

SPIT AND POLISH

PATRON

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

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



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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.com

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All letters, advertisements, articles are to be sent to “The Editor Spit & Polish” preferably by
Email: nevpreston@gmail.com or by **Mail:** 18 Byron St. Wyong, NSW 2259

Articles to be received by the **First Wednesday** of the month.

Cover Photo:-

*Malcolm Roy’s 1913 Hupmobile, Model 32
at Broke, during the Newcastle Branch Singleton June Tour.
14th June 2019*

Committee of Management

OFFICE BEARERS:

		HOME	BUSINESS	FACSIMILIE
PRESIDENT	Doug Fulford	4654 5432	4655 7944	
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WEB CO-ORDINATOR	Abbey Newman	4392 1035		Email: webcoordinator@vccansw.org

SUB COMMITTEES:

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	Neil Martin	9632 5047		Mob: 0417 236 495
	Max Roberts	6545 3410		6545 1045
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			Mob: 0412 821 945	
			Email: hupmobile@bigpond.com	
SECRETARY	Graeme Newman	4392 1035		Mob: 0412 138 063
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MaSH CHAIRMAN	Doug Fulford	4654 5432	4655 7944	
			Email: dougf@people.net.au	
SECRETARY/TREASURER	Kevin Boardman	4654 5499		Email: kboardman13@bigpond.com
LEGAL ADVISOR	Andrew Aitken	8987 0000	8987 0077	

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

134 Queens Road, Canada Bay, 2046

PATRON:

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

Minutes of Monthly Meeting of VCCA (NSW) Inc.

Minutes of Monthly Meeting of VCCA (NSW) Inc held on Thursday 27th June 2019

ATTENDANCE

Committee: 7 Members: 18 Family members: 2 Visitors: 1 (John Radzevicius)

APOLOGIES: Dennis Ballard, Laurie Garrod, Don Liddle, Malcolm Lorimer, Peter Martin, Graeme Newman, David Norton, Neville Preston, Michael and Marilyn Threthowen.

MEETING OPENED AT 8:10 PM.

PRESIDENT'S OPENING REMARKS

The President, Doug Fulford, welcomed all members to the meeting.

MINUTES PREVIOUS MEETING

Matters arising: Nil

Moved: Graham Weekes Seconded: Lynette Martin

INWARDS CORRESPONDENCE

Invitations:

Sydney Machina 23 - 24 Nov at St Ives Showground

Soar and Roar – 8 Dec to celebrate International Day of People with a Disability

Other Club publications:

Brass Notes Retronauts (online)

The Edwardian (online) The Preserve (online)

Early Auto

Other:

Bob Bennett- request to email Spit and Polish

Kerry Hobson – change of address

Richard Yeomans – change of email address

Mike Robinson – contact for Talbot information

RMS survey on logbooks

Photos from Southward Car Museum

James Murray – membership enquiry

NRMA club plate misinformation

Buick Club – request for disabled toilet facilities

Shannons 2019 Melbourne Winter classic Auction

City of Canada Bay – development plan for Concord Oval.

OUTWARDS CORRESPONDENCE

Sam Movizio – membership

James Murray – membership form

Moved: Bill Betts Seconded: Neil Martin

TREASURER'S REPORT

Balances of Accounts as presented to the meeting.

Accounts have been paid for printing, cleaning, internet host, and water. Income has been received from rent, advertising and membership.

A reminder that membership renewals are due now and a reminder will be in the July edition of *Spit and Polish*. Please check your details and as to when your membership is due for renewal. It would be appreciated if members could pay by EFT.

Moved: Phil O'Loan Seconded: Ian Streatfield

MAGAZINE Nothing to report

EVENTS

Previous events

Louise Yeomans reported on the Singleton Rally. Great weather, interesting routes but the country is very dry. Everyone enjoyed the weekend.

Coming events

MaSH Southern run will be held on Friday. The entry forms for the President's Picton Run will be emailed out next week. It will be held from 26-28 July.

All French Day will be held on 14 July at Silverwater Park. The next Sydney North Breakfast Run is to Geranium Cottage at Dural.

PERMIT TO MOVE/REGISTRATION

One movement was noted.

LIBRARY

Quotes are being finalised for the painting and carpet.

DATING

Dating has been completed for Hobson Talbot. Register and 100-year badge listing have been updated.

MEMBERSHIP Nothing to report

CMC Nothing to report

HALL Nothing to report

WEBSITE Nothing to report

GENERAL BUSINESS

RMS Review of logbooks

The President highlighted the committee's concerns:

The logbook needs to be more robust and more difficult to forge.

Clearer guidelines over its use are needed.

Service NSW staff need more training on issuing the logbook.

Most members are happy with the scheme.

Digital logbooks are unappealing as some members have poor mobile reception.

The 60 days limit is suitable.

Currently HVS vehicles are at least 30 years old. This includes many high-performance cars. Could the time span be lengthened to 40 or 50 years.

Christmas Party

A committee has been formed to organise the party. Thank you to Lyn Martin, Sue Martin, Jan Grant and Dorothy Shinfield who will work with Louise Yeomans.

Badges

Please let Louise Yeomans know if you require any more name badges.

Techie Talk

Barry Shinfield was given the 9th edition of Hints for the *Automobilist* which was originally published in 1902. This book dates to about 1911. From the excerpts it sounds like an interesting read!

The raffle was drawn.

MEETING CLOSED AT 8:45 PM.

