

SPIT AND POLISH

PATRON

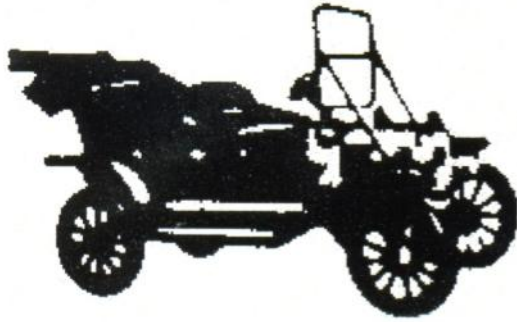
His Excellency General The Honourable David Hurley AC DSC (Ret'd)
Governor of New South Wales

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



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SPIT AND POLISH

WEB PAGE: www.vccansw.org

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

Email: nevpreston@gmail.com or by **Mail:** 18 Byron St. Wyong, NSW 2259

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

Cover Photo:-

*Our Patron,
His Excellency General The Honourable David Hurley AC DSC (Ret'd)
Governor of New South Wales
At the controls of Bill Betts' 1908 Renault
At the Taronga Zoo 100th Birthday Celebrations.*

*Along with Graham, Barry, Bill, the Betts' Grandchildren, Robyn and Doug
(see report Page 11)*

Committee of Management

OFFICE BEARERS:

		HOME	BUSINESS	FACSIMILIE
PRESIDENT	Doug Fulford	4654 5432	4655 7944	
		Email: president@vccansw.org		
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TREASURER	Geoff Yeomans	9884 9314		
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& DATING	John Burke	4991 1806	Mob: 0412 821 945	
LIBRARIAN	David McCredie	9653 2592		

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	Neil Martin	9632 5047	Mob: 0417 236 495	
	Max Roberts	6545 3410	6545 1045	6545 1687
	Ian Streatfeild	9457 8449	Mob: 0488 248 177	
	Neville Preston	4352 1533		

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			Email: hupmobile@bigpond.com	
SECRETARY	Graeme Newman	4392 1035	Mob: 0412 138 063	
			Email: kazngra@bigpond.com	
MaSH CHAIRMAN	Doug Fulford	4654 5432	4655 7944	
			Email: doug@people.net.au	
SECRETARY/TREASURER	Kevin Boardman	4654 5499	Email: kboardman13@bigpond.com	
HONORARY AUDITOR	Graham Steer	9450 1454	9232 5111	
LEGAL ADVISOR	Andrew Aitken	8987 0000	8987 0077	

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

134 Queens Road, Five Dock, 2046

PATRON:

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

Minutes of Monthly Meeting of VCCA (NSW) Inc.

Minutes of Monthly Meeting of VCCA (NSW) Inc held on Thursday 27th October 2016

ATTENDANCE

Committee: 7 Members: 16 Family members: 1 Visitor: 1 (Melinda Kovacs)

Apologies were received from Dennis Ballard, Euan Coutts, Laurie Garrod, Don Liddle, Bob Hobson, Peter Martin, Norm Mitchell, Phil O'Loan and Geoff Yeomans.

MEETING OPENED AT 8:25 PM.

PRESIDENT'S OPENING REMARKS

The president, Doug Fulford, welcomed all members and the visitor to the October meeting. He informed members that Peter Dunglison had died earlier this year and expressed the club's condolences to his family. Alan Miller is organising the MASH Northern run on Friday starting at Curry Reserve.

MINUTES PREVIOUS MEETING

Matters arising: Nil

Query about P plate driver's eligibility to drive veteran cars.

The President will provide a detailed summary for *Spit and Polish*. It appears that unless the P driver has a seat belt and the number of passengers specified for the vehicle he/she can drive a veteran car. The President suggested lobbying the government through the CMC to change the seat belt requirement.

Moved: Graham Weekes Seconded: Lynette Martin

INWARDS CORRESPONDENCE

The Secretary thanked Peter Weir for relieving as secretary last month.

Invitations

Mustang Owners Club - All American Day 22 January 2017

Lions Club of Gerringong – MotorFest / Car Show 18 February 2017

Tea gardens Hawks Nest Motor Club – Motorfest 11 March 2017

2017 Australia Day CARnivale – www.australiaday.com.au/carnivale to register

VMCC- Maraylya Run 27 November

Machines and macchiatos – Christmas Charity Motor Show and Family Fun Day – 11 December 2016 at Harbord Diggers Club

Rhododendron Festival Parade – 5 November

Cars and coffee – date and location unspecified

Flyers

Shannons Sydney Spring Classic Auction 7 November

Other Club Publications

Retronauts (online) Veteran Torque

The Edwardian (also online) Small Torque

Brass Notes Motorlife Museum

Bulletin VCCA(SA) Early Auto (online)

Other

CMC report & vale Graham Anderson

Newcastle Club minutes

VCCA(Vic) –changes to constitution

Motorlife Museum – thank you

National Motor Racing Museum Bathurst – re e version of newsletter

Letter from John Bisley

OUTWARDS CORRESPONDENCE

Club email re Sydney Christmas Party arrangements

Moved: Barry Shinfield Seconded: Max Boardman

TREASURER'S REPORT

The Treasurer thanked Peter Weir for acting as treasurer while he was away.

Balances are: \$

Accounts have been paid to the printer, the cleaner, hall expenses insurance NSW Fair Trading, and reimbursement to the Chairman of the Dating Committee for expenses. Some rent has been received as well as some membership dues. The term deposit has been renewed for 12 months at 2.55%. The amount invested is \$28119.17.

Moved: Ian Streatfield Seconded: Neil Martin

MAGAZINE

The Editor apologised for the mistake in the last edition of *Spit and Polish*.

EVENTS

Graeme Newman reported that the two events hosted by Newcastle Branch were successful. The *National Hupmobile Rally* had 22 entrants of which six were veterans. The Newcastle Run has 17 entrants and the weather was perfect for veteran motoring. Peter Martin was the overall prize winner. The celebrations at the *Australian Motorlife Museum* organised by Peter Weir were well patronised with 12 cars. Five cars, at short notice, supported the 100th birthday of Taronga Zoo. There has been an invitation to attend the *Rhododendron Festival Parade* at Blackheath on 5 November. The organisers are particularly keen to have a car from each decade and would particularly like a *Fiat* from 1900 -1919. Anyone interested needs to contact Graeme. The VMCC plan to have their *Maraylya Run* on 27 November. Any interested participants need to contact Robert Fordham. If any members are interested in attending the display in Gerringong, please contact Graeme as he needs to respond by 15 December.

