

# SPIT AND POLISH

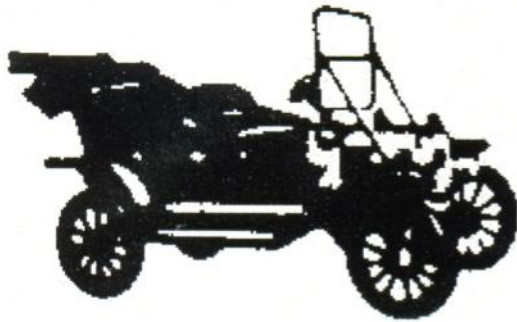
PATRON: HER EXCELLENCY PROFESSOR MARIE BASHIR AC CVO  
GOVERNOR OF NEW SOUTH WALES

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



Print Post Approved  
PP 232637/0001





# Edge Machining

**STEVE & KARA PLEMING**  
**SUPPLIERS OF EGGE CO. PARTS**

Engine Rebuilds  
White Metalling & Engineering  
T Ford Kevlar Bands  
2 Forer Street Dookie VIC 3646  
Phone/Fax: 03 5828 6250



Like your car **our policies** also stand out from  
**the crowd**

Talk to an enthusiast at Shannons. Our very competitively priced insurance includes features like agreed value, choice of repairer, lifetime maximum no claim bonus, lifetime guarantee on all repairs, no blame-no excess and pay by the month premiums.

This insurance product is issued by Australian Alliance Insurance Company Limited ABN 11 006 471 709 Licence No. 235011. You can get a Product Disclosure Statement by phoning 1300 139 006 or from any of our offices. You should consider the Product Disclosure Statement in deciding to buy or hold this insurance product. Shannons Limited ABN 91 099 692 636 Authorised Representative No. 239594

**FOR A SPECIAL QUOTE CALL 1300 139 006**

**[www.shannons.com.au](http://www.shannons.com.au)**

**SPIT & POLISH** the journal of the Veteran Car Club of Australia (N.S.W.) Inc.

Other Veteran Clubs have permission to copy

Articles and Letters appearing in Spit & Polish reflect the opinion of the Author. They are not necessarily the opinion of the editor or the committee nor are they any indication of club policy.

# SPIT AND POLISH

WEB PAGE: [www.vccansw.org](http://www.vccansw.org)

## TABLE OF CONTENTS – June 2013

Committee of Management .....	2
President's Report .....	3
Annual Subscription Notice.....	3
Minutes of May 2013 Monthly Meeting .....	4
Events Calendar - Club Events .....	6
Events Calendar - National Rallies .....	6
<b><u>Coming Events:</u></b>	
Newcastle Branch Garage Crawl .....	7
Outing and Social Picnic Lunch .....	7
Working Bee .....	8
Newcastle Branch Annual Tour .....	8
<b><u>General:</u></b>	
Events Officer's Report .....	9
Editorial .....	9
<b><u>Outing Reports:</u></b>	
Orange District Antique Motor Club - Autumn Tour 2013 .....	10
Brunch Run .....	10
100 Year Birthday Run .....	12
<b><u>General:</u></b>	
Brighton Belles .....	14
Automobile History - Electrical System .....	18
Newcastle Annual Tour - Entry Form .....	20
The Gastroenterologist .....	21
<b><u>Classifieds:</u></b>	
For Sale & Wanted .....	22
Services.....	23
Price List of Club Articles & Services.....	24

All letters, advertisements, articles are to be sent to "The Editor Spit & Polish" preferably by

**Email:** [nevpreston@gmail.com](mailto: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:-**

*Des Turnbull's 1910 Brush.*

*On the Newcastle Branch 100 year Birthday run, May 2012,*

*just after he had completed the*

*Centenary Expedition across Australia.*

## Committee of Management

**OFFICE BEARERS:**

		HOME	BUSINESS	FACSIMILIE
PRESIDENT	Wilga Coutts	4861 7356 Email: <a href="mailto:president@vccansw.org">president@vccansw.org</a>		
VICE PRESIDENTS	Greg Roberts	4861 2023	Mob: 0468 831 757	
	Peter Martin	9632 8930	Mob: 0418 865 235	
SECRETARY	Louise Yeomans	9884 9314 Email: <a href="mailto:secretary@vccansw.org">secretary@vccansw.org</a>		
TREASURER	Euan Coutts	4861 7356	Mob: 0412 673 585	
		Email: <a href="mailto:treasurer@vccansw.org">treasurer@vccansw.org</a>		

**COMMITTEE MEMBERS:**

EDITOR	Neville Preston	4352 1533		Email: <a href="mailto:spitandpolish@vccansw.org">spitandpolish@vccansw.org</a>
EVENTS	Bill Heeney	9639 3006		Email: <a href="mailto:events@vccansw.org">events@vccansw.org</a>
REGISTRATIONS OFFICER	Neil Martin	9632 5047	Mob: 0417 236 495	
HALL LETTINGS	Robert Fordham	9899 4395		Email: <a href="mailto:hallrentals@vccansw.org">hallrentals@vccansw.org</a>
LIBRARIAN				
WEB CO-ORDINATOR	Peter Weir	4262 6595	Mob: 0414 831 872	
		Email: <a href="mailto:webcoordinator@vccansw.org">webcoordinator@vccansw.org</a>		

**SUB COMMITTEES:**

INVESTIGATION & DATING	Peter Martin	9632 8930	Mob: 0418 865 235	
	Bob Hobson	4861 2101	Mob: 0439 03. 934	
	Max Roberts	6545 3410	6545 1045	6545 1687
	Malcolm Garthorn	Mob: 0417 676 912		
	Peter Adams	Mob: 0418 680 263		
	Neville Preston	4352 1533		

**BRANCH CHAIRMEN & SECRETARIES:**

NEWCASTLE CHAIRMAN	John Burke	4991 1806	6570 3446	6570 3478
		Mob: 0412 821 945		
		Email: <a href="mailto:Hupmobile@bigpond.com">Hupmobile@bigpond.com</a>		
SECRETARY	Graeme Newman	4392 1035	Mob: 0412 138 063	
		Email: <a href="mailto:kazngrae@bigpond.com">kazngrae@bigpond.com</a>		
MaSH CHAIRMAN	Max Boardman	4655 8510	Mob: 0428 301 031	
SECRETARY	Kevin Boardman	4654 5499		
HONORARY ORDITOR	Graham Steer	9450 1454	9221 8933	
LEGAL ADVISOR	Andrew Aitken	8987 0000	8987 0077	

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

134 Queens Road, Five Dock, 2046

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

## President's Report June 2013

Dear Members,

What a beautiful autumn, perfect for Veteran motoring. June arrived and right on cue winter is with us. Also, the time to balance the books, pay your fees and on a more pleasant note attend the Singleton Rally.

On a perfect day on 19<sup>th</sup> May a number of us attended the Brunch Run from Maraylya Park, the route took us through the Oakville and Pitt Town areas, over the Hawkesbury, up through North Richmond, down the hill to Windsor and back to Pitt Town for a rather late brunch. Bill had managed to keep us off too many main roads and with enough twists and turns to keep us on our toes, it was a beautiful run.

We will be holding a working B at the hall on Saturday 20<sup>th</sup> July from 8.30am, I know this is the day before our Club outing, but there is always "housekeeping" to be done and if we can do it regularly it isn't too onerous. Please try to come and help.

Club fees fall due at the end of June and included in this edition is the Annual Fee Form, please take the time to fill it out before returning it with your fees, it helps to keep our records up to date, also it keeps the treasurer happy as he endeavors to balance the books.

Lastly I'd like to remind you all that the AGM is only 2 months away, my term is at an end and we will need a new President. It's not a bad job and the working companions are good, the pay leaves a bit to be desired but the fringe benefits are that get to know your fellow members a lot better. Think about It!!!!!!!!!!!!!!

Best wishes,

Wilga.

### **VCCA (NSW) INC ANNUAL SUBSCRIPTION**

#### **ATTENTION ALL MEMBERS**

Your 2013/2014 Annual Membership Subscription  
To the Veteran Car Club (NSW) Inc.

**Is due at 30<sup>th</sup> June**

**This year's subscription is \$70**

Early remittance of your annual membership would be greatly appreciated,  
Assisting the Club in keeping costs down.

Euan Coutts  
VCCA (NSW) Inc Hon. Treasurer

## Minutes of Monthly Meeting of VCCA (NSW) Inc.

Minutes of Monthly Meeting of VCCA (NSW) Inc Date: 23 May 2013

### ATTENDANCE

Committee: 8      Members: 20      Apologies: 6      Member's family: 2      Visitors: 1

### MEETING OPENED AT 8:15PM

### PRESIDENT'S OPENING REMARKS

The President Wilga Coutts opened the meeting and welcomed all present at the meeting. She welcomed back Laurie Stewart. Wilga said participants enjoyed the Brunch Run from Maraylya. Members from MASH and Newcastle branches were well represented and she noted only three Sydney club members attended.