Doug Fulford
President

Louise Yeomans
Secretary

Events Calendar - Club Events

JULY 2019

- 25th Committee Meeting starting at 6.45pm
25th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
26th - 28th **President's Picton Rally.** *See Page 6 for details*
28th **Newcastle Branch Social Day.** Lake Macquarie Cruise. *See Page 6 for details*

AUGUST 2019

- 4th **Newcastle Branch** outing to Milbrodale Orange orchard. *See Page 6 for details*
9th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
20th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
22nd Committee Meeting starting at 6.30pm
22nd Monthly Club Meeting at Club Rooms, Fivedock at 8pm
22nd **Annual General Meeting at Club Rooms.**
23rd **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

SEPTEMBER 2019

- 1st **Sydney North Breakfast Run.** *Details to follow*
13th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
17th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
26th Committee Meeting starting at 6.30pm
26th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
27th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

Events Calendar - National Rallies

SEPTEMBER 2019

- 17th - 23rd **2019 National Veteran Vehicle Rally.** Bundaberg/Bargara, Qld. *EOI Form in October 2018 S & P*

APRIL 2020

- 1st - 7th **1 & 2 Cylinder National Rally** - Charleville Qld. Hosted by the VCCA (Qld) Inc.
Entry Form etc. See Pages 18, 19 & 20.

OCTOBER 2020

- 11th - 17th **VCCA National Veteran Rally 2020** - Swan Hill. *See January Spit and Polish for further details*

Events Calendar - Invitation Events

AUGUST 2019

- 18th **Shannons Sydney Classic.** Hosted by the Council of Motor Clubs at Sydney Motorsport Park.
For further information go The Council of Motor Clubs Website: www.councilofmotorclubs.org.au

AUGUST - SEPTEMBER 2019

30th August - 6th September 2019

HCCA International TOUR 2019 BATHURST, NSW, AUSTRALIA
For Petrol, Steam & Electric, Veteran Cars & Motorcycles produced prior to December 30th, 1916.
Hosted by the HCCA 5th Eastern Australia Region Invitation to ALL Veteran Car Clubs worldwide.
Rally headquarters will be the famous Mt Panorama Raceway Pit and Corporate area. With Hotel accommodation adjacent to the raceway.
Any questions, please contact: **Russell & Chris Holden (Rally Directors)**
Ph 61 422 219 911 or email: russell@oldworldlamps.net

Events Calendar - Invitation Events (cont.)

SEPTEMBER 2019

21st - 22nd 2019 “Clarendon Classic” Rally. The Sydney Antique Machinery Club extends an invitation to members of your club to display at our annual “Clarendon Classic” Rally on 21st and 22nd September. The event is being held at the Hawkesbury Showground, Racecourse Road, Clarendon, opposite the Richmond RAAF Base. Setup is on Friday 20th. See the Registration and Booking form on our website, which you are encouraged to complete and send in beforehand. This year’s themes are “FIAT” and “Machinery Over 100 Years Old”, but of course all exhibits are most welcome. Please feel free to contact our Event Organizer, Steve Muscat, on 0418 453 203 for additional information, or visit our website: www.sydneyantiquemachineryclub.com.

Coming Events

President’s Picton Run

Friday 26th - Sunday 28th July 2019.

Based at the Picton Valley Motel
1665 Remembrance Drive Picton NSW 2571
Phone: 4677 2121 Fax: 4677 1922

Once again we are using Picton Valley Motel as our rally headquarters.

Please book your accommodation direct with the motel on [4677 2121](tel:46772121).
The motel restaurant isn’t operating but we are negotiating with a local club for Friday and Saturday night dinners including a “Christmas in July”.

Doug Fulford

Newcastle Branch Social Day

Sunday 28th July 2019

In July we are having a social event which is a cruise on Lake Macquarie which includes a hot lunch at the Wangi Wangi Workers Club. Once again, John will need to know numbers a week or two before, so give it some thought and let him know A.S.A.P. to assist. Again, family and friends are welcome to join us.

If you have any further questions about it, give John a call.

Ph: 4991 1806 Mob: 0412 821 945

A flyer about the cruise and cost in June Spit and Polish.

Newcastle Branch Outing to Milbrodale Orange Orchard.

Sunday 4th August 2019

Meet at John & Kelly Burkes’
at 9.30am - 10am for morning tea

Apology

An apology is due to Leon & Martin Smith as their names were omitted from the list of starters at the Sydney North Breakfast run to David McCredie’s on 5th May 2019.

PS: Time for a new Editor

Change to Email Address

Richard & Rachel Yeomans
rachel.yeomans22@gmail.com

Change of Mailing Address

Kerry Hobson
 PO Box 159
 KINGSWOOD NSW 2747

**VETERAN CAR CLUB OF AUSTRALIA (NSW) INC
 NOMINATION FORM FOR 2019/2020 MANAGEMENT COMMITTEE**

OFFICE BEARERS	NOMINEE	PROPOSER	SECONDER	ACCEPTED
President				
Vice-President				
Vice-President				
Secretary				
Treasurer				

Committee Members

1.				
2.				
3.				
4.				
5.				

Note 16 (1) Nominations of candidates for the election as office bearers of the Association or as ordinary members of the committee

- a. Shall be made in writing, signed by two ordinary members of the association and accompanied by the written consent of the candidate (which may be endorsed on the nomination form), and
- b. Shall be delivered to the Secretary of the Association not less than 7 days before the date fixed for the holding of the Annual General meeting at which the election is to take place.
- c. Nominations will be accepted on the night.

Membership Fees

A reminder that membership fees for the Veteran Car Club of Australia (NSW) are due at the end of June for membership of 2019-2020. If you have paid for three years in advance your fees will not be due this time.

A renewal notice should be with this July copy of Spit and Polish.

Members may pay \$80 for a single year or \$210 for three years. You may pay by cash, cheque or electronic funds transfer (EFT). If you pay by EFT you must clearly identify your payment in the description box with your name and membership number. When you pay by EFT please email the treasurer with the transaction details. His email is geoff.yeomans1@gmail.com Bank details are as follows:

Account name: Veteran Car Club of Australia (NSW) Inc
 Bank: Commonwealth Branch: Wynyard Sydney NSW
 BSB: 062009 Acc number: 28023425

Any unidentified payments will be considered as a donation.