PERMIT TO MOVE

Neil Martin noted one permit to move, the first for 12 months and one registration (1914 *Newton* custodian Mal Garthon).

LIBRARY Nothing to report

DATING Nothing to report

MEMBERSHIP

Peter Taylor's membership application was successfully voted on by members. The President welcomed Peter to the club.

CMC

Norm Mitchell sent his apologies and tabled his report. The minutes are also available on the CMC website.

HALL

Robert Fordham updated members on hall matters. The shield of the Land Rovers Club will be removed as they no longer use the club rooms. In its place, will be hung the shield of the Model T Ford Club. The Meccano Club will hold its annual exhibition on 29 October in the hall. A working bee will be held on Saturday 21 January 2017 from 8 am when the carpets will be cleaned and the toilets steam cleaned.

WEBSITE

Peter Weir announced that Abbey Newman will be the club's new webmaster. She has rebuilt the website and the site is now live. The new password for the members' area is 134QueensRoad. Currently the website is a work in progress. It is hoped it will host a forum. Photographs and information can be sent to Abbey or Graeme Newman. *Spit and Polish* will be posted in the members' area and a sanitised version will appear in the public area. People will only be identified by their given name.

David Norton suggested that a wider audience is needed for the forum to be effective rather than immediate club members. The President will raise this at the AGM of AVCCCA next week for a discussion of future strategies. It was noted that a forum can be an unmoderated or moderated. If it is moderated it needs to be monitored every day to vet the content. Susan Tulloch suggested the club host a Facebook page. This was supported by Jenny Fawbert who noted that the Bush Council have a Facebook and Instagram accounts to cover all generations. She said software is available to accommodate all 3 media.

GENERAL BUSINESS

David Norton commented that the use of logbooks has affected the number of movements noted.

The raffle was drawn.

The President thanked members for attending and wished participants travelling to national rally safe driving and an enjoyable time. He introduced Jenny Fawbert to give her presentation on George P Innes. Jenny's presentation will be published later in *Spit and Polish*. The President thanked Jenny in anticipation of her presentation.

MEETING CLOSED AT 9:05 PM.

Doug Fulford
President

Louise Yeomans
Secretary

NOVEMBER 2016

24th Committee Meeting starting at 6.45pm

Events Calendar - Club Events

24th Monthly Club Meeting at Club Rooms, Fivedock at 8pm.

25th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

27th VMCC - Maraylya Run. *Contact Robert Fordham*

DECEMBER 2016

4th **Sydney Inspection Day** *See Page 7 for details Please note the change of date from the 11th*

9th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*

10th **MaSH Branch Registration Day**

10th MaSH Branch Meeting - 2pm - Mittagong RSL Club

11th **Newcastle Branch Christmas Party.** *Details on Page 7*

JANUARY 2017

13th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*

14th **Newcastle Branch Outing.** Rathmines. *See Page 7 for details*

17th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm

21st **Working Bee** at the Club Rooms. Start 7.45am. *See Page 7 for details*

26th **Carnivale 2017**, to be held in Parramatta Park. *See October 2016 Spit and Polish for details.*

26th Committee Meeting starting at 6.45pm

26th Monthly Club Meeting at Club Rooms, Fivedock at 8pm.

29th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

FEBRUARY 2017

3rd - 5th **MaSH Branch Rally - Bundanoon** *See Page 8 for Details*

10th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*

21st Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm

23rd Committee Meeting starting at 6.45pm

23rd Monthly Club Meeting at Club Rooms, Fivedock at 8pm

24th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

Light Hearted Humour

I was in the six item express lane at the store quietly fuming.

Completely ignoring the sign, the woman ahead of me had slipped into the check-out line pushing a cart piled high with groceries. Imagine my delight when the cashier beckoned the woman to come forward looked into the cart and asked sweetly,

"So which six items would you like to buy?"

from Ron Hattersley

Events Calendar - National Rallies

SEPTEMBER 2017

17th - 22nd **The 11th National Veteran Motorcycle Rally** will be: Hosted by The Veteran and Vintage Motor Cycle Club of South Australia, Inc. <http://vvmccsa.org.au>
Held in South Australia's glorious Barossa Valley. <http://www.barossa.com/>
Centred on The Barossa Tourist Park, Nuriootpa, South Australia. <http://barossatouristpark.com.au>
tel. 1800 251 634
The Barossa Tourist Park has been bulk-booked for the week, so please mention the NVR to receive a 5% discount (a maximum discount applies) off their normal rates for cabins and camp sites. There are numerous accommodation options in the region if you're looking for something different - try <http://www.barossa.com/> or the Barossa Visitor Information Centre tel. 1300 852 982.

SEPTEMBER 2017

24th - 30th **National Veteran Vehicle Rally, Clare Valley, South Australia.** See April 2016 Spit and Polish for more detail and Expression of Interest Form.

SEPTEMBER 2018

23rd - 28th For those of you that may not be aware, the Newcastle Branch is organising the **2018 National Rally** which we have decided will be held in Forbes. The dates of the event are from Sunday 23/09/2018 to Friday 28/09/2018. Make a note in your diary, iPad or whatever means you use so that you can make arrangements regarding holidays etc, should you be interested in attending.

Events Calendar - Invitation Events

FEBRUARY 2017

18th Gerrington Lions Club Motor Fest/Car Show on Saturday 18th, on Cronin Oval Blackwood St.
If you have any interest in this event please contact Events Co-ordinator **Graeme Newman** so he can advise the organisers by the **15th December** of our intentions.