### MINUTES PREVIOUS MEETING

Matters arising: Nil

Minutes accepted:

Moved: Graham Weeks      Seconded: Warren Irish

### INWARDS CORRESPONDENCE

#### *Flyers received*

National Trust Centenary of Canberra Rally; Shannons Auction; Invitation to Farming Small Areas Expo at Hawkesbury Showground; Invite to farming small areas expo; Fenniskellen Orchard; 37<sup>th</sup> National Chevrolet festival; Tulip time; swap meet 7 July

#### *Other club publications*

VCE of NZ; Cough and Splutter, Broken Spoke; Veteran car Club of SA; Brass Notes; Small Torque; Veteran Torque; Illawarra Vintage Car; CMC Anniversary lunch invitation.

#### **Other**

Enquiry from Hamish McDonald about a 1905 Clement Bayard; advice of a new email address for Judy Grellman; Club Image; Wearever Club Appreciation Program-; letter from Canada Bay Council re the erection of ball screens at Barnwell Park Golf Club; thank you note from Mary Dunlop and family; Melanoma Institute; letter from Max Boardman requesting a 100 year plaque; email from Colin Wright advising of the sale of a 1914 B25 Buick restoration project

### OUTWARDS CORRESPONDENCE

Reply to query about De Dion Bouton engine; reply to query about Berliot parts; letter of thanks to Ray Priest; letter of thanks to Rick Thomas; reply to Hamish McDonald about a 1905 Clement Bayard

Correspondence accepted

Moved: Lyn Martin      Seconded: Laurie Garrod

### TREASURER'S REPORT

Balances are:

Ordinary account	\$7993.43
Rally account:	\$3003.49
Term deposit 1	\$11,222.30
Term deposit 2:	\$10,000.

**Moved:** Robert Fordham      **Seconded:** Laurie Garrod

### MAGAZINE

Nothing further

**EVENTS**

Barry Shinfield related his enjoyment of the Brunch Run. He congratulated those who came long distances. Members were reminded to put in their entries for the June Long Weekend Tour  
Les Watton outlined details of the Navigators' Rally on 4 August starting at Quarry Road Ryde and finishing at Silverwater. He had to change his plans to visit the Printing Museum at Penrith. Members indicated by a show of hands their interest in visiting the museum at a later date on a Saturday when it is open.  
Don Liddle reminded members of VMCC Veteran Rally Maraylya on 2 June.

**PERMIT TO MOVE:**

Neil Martin reported that two permits were issued- one was a re-issue and the other a new registration.

**LIBRARY**

Nothing further

**DATING**

Nothing further

**MEMBERSHIP**

No new applications

**CMC**

Nothing further

**HALL**

The President thanked Robert Fordham for agreeing to manage the hall rentals.  
The President requested the names of any members apart from the Committee, who have hall keys. Don Liddle and Bob Hobson have keys.  
A working bee will be held on 20 July starting at 8:30 to give the hall a general tidy up.

**WEBSITE**

Nothing further

**GENERAL BUSINESS**

Laurie Schneider has been in hospital following a fall but has returned home.  
Bill Sewart has been in hospital.  
Dick Tunbridge advised of a change of address. He moves in 6 weeks.  
Barry Shinfield gave a technical talk about brake sensing devices and satnavs!  
The President asked members to consider nominating for the committee at the AGM in August. She advised she will be stepping down as president and Greg Roberts will be stepping down from the Committee.

**MEETING CLOSED AT 8:47 pm**

**Wilga Coutts**  
**President**

**Louise Yeomans**  
**Secretary**

*Late Notice*  
**MaSH Branch Run in the Country**  
Based at Camden  
Will be a 1 day event in August  
Further details in July Spit and Polish

## Events Calendar - Club Events

### JUNE 2013

- 18<sup>th</sup> Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm  
27<sup>th</sup> Committee meeting starting at 6.45pm  
27<sup>th</sup> Monthly Club Meeting at Club Rooms, Fivedock at 8pm

### JULY 2013

- 9<sup>th</sup> Forum Sydney Club Rooms  
12<sup>th</sup> **MaSH Branch** Morning Tea run.  
14<sup>th</sup> **Newcastle Branch** Garage Crawl *See Page 7 for details*  
16<sup>th</sup> Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm  
20<sup>th</sup> **Working Bee at the club rooms, Start 8.30am.**  
21<sup>st</sup> **Club Outing and Social Picnic Lunch.** *See Page 7 for details*  
25<sup>th</sup> Committee meeting starting at 6.45pm  
25<sup>th</sup> Monthly Club Meeting at Club Rooms, Fivedock at 8pm

### AUGUST 2013

- 3<sup>rd</sup> MaSH Branch Meeting, 2pm - Lake Alexander, Mittagong  
4<sup>th</sup> **Navigators Day** *Details to follow*  
9<sup>th</sup> **MaSH Branch** Morning Tea run.  
13<sup>th</sup> Forum Sydney Club Rooms  
20<sup>th</sup> Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm  
22<sup>nd</sup> Committee meeting starting at 6.45pm  
22<sup>nd</sup> Monthly Club Meeting at Club Rooms, Fivedock at 8pm

### SEPTEMBER 2013

- 10<sup>th</sup> Forum Sydney Club Rooms  
13<sup>th</sup> **MaSH Branch** Morning Tea run.  
15<sup>th</sup> - 20<sup>th</sup> National Veteran Rally - Shepparton Vic. *See National Rallies below.*  
17<sup>th</sup> Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm  
26<sup>th</sup> Committee meeting starting at 6.45pm  
26<sup>th</sup> Monthly Club Meeting at Club Rooms, Fivedock at 8pm

### OCTOBER 2013

- 5<sup>th</sup> MaSH Branch Meeting, 2pm - Lake Alexander, Mittagong  
8<sup>th</sup> Forum Sydney Club Rooms  
11<sup>th</sup> **MaSH Branch** Morning Tea run.  
15<sup>th</sup> Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm  
18<sup>th</sup> - 21<sup>st</sup> **Newcastle Annual Tour.**  
24<sup>th</sup> Committee meeting starting at 6.45pm  
24<sup>th</sup> Monthly Club Meeting at Club Rooms, Fivedock at 8pm

## National Rallies

### SEPTEMBER 2013

- 15<sup>th</sup> - 20<sup>th</sup> **NATIONAL VETERAN RALLY** hosted by the Veteran Car Club of Australia (Vic) Inc.  
To be held at Shepparton. Kevin Quigley, Tour Secretary, 55 Daly Street, Brunswick West. Vic 3451  
E-mail: kwquigley@aapt.net.au *Expression of Interest Form March Spit and Polish*

*Registration Forms are available from VCCA (Vic) website.*



**OCTOBER 2014**

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

**Coming Events**

**Newcastle Branch Garage Crawl**

Sunday 14<sup>th</sup> July 2013

Start at 9.30am at Max Burke's  
20 Valley View Place, Nulkaba

for an inspection of the projects under restoration  
then to Allen Dunlop's for a look at work in progress  
at the Cadillac factory at his old PowerServe Depot  
Webbers Creek Road Paterson.

This will be followed by a BBQ lunch provided by Allen.

\*\*\*\*\*

**CLUB OUTING AND SOCIAL PICNIC LUNCH**

**Sunday 21<sup>st</sup> JULY 2013**

AT HISTORIC SCHEYVILLE NATIONAL PARK

Gates open at 10.00 am. Please use

MAIN ENTRANCE IS IN SCHEYVELLE RD.

Map reference UBD 88.B.7.

WITH GUIDED TOUR OF ITS HISTORY DATING BACK TO 1804,  
AND IT'S MANY USES TILL NOW.

Its buildings were used as BOYS HOME, ARMY BARRACKS  
and MIGRANT HOSTEL

BYO your OLD CARS, family, and picnic lunch.

THEN TAKE A CASUAL GUIDED WALK THROUGH THE HISTORIC FARM  
AREAS.

There is plenty of parking and undercover areas if hot or wet

\*\*\*\*\*

**Working Bee at our Club Rooms**

Saturday 20<sup>th</sup> July

Starting at 8.30am

For a general clean and tidy up.

Many hands make light work!

So come along and lend a hand even if only for a short time.

**NEWCASTLE ANNUAL TOUR 2013**

**FRIDAY 18<sup>th</sup> to MONDAY 21<sup>st</sup> OCTOBER**

Based at

*Molly Morgan Motel*

New England Highway

East Maitland

(Cnr New England Highway & Chisholm Road)

**Phone (02) 4933 5422**

**BOOK YOUR OWN ACCOMMODATION**

We have made a provisional booking at the motel so it will be necessary to mention you are with the V.C.C.A when booking.