Geoff Yeomans
 Honorary Treasurer

Editorial

Again I would like to thank the members for the articles, supplied for this edition of **YOUR** Spit and Polish. The more I get from the members the less I have to look for and copy from other sources.

Only one outing reported on this month, being the Newcastle Branch Singleton weekend. A couple of other articles, one from John Burke with information he obtained while dating Bob Hobson's Talbot and one from Jenny Forbert about an AC Sociable.

Coming events for the next month or so are: The MaSH Branch's Morning tea run and their Northern Coffee run and the President's Picton Run. Also the Newcastle Branch are having a social Day with a boat cruise on Lake Macquarie.

Just remember that if you wish to compete for the Hattersley' Cup, articles on outings and a list of those attending must appear in Spit and Polish.

At the moment I have a **very small** supply of material, but it is always handy to have a little extra just incase things get quiet. I would prefer to get more reports on outings attended. So if you have something it would be appreciated.

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

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

Enjoy your Veteran motoring

Nev Preston



*As you may not be aware but last month, June 2019 was the
60th Anniversary of Spit and Polish.*

Below is an extract from the first magazine Volume 1 No 1

SPIT AND POLISH

OFFICIAL NEWS BULLETIN OF AND FOR

THE



Phone WX1608



Editorial Office
26 Madeline Street
Hunters Hill

No 1 June 1959

Page 3

I know you will be both pleased and surprised to receive this first issue of our Monthly Newsletter. We want it to express all the items of news and interest that concern the club members. As time passes it should develop into a fully fledged club magazine. Give the editor Larry Leresche all the support you can, let him know what you require in the way of parts or technical know-how, give him a story concerning your veteran car, how you located it and restored it, provide him with photographs if you can. I am sure, that given the support which I know is possible, this long awaited Newsletter will become an excellent forum for the interchange of ideas and news, and add to the joys of Veteran Motoring.

(Alan Rose-Bray)
President.

A Brief History - Talbot

John Burke

At the turn of the twentieth century Charles Chetwynd – Talbot the 20th Earl of Shrewsbury and Talbot commenced importing Clement cars to England. The Earl had ambitions of producing a car in England and so the Clement - Talbot Company was formed on the 11th October 1902 in North Kensington. Work commenced on building a new factory in Barlby Road, Ladbroke Grove to produce the Clement - Talbot cars which were still being imported, by 1904 the British cars were simply called Talbots. By 1905 the Ladbroke Grove factory had commenced the partial assembly and production of the French designed cars and by 1906 the first all British Talbot cars first appeared, designed by C.R.Garrard, the works manager. A 3780cc 20/24HP car and a 2724cc 12/16 HP car soon established themselves as excellent performers. A 2977cc 15HP car was introduced at the 1906 Olympia Show which supported the 12/16 car, it featured dual high tension ignition with automatic advance. At this early stage the prospect was looking good for the Earl and his manufacturing business so export agencies were set up throughout the world, Australia being one of the early export countries.

Talbot cars soon made a name for themselves as a notable mode of transport, reliability was tested in the winning of many hill climbs and speed trials. During 1907 the marque recorded 109 victories in speed contests including a victory at the “World Record for Efficiency” Caerphilly hill climb.

Talbot were expanding and many more models were introduced during 1908 from a 8/10 HP two cylinder engine to the monstrous 8621cc 50/60HP four cylinder, also available were a 12HP and a 35/45HP both with chain drive, whereas the majority of Talbot cars used a live rear axle. Also available was a 4156cc 25HP L head engine replacing the T head design. The unchanged L head remained in production until 1910.

By now the companies sporting Achievements had earned the car the title of “the Invincible Talbot”.

G.W.A. Brown joined the firm in 1911 as chief engineer and worked on the L head engine improving the power output, Brown had previously worked for Austin.

At the outbreak of war Brown departed Talbot and was replaced in 1916 by the young Georges Roesch a Swiss engineer who had worked in great automobile companies such as Delaunay Belleville, Renault and Daimler. Roesch soon adapted his design work into the Talbot chassis, adding a pressed steel box under the front seat which acted as storage for the spare wheel and tool box and as a cross member in the chassis as well as running board and mudguard attachment points. Although the new 1750cc A12 Talbot was a great success the business was to change hands, the Earl of Shrewsbury’s only son was killed on the western front and his interest in motor cars and the company he founded was lost.

The British capitalised French based Darracq was expanding and an offer to take over the Talbot Company was accepted by Talbot in 1919. Darracq soon amalgamated the Talbot interest with Sunbeam of Wolverhampton, creating the Sunbeam – Talbot – Darracq group.

The STD group were manufacturing racing cars which left the Talbot factory lean for producing immediate needs vehicles for the public. Talbot managed to keep a certain level of business operational by purchasing war surplus Talbot ambulances and rebuilding them as touring cars when the supply of chassis dried up Talbot were forced to reintroduce their pre-war models as a stop gap until the new small car the 8/18 HP Talbot was introduced at the 1921 Motor Show.

Retroautos Publication
is available *free* on line at
<http://issuu.com/retroautos>
or go to www.retroautos.com.au

CMC WEBSITE

www.councilofmotorclubs.org.au

January edition of The Preserve on the link below

<http://www.councilofmotorclubs.org.au/images/preserve/January2017.pdf>

Members can now access CMC meeting minutes.

Log into the CMC web site <councilofmotorclubs.org.au>

From the side panel select "Document Centre",

From the choices select Minutes of AGM's and GM'sm

Select the desired meeting date.

June Weekend - Singleton - 14th to 16th June 2019

The Editor

Friday morning was rather fresh when some of the Central Coast group departed home at 8am for our 1½ hour drive to Cessnock. Arriving at Max and Joan Burkes' to enjoy a fine morning tea in the beautiful sunshine. Close to being the last to arrive at 9.35am.



Some of the ladies (plus Christopher) enjoying the sunshine.