OCTOBER 2018

14th - 20th **Willys Overland Roundup 2018** to be held at Orange NSW. The event will be a hub event which avoids unnecessary packing and unpacking etc
The venue will be chosen after we have received expressions of interest and know what numbers we need to cater for
Most days we will leave at 9.00am and use country back roads for touring trips to various places of interest.
Typical mileage will be 200 kms per day.
A final presentation dinner will be held on the Saturday night
Accommodation options will be advised after the venue has been selected
See September 2016 Spit and Polish for more information and Expression of Interest Form
or contact Les Johnson Mobile 0419 288 383 Email: frogshollow1@bigpond.com.au

AUGUST - SEPTEMBER 2019

30th August - 6th September 2019

HCCA International TOUR 2019 BATHURST, NSW, AUSTRALIA

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

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

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

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

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

Coming Events

Sunday 4th December 2016

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

YENNORA

(Between Orchardleigh Street and Junction Street)
UBD 230 G9

Enquiries to Neil Martin on 9632 5047.

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

SYDNEY

REGISTRATION DAY

ONE DAY ONLY

Newcastle Branch Christmas Party



Sunday 11th December 2016
Held at Bargoed House (Nesca Oval)
Old Pacific Highway, Swansea.
Gate open between 9.30am & 10.00am
Contact John Burke 0412 821 945



Newcastle Branch Outing to Rathmines

Saturday 14th January 2017

Meet at Rathmines Park at 8am to 8.30am

Where you can have Breakfast, Brunch or Lunch.

Depending on the weather we could then go for a drive after lunch.

WORKING BEE

Saturday 21st January 2017

7.45am

Working Bee at the club rooms to move the furniture from the large hall to allow the carpet to be cleaned.

I have arranged for the carpet cleaner to come at 8.00am.

General cleaning can be done while we wait for the carpet to dry.

The Working Bee should be completed by lunchtime.

Robert Fordham

BACK TO BUNDANOON

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

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

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

Details are as follows:

Bundanoon Country Inn Motel

2 Anzac Parade

Telephone: 4883 6068

Email: info@bundanoonmotel.com.au

Costs

\$84.00 per person for Double or Twin Share Room

BBQ (Friday night) \$27 per head

Dinner 2 course (Saturday night) \$35.40 per head (Dress up for dinner if you wish)

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

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

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

Jill and Greg

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

Member Information

Welcome New Member

Peter Taylor & Kerry (1124)
65 Finch Street
BEECHWORTH VIC 3747
Associate Member
(H) (03) 5728 2525
(M) 0417 678 093
(E) pktaylor@westnet.com.au

Correction to Email Address

Peter. D. S. Cockbain
Email: p_cockbain@bigpond.com
and not p.cockbain@bigpond.com

Add or Correction to Mobile Phone Numbers

Rod Holmes - 0427 572 765
Malcolm Roy - 0428 252 691
Kevin Spackman - 0428 885 448

Email Address

John Brumby
Email: johnbrumby13@gmail.com

Kevin Spackman
Email: kevinspackman@gmail.com

Change of Email Address

Bob Dunk
Email: robertdunk@optusnet.com.au

Ian Streatfeild
Email: istreatfeild@bigpond.com

Change of Address

Malcolm Johns
14 Nelson Street
GORDON NSW 2072

Graham Sawyer
23 Corang Avenue
SUSSEX INLET 2540

Correction to Address

Arnold Glanville
Arramagong
1841 Mary Gilmore Way
GRENFELL 2810

General Information

Wooden Wheels

Go to the link below to see how wooden wheels are manufactured
<http://www.hemmings.com/hmw/how-its-made-wooden-wheels.html>

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

Attention

Members can now access CMC meeting minutes.
Log into the CMC web site <councilofmotorclubs.org.au>
or select links on the VSCC home page,
then select Council of Motor Clubs
From the side panel select "Document Centre",
From the choices select Minutes of AGM's and GM'sm
Select the desired meeting date.

Retroautos Publication

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

Editorial

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

Firstly I would like to apologies for the mistake I made in last month's Editorial. As you may have noticed, it was a repeat of the September editorial. I apologies to John Fryirs, David Norton, Phil Virgona, Neil Adams, John Burke, Les Johnson and Les Watton for failing to recognize their contributions. The following three paragraphs should have been in the October editorial.

Three outings reported on this month, a report John Fryirs on the Newcastle Branch outing to Luskintyre Airfield, one from David Norton on the Northern Sydney Breakfast run to Tunks Farm, Lane Cove National Park and one from Phil Virgona on the outing at Australian Motorlife Museum's 7th Annual Motoring Expo.

A couple of photos from the September meeting night with the presentation of Badges and Certificates to members who have been in the club 50 or 60 years. Also great to see Graham Steer at the meeting to receive his badge and certificate. Graham is member number 300. Also from the Newcastle Branch meeting Neil Adams receiving the 'Veteran of the Year' award on behalf of his late father, Peter Adams for the 1914 Mitchell. Max Burke also was presented with his 50 Year certificate, member number 364.

An article on the Veteran of the Year by Neil Adams about his late father's 1914 Mitchell. I liked the bit in the article about hiring a trailer. An article from John Burke, dating chairman, 'A Brief History of Kerry Abington'. An article from Les Johnson on Overland Model 75. A few photos from Les Watton on the Combined Social Navigator's Day.

Only two outings reported on this month, report from Graeme Newman on the outing to the Taronga Zoo and a report from John Fryirs on the Newcastle Branch Annual Tour. An article from John Burke, dating chairman 'A Brief History - Mitchell', and a Memories article from Malcolm Roy about his Hupmobile. A photo from Bob Lamond trying to identify the car in the photo. A book review, soon to be published, by Heather Goldsmith from the Alvis Car Club. A couple of 'Light Hearted' stories from Ron and Malcolm.

Coming events are: Sydney Registration day, Newcastle Branch Christmas Party, in January 2017, Newcastle Branch outing to Rathmines, the Working Bee at our club rooms and Carnivale 2017 on Australia Day.

At the moment I have a **very small** supply of material, but it is always handy to have a little extra just incase things get quiet. So if you have something it would be appreciated. Some times people wonder why their information they have sent me has not appeared, but that can depend on how much space I am trying to fill.