Single - \$115.00 per night      Double - \$125.00 per night      Triple - \$140.00 per night  
Quad - \$155.00 per night  
2 Course Dinner - \$28.00      Children - \$15.00

To avoid confusion with both accommodation and meal reservations, I have spoken to 'Julie', one of the office girls at the Molly Morgan and suggested that it would be helpful if entrants could send an email to the motel confirming their requirements.

I would suggest that entrants might give the motel a call, make the reservation (which would include confirming the tariff) and then arrange to send an email to confirm the booking.

When making the booking, make sure you let the motel know you are with the Veteran Car Club as they have set aside 20 rooms for us at this stage.

The contact details for the motel are:

Ph: (02) 4933 5422      Fax: (02) 4933 2762

Email: [reception@mollymorganmi.com.au](mailto:reception@mollymorganmi.com.au)

Graeme Newman

Any queries contact  
Graeme Newman (02) 4392 1035  
Neville Preston (02) 4352 1533

**ENTRY FORM ON PAGE 20**

## Events

### 19<sup>th</sup> MAY Brunch run

Started at MARAYLYA PARK once again good weather, our tour started out on time and went well for a short while then I soon realised I omitted to make a correction to the route instructions and we turned right instead left by the time we arrived at the STREETON LOOK OUT in Terrace Rd, everyone had arrived safely. They seemed more interested in David and Jeanette Francis car and the view, than the wrong directions. After crossing the river at North Richmond we cut back to the left and followed the Hawkesbury River back to Windsor along what I feel is the closest thing we have to English country roads. Through horse stud and turf farms then, weaved our way through Windsor. Then we returned to Lynwood Country Club for lunch, in Pitt Town local area.

Those who attended were:

#### VETERAN CARS

David & Jeanette Francis on their maiden run for their 1912 ZEDEL a really nice car and it went well. Barry & Dorothy Shinfield TALBOT, John & Sue Wards BENZ, Euan & Wilga Coutts RENAULT, Ross Coutts & Joanna HUPMOBILE, Bill & Carol Heeney AUSTIN.

#### MODERN CARS

Doug & Dianne Marshall, Bob & Elizabeth Hobson, Stan & Margaret Kelton.

BILL HEENEY for EVENTS.

## Editorial

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

Doug and Dianne for the article on our trip to the rally at Orange, Barry and Dorothy for the report on the Brunch Run and Bill's report on the same event.

The article on the making of the film 'Genevieve' from Mike Bendeich, the history of Automobile Electrical Systems from Graham Weekes and of course the story about a Gastroenterologist which came via Alan Miller, definitely word reading.

Information on coming events, Newcastle Branch garage crawl which finishes with a free BBQ, the working B day at the club rooms, followed the next day by the Club Outing and Social Picnic Lunch. The Newcastle Branch Annual Tour in October. Hopefully more information next month about the Navigator's Day and the MaSH Branch 'Run in the Country' at Camden.

At the moment I am only holding a couple of fill-in articles so I would really appreciate some more that can be used when things are quiet. As you can see I used 3 this month to fill the magazine. 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*



## Orange District Antique Motor Club Inc. Autumn Tour 2013

Doug & Dianne Marshall

This Bi-annual event is open to pre 1931 vehicles and 2 cars from the Newcastle Branch again took the opportunity to attend, Neville Preston in his 1913 Talbot and ourselves in our 1912 FN.



*ODAMC Club Rooms, the old Bloomfield Public School.*

Our route to Orange was via the Golden Highway as far as Cassilis then turning towards Gulgong which was the overnight stop, then on to Orange next day, which was to be our accommodation for the next 3 nights. Friday 3<sup>rd</sup> was a welcoming lunch at the headquarters followed by an afternoon run to various interesting venues within the Orange district. Saturday 4<sup>th</sup> was the main event which was approximately 160 K's. to Trunkey Creek via back roads, with a Dinner in the evening including entertainment by all brass music provided by an enthusiastic group of mainly young people. Sunday 5<sup>th</sup> breakfast was provided at headquarters which is the clubs' meeting rooms (formerly a 1 room school).

All told twenty clubs took part from as far as Melbourne in the south, Gunnedah in the north and Wagga in the west, which shows how far people will drive to attend an event restricted to the older vehicles. A total of seventy three vehicles attended, three being Veteran the remainder being Vintage with some magnificent examples of that era.

On our return journey we dallied at Stuart Town formerly known as Ironbark, which was made famous by Banjo Paterson; my wife and I as Primary School pupils at Mona Vale were introduced by our Headmaster to his poem



*Norm Mitchell's 1924 Fiat*



*Cars at the Berry Farm at Huntley*

*“The Man from Ironbark”.*

*It was the man from Ironbark who struck the Sydney town,  
He wandered over street and park, he wandered up and down.  
He loitered here, he loitered there, till he was like to drop,  
Until at last in sheer despair he sought a barber’s shop.*

*“‘Ere! Shave my beard and whiskers off, I’ll be a man of mark,  
I’ll go and do the Sydney toff up home in Ironbark.”  
The barber man was small and flash, as barbers mostly are,  
He wore a strike-your-fancy sash, he smoked a huge cigar:  
He was a humorist of note and keen at repartee’  
He laid the odds and kept a “tote”, whatever that may be.*

*And when he saw our friend arrive, he whispered “Here’s a lark!  
Just watch me catch him all alive this man from Ironbark.”  
There were some gilded youths that sat along the barber’s wall’  
Their eyes were dull, their heads were flat, they had no brains at all;  
To them the barber passed a wink, his dexter eyelid shut,  
“I’ll make this bloomin’ yokel think his bloomin’ throat is cut”.*

*And as he soaped and rubbed it in he made a rude remark:  
“I s’pose the flats is pretty green up there in Ironbark.”  
A grunt was all reply he got; shaved the bushman’s chin’  
Then made the water boiling hot and dipped the razor in.  
He raised his hand, his brow grew black, he paused a while to gloat,  
Then slashed the red-hot razor-back across the victim’s throat;*

*Upon the newly-shaven skin it made a livid mark –  
No doubt it fairly took him in – the man from Ironbark.  
He fetched a wild up-country yell might wake the dead to hear;  
And though his throat, he knew full well, was cut from ear to ear,  
He struggled gamely to his feet, and faced the murderous foe.  
“You’ve done for me! You dog, I’m beat! one hit before I go!  
I only wish I had a knife, you blessed murdering shark!  
But you’ll remember all your life The man from Ironbark.”*



*Stuart Town’s old Bakery*



*Stuart Town Railway Station*



*Stuart Town the old Railway Hotel and Post Office*

## Brunch Run

Barry & Dorothy Shinfield

Sunday was just perfect weather for veteran motoring. We left home at 8.00, our first outing since the National rally in Ipswich. We arrived at Maraylya Park at 8.45, (bit cool!)

Euan & Wilga were there already unloading the Renault, having driven from the Southern Highlands. Early start for them. Also their younger son Ross was there with his friend Joanna, travelling in the Hupmobile 20.

Next to arrive we're John & Sue Wards with their Benz, travelling with them was David and Jeanette Francis. A long drive for them both from the Central Coast.

David brought his 1912 Zedel, a very rare motor car. The car is very well presented & David should be very proud. I am sure David will tell us about it at another time soon.

Bill & Carol were next to arrive shortly followed by Bob and Elizabeth Hobson. (another long drive)

Another keen pair were Doug & Dianne Marshal, also travelling modern, but still a long drive to the start.

We left the Park around 9.30 the roads around there are comfortable for veteran motoring. An easy drive to Pitt Town & Windsor across the river to Freemans Reach. We stopped at the lookout overlooking the Northern area of Windsor for morning tea and a comfort stop.

It was an easy drive down the escarpment to North Richmond, then we travelled towards Windsor via the rich flood planes of Windsor. Phew! there is a lot of Capitol invested in horse studs etc. We came into Windsor near the historic church of St Mathews. (in my working life this area was all agriculture) then back to Pitt Town to the Lyndwood Country Club for lunch. A very pleasant day's outing.

Many thanks to Bill & Carol for an excellent day's enjoyment.

