

SPIT AND POLISH

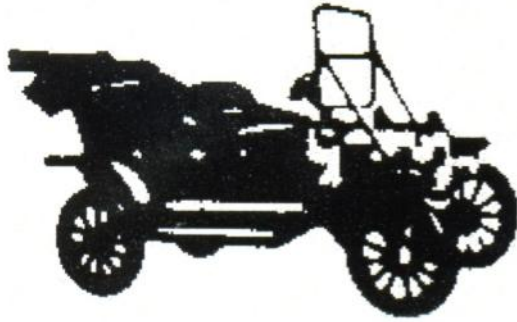
PATRON: HER EXCELLENCY PROFESSOR MARIE BASHIR AC CVO
GOVERNOR OF NEW SOUTH WALES

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



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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:-

*James Graham’s 1911 American Underslung.
At the start of the 2013 Blue Mountains Rally.
At Vineyard.*

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

134 Queens Road, Five Dock, 2046

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

President's Report April 2014

Sue, Harriette and I spent last weekend at Wallerawang for this year's annual Blue Mountains Rally, apparently Sydney and the upper Blue Mountains experienced extremely heavy weather, but we were blessed with two perfect Veteran motoring days. Wilga and Euan Coutts hosted a most enjoyable weekend and if you missed it you should regret it, the roads travelled were picturesque albeit slightly hilly! The motel had ample room to park trailers and the rooms were very nice, Wilga has been prevailed upon to run the event again next year which I think she has agreed to do so you have not missed your chance to attend a great event.

Unfortunately work commitments prevented me from honouring my promise to bring a sample of my Veteran and slightly more modern bicycles along to the March General Meeting, so I will be bringing them to the April meeting instead. And remember if you have something that you think would be of interest to the Members at a meeting please approach any of the Committee.

Until next month, happy Veteraning (is that a word?)

Peter.



April Meeting

President Peter will bring along his collection of Veteran and not so veteran bicycles and give a talk on their history.

Morning tea stop at Tarana on the Saturday run from Wallerawang

Morning tea stop near Kirkconnell in the pine forest on the Sunday run from Wallerawang



Minutes of Monthly Meeting of VCCA (NSW) Inc.

Minutes of Monthly Meeting of VCCA (NSW) Inc Date: 27th March 2014

ATTENDANCE

Committee: 5 Member's family: 0 Visitors: 1 Members: 15

Apologies: Wilga and Euan Coutts, Neville Preston, Peter Weir, Ron Hattersley, Bob Baxter, Michael and Marilyn Trethowan, Warren Irish.

Visitor: Bob Freeland

MEETING OPENED AT 8:20 PM.

PRESIDENT'S OPENING REMARKS

The President, Peter Martin, welcomed all members, especially Max Roberts and our visitor, Bob Freeland.

MINUTES PREVIOUS MEETING

Matters arising: Nil

Minutes accepted.

Moved: Lyn Martin Seconded: Bill Heeney

INWARDS CORRESPONDENCE

Flyers received

Daffodils at Ryal 2014 Sydney Classic & Antique Truck Show

Hughes Charity Car Show

Other club publications

Early Auto Small Torque

The Broken Spoke Orange Blossom Car & Motor Bike display

Bulletin VCC of SA The Vintage Car

Brass Notes CMC Vintage Motor Club Bulletin

Townsville Veteran & Vintage Historic Car Club

Invitation from Renaissance Auto and friends, Les Teuf-Teuf & Les Bielles de Jadis of the Paris-Rambouillet on 14-15 June.

Other

Annual fire safety statement Baptist Care Trust Magazine

RB Sellar Workwear. Motororclassica

Penrite (possible sponsors) Sydney Alumni Magazine

Peter – seeking information on 1936-38 Chevy

Ian Berg President VCCA (Vic) – seeking information on procedures for 100-year badges – referred to Dating Committee

Noel Hand – seeking membership (1912 Overland)

Wayne Haslam – seeking contact details of Paula and Col Bryson

Bruce Ward – donation of book *Motor Manual (1916)* and offer to donate some magazines. See *S & P*.