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

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

Enjoy your Veteran motoring

Nev Preston



As this is the last edition of
Spit and Polish for 2016
I would like to wish all members
all the best for Christmas and the New Year
and enjoy your Veteran Motoring in 2017
The Editor

Taronga Zoo 100th Birthday Celebrations, Friday 7th October 2016

Graeme Newman

At the September meeting of the Club members were made aware of a request from the Zoo that we display some cars at an exclusive event they were holding on the 7/10/16. The event was to mark the 100th Anniversary of the official opening of the Zoo at the present site in 1916.

Given the short notice, our former Events Coordinator, Graham Weekes did a great job in arranging for five vehicles to attend. We were required to have the cars at the location by 7.45am and to remain until around 4.30pm. Members attending were also welcome to join the celebrations and to enter the Zoo, which was closed to the general public for the day. (From what I hear, it has only been on a few very rare occasions the Zoo has been closed to the public previously).

Whilst there was probably a valid argument for us not to drive our veteran to and from Sydney on a Friday in what was pretty much peak hours, Karyn was keen, as she loves the Zoo and Abbey was also able to get the day off work



Tilly with some staff in period uniform

to join us as well. Eldest daughter Lauren was pretty miffed about the whole idea as she was in the first week of a five week hospital placement for uni.

Given daylight saving had started the previous weekend, it was obviously going to be pretty dark for probably the first hour and a half of the trip. I decided to install a small L.E.D. light bar to the underside of the front nearside spring to complement the original lighting, which whilst it's 12 volt, it's also pretty useless. Josh (Lauren's boyfriend) did the wiring for me, which was great as 20 year olds seem to be able to crawl around under cars much easier than the middle aged.

We set off from home at Gorokan at 5.04am, at which time it was indeed very dark. Thankfully though, the extra lighting was working well and didn't seem to upset any other motorists. When we joined the Pacific Motorway at Tuggerah it was very busy. We remained on the Motorway until Calga where we were able to exit and join the Pacific Highway. Immediately there was virtually no other traffic and it was very peaceful. We had a brief stop to photograph the sun rising over the Hawkesbury area, in what was a very pleasant drive until we rejoined the Motorway at Asquith. Not surprisingly, we found a lot of traffic, but once we turned onto the Pacific Hwy it was travelling at a pace we could comfortably handle – and it was daylight by now. After a brief toilet and coffee stop at Cremorne we arrived at the Zoo around 7.40am.

Graham Weekes was already there in the Buick along with Bill and Robyn Betts in the Renault. Bill and Robyn also had their grandchildren with them and they were all looking quite splendid in their period costume, as was Graham. We don't do period costume, so were probably didn't look quite as fabulous to the onlookers. The Renault was parked to one side of the main entrance, and for a brief period our car took pride of place to the other side of the main entrance. This didn't last for long as we were soon banished when Barry and Dorothy Shinfield arrived in Tilly. Someone involved assured us it was because ANZ, who are major supporters of the Zoo have blue and white logos, and hence they wanted the blue and white cars to be most prominent. Nice try, but I'd be the last person to try to convince anyone my car was more pleasing to the eye than Tilly. Good thing it's a Talbot though!

Shortly thereafter Doug Fulford arrived in the Studebaker, he too looking very smart in period dress. It wasn't long before we were able to start enjoying the coffee and breakfast provided for the V.I.P.s

Before the Zoo opened for the V.I.P. guests and others who had won tickets through a special draw, there was a ceremony to mark the occasion. This included a ‘Welcome to Country’ and ‘smoking ceremony’ by the traditional



Graham & Doug

landowners and also speeches from various others including Club Patron, His Excellency General The Honourable David Hurley AC DSC (Ret'd) Governor of New South Wales; as well as representative of the Zoo and ANZ. Unfortunately from our vantage point in the car we could see quite well, however the P.A system was a bit inadequate, which wasn't helped when the drone which was taking photo's started buzzing around. It sounded more like a whipper snipper on steroids.

Once the official ceremony was over guests were able to enter the Zoo to admire the real stars of the show. It was quite pleasant wandering around with less than the normal number of visitors. We headed back out around lunch time to eat our lunch with the others. What we had packed paled into insignificance to the generous spread that Robyn had put on for everyone. I'm not sure how it all got there but I don't think it was in the Renault. It was that inviting that I saw at least one woman who wasn't connected with our group walk up, strike up a bit of a conversation and help herself.

After spending some more time wandering around the zoo during the afternoon, we headed back out around 3.30pm to find that we had been given a bit of an early mark and were free to leave. The Betts and Shinfields had both remained awaiting our return. We then got ourselves sorted and bid our farewells to the others, thinking that by leaving



One of the locals

a bit earlier than expected we might miss some of the afternoon traffic. Who knows, we may have missed the worst of the traffic however we worked out later that in the first hour after leaving we managed to travel about 10km's in the traffic. In the second hour things improved considerably as it only took us another 55 minutes to travel the next 19 km's to Mt Colah where we stopped to have a bite to eat. From there we continued on the Pacific Hwy to Calga where we again joined the Motorway. Not surprisingly the traffic was again pretty heavy heading north. We arrived home about 7.45pm, meaning it took us about three and half hours driving time to get home. Pretty silly for about 100km's but I suppose that's Sydney traffic for you.



Perhaps not all the animals were pleased to see us

Despite all that we had a great day and it was a good opportunity for our cars to be involved in a fairly significant event in Sydney.

Newcastle Branch Annual Tour - October 2016

John Fryirs

What a fabulous weekend!

I arrived at the Molly Morgan Motel at 3.30pm to the usual VCC friendly welcome, parked the trailer, untied the Renault and a much appreciated cup of tea was waiting for me in the Heeney's unit. The usual chats took place, I rang my Saturday guest, Peter Nevell to let him know I'd arrived and he'd need to be here by at least 9am - and it was time for a drink - and dinner.

Saturday morning, drove Renault out of the trailer and topped up with petrol. Bill Heeney gave me a lift in the Austin to the servo where he filled the Austin and I filled my reserve can. Arriving back at the motel and Peter was there and at 9am a sound was heard above and John McMaster, my Sunday guest gave us a fly past loop in his tiger Moth. (from Luskintyre)

9.30 and away we went on the start of the 49.6 klm run to morning tea. I thought the Renault lacked power till I realised it was an uphill slope for the first couple of klms (funny how you don't notice it in a modern!)