### Attendees

Euan & Wilga Coutts .....	Renault 1911
Ross Coutts and Joanne .....	Hupmobile 20. 1910
John & Sue Wards .....	Benz. 1916
David & Jeanette Francis .....	Zedel. 1912
Bill & Carol Heeney .....	Austin. 1910
Barry & Dorothy Shinfield .....	Talbot 1911
Bob & Elizabeth Hobson .....	Modern
Doug & Dianne Marshall .....	Modern
Stan & Margaret (friend of Bill & Carol). .....	Modern

## 100 Year Birthday Run - Sunday 26<sup>th</sup> May 2013

The Editor

With a very wet end to the week, the weekend started to look a little brighter and by the time Sunday arrived, the day for our 'Birthday Run', it was perfect, not a cloud in the sky, a little cool but very pleasant.

"100th Birthday Run" is for cars that have turned 100 in that year. The run started at John and Kelly Burkes' at Nulkaba, with Kelly putting on her enjoyable morning tea. After morning tea the owners of 100 year old cars gave a talk about their vehicles. Some talked for a lengthy period while others had very little to say especially the editor.

We then headed off on a short tour around the outskirts of Cessnock, where John managed to find some new roads for us to travel on. Out towards Pokolbin then back into Cessnock with a couple of hills for the small cars. Down through Bellbird, to our lunch venue at the Paxton Bowling Club. Here we enjoyed a very nice lunch, your choice from the menu. We completely filled the dining room, which would have boosted their profits for the day.

Kevin Spackman gave a talk on his 1913 Ford T, at the lunch venue as they were not at the start, he also flew his flag on winning the 1/8 mile standing start at the Willowbank drag strip at the Ipswich National Rally. We sang 'Happy Birthday' to the cars and the children had the privilege of blowing out the candles.



*Cars at the Paxton Bowling Club*

No one seemed to be in a hurry to head home on such a beautiful day, but we did start to make a move about 2pm for home.

Thanks to John for organising the event and the lunch venue and of course to Kelly for morning tea.

**ATTENDANCE**

- Kevin and Narelle Spackman ..... 1913 Ford T
- Allen Dunlop & Matthew Burke ..... 1913 Hupmobile
- Peter Adams & Kim Nolan ..... 1913 Calthorpe
- Neil, Conrad & Alexandra Adams ..... 1913 De Dion Bouton
- Max Burke & Reece Harris ..... 1913 Carbine M/c outfit
- Nev Preston ..... 1913 Talbot
- John Burke & Rod Ramsey ..... 1911 Hupmobile
- Allen, Kate, Eliza & Rosie Davis ..... 1914 Cadillac
- Graeme, Lauren & Abbey Newman ..... 1914 Talbot
- Wayne, Joanne & Sidney Harris
- Colin & Gwendoline Harris ..... 1916 Buick
- Chris & Catherine Duncan ..... 1911 F.N.
- Jeff & Kaye Palmer ..... 1908 Fiat

**MODERN**

- Malcolm & June Bailey
- Doug & Dianne Marshall
- David & Martine Cherry
- Betty Cherry
- Joan & Kelly Burke
- David, Emma, Paton & Ruby Burke



*Cars at the Paxton Bowling Club*



*Lunch time in the Paxton Bowling Club*

## Brighton Belles

A French car, an American script, a South African director and a Scottish lead who couldn't drive combined to make the film smash hit of 1953. Mick Walsh looks behind the scenes and drives Genevieve, its mechanical heroine.

In a movie age of dinosaur resurrection and brainless, beefcake superheroes it's difficult to imagine that a lighthearted tale of veteran car rivalry could possibly be a box-office smash. Even Genevieve's director Henry Cornelius, after the film's '53 London premiere still wasn't confident of its success: "It's going to make people happy," was his most confident remark to his wife Marjorie as the credits closed. But the inspired combination of a witty script and carefully crafted direction, using charming British locations and hopeful new actors, proved the perfect tonic in the grey, rationed early '50s.

A series of Ealing comedies - *It Always Rains on Sunday* and *Passport to Pimlico* had so far been highlights of the South African born director's career, and in early '52 the script of a young American, William Rose, caught Cornelius' imagination. With the profits of his last film - *The Galloping Major* - Cornelius approached Rank for backing of his new comedy. The proposed budget of £250,000 looks far removed from the millions required today, but the deal in

1953 was 50 per cent shared by studio and director. Eventually, after several lucky financial breaks and agreement over two of Rank's contracted stars - the unsmiling Scot John Gregson and the lovely Dinah Sheridan - Cornelius began planning filming for the autumn of 1952. Apparently Dirk Bogarde was the first choice for the lead but was already committed to another film.

Writer and director are reported 'to have had a ball' finalising the script and *Genevieve's* co-stars were natural choices for the sparring partners in the Spyker. Cornelius had noted More's magnificent performance in *The Deep Blue Sea* on the London stage, and fast approaching 40 the as yet little-known actor jumped at the comedy chance. The vivacious Kay Kendall was already a stylish leading lady but Cornelius saw her typecast as the 'gorgeous creature' for a trumpet-playing scene at an imaginary Brighton run finishers' ball.

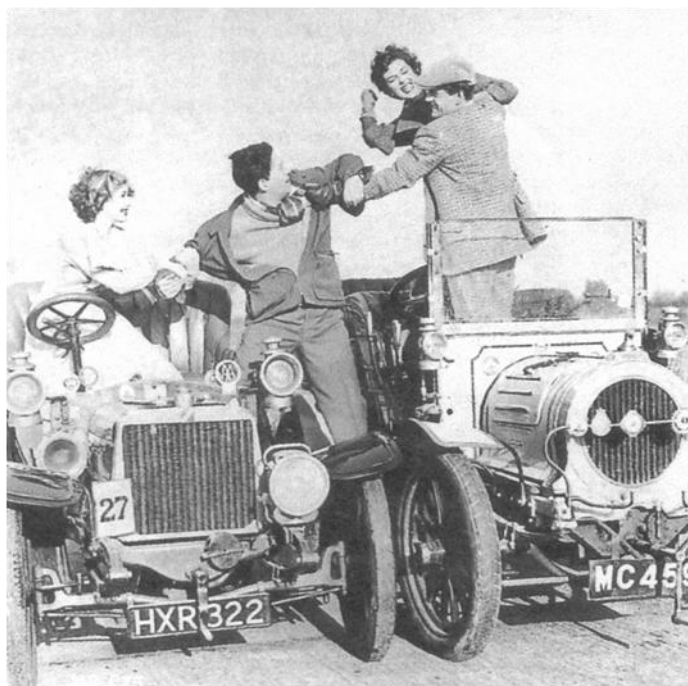
With earnest barrister Alan and loyal Wendy matched against the caddish Ambrose Claverhouse (in advertising of course) with the stylish Rosalind, the leading characters were cast without trouble, but their mechanical co-stars proved less obvious.

First Cornelius had to convince the Veteran Car Club that his comedy was not going to ridicule their movement. The script was provided and apart from several stuffy members, the VCC pledged full co-operation. The next problem was to find the cars, not to mention tolerant owners who would allow their precious motors to be used (and often abused) by actors and crew.

Cornelius naturally had in mind a British model for the starring role (no one remembers why it became christened Genevieve) and first choice was a Lanchester. However, fragile epicyclic gears and a lack of bonnet, not to mention a universal 'no' from all Lanchester owners led to the consideration of Wolseley and Humber marques - again to little avail.

The deciding factor was the approach of a west London Ford dealer who offered his freshly-restored Darracq plus the services of his trusty mechanic Charles Cadby for the duration of filming. Cadby's task was to prove doubly difficult by the revelation that Gregson couldn't drive! Taxi driver and real character Frank Reece generously provided his rare 1905 Spyker as the rival machine - the yellow Dutch tourer making the ideal adversary and perfectly complementing the cocky character of Claverhouse. More, in dapper houndstooth check suit, was soon confident at the wheel of the Spyker and impressing its owner but Gregson had several narrow escapes during filming with Genevieve, including one collision with a bus.

For the other veteran co-stars a circular went to all VCC members 'asking to participate in the first Technicolor feature in which the story is woven around the Brighton Run. Members can rest assured that all scenes will be in the best traditions of the club.' A lump sum was offered for the services of 35 vehicles required at specified dates





during September and October filming. 'Expenses may be paid to those who could not otherwise attend, but it must be borne in mind that every disbursement means less for the club funds.' the notice concluded.

Amazingly, Hyde Park was allowed for a re-enactment of the Brighton Run start. The finish was restaged at Madeira drive but many of the other locations were closer to Rank's studios at Iver Heath. Windsor Park, the Jolly Woodman pub at Burnham Beeches and several other Berkshire sights can be recognised at closer scrutiny of the film but there is no question about the genuine Westminster climax.

Elizabeth Turnbull, then secretary to the VCC, well remembers the constant repetition of filming but was greatly impressed by the provision of a mobile canteen shared by stars and VCC extras: "There were grumbles but plenty of humour. Kenneth More was great fun and drove the Spyker with great skill. Dinah Sheridan I remember doing her knitting between takes and Kay Kendall was always struggling with Suzy (her St Bernard pet). But John Gregson struggled with Genevieve.