OUTWARDS CORRESPONDENCE

Jonathon Hill – membership form sent; invitation to next meeting

Bob Lamond – get well card Peter- referred to CMC

Noel Hand – emailed membership form and invited to next meeting

Wayne Haslam – following up inquiry about Bryson

Correspondence accepted.

Moved: Barry Shinfield Seconded: Neil Martin

TREASURER'S REPORT

The President read the report in the Treasurer's absence.

Balances are: \$

Moved: Robert Fordham Seconded: Geoff Yeomans

MAGAZINE Nothing to report

EVENTS Nothing to report.

The Wallerawang rally starts tomorrow.

PERMIT TO MOVE

3 movements

LIBRARY Nothing to report

DATING

3 concessional regos; 4 assessments for certificates of eligibility that included 1915 Munro (Ian Bourke), 1908 Renault (John Fryirs), 1915 T Ford and 1917 Studebaker (Doug Fulford).

MEMBERSHIP

Application from Jonathon Hill (1910 FN) to be voted by members at the April meeting as no committee meeting held before this meeting.

Application for membership sent to Noel Hand (Moruya) who owns 1912 Overland.

CMC Nothing to report

HALL

Invoices ready to be sent at the end of the month.

Volunteers required at the end of the meeting to move 50 chairs into the hall.

Intermittent fault in microphone needs to be fixed.

Problem with one of the cisterns in the women's lavatories. Robert would appreciate some help to fix this.

WEBSITE Nothing to report

GENERAL BUSINESS

The President apologised for not bringing the bicycles. He will display the bikes at next month's meeting.

John Fryirs told members of how he acquired his 1908 Renault.

The Secretary thanked Bob Lamond and Don Grant for their information on the Brysons.

Ian Streatfield asked for information on nickel plating.

Lyn Martin raised concerns about the security of the hall. The glass doors and inner doors were unlocked but none was present.

MEETING CLOSED AT 8:40 PM.

Peter Martin
President

Louise Yeomans
Secretary

APRIL 2014

24th Committee meeting starting at 6.45pm

Events Calendar - Club Events

- 24th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
27th **Newcastle Branch Outing**, Speers Point Park to Mulbring. *See Page 7 for details*

MAY 2014

- 9th **MaSH Branch** Morning Tea run.
18th **Newcastle Branch - Birthday Run**. *See page 7 for details*
20th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
22nd Committee meeting starting at 6.45pm
22nd Monthly Club Meeting at Club Rooms, Fivedock at 8pm

JUNE 2014

- 1st - 6th **Western Tour** *See Page 7 for details*
7th MaSH Branch Meeting - 2pm - Lake Alexander, Mittagong
7th - 9th **June Long Weekend - Singleton**. *See Page 8 for details*
13th **MaSH Branch** Morning Tea run.
17th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
26th Committee meeting starting at 6.45pm
26th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

JULY 2014

- 11th **MaSH Branch** Morning Tea run.
15th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
24th Committee meeting starting at 6.45pm
24th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

MAY 2014

- 4th - 9th 2014 NATIONAL 1 & 2 CYLINDER RALLY hosted by the Veteran Section of the Sporting Car Club of South Australia and The Veteran Car Club of South Australia. To be based in

National Rallies

Robe, historic seaport in the South-East of S.A.
Expression of Interest Form in November 2013 Spit and Polish.

OCTOBER 2014

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

OCTOBER 2015

- 4th - 9th **2015 National Veteran Motorcycle Rally** hosted by Antique Motorcycle Club of Australia.
To be held in Ararat Victoria.

For further information contact John Burke National Coordinator
2 Occident St Cessnock NSW 2325
Ph: (02) 4991 1806 Mob: 0412 821 945
Email: Hupmobile@bigpond.com

APRIL 2014

25th to 27th An invitation to exhibit our cars at the Lithgow District Ironfest. The driver and one passenger will be admitted free on any one day. One form per Club, including all the registration details of the

List of Other Events

participating vehicles will suffice.