A good run and good roads in areas we don't normally travel with lots to see at a leisurely speed. My passenger/navigator, was quite impressed at the performance of a 2 cylinder car.

After morning tea it was more good roads and scenery to Morpeth for lunch. Several stopped in the town while others proceeded to the Ray Lawler Reserve which was pretty much parked out with other people enjoying the nice weather.

Lunch over, we took off to do a 47klm circuit, looping back to Morpeth then on to South Maitland for afternoon tea at Robins Oval croquet courts.

It was here that I met a fellow who had his young grandson, who had heard of us coming and had waited on the other side to see the cars for several hours. The grandson was so excited that they'd at last found us. He was rapt to hear the sound of the Bendeich Chalmers as Mick started to leave. So interested was this little fellow that I started the Renault and invited his grandfather to come with him just around a short loop in the park, about 5 minutes later Grandma was there, camera in hand and the young fellow couldn't wait to show his mates at school. Hopefully, another interested recruit for the future.



John's Renault at Bolwarra morning tea stop



Saturday morning tea at Bolwarra Lookout.

Only 7 klm back to the motel, a rest, a happy ½ hour and a good meal to finish the day.

Peter, my guest had a great time, we had a good chat and he left for home around 9.30pm after I rang John, my Sunday navigator to tell him he had to be here by 8am for an 8.30 start.

Sunday dawned another beaut day with the Renault starting 1st kick. John arrived a bit early and eager see and hear the Renault as I'd shown him a photo of it at Luskintyre Airfield a few weeks before.

Suddenly it was 8.30am and we had 3 minutes to pass Nev Preston who was timing us this morning's run. My time of departure set for 8.33am!

Now that I was aware of the uphill start, the car was running well!

Another beaut run through good country to our morning tea at Allen Dunlop's 47.6 klm away. Here we were stopped and asked to judge the width of our cars with two poles placed the distance apart, then asked the temperature of our radiator. (I thought I had a chance here as I was only 1° out!); and identify so many things in a closed bag!

A look at Allen's Cadillacs, morning tea, more chat, and away for lunch, another 45.1 klm and my navigator not believing the distance we were travelling (I think both Peter and John were under the impression we'd do about 30 - 40 klm in a day!)



Sunday's morning tea at Allen Dunlop's

At 15.5 start steep climb! Oh boy a 1st gear job - but it's down hill after that! But later - what's that ahead - can't be a hill, can it?

The Senior Citizen lunch was excellent with the ladies waiting on us hand and foot.

Now - another 43 klm of good scenery and roads - back through Morpeth again. The traffic lights at the New England stopped me and when I got the green light they were so quick to go orange, I'd only just got in to 1st. It was almost red before I took off - I apologise to anyone behind who was held up!

Back at the motel after a really good day, sat down for a cup of tea, a rest, a shower and it was down for a drink and the presentation dinner. I was surprised to receive a bottle of wine and a box of chocolates for it being my first Newcastle Branch Annual Tour - thanks very much.

On behalf of my mates, Peter and John, and myself, many thanks for a wonderful weekend.



Sunday's morning tea at Allen Dunlop's



Saturday's morning tea at Bolwarra

LIST of STARTERS

1	BETTS	<i>Bill & Robyn</i>	1908	RENAULT Roadster (2 Cyl)
2	MARTIN	<i>Neil & Lynette</i>	1912	RENAULT Roadster (2 Cyl)
3	FRYIRS	<i>John & Peter Nevell & John McMaster</i>	1908	RENAULT Roadster (2 Cyl)
4	ROSE	<i>Ben, Wendy & Kate</i>	1914	TALBOT Tourer
5	STRUTT	<i>Catherine & Helen</i>	1913	CALTHORP MINOR Roadster
6	BURKE	<i>John & Kelly</i>	1916	BUICK Tourer (6 Cyl)
7	DUNCAN	<i>Chris & Catherine Strutt & Isaac Strutt</i>	1911	F.N. 2400 Tourer
8	GOTLEY	<i>Dianne, Christopher & Brett Corrigan</i>	1914	TALBOT Roadster
9	NEWMAN	<i>Graeme, Karyn, Lauren & Abbey & Joshua Higgins</i>	1914	TALBOT Tourer
10	HEENEY	<i>Bill & Carol</i>	1912	AUSTIN Roadster
11	MARSHALL	<i>Doug & Dianne</i>	1912	F.N. 1600 Tourer
12	CHERRY	<i>David & Betty</i>	1915	FORD T Tourer
13	PRESTON	<i>Neville</i>	1913	TALBOT Roadster
14	MARTIN	<i>Peter, Sue & Harriette</i>	1912	FORD T Tourer
15	BENDEICH	<i>Mick & Denise</i>	1913	CHALMERS Tourer
16	WARDS	<i>John & Susan</i>	1916	BENZ Tourer (6 Cyl)
17	DUNCAN	<i>Mick & Katrina</i>	1913	RENAULT Tourer



Peter Martin was the winner
 2nd - Catherine Strutt
 3rd - Mick Bendeich
 and last with the most points lost were the Betts
 Catherine Strutt and John Fryirs were first timers

Calthorpe Minor driven by Catherine Strutt at the Bolwarra Lookout morning tea stop

Graeme, the Rally Director's Talbot at Sunday's morning tea stop.



Photos courtesy of the Editor

A Brief History - Mitchell

John Burke

The Mitchell automobile company, as per many early automobile firms began with the manufacture of wagons. The wagon company was a truly family affair as outlined:

Henry Mitchell (the Patriarch) was born in Scotland in 1810 at age 15 he entered an apprenticeship as a wheelwright. Henry was made Forman of a local wagon shop in Edinburgh in 1832, in that same year he married, by 1834 he and his wife set sail for America and landed in what is now Chicago Illinois.

It was in Illinois he met Joseph Quarles and they opened the Mitchell Wagon Works under the incorporated name of Mitchell and Quarles; together they built some of the first wagons in Chicago.