"Not once was filming delayed by the absence of a car or a breakdown spoil a sequence. But Mr Cornelius soon realised that 35 cars in Hyde Park with a few hundred onlookers hardly did justice to the Brighton Run, so the start of the 'live' run was incorporated in the film to add authenticity. Bad weather in November however and bare trees didn't help the continuity compared with the ideal light of the staged filming."



From November the crew was based at Rank's studios but playing second fiddle to a Walt Disney film being shot at the same time. The director's wife, Marjorie Cornelius who was costume designer for *Genevieve*, recalls shooting wherever possible: "The garage scenes were created in run-down stables on the back lot. Rank had little faith in the project."

"Quality materials for outfits was a problem in the early '50s and I never imagined we'd need doubles. After the ford scene where Kay Kendall gets soaked pushing the Spyker, we headed for a local pub. She was drying off by the fire and her skirt caught alight. I'll never forget the panic chasing back to London to find another outfit."

*Genevieve* became quite a Cornelius family affair. It is their children who act for the zebra crossing hold-up scene. "My daughter took some convincing to wear scruffy clothes for filming, more worried about what her friends

would think, and the endless cornets for each take spoil her appetite for ice cream for ages." Like many involved with *Genevieve*, Marjorie's recollections are of high spirits during filming which she is sure helped to its great success: "That warmth came across on the screen."

It's little wonder the Veteran Car Club was nervous of Cornelius' portrayal of their hobby and members eagerly awaited premiere on May 27, 1953. Endless explosive misfires and clouds of smoke made fun of their precious

early cars, not to mention the mocking banter of the script. The Austin Devon driver's quip - "better try a new flint, mate" - or owners boring their wives with endless old-car nonsense as they waltz around the dance floor were all taken lightheartedly. The only detail complaint in the VCC newsletter review by the club chairman was regarding 'the density of Brighton traffic and no Nagle or Milvain!' They even made Cornelius an honorary member.

The film was a smash hit and VCC members were invited all over the country to turn up at the local Odeon or Regal with their cars to promote the film. Interest in Veterans was at such a high that the Vereran Club was invited to organise a June rally from Hyde Park to Windsor to celebrate the Queen's Coronation. The crowds *en route* were huge and of course the cast - cars and stars - were invited to join the run. In America the reaction to this subtle English comedy was equally popular and the depiction of the Brighton run even inspired special *Genevieve* rallies. In Australia its reception was massive and in Melbourne it ran for months. One old lady attended every morning performance for 13 weeks!

Not surprisingly, the crowds on the actual Brighton Run grew out of all proportion and Genevieve was cheered all the way to the coast on every outing until 1956. For the '53 event Dutch rally ace Maurice Gatsonides was invited to drive (certainly at that date) the most famous car in the world. As Michael Ware of the National Motor

Museum recently commented: "Genevieve became the mascot of the old-car movement." Model kits, table mats, coffee mugs, and knitting patterns all exploited Veteran car fashion, much in the same way as dinosaurs were on everything in 1993.

For many of the cast and team, the film was a big break. More became a household star overnight, and writer Rose, who was on the verge of giving up, went on to script such classics as *The Lady Killers* and *It's a Mad, Mad, Mad, Mad World*. Larry Adler even won an Oscar for his harmonica score, but anti-communist blacklisting prevented his name going on the US credits and Muir Mathieson, who directed the orchestra, collected his award. Adler also made a fortune from royalties having refused his original fee.

But owner Norman Reeves came to regret his ownership of the famed veteran. Jealous members nicknamed him 'Mr Genevieve' and it is probably at this time rumours developed about the car's age. Reeves offered the Darracq to the Cornelius family after the filming for £450 but they'd already invested all in the film's production. A later deal with the Mayor of Brighton didn't materialise and eventually Reeves sent her down under for an Australian rally. New Zealand enthusiast George Gilltrap bought her in the late '50s and Genevieve remained in his family estate until 1989 when millionaire developer Paul Terry paid an outrageous sum of £285,302 for her. She was destined to form the centrepiece of a car museum in his Esplanade Extravaganza, a hotel leisure complex in Albany.

While in Terry's ownership, Genevieve was extensively restored by Ken Taylor who was instructed to preserve the movie image rather than purist 1904 Darracq 'O' rad specification. She was reportedly in a poor mechanical state: "Absolutely rooted! The engine was very sick and there was so much play in the driveline that, when the clutch was engaged, you'd have to wait for everything to take up before motion began," restorer Taylor reported. "The pistons were replaced with Fordson diesel tractor items and the crankcase was particularly fragile. Both this and the block were cracked and sensitive metal-stitching was required on places that had already been repaired several times."

The diff was a real nightmare for Terry, who'd never restored a veteran before: "It's very primitive in its set up. There's no adjustment for preload and everything is fitted in with shims. The only way to tell if it's right is to fully assemble it, and if there's a problem the whole lot has to come apart again. It's all ball bearings too, so as you assemble it, you have to grease the cups, put all the balls in position and fit it together - just like a bicycle." The cone clutch was re-leathered and the main gear wheels on the axle and gearbox cogs had to be remade. "It's very hard to put the right pitch on such gears - modern machinery just can't handle it."



The majority of the body timber is original but the crude seats (previously sheeted up in alloy) were remade and the upholstery was redone in leather. The non-original 12-spoke wheels were retained and rebuilt.

After such major investment, Paul Terry was convinced that Genevieve was great publicity for his new hotel complex, but still intended to use her for rallies, including a race from Perth to Albany - called 'The Genevieve 500.'

After Paul Terry's fatal helicopter accident, Genevieve returned to the UK, primarily for auction but not before restorer Ken Taylor completed the Brighton run - appropriately on the car's 90th birthday and 40 years since its race to international stardom. Just prior to the much-publicised Brooks sale on December 2, I had the chance to drive this movie star on a very frosty morn around the grounds of the lovely Goodwood house.

Like many veterans, Genevieve has to be readied for ignition. The sparse dash is dominated by the oil pump. You turn a tap to deliver oil from the main tank and a long plunger sucks in lubrication. When fully primed, the oil gauge is clearly filled, but a 'spike' primer on the crankcase is advised back-up, while for the extra cautionary the bonnet top can be removed for access to oil ticklers on the head. On this sub-zero morning, the oil had the consistency of thick treacle.

The rest is very straightforward. Levers on the steering column to retard ignition and adjust the throttle are the next step before flicking the magneto switch on the dash'. One of the cylinders of Genevieve's 2.3-litre 12hp twin was willing to fire and we caught it on the second swing. A quick chase to the advance lever and throttle to catch the engine and the old lady was ready for a freezing rural ride.

Gear selection is column change with a right-hand lever just under the steering wheel. Slotting up and down is no smooth slice and requires a determined action to lift the lever through the three forward notches. Rather more positive is the fierce clutch which literally snatches up causing an unwary driver to lurch forward. Fortunately Robert Brooks had forewarned me, but we still managed to spin the wheels on the gravel as we charged off. The sight of John Gregson suffering its fierce character must have been very painful for experienced VCC onlookers.

Not surprisingly the two-pot engine delivers loads of torque and even up the long Goodwood hillclimb it pounds along in second with the keenness of the Titfield Thunderbolt. The heavy steering has a dead feel and is reassuringly direct, but over 30mph the front can start a wild, epileptic shake which reverberates right through the hands of the alarmed driver. Again I'd been warned, "a feature of the model, sir; and the only cure is to haul up and start again.

More fun is the antisocial exhaust whistle guaranteed to clear all from Genevieve's path. The shrilling herald is essential as the brakes - foot and hand lever - barely retard motion at much above running speeds. Like all veterans, advancement in Genevieve has been well considered - much like a motorbike - and its ride is similarly exposed. On that freezing day, the drive verged on painful with chilling wind attacking driver and passenger, but my overriding memory of Genevieve is of a surprisingly lively car which would have little problem reaching Brighton at a game pace.

It's difficult to imagine a more unlikely contender for a road race but driving this famous car is a vivid experience and, unlike most more modern machinery, a hugely captivating one. A low-key chase to Brighton and back against friends would be a hoot. No wonder More and Gregson enjoyed making the fictitious race tale so much. What a shame even a not-so-famous Darracq is now valued at around £30k. Back in '52, such eligible Brighton run machinery could be had for a sixth of the price of a new Zephyr.

