broken off if driven over rough terrain having only 10" ground clearance and very exposed. You will see from the following photographs 13 and 14, the "colonial" spring arrangement that was provided to compensate for the poor state of roads existing in Australia in the early 1900's.



There was not one piece of the original body work kept after it was cut up. I will continue with my restoration making the car as original as I can back to the dashboard. After which, I will be fitting a "speedster" type body which will, in no way, alter any structural parts of the car so leaving it to someone else to restore as they wish sometime in the future. See photos of the car at present (see photos 15 to 20).

A very long project even to get to where I am now and a real example of my oft used comment "The problem I have is that they are getting restored – but I am not."

# June Tour Entry Form

14-16th June 2024

The Newcastle Branch invites Veteran enthusiasts to enter this year’s June tour at Singleton.

The tour will commence on Friday the 14th of June in Cessnock at the home of Max, Joan, John and Kelly Burke.

A welcome morning tea will be served before heading off on a scenic tour utilising quiet country roads to Singleton.

Saturday we will tour in the Singleton area and return to Cessnock on Sunday.

## **BOOK YOUR OWN ACCOMMODATION**

Inform Motel at time of Booking VCCA event

**The tour will be accommodated at the CHARBONNIER, Singleton. Ph: 02 65722333**

Dinner and Breakfast available in the Motel Restaurant

Please return your entry to,  
The Tour Director,  
John Burke  
20 Valley View Place  
Nulkaba NSW 2325.  
0412 821 945

—————ENTRY FORM—————

Name..... Mobile Phone.....

Veteran Vehicle (year and make).....

Number of persons: adults..... children.....

Entry fee \$10

Direct Deposit: BSB 637000 ACC 781325341 Newcastle Branch VCCA or  
Cheque : Newcastle Branch VCCA (Please indicate method of payment)

This event is open to all Veteran Vehicles

# Classifieds

Please note ALL ADS MUST include the price and if you wish ONO. Advertisements will only run for 3 months then will be removed unless requested otherwise. If selling a vehicle or engine, please include all known numbers and details. All states please copy.

## FOR SALE: Renault AX water inlet and outlet castings

Castings for the water inlet and outlet on the cylinder block. The castings are as a cast and will require machining.

They come as a set for \$300 (inc GST) + postage and packing. Individual price if anyone only requires one: large casting - \$193, small 90 degree casting - \$107

Contact: Bill Trollope - [wwt@bigpond.com](mailto:wwt@bigpond.com)





**1903 CURVED DASH OLDS.** Older restoration, very original and correct, excellent entrant for the Per '05 Tour or the prestigious London to Brighton Run. #7450 **\$70,000**



**1909 CLEMENT BAYARD.** Four cylinder Touring car. #7452 **\$69,000**

# THE VETERAN



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**0422 219 911**

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1908 BSA Touring. 1910 Buick.

1917 Chevrolet 490 Roadster.

1916 Cadillac Touring - Needs restoration.

1912 Cadillac - Mostly restored.

**SOLD** 1904 Cadillac - Restoration project. ~~\$55,000~~

### COMING SOON

1908 Cadillac - Restoration project. \$35,000

1903 Stanley - Restored.

**SOLD** 1913 Crane Simplex - Original unrestored. ~~\$POA~~



**1905 MINERVA.** Big impressive T head four cylinder touring car. #7451 **\$195,000**



**1909 CADILLAC.** Touring, new upholstery, engine recently refreshed, correct lights, good runner, 1st stand alone year for the 30hp four cylinder Cadillac. #7442 **\$90,000**

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