In 1838 Henry relocated with his wife to Kenosha Wisconsin where both he and Joseph lost interest in the wagon company and sold it to Edward Bain in 1852. Henry relocated again this time to Racine Wisconsin where he met William Turnor Lewis.

William Turnor Lewis was born in 1840 after his family came to America from Wales in 1838. In 1855 his family settled in Racine Wisconsin. At age 15 William commenced an apprenticeship as a wagon/carriage trimmer. In 1864 he married Mary Isabel, daughter of Henry Mitchell and became partners with Henry establishing, H. Mitchell and Company. Soon one of Henry's sons William H Mitchell joined the family business.

William H Mitchell, born 1834 in Chicago was also like his father, an adventurer, in 1853 he set out on a six month journey to the Pacific Northwest to the town of Olympia Washington. Here he met John Stewart and they became business partners running bakeries and butcher shops. He married in 1859 and in 1863 he and John Stewart dissolved their business partnership. William invested in a saw mill business from 1868 to 1881; it was in 1881 that he returned home to Racine for a short stay before returning to the Northwest where he established in Portland a dealership for the now prosperous Mitchell Lewis and Company wagon manufacturer.

By 1866 two more of Henry's sons and a son in law, Calvin D Sinclair along with William's son William Mitchell Lewis had joined Henry and Lewis's business, the wagon works was doing very well, by 1877 Mitchell Lewis & Co was one of the biggest and best equipped wagon manufacturing plants in the nation producing 8,000-10,000 wagons per year.

Disaster struck in 1880 when the Racine plant burnt to the ground. Henry Mitchell and William T Lewis used this as an opportunity and rebuilt bigger and better even providing export to South Africa, Australia, New Zealand, Argentina, Mexico and Canada.

In 1893 Henry Mitchell died leaving the ownership and management to William Turnor Lewis. By 1898 the company was producing 25,000 wagons per year and had added bicycles to the line. In 1902 the first motorcycles were being produced for sale with 600 sold making Mitchell Motor Cycles the best selling motorcycle at the time. 1902 was also the year Mitchell introduced the automobile to their customers, and it was clear that the automobile would soon outsell the wagons and motorcycles.

In 1903 the Mitchell Car Company was established with engines designed by John W Bate. Two models were available in the first year a 4 hp and a larger 7hp vehicle each car only had two forward speeds and a reverse but were very popular. In 1904 JW Bate had designed a new engine and had improved production within the assembly process with an increased output of 82 vehicles that year.

The company continued to grow with the inclusion of Trucks and a larger 9 hp car on offer. In 1907 the Mitchell car was shipped world wide and was well known for its quality and workmanship. All parts of the car were now made within the company excluding the electrical components, the wheels and tyres. 2166 cars were built in 1908 and by 1910 over 5,000 cars were made. The Mitchell Wagon Company and the Mitchell Lewis Company had consolidated to form the Mitchell Lewis Motor Company. William Turnor Lewis retired as president in 1910 leaving other family members to continue. In 1913 designer Rene Petard joined the firm and made some design changes including electric lamps and self starter.

In 1915 William Turnor Lewis died and although the company was doing very well with sales peaking at 10,000 cars in 1916, the family sold the business. The family moved on marking an end of an era for Mitchell who soon was in trouble with disastrous model changes, poor advertisement and a war that potentially closed down the company for good.

1917 and 18 saw engine faults with poor lubrication issues that gave the company bad publicity, the company was producing 19 different body styles and the production floor was utilised providing four wheel drive trucks for the military. A redesign in 1920 with a slanted radiator and slanted bonnet louvers that earned the car the nickname of the Drunken Mitchell was soon to have effect on sales.

By 1923 only 100 cars had been produced for consumer sales forcing the company to file for bankruptcy, in 1924 the Nash Motor Company purchased the Racine factory, closing the Mitchell doors for good.

Memories

Malcolm Roy

There are many ways of personally gaining pleasure from our heritage vehicles, being out on the road and getting friendly waves from the public is just one way. This ability to give others the pleasure of enjoying our vehicles is always a great feeling.

This feeling was greatly enhanced when attending the Autumn Tour hosted by the Western Districts Antique Automobile Club in Dubbo in May 2016, where we participated with approx 100 pre 1930 vehicles including eleven veterans. At the entrants registration I was soon sought out as the owner of the 1910 Hupmobile that we were



rallying in. This particular vehicle brought back fond memories of a previous association with the Blyth Family. The Hupmobile was restored by Lionel Jones and first rallied in 1961. Allen Blyth also owned a similar Hupmobile and a friendship with Lionel was formed to the extent that Lionel's car was garaged and used by the Blyth family along with their own for many years.

It was in these circumstances that the black and white photo was taken during the grand parade of the 1979 Festival of Sydney which coincided with Australia Day. The photo taken by The Herald shows Allan and Madge with their nephew Stuart sitting on the foot rest.

Fast forward thirty seven years to 2016 and the Blyth

family are reunited with the Hupmobile in Dubbo. Allan and Madge were attending the rally along with their nephew Stuart and his son Ted. A picture to replicate the original, this time with great nephew taking the place of his father, was sought for nostalgia.

It was a pleasure to share this memory and the Hupmobile with the Blyth family and although Allan did not take the offer of an extended drive he did pass the comment when reversing back into its park "it still jumps out of reverse". Some things have not changed, but others have. Today you would certainly not allow a young passenger to ride on the foot rest, at least not on a public road in a festival procession.



Allen, Madge and their great nephew Ted



These veteran cars were among nearly 100 groups in yesterday's colourful festival parade.

Parade marks end of Sydney's festival

A grand parade through City streets yesterday marked the final day of the 1979 Festival of Sydney.

Thousands of people lined the footpaths of the two-kilometre route, starting from Prince Albert Road and passing along Macquarie, Pitt, Liverpool, Elizabeth and College Streets.

The NSW Mounted Police led the parade of more than 90 groups, including pipe bands, marching girls, roller skaters, floats and veteran cars.

Because the festival finale coincided with the Australia Day holiday, the theme of the parade was as much Australian as it was the promotion of Sydney.

The Native Dog Association drew large cheers from the crowd with a dozen dingoes in the parade, followed by outback riders and bands playing Waltzing Matilda. Hundreds waved plastic Australian flags.