#### YOU MAY NOT HAVE KNOWN...

- In Genevieve's day, about 75 per cent of Darracq production went for export, mostly to England, and from 1905 the Darracq company was registered - and largely owned - in England. From 1912 its chief engineer - ex-Rover designer Owen Clegg - was English, too. After world war one, Darracq took control of Sunbeam and Talbot to form STD Motors.
- Before he turned to car manufacture, Alexandre Darracq made sewing machines, Gladiol bicycles and, in 1894, the Millet motorcycle, a frightening device with a 2-litre five cylinder rotary engine built into the back wheel.
- In 1905 a 200hp 22.5-litre Darracq V8 racer driven by Victor Hemery established a new world speed record of 109.65mph on the Aries-Salon road in Southern France.
- Darracq was the origin of Alfa Romeo. In 1909 a recession in the French motor industry forced Darracq to sell his Darracq-Italiana factory in Milan to a local syndicate called Anomina Lombarda Fabbrica Automobili (ALFA) which became Alfa Romeo in 1915.
- Speed king Malcolm Campbell's first 'Blue Bird' was a 1906 10.5-litre Darracq which he raced at Brooklands in 1912. Two years earlier, he had achieved his first motor racing success on another Darracq, 'The Flapper'.
- The Arbel chassis introduced on Darracqs in late 1903 (and used on Genevieve) is a masterpiece of metal forming. Sidemembers and undertray are stamped out in a single piece of steel plate, which would be difficult to match even with modern presses.
- Though he realised that involvement in motor sport sold cars, Alexandre Darracq never drove a car himself, did not particularly like riding in cars and hated being driven fast.
- When Genevieve was built, Darracq was probably the biggest and certainly the most successful car maker in the world. The firm's Perfecta works at Suresnes (Paris), equipped with many automatic machines, produced some 1600 cars in 1904 (roughly 10 per cent of total French industry output) and returned a dividend of 20 per cent in 1904-5-7-8 (25 per cent in 1906!).

*(Article supplied by Michael Bendeich - origin unknown)*

## Automobile History Electrical System

When Allesandro Volta invented the storage battery in 1796, he had no idea he was inventing the modern automotive electrical system. Volta made his discovery 89 years before the first car was offered for public sale. It was another 25 years before the storage battery got even a passing nod from automakers.

Between 1885 and 1910 most cars having gas engines did not need storage batteries because they had no device that required electricity. Ignition was left to the nonelectrical hot tube; later to the magneto, which was a self-generating mechanism.

Until 1908, motorist warned pedestrians to “move it” by shouting or by pressing a pedal to clang a bell. Neither method was as raucous as the electric horn, which got its name, the Klaxon, from the Greek word *klaxo*, meaning “to shriek.”

Between 1908 and 1911, the few autos that had Klaxons used dry cells to operate them. However, dry cells wore down quickly and had to be replaced, which was expensive.

By 1911, storage batteries had attained a degree of reliability exceeding that of dry cells; which lasted at least a month. Then, they could be recharged and put back into service, unlike dry cells, which were discarded. This degree of reliability was due in large measure to research and development done by the electric car industry, which needed good batteries so that its vehicles could compete with gas and steam-engine models.

The few manufactures who adapted the storage battery to work the Klaxon then looked around to see what else they could do with the excess current the storage battery provided -- and found electric lights.

The first electric lights were introduced on the 1898 Columbia. This was an electric car with storage batteries. Manufacturers of cars with gas engines had another way to produce light. This was with the Prest-O-Lite tank, introduced in 1904. It was a steel cylinder containing pressurized acetylene gas that was fed to headlamps and ignited by flame.

Other manufacturers revived the dynamo, which had been around for some time. (Today we call the dynamo the generator, but in those days most called magnetos “generators.”) The battery then didn’t have to be taken out of the car very month for recharging.

A problem still presented by those first dynamo-equipped cars was battery overcharging. However, this trouble was resolved with the development of a variable speed regulator by DELCO. It was first used in the 1912 Cadillac, which displayed another feature that set the auto industry on its head: the self-starter.

Once they adopted the self-starter, auto manufacturers had to adopt the battery/generator system to work the starter. However, the system put out a much more current than the starter, lights and horn needed and carmakers realized they could harness this current experience and use it for igniting the fuel mixture. The magneto then became obsolete.

### Self-starters beginnings

The self-starter came about by accident -- literally. In the winter of 1910 on a wooden bridge on Belle Island Mich.. a Cadillac driven by a woman stalled. Not having the strength to hand crank the engine herself, she was forced to wait on the bridge in the cold until help arrived.

In time another motorist also driving a Cadillac happened along. His name was Byron T. Carter and he was a close friend of the head of Cadillac, Henry M. Leland. Carter offered to start the woman’s car, but she forgot to retard the spark and the engine backfired, and the crank flew off and struck Carter in the face, breaking his jaw.

Ironically, moments later another car carrying two Cadillac engineers, Ernest Sweet and William Foltz, came along. They started the woman’s car and rushed Carter to a physician, but complications set in and a few weeks later Carter died.

Leland was devastated. He called a special conference of his engineers and told them that finding a way to get rid of the hand crank was top priority.

“The Cadillac car will kill no more men if we can help it,” he announced

Self-starters for automobile engines had been tried in the past. Some were mechanical devices, some pneumatic and some electric.

But all attempts at finding a self-starter that was reliable, efficient and relatively small had failed.

When the Cadillac engineers could not come up with a workable system, the company invited Charles F. Kettering and his boys at DELCO (still independent of GM) to take a hand. Kettering presented the device in time for its introduction in the 1912 models.

## The Kettering solution

Kettering’s unit was a combination starting motor and generator equipped with an overrunning clutch and reduction gear. Gear teeth engaged the flywheel to provide a reduction of about 25 to 1 between the starting motor and crankshaft, allowing sufficient torque to crank the engine successfully, GM brass didn’t trust the new system at first and demanded a backup magneto and hand crank.

As public confidence in the reliable battery/generator/self-starter system soared, it soon replaced the magneto in all GM cars. GM enjoyed a sales boom and the remainder of the auto industry soon adopted the system. Of the 462 models shown at the 1911 New York Auto Show, only 19 had battery/generator systems, and they all had backup magnetos. Of 119 makes displayed at the 1924 New York Show, 110 had storage battery/generator systems and self-starters.

## Other electric milestones

Here are some other electrical system “firsts”:

In 1915, the Forrest Co. of New York City thought it had found a better way to keep a storage battery filled with water. Called the 20th Century Automatic Water Filler, the device consisted of a one-pint aluminum water container screwed to the firewall. Water flowed from it through rubber tubes to the battery, which in those days was usually mounted beneath the front seat or floor. Water entered the battery through hard rubber caps that contained float valves to halt the flow when the cells were filled.

In 1939, the first sealed-beam headlamps were introduced.

During World War II, the military needed an electrical generating unit that could provide more current than the d.c. generator. They found it with the a.c. (alternating current) generator, commonly called the alternator.

In 1949, Chrysler Corp. became the first to offer a combination key-operated ignition and starter switch. Previously, the starter was operated by a separate button on the dash or by a button on the floor above the accelerator pedal. Starting a car with the floor mounted starter was sometimes a challenge: your left foot was on the brake pedal, heel of your right foot on the accelerator, and the toe of your right foot pushing on the starter. Don’t press down too hard on the accelerator or you will flood the engine, but be ready to give it some gas when the engine starts and you release the starter button.

In 1960, the alternator for civilian vehicles arrived none too soon. The number of electrical devices manufacturers put on cars by then began to strain the limits of the d.c. generator. The first car manufacturer to make the alternator available in a production vehicle was Chrysler Corporation in the 1960 Valiant using an alternator built by Essex. By 1961 all Chryslers had an alternator. In the following year GM had them, too.

In 1971, Pontiac introduced a completely sealed storage battery that required no water during its lifetime. It had side terminals that the company claimed stayed completely corrosion-free. In time, the battery was to be named the Freedom Battery.

Researched by Graham Weekes (from <http://www.motorera.com/history/hist06.htm>)

**Entry Form - 2013 Newcastle Annual Tour**

**ENTRY FORM**

**2013 ANNUAL NEWCASTLE TOUR**

FRIDAY Evening 18<sup>th</sup> to MONDAY Morning 21<sup>st</sup> OCTOBER

**OPEN TO ALL VETERANS**

Name: ..... Phone N°: ..... (H)

Address: ..... Post Code: .....

Make of Vehicle: ..... Year: ..... N° Cyls: .....

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

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

Passengers Names: .....  
.....

(Include Childrens Age) .....  
.....

*Sunday Lunch will be provided on tour at Clarence Town - cost of \$12 per person.*

**Note:- Children U/14 - Free**

**Children 14yrs to 16yrs - \$5.00**

Sunday Lunch - \$12 x N° .....	= \$ .....
Children 14yrs to 16yrs - \$5 x N° .....	= \$ .....
Children U/14 - N° .....	= \$ Free
Entry Fee	= <b><u>\$40.00</u></b>
TOTAL	= \$ .....