From here we headed towards Mt Thorley and then on to Singleton and to our motel for the next 2 nights. Happy hour was enjoyed by most of the entrants out by the pool before heading into the dining room for an enjoyable evening meal.

Saturday dawned to another fine sunny day even though a little on the cool side, early. Continental breakfast was enjoyed in the motel dining room before heading off for our drive to Denman.

We headed south down the highway to Whittingham then along Range Road past the Army Museum to the Golden Highway, then followed the highway to Mt Thorley, on through Walkworth to Jerrys Plains for our morning tea stop in the Recreation Reserve, where we enjoyed some more of Joan's morning tea leftovers from yesterday. During morning tea Dianne Marshall and daughter Joanne arrived modern, unfortunately Doug wasn't with them as he was still at home not feeling to chirpy.

From morning tea we took the back road to Denman which took us through the dairy and farming country and kept us off the busy Golden Highway. There used to be a number of dairies, but now there appears to only be one still operating.

Arriving in Denman we headed to Memorial Park for our lunch venue.

After lunch we headed around to the Denman Men's Shed and had a look through same and next door to it is the Denman & District Heritage Village building which is totally full and houses a small percentage of Jeff Wolfgang's collection, a very impressive display.

From here we headed back to Jerrys Plains, again via the back road, on to Warkworth where some stopped for afternoon tea before continuing our journey through Mt Thorley and back into Singleton. Again some of the group enjoyed happy hour out by the pool and this time the manager set up a gas heater to keep us warm.

After morning tea John gave a brief talk on which way we were travelling to Singleton and then handed out the rally packs.

We headed back through Cessnock, Kitchener, Ellalong, Paxton, Millfield to Wollombi for our lunch stop in Slacks Park.

After lunch we were able to have a wander around town having a look in some of the shops and junk emporiums.

From our lunch stop we continued on through Paynes Crossing to Broke where we had a short break in our journey in Stewart McTaggart Park.



Morning tea at the Burke's



Morning tea stop at Jerrys Plains



Some of the group enjoying lunch in the sunshine at Denman



Dianne Marshall enjoying her coffee at Denman.

Evening meal again in the dining room which was followed by the Tour Director awarding prizes to the winners of different categories.

Winners

- 1st Timers:- Rob & Sandy Duffy
Peter Cockbain & Kay Good
- Coldest Crew:- Graeme & Karyn Newman & Crew
- Warmest Crew:- Malcolm & Julie Roy
- Hard Luck:-..... Rod & Ruth Holmes
- Well Presented Car:- Jeff & Kaye Palmer
- Encouragement Award:- Andrea Holden
- Helper's Award:- John Brumby
- Rally Director's Award:- Alan Miller

Raffle Winners:- Kelly Burke & John Wards



Local visitor at Wollombi - a Blue Faced Honeyeater

Louise Yeomans made a presentation to John Burke & Joan Burke for their effort in making it a successful weekend.



Morning tea stop at Jerrys Plains

Sunday morning there was a bit of cloud about and a bit cooler. Continental breakfast was enjoyed in the motel dining room before heading of for our final day's drive to Branxton.

From the motel back through Singleton across the Hunter River and then right into Bridgeman Road. Follow this road to the 'Green Fire Shed' and for those that didn't miss the shed, turned right. Through the area of Wattle Ponds, along Gresford Road through Mitchells Flat, then along Elderslie Road through Elderslie and then head back to Branxton and Miller Park for morning tea and the end of the event.

After morning tea we finally departed and headed our various ways home.

Thanks to John and his helpers for organising another great weekend of veteran motoring and to Joan and her helpers for the morning teas. Also to Peter Cockbain as back-up vehicle.



A rare mode of transport with a Gogomobile behind

List of Starters

- John & Kelly Burke 1916 Buick
- John Brumby 1917 Maxwell
- Max & Joan Burke 1916 Hupmobile
- Michael and Denise Bendeich 1913 Chalmers
- Neville Preston 1913 Talbot
- Chris and Catherine Duncan 1911 FN
- Alan Miller 1914 Oakland
- John Wards 1916 Benz
- Sarah & Christopher Gotley & Brett Corrigan 1914 Talbot
- Rod & Ruth Holmes 1915 T Ford
- Jeff & Kay Palmer 1908 FIAT
- Malcolm & Julie Roy 1913 Hupmobile
- Geoff & Louise Yeomans 1914 Wolseley
- David & Betty Cherry 1915 T Ford
- Rob & Sandy Duffy 1916 Buick
- Russell, Christine & Andrea Holden 1918 Cadillac
- Graeme, Karyn & Abbey Newman 1913 Talbot
- Lauren Newman & Will Garthon 1914 Talbot
- Neil, Lyn, Sue & Harriette Martin 1913 Crossley
- Peter Cockbain & Kay Good Modern



Buick & Cadillac at Denman



Inside the Denman & District Heritage Village building.

A Ride in a Cyclecar

Jenny Fawbert

I've been intrigued by cyclecars for years. My chance to ride in one came in 1974 when a delightful elderly couple, Chris and Gladys Broadbent befriended me at the Bush Council (now CHMC) Easter Rally in Newcastle, NSW.

For the return run of 34 kms from Maitland to Newcastle Gladys gave me her seat in their AC Sociable, while she lounged in the back of my 1930 Straight 8 Nash sedan, chatting with my parents.

What a change - from driving on one of the biggest cars on the Rally to a riding in the littlest, a machine that on appearances looked almost fragile and more like a motor tricycle with a cosy semi-enclosed side-by-side seat for two fitted to it. As Chris deftly manoeuvred the AC out onto the open highway I overcame my sense that I was actually more sitting on the road than riding above it and I entrusted myself entirely to the skills of the man who restored the machine.