Six young people, dressed in stunning futuristic costumes each with a letter to spell out "Sydney," drew warm applause from the crowd, as did mounted floats of Sydney's historic trams.

Hyde Park was crowded with food stalls and people yesterday for the final public party, the Food and Wine Frolic.

Although organisers had planned to cater for 80,000 people, ticket outlets could not cope with the initial rush and long queues stretched across the park waiting to buy coupons.

Rope barriers were knocked down in the rush at food stalls.

The 45 restaurants and wineries taking part in the Food and Wine Frolic did a brisk trade as customers rushed for platefuls of schnitzels, barramundi and quiche lorraine.

Other events winding up the festival included the Sun Festival surf carnival at Harbord beach, the Royal Sydney anniversary regatta in Sydney Harbour and the annual Australian tug-of-war championships in Hyde Park.

PAGE 6: Editorial — The Festival of Sydney.

Book Review

Early Motoring in New South Wales from 1835 - 1905
 By David Manson (ISBN: 978-0-9757212-8-5)

David Manson and Bill Boldiston, have combined to produce this amazing volume on the early days of Australian motoring.

David's encyclopaedic knowledge of early motoring, which has been a source of information, provides the content for this book and Bill's organisation skills and publishing contacts has converted the words into a riveting book packed with little known facts and fabulous anecdotes on this otherwise unexplored part of Australian history.

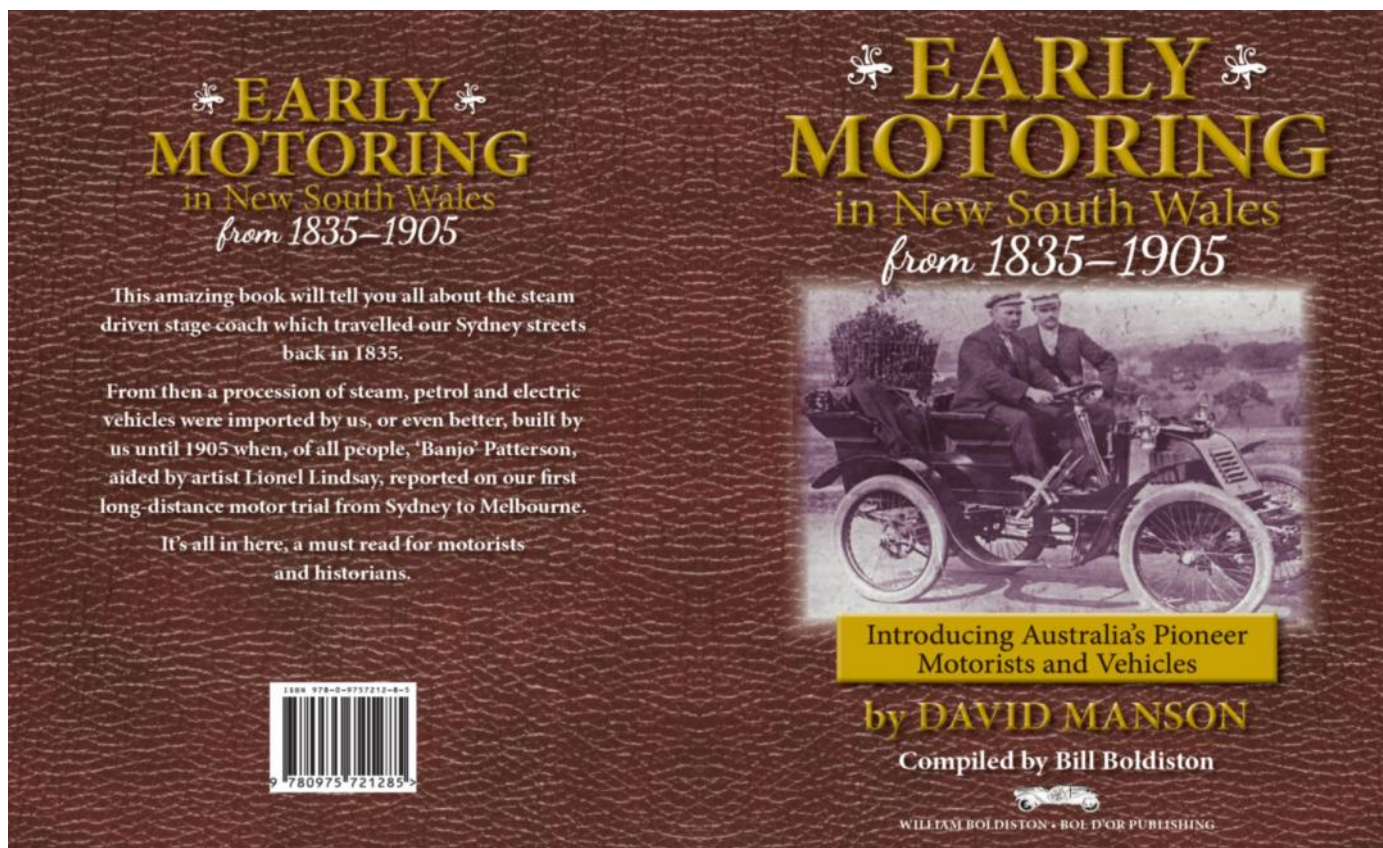
The book begins with the first steam coach brought to Australia by Mr Andrew Nash in 1835 and continues through the mid and late nineteenth century, following the progress of steam vehicles, early electric vehicles, Australian produced vehicles, motorcycles as well as amazing characters: courageous, fool-hardy, opportunistic and downright villainous.

The first recorded journey of a self-propelled vehicle on Australian land took place in 1857. The first trip from Sydney to Goulburn took just over six months. Australian inventions such as the Australis motor car were created, although not all succeeded. Motoring personalities such as Issac Philizackerley and Mark Foy were prominent. The Royal Automobile Club of Australia began and by the time reliability trials, such as the Dunlop trial of 1905 came into being the automobile had become a staple.

Nothing was easy in these early days. Huge obstacles needed to be overcome to progress a novel means of transport and this required not only money, but also determination, persistence and ingenuity. So the story of these endeavours is worth recording – and reading.