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

***DON'T FORGET YOU HAVE TO BOOK YOUR OWN ACCOMMODATION***

**See Page 8 for details.**

**MOLLY MORGAN MOTEL**

**Ph: (02) 4933 5422**

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

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

**ENTRIES CLOSE SEPTEMBER 6<sup>th</sup> 2013**

## The Gastroenterologist

I called my friend Andy Sable, a gastroenterologist, to make an appointment for a colonoscopy. A few days later, in his office, Andy showed me a color diagram of the colon, a lengthy organ that appears to go all over the place, at one point passing briefly through Minneapolis. Then Andy explained the colonoscopy procedure to me in a thorough, reassuring and patient manner. I nodded thoughtfully, but I didn't really hear anything he said, because my brain was shrieking, quote, 'HE'S GOING TO STICK A TUBE 17,000 FEET UP YOUR BEHIND!'

I left Andy's office with some written instructions, and a prescription for a product called 'MoviPrep,' which comes in a box large enough to hold a microwave oven. I will discuss MoviPrep in detail later; for now suffice it to say that we must never allow it to fall into the hands of America's enemies.

Then, on the day before my colonoscopy, I began my preparation. In accordance with my instructions, I didn't eat any solid food that day; all I had was chicken broth, which is basically water, only with less flavor. Then, in the evening, I took the moviPrep. You mix two packets of powder together in a one-liter plastic jug, and then you fill it with lukewarm water. (For those unfamiliar with the metric system, a liter is about 32 gallons.) Then you have to drink the whole jug. This takes about an hour, because MoviPrep tastes - and here I am being kind - like a mixture of goat spit and urinal cleanser, with just a hint of lemon.

The instructions for MoviPrep, clearly written by somebody with a great sense of humor, state that after you drink it, 'a loose, watery bowel movement may result.' This is kind of like saying that after you jump off your roof, you may experience contact with the ground.

MoviPrep is a nuclear laxative. I don't want to be too graphic, here, but: Have you ever seen a space-shuttle launch? This is pretty much the MoviPrep experience, with you as the shuttle. There are times when you wish the commode had a seat belt. You spend several hours pretty much confined to the bathroom, spurting violently. You eliminate everything. And then, when you figure you must be totally empty, you have to drink another liter of MoviPrep, at which point, as far as I can tell, your bowels travel into the future and start eliminating food that you have not even eaten yet.

After an action-packed evening, I finally got to sleep. The next morning my wife drove me to the clinic. I was very nervous. Not only was I worried about the procedure, but I had been experiencing occasional return bouts of MoviPrep spurtage. I was thinking, 'What if I spurt on Andy?' How do you apologize to a friend for something like that? Flowers would not be enough.

At the clinic I had to sign many forms acknowledging that I understood and totally agreed with whatever the heck the forms said. Then they led me to a room full of other colonoscopy people, where I went inside a little curtained space and took off my clothes and put on one of those hospital garments designed by sadist perverts, the kind that, when you put it on, makes you feel even more naked than when you are actually naked.

Then a nurse named Eddie put a little needle in a vein in my left hand. Ordinarily I would have fainted, but Eddie was very good, and I was already lying down. Eddie also told me that some people put vodka in their MoviPrep. At first I was ticked off that I hadn't thought of this is, but then I pondered what would happen if you got yourself too tipsy to make it to the bathroom, so you were staggering around in full Fire Hose Mode. You would have no choice but to burn your house.

When everything was ready, Eddie wheeled me into the procedure room, where Andy was waiting with a nurse and an anesthesiologist. I did not see the 17,000-foot tube, but I knew Andy had it hidden around there somewhere. I was seriously nervous at this point. Andy had me roll over on my left side, and the anesthesiologist began hooking something up to the needle in my hand. There was music playing in the room, and I realized that the song was 'Dancing Queen' by ABBA. I remarked to Andy that, of all the songs that could be playing during this particular procedure, 'Dancing Queen' had to be the least appropriate.

'You want me to turn it up?' said Andy, from somewhere behind me. 'Ha ha,' I said. And then it was time, the moment I had been dreading for more than a decade. If you are squeamish, prepare yourself, because I am going to tell you, in explicit detail, exactly what it was like.

I have no idea. Really. I slept through it. One moment, ABBA was yelling 'Dancing Queen, feel the beat of the tambourine,' and the next moment, I was back in the other room, waking up in a very mellow mood. Andy was looking down at me and asking me how I felt. I felt excellent. I felt even more excellent when Andy told me that it was all over, and that my colon had passed with flying colors. I have never been prouder of an internal organ. ----

**ABOUT THE WRITER:** Dave Barry is a Pulitzer Prize-winning humor columnist for the Miami Herald. On the subject of Colonoscopies ... Colonoscopies are no joke, but these comments during the exam were quite humorous ..... A physician claimed that the following are actual comments made by his patients (predominately male) while he was performing their colonoscopies:

1. 'Take it easy, Doc. You're boldly going where no man has gone before!'
2. 'Find Amelia Earhart yet?'
3. 'Can you hear me NOW?'
4. 'Are we there yet? Are we there yet? Are we there yet?'
5. 'You know, in Arkansas, we're now legally married.'
6. 'Any sign of the trapped miners, Chief?'
7. 'You put your left hand in; you take your left hand out...'
8. 'Hey! Now I know how a Muppet feels!'
9. 'If your hand doesn't fit, you must quit!'
10. 'Hey Doc, let me know if you find my dignity.'
11. 'You used to be an executive at Enron, didn't you?'
12. 'God, now I know why I am not gay.'

And the best one of all:

13. 'Could you write a note for my wife saying that my head is not up there?'

*(The above article came via Alan Miller)*

## 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 be removed unless requested otherwise

### **For Sale:**

**1916 Lexington**, complete American Ansted engine gearbox, magneto, carby, diff, front axle, steering box, radiator and surround (rough). Part chassis. Large 6 cyl OHV. Could be the basis for period speedster. Eng: CY3808/VIN: 35960TC7 \$1000

**Contact:** Bob Millard Ph: (02) 4878 5300

[5-13]

**1914 DAY-LEEDS** Well known car in great condition. Perhaps the only known Day-Leeds still in existence. This has been a very reliable, well performed, and much loved car. \$35,000 ono.

**Contact:** Andrew Flood. For photos email me at [andrewf@joneill.com.au](mailto:andrewf@joneill.com.au) or call 0427 016 106.

[4-13]





**For Sale:** (cont)

**1908 Berliet** complete rolling chassis (see photos attached) and various other 1908 and 1911 Berliet parts. Parts include: new radiator, wheels, motors, gearboxes, differentials. The items are at my home.

I am asking \$9000 ono for the lot or make an offer on individual parts which I can quote on, also provide photo, if anyone is interested.

**Contact:** Peter Shaw 5 Carmya Street, Bohle, Townsville. Q 4818 Phone: (07) 4774 6795

[5-13]



I have too many items too list so here are the main ones.

- |                            |                          |                                     |
|----------------------------|--------------------------|-------------------------------------|
| 1-metal Hafco lathe.       | 1-small horizontal mill. | 1 bench drill.                      |
| 1 tool and cutter grinder. | 1 Triton work centre.    | 1 elect welder.                     |
| 1 bandsaw.                 | 2 compressors.           | outside-inside – depth micrometers. |
| 3 bench grinders.          |                          |                                     |

PLUS MANY MORE PLEASE RING LAURIE SCHNEIDER on 9416 7540. I'm moving to a retirement village all must go.

[5-13]

**Wanted:**

**Veteran Truck** (not model T Ford) Big or small, prefer solid tyre type. 2 - 875x105 Sankey wheels, or 2 - 880x120 Sankey wheels.

**Contact:** Peter Martin Mob: 0418 865 235 Mob: 0428 658 256 (work) 9632 8930 (home)

[5-13]

**Services**

This page will automatically have our supporting advertisers as a bold listing as part of their yearly advertising cost. Other businesses or people who provide a service can place a listing here for only \$20 per year or part there of (August to July). If you know someone who provides a service that may be of benefit to club members please encourage them to partake in this section as it will help them, other club members and the club itself. I've started the list with our current supporting advertisers.

Please remember support those that support the club!