The AC settled into its natural highway pace, though Chris was always having to "drive it" as the AC seemed to take irregularities in the roadway surface or the slip stream of passing vehicles as cues for it to capriciously dart where it willed. At one stage the road ahead was almost ours and Chris decided to demonstrate the AC in full flight - my father driving in the following Nash clocked the AC at the giddy speed of nearly 30mph (with downhill assist!) - but in the AC it felt like we were really flying.

My other vivid memory is that we were halted, first vehicle, at some railway gates. As the train passed the little AC was well and truly rocked about by the gush of air, leading Chris to comment the AC was also prone to some kite-like taking off - seems they'd been turned-turtle previously, so he was most cautious about cross winds and truck slip streams.

Unfortunately I only rallied with the Broadbents a couple more times after Newcastle, and after Chris's death I lost contact with them and the AC. I treasure the memory of that particular cyclecar and the wonderful couple who enjoyed their AC immensely.



[This item appeared first in Comments to an online article in Pre-War Car in May 2018 about the Festival of Slowness, an annual gathering of early British cyclecar, tri-car and small car enthusiasts.

<https://www.prewarcar.com/the-festival-of-slowness-is-the-best-fun-i-have-ever-had-with-my-clothes-on>

Does anyone in the VCCA know where Chris's AC is now?]

MECHANICAL FEATURES

Engine: Single-cylinder, 600cc capacity, rated at 4.5 HP, developing 5.5 BHP at 1200 rpm. Air-cooled by two fans; Chaudel Hobson carburettor and magneto ignition. Bore and stroke 90 x 102mm.

Gearbox: Two-speed epicyclic built into rear wheel hub. No reverse. Geared to give a road speed of 32 mph at 2000 rpm. Chain drive to rear axle which revolves loosely in rear wheel hub, unless gear engaged.

Suspension: Semi-elliptics at front, one ¼ elliptic on each side of rear wheel. Brakes: External contracting on gearbox, foot operated with ratchet to lock brake on when car is parked.

Steering: Hinged tiller, with one movement of lever from lock-to-lock. Turning circle very tight at 18 ft.

Wheels: Beaded edge originally fitted.

Dimensions: Wheelbase 6 ft 0 ins Track 4 ft 6 ins Overall length 9 ft 0 ins . Height 4 ft 0 ins . Kerb weight 4 cwt.

Performance: Maximum speed when new - 32 mph. Normal cruising speed - 25 mph. Fuel consumption at highway speeds - 40 mpg.

(The 2 photos copied from Veteran and Vintage Cars by Pedr Davis)

1909 ADLER

12hp single landaulette

Good heavens! Now here is a surprise, a four-wheeled typewriter! Nowadays best known for its office equipment, most people have forgotten that Adler made cars and, indeed, were highly respected for so doing. Founded in Frankfurt, Germany, by Heinrich Kleyer in 1880, the company were extremely well known by 1899 for manufacturing Herold bicycles. By that time 100,000 machines had been delivered.

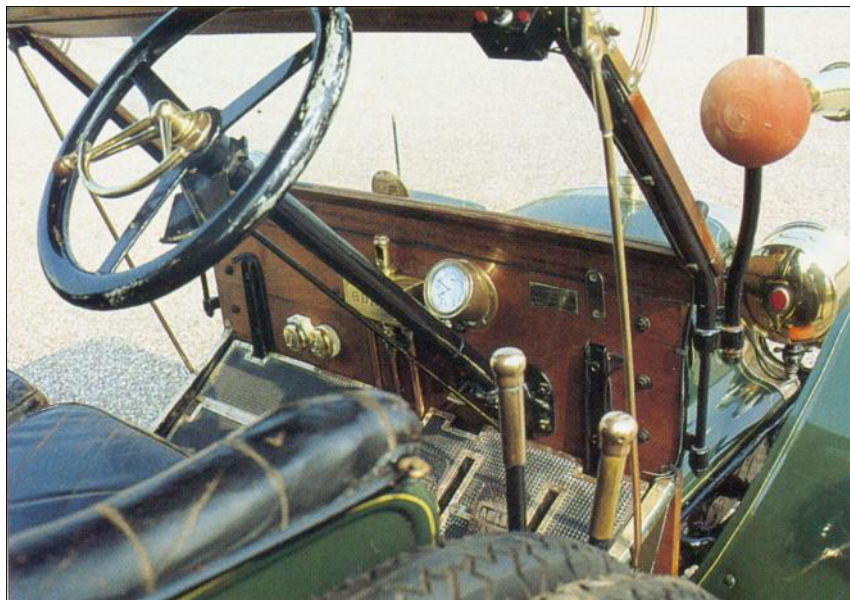


There is little indication that electrical system of the car has been up-dated to conform with current European road traffic regulations,

The earliest connection with the motor-car came when Adler supplied wheels for the early Benz 'Velos'. The company had become concessionaires for Dunlop, and founded the German branch of that company. The first cars produced were De Dion tricycles, produced under licence from the German agent. An Adler voiturette was introduced at the 1900 Frankfurt Motor Show, fitted with a De Dion 3hp single-cylinder engine. Unusually, this was mounted horizontally and the transmission was by shaft rather than chain or belt. At this time Kleyer, a considerable entre-preneur, invested capital in the production and sale of typewriters.

By 1903, the company was experimenting with a low-slung four-cylinder racing car. The claimed engine speed of 1,600rpm was quite impressive, but the use of automatic inlet valves was unadventurous on a competition car at that time. The claimed maximum speed of 50mph was equally disappointing for a four-litre engine. The car featured a tubular chassis frame and the driver and passenger sat low in this, with the petrol tank between them. Unusually there were separate hand brake controls for both driver and mechanic. In spite of its pedestrian maximum speed, the car was not unsuccessful and won the 11-16 PS class for 'gentleman drivers' in the 1903 Frankfortrennen. At this time Edmund Rumpler became responsible for Adler design. He stayed with the company until 1907 and during this period Adler took out a patent for independent wheel suspension and was the first German factory to build engines 'in unit' with the gearbox, a design feature it was to follow for many years.