MAY 2014

2nd - 4th Pre 31 Autumn Tour, Cowra. Organised by the Dinosaur Drivers Register Inc. Lachlan Valley Members. Contact: Jim & Christine Hatton Ph: (02) 6342 1314 Mob: 0419 697 632
Entry Form in February Spit and Polish

SEPTEMBER 2014

? Expression of Interest. CMC - 2014 Tour to UK (departing early September about 3 weeks)
For further information contact: Lynelle Titcume Email: tickostours@optusnet.com.au
Ph: Mobile 0422 513 256

JULY 2014

20th Chrysler Restorers Club of Australia Inc., Liverpool Super Swap Meet.
Fairfield City Showground, Smithfield Road, Prairiewood.

Swap Meets

Gates open at 6am. Admission \$4 per adult.
For further information contact: Colin Murphy 4729 0482, Rick Boyce 9520 5497

Jonathon Hill
1 Westminster Place
Burradoo NSW 2576

Bob Lamond
Unit 517 Lorelea Gardens
17/19 Memorial Avenue

Application for Membership

1910 F.N. 1500
Nominated: Euan Coutts
Seconded: Peter Martin

Voting for Jonathon Hill for membership
will take place at the Monthly Meeting
on the 24th April 2014

Temporary Change of Address

ST IVES NSW 2075

Coming Events

Speers Point Park to Mulbring

Sunday 27th April 2014

Meet at Speers Point Park at 9.30am.

We will then travel to Mulbring Park for lunch.

Newcastle Branch Birthday Run

Sunday 18th May 2014

Meet at John Burkes at 10am.

2 Occident Street Cessnock

We will then travel to Paxton Bowling Club for lunch.

Contact; John Burke 4991 1806 Mob: 0412 821 945

Western Tour

The Western Tour is being run from Sunday 1st June to Friday 6th June.

It will finish in the Singleton/Cessnock area.

The entrants can then participate in the Newcastle Branch
June Long Weekend to Singleton.

Sunday 1st - Mittagong

Monday 2nd - Oberon

Tuesday 3rd - Orange

Wednesday 4th - Gulgong

Thursday 5th - Merriwa

Friday 6th - Singleton/Cessnock

Please note that these overnight stops are tentative at this stage

Those interested contact Neil Martin Ph: 9632 5047

Tuesday Forums

The Tuesday Forums have been temporarily suspended until further notice due to a lack of numbers.

JUNE LONG WEEKEND TOUR

7th - 8th - 9th
SINGLETON

The Newcastle Branch invites Veteran enthusiasts to enter this Year's June long weekend tour.

The tour will commence on Saturday the 7th June in Cessnock at the home of Max and Joan Burke.

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

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

BOOK YOUR OWN ACCOMMODATION

**The tour will be accommodated at the Country Motor Inn,
Singleton,**

(02) 6572 2388

Dinner Bed & B/Fast packages

Any queries contact
John Burke
Ph: (02) 4991 1806 (AH)

*Entry Form in March Spit and Polish
or
available from our web site under downloads*

Editorial

Firstly I would like to apologise to the Rose family for the report that I wrote on the Newcastle Branch Breakfast Run held at Cooranbong and gave them the surname of Newman. It takes a long time to teach an old dog new tricks. Sorry about that Wendy Rose (nee Newman) and family. It is nice to see that some members, especially my sister, member Alma Newman reads the magazine and can inform me of the errors that I make. Anyone else find any errors?

Thanks to the members and non members for the articles which they supplied for this edition of **YOUR** Spit and Polish.

Graeme for the article on the Tomago House outing and to Lauren for the photos. Tim and Jenny Verlander visiting from Scotland for their report on their experiences on the weekend at Wallerawang. Sue for her article on the High Wheeler rally in Bundaberg last year, better late than never. John Fryirs for his article on obtaining the car of his dreams. Dianne Marshall for her article on the historic Riversdale Homestead and the Twynam family at Goulburn, and of course Ron for his light hearted jokes.

Information on coming events, Newcastle Branch outings, Speers Point Park to Mulbring and the Birthday Run. Also some brief information on the Western Tour and tentative overnight stops, more details when the route is finalised. The Newcastle Branch June Long Weekend to Singleton.

URGENTLY REQUIRED: *I still urgently require articles for the magazine as I have only a couple of articles for the next magazine thanks to Euan Coutts and Bill Heeney. If I don't receive more the next magazine could be much thinner.*

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



Congratulations

Jan and Laurie Garrod
are proud Grandparents
of
Edward James

Change of Membership Status to Ordinary Members

Ian Bourke 1915 Munroe
John Fryirs 1908 Renault

TEACHER: Millie, give me a sentence starting with 'I.'