The book is a 220 page cut-down A4 paperback with masses of black and white illustrations. It will be published before Christmas. So, at a cost of about \$35 plus handling and postage, you can ask your family to include it in your Christmas stocking.

Contact Bill Boldiston (tel: (02) 4784 3868) closer to Christmas to find out how to obtain a copy of this enjoyable book.



Review by Heather Goldsmith

What is it?



Hi Nev

This is a Sunbeam? Veteran? Owned and driven by Sid Ferguson after his drive of the Brush in 1912 I obtain this from one of his great grand children who I had interviewed for a book I am writing on the 1912 First West to East Motor Crossing of Australia.

Thinking of the Clem article in S&P Sunbeam merged with Darracq in 1920.

It looks like the 1920 but it has gas headlights so it could be 1918 or earlier?

Hi Malcolm (Johns) & John (Prentice) - any ideas?

Cheers

Bob Lamond OBE!?

0409 712 101

"Solbakken"

267 Upper Piambong Rd

Piambong 2850

Dear Bob,

I don't believe it is a Sunbeam because:

- 1.The radiator is not the shape of that of a Sunbeam 12-16.
- 2.The bonnet appears to be fluted along the entire side pane. The Sunbeam bonnet is only fluted for the rearmost quarter.
- 3.The front dumb irons do not curve downwards as much as a Sunbeam.
- 4.The windscreen is unlike any I have seen during my Sunbeam research.
- 5.Where the squab of the front seat meets the body is not Sunbeam.
- 6.Almost all Sunbeams were delivered with proprietary bodies made by Sunbeam and the body depicted is not one of these because although similar it differs in shape. Further, the mudguards are domed with rounded ends. The Sunbeam mudguards are flat with square ends.

In my opinion it is a circa 1913 Darracq.

It is very similar to a blue Darracq you will see on the "more photos" if you google "Darracq.

Please let me know what it turns out to be.

Warmest

Malcolm

*The Editor would like to receive any opinions on what make of car it is,
so as the members can be informed*



*Phillip Hill at the controls of John Fryirs' 1908 Renault
at the Qld Rally held at Yamba NSW, May 2016*

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holtys@gmail.com

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

For Sale:

North-East (Dodge) starter/generators, both complete, one has a swivel mount bracket. Both model number GA, type 3B04A. \$125 the pair.

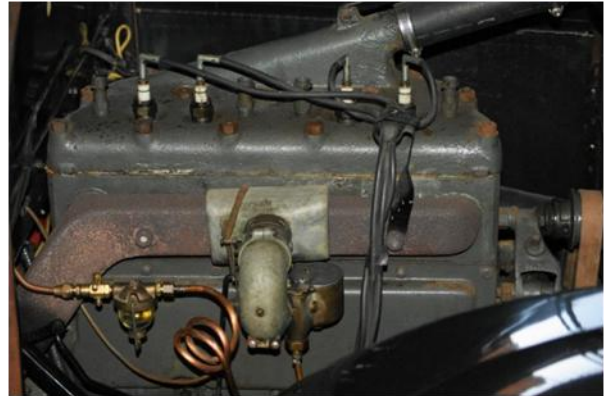
Acetylene lamp burners, mostly new and some in their original cardboard packets including Bray 'Luta' number 304. \$25 a pair.

Contact: Jeff Palmer (02) 4959 1256
or email jasper.1912@bigpond.com
[10-16]



For Sale: (cont.)

1916 Willys Overland Tourer fully restored, ready to Rally



Due to her Husband's death after a long illness this fully restored Overland is now offered for sale and is located in Sydney metropolitan area. \$ 30,000·00. **Negotiable.**

Contact: Mrs. Pam Mikl Email: pam.mikl@hotmail.com
Mobile-0415 652 959 Home (02) 9594 6299
[10-16]

2 original car (dust) coats, one needing collar repair. \$100 each
Full set of "Spit and Polish" from March 1960 to the present. **FREE**

Contact: Judy Grellman (02) 9416 4615 or 0428 112 234
[11-16]

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- Length of drawbar – 157cm
- Axle to front of drawbar –3010cm

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- Override disc brakes
- Electric winch
- Wheel tracks, (narrow - 95ml), one fixed
- Steps on mudguard

Contact: Joanne – Phone (02) 4655 7378
[9-16]

Wanted:

Swivel drive and cable for Jones speedometer. I have a Stewart swivel unit and speedo in useable condition available for swap if appropriate.

Bosch DR4 magneto in any condition.

Contact: Jeff Palmer (02) 4959 1256 or email jasper.1912@bigpond.com

[10-16]

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)
kaznrae@bigpond.com or events@vccansw.org or contact us via the website.

Light Hearted Humour

A Cup of Tea made with cold water

One day my Grandma was out, and my Grandpa was in charge of me. I was maybe 2 1/2 years old. Someone had given me a little 'tea set' as a gift, and it was one of my favourite toys.

Grandpa was in the living room engrossed in the evening news when I brought him a little cup of 'tea', which was just water. After several cups of tea and lots of praise for such yummy tea, my Grandma came home.

My Grandpa made her wait in the living room to watch me bring him a cup of tea, because it was 'just the cutest thing!' Grandma waited, and sure enough, here I came down the hall with a cup of tea for Grandpa, and she watched him drink it up.

Then she said, (as only a grandma would know), "Did it ever occur to you that the only place she can reach to get water is the toilet?"

from Malcolm Bailey

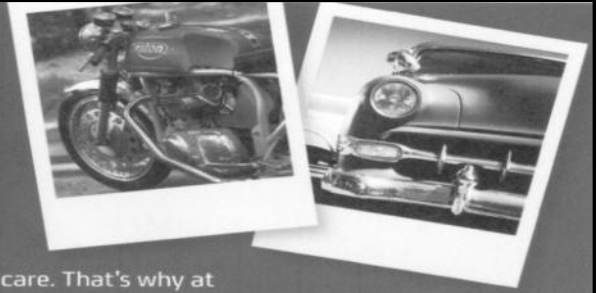
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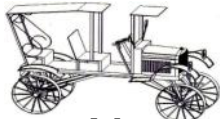
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