By 1907, Adler had gained an enviable reputation for solid engineering and produced a wide range of cars, which was, possibly, too comprehensive, ranging from a 9-litre down to a 1.3-litre. Business was booming and Imperial approval was received in that year when two cars were supplied to the Hohenzollern family. Adler employed a labour force of 3,000 and claimed to manufacture everything itself, including carburettors. 1909 saw the opening of an aero engine department, but Adler was not to be as successful in this field as B.M.W., Argus, Daimler and Benz. Motorcycles had been also produced since 1902 and remained in production until 1912, when they were discontinued, owing to lack of space in the factory. They were reintroduced many years later and in fact outlasted car production, manufacture finally ceasing in 1957. Cars were discontinued in 1939.



The high-mounted steering wheel gives the driver a clear view of the road ahead.

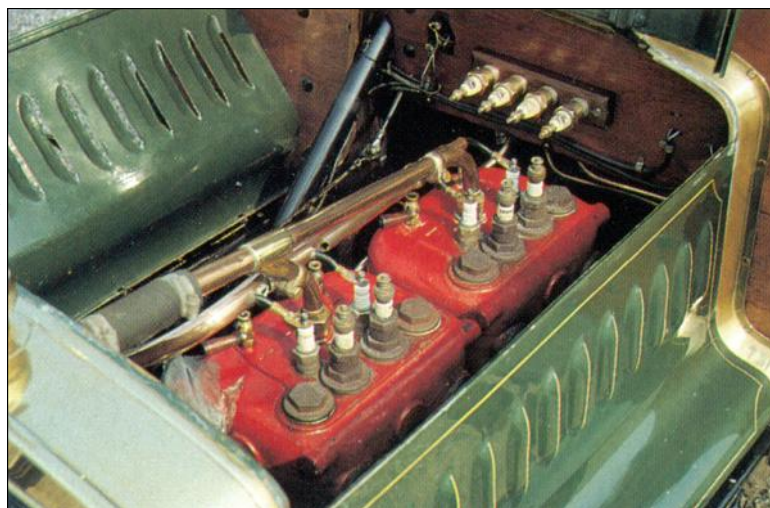
Adler cars were first imported into Great Britain in 1907 by a long-established firm of coachbuilders, Morgan and Company, of Leighton Buzzard. Morgan also had premises at 10, Old Bond Street and 127, Long Acre in London. Morgan had entered the motor manufacturing business in 1905 with a 24hp Mutel-engined car of their own design, but this had been proved to be unsuccessful and only approximately five were produced. The company then elected to become the British concessionaire for Adler.

Generally, vehicles were imported as rolling chassis to which Morgan fitted their own bodywork, which tended to be less cumbersome than the original Teutonic designs. The quantity of chassis imported was not large, approximately 25 to 30 per year until the outbreak of the Great War in

1914, but it was steady business and the marque gained a good reputation for reliability. Morgan coachwork was well built, each body received ten coats of paint and varnish. The Adler design lent itself well to specialist coachbuilders as the factory fitted lugs to the chassis, thus eliminating the need to drill the frame for the attachment of the bodywork. Amongst the modifications made to the chassis by Morgan was the provision of a foot accelerator pedal, as these were not standardised in Germany until 1913.

The 1908-1914 period, under engineer Rumpfer, was one of consolidation. As has been already stated, the range was comprehensive, but the best seller was the 12hp (6/14PS) model which was produced in two wheelbase lengths - 8' for two-seaters and 9' when four-seater coachwork was specified.

The 12hp Adler, as sold by Morgan and Company in Great Britain, was available to three specifications in 1909. The short chassis was fitted with an extremely smart fast runabout lightweight two-seater body. This cost £280 and was a nippy little car in its day, noted as a good hill-climber with a fair turn of speed on the level. It had a higher back axle ratio than the touring cars. The long chassis was available with a four-seater touring body for country purposes which sold for £295 and was noted for its complete specification. The same longer chassis could carry a Morgan landaulette body, and was advertised as being eminently suitable for town use. Complete it cost £375 - a not inconsiderable sum in those days.



Near-side of the 1,821cc side-valve four-cylinder engine

The car that is the subject of this article is a 1909 12hp landaulette, owned by Bryan Firth, an enthusiastic member of the Veteran Car Club. It is believed to be the oldest Adler still in regular use in the world. Another, 1908, car is believed to be in Kent, but this has not been seen or heard of for some years. Little of the history of

Bryan's car is known, but it is thought to have been first owned by a doctor who practiced in London. It then disappeared until it was purchased by Commander Ted Wooley who lived in Lechlade in Gloucestershire. Bryan Firth purchased it in 1966 as a wreck and re-built it in nineteen months. Since then it has been used for long distance rallies and because of its rarity is often invited back to Germany. Since restoration this car has covered about 42,000 miles. Among its longer trips have been two journeys to Norway of 500-600 miles each, a 600-mile visit to Sweden, and two trips to Denmark. Two expeditions have been made to Southern Germany, during one of which it covered 1,200 miles in a single week. Single trips have been made to France, Belgium and Luxembourg. On each of these journeys it has proved extremely reliable. Old car regulations being what they are in Europe, certain modifications have had to be made in order for it to conform with road traffic regulations. For example, a modern alternator is fitted together with modern electric lighting, which has been well disguised in the period gas lamp surrounds. In addition, a windscreen wiper system has been installed together with trafficators, which are essential when the car is used in some European countries. All these are acceptable modifications if it means that the car can be regularly used and seen by as many people as possible.