<u>Name</u>	<u>Service</u>	<u>Contact</u>	<u>Phone Number</u>
<b>Russell &amp; Chris Holden</b>	<b>Brass Screws</b>	<b>Russell or Chris</b>	<b>02 6372 4509</b>
<b>BCA Friction Materials</b>	<b>Brake &amp; Clutch Linings</b>	<b>Leon Maguire</b>	<b>02 9824 7406</b>
<b>Egge Machining</b>	<b>Engine Re-builds</b>	<b>Steve &amp; Kara</b>	<b>03 5828 6250</b>
<b>Swanson Gaskets</b>	<b>Gaskets</b>	<b>Craig &amp; Ron</b>	<b>02 9477 2427</b>
<b>Terry Webster</b>	<b>Graphic Design &amp; Printing</b>	<b>Terry Webster</b>	<b>02 4353 0880</b>
<b>NRMA Insurance</b>	<b>Insurance</b>	<b>NRMA</b>	<b>1800 646 605</b>
<b>Shannons</b>	<b>Insurance</b>	<b>Shannons</b>	<b>1300 139 006</b>
<b>Old World Lamps &amp; Tyres</b>	<b>Lamps, Tyres &amp; Tubes</b>	<b>Russell or Chris</b>	<b>02 6372 4509</b>
<b>McFeeters</b>	<b>Motor Museum</b>	<b>Jill Kay</b>	<b>02 6852 3001</b>
<b>Motorlife Museum</b>	<b>Museum</b>		<b>02 4261 4100</b>
<b>BigJack Enterprises Pty Ltd</b>	<b>Reproduction Parts Made</b>	<b>Stephen Sellar</b>	<b>0432 881 141</b>
<b>Towner Bros Pty Ltd</b>	<b>Sandblasting</b>		<b>02 9757 3144</b>
<b>Wire Wheel Works</b>	<b>Spokes and Wheels</b>	<b>Garry</b>	<b>02 4977 3878</b>
<b>Antique Tyre Supplies</b>	<b>Tyres &amp; Tubes</b>	<b>David</b>	<b>02 9618 2788</b>
<b>Neil Wilson</b>	<b>Wheelwright &amp; Coach Builder</b>	<b>Neil</b>	<b>02 4684 1204</b>



# OLD WORLD LAMPS & TYRES



TYRES, TUBES, RUSTBANDS AND LAMPS  
FOR VETERAN, VINTAGE, CLASSIC & COLLECTOR CARS

CHRIS & RUSSELL HOLDEN PH: 04222 1 99 11 OR (02) 6372 4509

EMAIL: [Russell@oldworldlamps.net](mailto:Russell@oldworldlamps.net)

**OWL – THE WISE CHOICE FOR YOUR OLD CAR**



## AUSTRALIAN MOTORLIFE MUSEUM

(HOME OF THE PAUL BUTLER COLLECTION)

TUES - SUN 9.30-4.30

SITUATED AT INTERGAL ENERGY RECREATION PARK

DARKES RD, KEMBLA GRANGE NSW (SUBURB OF WOLLONGONG)

**GIFT SHOP COFFEE SHOP CATERING (D'SHIRE TEA, BBQ, OTHER)**

TYPEWRITERS SIGNS CARS BICYCLES TOOLS MOTORCYCLES GRAMAPHONES

4261 4100 OR 0408 211 844 [motorlife1@bigpond.com](mailto:motorlife1@bigpond.com) [www.motorlifemuseum.com](http://www.motorlifemuseum.com)

### Veteran Car Club of Australia (NSW) Inc.

The current prices of Certificates,  
Badges and Plaques.

- Dating Certificate .....\$15.00
- 100 Year Badges .....\$30.00
- Brass Dating Plaques .....\$80.00
- Lapel Badges .....\$8.00
- Cloth Badges .....\$5.00

These will all have additional fees added  
for Post and Handling.

**THIS SPACE  
FOR RENT  
\$25  
FOR 11 ISSUES**



**TERRY WEBSTER**  
GRAPHIC DESIGN

7 Reliance Drive Tuggerah 2259

T: (02) 4353 0880

F: (02) 4353 0889

Terry Webster

E: [terry@twgd.net.au](mailto:terry@twgd.net.au)

[www.twgd.net.au](http://www.twgd.net.au)

Design • Digital Print • Big Poster Printing • Scanning • Print

## McFeeters



### Motor Museum

Housing a vast collection of fully restored vehicles ranging from  
1905 Veteran, Vintage, Classic and Custom Built Cars

**OPEN 7 DAYS**

9am - 5pm

Newell Hwy Forbes NSW 2871

Ph/Fax: (02) 6852 3001 email: [mcfeters@motormuseum.com.au](mailto:mcfeters@motormuseum.com.au)

## SERVICE DIRECTORY

(PLEASE ADVISE THE EDITOR IF YOU KNOW OF A BUSINESS OR AN INDIVIDUAL WHO YOU FEEL SHOULD ADVERTISE HERE)

### REPRODUCTION PARTS MADE

CNC machining services available  
For reproduction car & bike parts.  
Manufactured from drawings or samples.  
Turning and milling a specialty;  
Gear cutting, heat treatment & cylindrical  
grinding also available.

Contact Stephen:  
Email: [stephen@bigjack.net.au](mailto:stephen@bigjack.net.au)  
Phone: 0432 881 141



Leon Maguire

### BCA Friction Materials Pty. Limited

(INCORPORATED IN NSW) A.B.N. 16 108 984 176

16 SAGGART FIELD ROAD, MINTO 2566 PO BOX 5795, MINTO 2566  
TELEPHONE: (02) 9824 7406 FACSIMILE: (02) 9824 9215  
MOBILE: 0418 465 442 Email: [leon@bcafm.com.au](mailto:leon@bcafm.com.au)

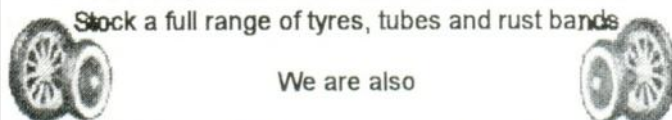
### Towner Bros Pty. Ltd.

*Est. – 1946*

**SANDBLASTING &  
DECORATIVE GLASS ETCHING**

10 Sammut Street  
Smithfield NSW 2164  
Phone: 9757 3144

### ANTIQUE TYRE SUPPLIES



Stock a full range of tyres, tubes and rust bands

We are also

N.S.W DISTRIBUTER OF PENRITE LUBRICANTS  
Stock a full product range

For your veteran, vintage and classic motor car.  
Orders dispatched promptly throughout N.S.W.  
David Stewart

Unit 4, 15 Bosci Road, Ingleburn N.S.W 2565  
Ph (02) 96 182 788 Fax (02) 96 182 988

**SWANSONS PTY LTD  
GASKETS**  
*Gaskets Manufacturer, Head Gasket Specialists  
Since 1942*

**CRAIG & RON SWANSON**

3/8 Leighton Place  
Hornsby NSW 2077

Phone: (02) 9477 2427  
Fax: (02) 9477 2756

### Wire Wheel Works



A specialist in the renovation of  
Wheels to suit Veteran, Vintage  
& Classic Cars & motorcycles.

Spokes made, hubs re-splined, wheels re-spoked,  
wheels tightened and re-trued

Garry Phillips Ph/Fax: (02) 4977 3878  
12 Beauty Point Road Mob: 0418 667 131  
Morisset NSW 2264 Email: [Wirewheelworks@hotmail.com](mailto:Wirewheelworks@hotmail.com)

### WHEELWRIGHT and COACH BUILDER

Complete wheelwright services  
for wooden spoked wheels.

Supply of ALL hood components and many hard to get  
components, huge range of upholstery fittings. (Lifta dot curtain  
lights box loops etc). Also half round steel and brass from ½  
inch to 1½ inch, oval steel, square black nuts,  
rivets, bolts etc. Supply and fit solid rubber tyres.

Neil Wilson

Ph: 4684 1204 Mob: 0400 017 146  
Email: [neilandrob@bigpond.com](mailto:neilandrob@bigpond.com)

### Screws, Screws, Screws

Looking for those hard to find  
straight slot brass screws?  
Countersunk, Oval Head, Round Head, Flat Head  
Brass, wood and engineering screws  
½ inch to 2½ inch in many gauges.

Russell & Chris Holden  
02 6372 4509  
[holdenrc@bigpond.com.au](mailto:holdenrc@bigpond.com.au)





## **VETERAN VINTAGE & CLASSIC VEHICLE**

*When it comes to Insurance,  
we'll take as much care  
of your Veteran Vintage or  
Classic Vehicle ...as you do!*

- **NRMA Travelers Care Benefits**
  - **Agreed Value**
  - **Repairer of Your Choice**
  - **Personalised Service**

*Coverage Throughout Australia*

**1800 646 605**

388 George Street Sydney 2000

Insurance issued by Insurance Australia Limited. ABN 11 000 016 722.  
AFS Licence No. 227681 trading as NRMA Insurance. An IAG Company.

When making decisions about the product you should read the Product Disclosure Statement available from NRMA Insurance.