No front-wheel brakes. The front axle design is simple but effective

The specification of the 12hp Adler was quite simple - an important consideration, as many purchasers in 1909 had not previously owned a motor-car. Ease of maintenance was a major attraction. Success in the 1908 R.A.C. Reliability Trial had drawn much interest and ensured that potential purchasers were aware of Adler cars. It is impossible to examine the mechanical details of the massive chassis frame without realising the care that had been taken in combining robust construction with extreme neatness and accessibility. For example, every nut and bolt has been split pinned. It is built of pressed channel-section steel with the side members turned downwards at both extremities. The four cross-members are of similar section, splayed and gusseted where they are attached to the longitudinal and the forward pair are swept downwards to carry the combined engine and gearbox unit, which incorporates the clutch and a transmission brake. The engine is a typical small capacity design of the period. The cylinders are cast in pairs which are mated to an aluminium crankcase.



Brian Firth's 12hp Adler is a delightful car from any angle

Considerable attention has been paid to the engine-cooling and the water jackets are generous. The Adler squat and rectangular radiator consists of vertical flat tubes and induced draught is generated by a large fan mounted directly behind it. The side-valves are mounted in an L-head and are operated by the single camshaft which also drives the magneto, water pump and oil pump. Adler's own carburettor ('There is practically nothing to cause trouble') is used. The ignition system is novel in that it embraces both a high-tension magneto and a trembler coil; the switch from one system to the other being situated on the steering wheel. Engine lubrication is by means of pressure from the camshaft-driven pump, the oil

circulating via 'a piston tell-tale on the dashboard and from there via a distributor'.

The landaulette, as may be seen from the illustrations, is a well defined car. The front compartment is easy to enter and visibility from the right-hand situated steering wheel is excellent. One is seated sufficiently high to see

At-a-glance specification

1909 Adler 12hp single landaulette

Engine: four cylinders, cast in pairs, fitted to a common aluminium crankcase. 75 x 103mm bore and stroke, 1,821cc side-valve, two valves per cylinder. Single side-mounted camshaft. Wet sump lubrication. Pressure-fed crankshaft, main bearings. Big ends by pressure-jet spray, one per big end.

Carburation: a Zenith carburettor has been fitted to the car for twenty years, as it makes the car run so much better than the original Adler carburettor which is stowed beneath the back seat, and can be replaced in a few minutes.

Transmission: three forward speeds and reverse.
Gear ratios: 3rd 2.4:1, 2nd 4.1:1, 1st 9.5:1, reverse 12.5:1. Foot transmission brake, handbrake on rear wheels. A torque tube encloses the propeller shaft, stayed on two rods secured to the rear axle casing.

Suspension: semi-elliptic front.; three-quarter elliptic rear.

Dimensions: wheelbase 9' (8' for two-seater).
Track: 4' 4". Overall height: 6' 10".

Wheel equipment: non-detachable artillery wheels, fitted with 760 x 90mm beaded-edge tyres (30 x 3).

Fuel: Tank capacity seven gallons.
Approximate fuel consumption: 20mpg.

Weight: one-ton, one cwt.

Electrical system: dual. Eisemann magneto and trembler coil ignition. Controlled by lever on steering wheel. Original gas lighting converted to electrical system.

Price: With Morgan landaulette body: £375.

over modern traffic and into the garden of one's next door neighbour. Once under way, thanks to the cone clutch (a steel cone fitted into a bronze cone, with no linings of any sort), that had replaced the earlier double-disc component, we were grateful that the reputedly tricky vertical-gate-change had been replaced by a conventional gate-change. Bryan Firth's car had a Morgan-inspired foot accelerator fitted when he purchased it, but this proved to be unreliable, as it did not *always* come off when released to slow down. During his rebuild he decided to retain the original hand-throttle only, and one soon became used to this unusual fitment. The comparatively small engine 'revved' happily enough, and one could not help recalling 'The Autocar' description of the four little pistons reciprocating beneath the bonnet being equivalent to the average red-currant jelly pots! The car was quite happy in the moderately heavy traffic, and a good turn of speed was available when required. The brakes were perfectly adequate, providing sufficient space was left between oneself and the car in front. Adler was amongst the last manufacturers to fit a sprag, a device to prevent the car rolling backwards on an incline in the event of brake failure. This 1909 model had a double sprag, and the company continued to fit this device until as late as 1913. In spite of the lofty coachwork, no pitching or swaying was detected, other than that induced by the road contours. The steering was exceptionally good, but as one would expect, it was heavy at low speeds. At 40mph it became pleasantly light, and one could have steered happily with one hand. For the long-distance rally enthusiast, which Bryan Firth most certainly is, this little Adler offers the ultimate in all-weather comfortable transport.

In its day, Adler was a successful motor manufacturer. By 1913, when an assembly plant was also established in Austria, the company was among the twenty largest European manufacturers. In that year they produced 1,500 vehicles, which compared with 3,200 from Opel, Fiat 3,050, Benz 4,500 and Peugeot 5,000. Some motor manufacturers failed because of poor products, others because of poor management, others still because of worldwide financial calamity. It took a World War in 1939 to finish Adler car production. Under the ownership of Grundig and later Olivetti, the company name prospered as manufacturers of calculators.

Copied from THE AUTOMOBILE, MAY 1994

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2020

National 1 & 2 Cylinder Rally

Wednesday 1 - Tuesday 7 April

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Club Patron: His Excellency the Honorable Paul de Jersey AC Governor of Queensland

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Preferred Name on Badge _____

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Home Phone _____ Mobile _____

Emergency Contact Name _____ Phone _____

Passengers

First Name _____ Surname _____

Mobile _____ Age (under 12) _____ Preferred Name on Badge _____

First Name _____ Surname _____

Mobile _____ Age (under 12) _____ Preferred Name on Badge _____

Vehicle

Make/Model _____ Year _____ Rego No _____

State _____ Club _____ Preferred Vehicle Speed _____

RALLY HEADQUARTERS: Charleville Racecourse 61 Partridge Street Charleville

2020 Committee • Graham & Irene Donges • Merv & Margaret Thompson • Ross & Rhonda Guthrie

Graham & Irene Donges • Rally Directors • 10 Havenhill Court Murrumba Downs Q 4503

Graham 0417 718 617 • Irene 0419 751 324 • charlevillerally2020@gmail.com

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*By ticking this box, you will receive an EOI from the Roma Historic Car Club			
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or the "Up Close and Personal Bilby Experience"?	\$28		
Are you planning on experiencing the Cosmos "Night Time Observatory Session"?	\$23		
or the "Small & Personalised Observatory Session"?	\$65		

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Do you require trailer storage Yes / No Trailer Registration No _____

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The Entry fee covers: Rally Bag, Rally Plaque, Souvenir Book, Souvenir Mugs, Rally Instructions, Name Badges, entry into Top Secret WWII Tour, Historic House Museum and Coronas Hotel Behind the Scenes Tour.

COST CALCULATION

Item	Price	No.	Total
Early Bird Entry (on or before 31 October 2019) Vehicle and Driver	\$160.00		
Additional Adult Passengers	\$60.00		
Additional Child Passengers (under 15 at the start of the Tour)	\$50.00		
Entry (after 31 October 2019) Vehicle and Driver	\$190.00		
GRAND TOTAL			

NOTE: Entries after 31 January 2020 may not be accepted.

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RALLY BOOK PHOTO AND VEHICLE DETAILS REQUIRED

A Rally Entrant Book with a photo of each car and car details is being produced and included with your rally bag at registration day.

To enable the production of the rally entrant booklet, please enclose a 15cm x 10cm (6" x4") quality coloured photograph of your vehicle at the same time as this entry form. Digital photos should be of high resolution, at least 7.5cm x 5cm at 300dpi.

Enclose also a brief story of your vehicle details. (Stories may be edited due to space requirements). If insufficient space, attach a separate page to this form.

Vehicle Details:

DECLARATION & INFORMATION

1. The vehicle stated on this entry form, if being driven during the 2020 1 & 2 National Rally, is fully registered or registered under a relevant Conditional Registration Scheme and Insured.
2. The Veteran Car Club of Australia (Qld) Inc, the Club's committee, the 2020 1 & 2 National Rally Committee, club members, coordinators, agents and other associated clubs and organisations do not admit liability and will in no way be held responsible for any loss of life, injury or damage suffered by or to any vehicle, entrant, owner, driver or passenger or any other person/s or property through any circumstances.
3. All entrants, owners, drivers and passengers enter and participate in this event solely at their own risk and waive any right of action at law against the incorporated club, its committee, members, coordinators, agents and associated clubs and organisations.
4. Cancellations and refunds: If your entry has been accepted and payments made, but for a reason you are unable to join the Rally, we will give you a full refund if you notify us by 31st January 2020. Cancellations after that date will not be eligible for a refund unless exceptional circumstances apply.

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Please email the Entry Form and photo to: charlevillerrally2020@gmail.com
Or post to: 2020 1 & 2 Cylinder National Rally
PO Box 74, Tweed Heads, NSW. 2485

Your photo will be returned to you when you register for the rally in Charleville

For general rally enquiries contact

Graham Donges 0417 718 617 Irene 0419 751 324 or email: charlevillerrally2020@gmail.com

Name _____ Signature _____ Date _____

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In 2012 my son Craig, accompanying me in my 1910 2 Cylinder D26 Brush, 3 other Brush Runabouts and 36 other 1 or 2 cylinder veteran automobiles and motorcycles, drove this 1910 E 4 Brush Runabout from Perth to Sydney on the 2012 Centenary Expedition. 4,100 km in 20 days – 46 veterans all around 100 years old.



Craig entering the finish at Martin Place Sydney. PS Craig drove this Brush around Mount Panorama Circuit as part of the 2012 Expedition. Third time it has climbed the mount!

The engine and running gear have been overhauled, mudguards, bonnet, side and rear panels have been professionally painted, British racing green for the panels, new tyres, front and rear flashing lights & brake lights. New upholstery. The Chest at the rear is an 1894 Tack Chest formerly owned by A. R. d' Pont.

I believe Alanson Partridge Brush worked with Leyland on the Cadillac Coupe project.

This has been an excellent project at home whilst looking after my wife. As historian for our Brush Owners Register – brushownersregister.com I aimed to complete it for the 7th HCCA International Tour – I do hope to see an Aussie buy it – the non Aussie price is US\$45,000

Contact: Bob Lamond 610409712101 lamond2@bigpond.com

"Solbakken" 267 Upper Piambong Rd, PIAMBONG NSW. 2850

[7-19]



For Sale: (cont.)

Dozens of grease caps, mostly steel and assumed American. Let me know what you need. \$5 ea or make an offer for the lot [1]

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Howes and Burley (H&B) 1029 LHS sidelamp, in very good, complete condition, has a cracked lens, \$175 [3]

Pair Shell Motor Spirit cans, one in good order and one in fair condition. \$120 for the pair. [4]

A.L. Franklin motormeter in the shape of a lighthouse, good order, thermometer may need replacing, \$150 [5]

Contact: Jeff Palmer (02) 0427 965 934 or email jasper.1912@bigpond.com
[5-19]



Classifieds

Wanted for our Web Site

Early rally flyers (entrant lists) of major rally's such as the Blue Mountains event for events prior to 1960. We have a number of old photo's of cars in events.

It would be nice to be able to identify the events the cars were taking part in.

'Before and After' photo's of any veteran vehicles members may have restored, along with some details of the car and restoration. We want to add a section to the Website to highlight what can be achieved with the persistence and talent (or money) our members possess.

Any other articles or ideas to publish on the website.

Please contact us on the details below or talk to me at a Club meeting.

Contact: Graeme & Abbey Newman Ph: 4392 1035 (H) 0412 138 063 (Mob)
kazngra@bigpond.com or events@vccansw.org or contact us via the website.

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