MILLIE: I is..

TEACHER: No, Millie.... Always say, 'I am.'

MILLIE: All right.... 'I am the ninth letter of the alphabet.'

TEACHER: Harold, what do you call a person who keeps on talking when people are no longer interested?

HAROLD: A teacher

Due to current economic conditions the light at the end of the tunnel has been turned off

Newcastle Outing - Tomago House & Hunter Botanical Gardens. Saturday 16/03/2014

Graeme Newman (words) Lauren Newman (pictures)

The meeting point for the March outing was McDonalds at Hexham, where we gathered from about 9.30am for a 10.00am start. Those that chose to park in the shade got an early taste of what we were to experience during the day – mosquitoes. For those who may not be familiar with the area, most of the suburb of Hexham is comprised of wetlands and most famously known for the old Oak Milk Bar, the Hexham Bridge and the ‘Hexham Grey’, a breed of mosquito immortalized at the Hexham Bowling Club where a very large version sits atop their sign.



Ozzie the Mozzie – Hexham B.C

Quite a few of our group paid a visit to Macca's, which is built around the Traveller's Rest Hotel. The pub being a remnant of the 1800's when the shipping on the Hunter River and horseless carriages were the transport of the day.

Prior to the outing, Dianne Marshall suggested it might be a good opportunity for those interested, to dress in period costume, given we were visiting an historic home. Quite a few took up the challenge, which showed that perhaps that period of dress provided better protection from the mossies than 21st century Aussie fashion.



Peter and Kim in period costume

By the time we were due to leave, there were ten veterans along with a number of modern vehicles in our group. From Macca's travelled up the Pacific Highway, crossing the Hunter River and then the short distance to Tomago House where we parked in the grounds under the shade trees.

Shortly after our arrival we were ushered inside where we enjoyed a sumptuous Devonshire Tea, whilst being given a talk on the history of the house. Work started on the house in the early 1840's, when the vast agricultural estate was owned by barrister, Richard Windeyer. He died in 1847, however his wife Maria saw the project to completion, including the addition of a Chapel in 1860-1861. Interestingly, our members Chris and Catherine were married in the very same Chapel about three years ago.

After morning tea, the group wandered through the house, admiring the workmanship typical of the era. I also meant to mention there were a few mossies about as well.

From Tomago, we travelled a bit further north on Tomago Road, before heading across Masonite Road, (so name because of the Masonite factory) towards Raymond Terrace. We then headed south on the Pacific Highway to our lunch stop at the Hunter Botanic Gardens.

Entry to the carpark is free, however in order to exit via the boom gate it is necessary to head to the kiosk to buy a token. It's quite a clever concept, as once in the kiosk they can tempt you with a coffee, cake or light lunch. We were hardly surprised to discover outside the kiosk a vast array of insect repellent available for complimentary use – and no, the flies weren't a problem, just the occasional scourge or swarm of mosquitoes.

More concerning than the mossies, was the weather outlook. Dark clouds seemed to be closing in on us from various directions and it seemed inevitable that we would more than likely cop some rain before getting home. Our group spread out in one of the picnic areas to have their lunch. Some partook of the offerings from the kiosk, whilst others had their picnic from home. Despite the weather, everyone seemed to spend a fair bit of time at the gardens, with some of the group taking a walk or tour to enjoy the vast variety of plants, both native and introduced, on show.

When we (the three Talbots) departed for home, the weather was still looking quite threatening, however it was fairly warm still with a quite stiff breeze. We got just a few drops of rain as we headed across the new road behind the Sandgate Cemetery, and it looked like we might be going to miss the worst of it, which appeared to be a bit north west of us.

As we got to the Belmont North area, we met a southerly change which dropped the temperature quite noticeably. Neville and the Gotley's stopped off at McDonalds Swansea, however we continued home as Lauren and Abbey had school assignments to complete. A bit further south we got some rain, but it was obvious we missed the brunt of it, judging by the water on the roadsides.

At the Branch Meeting on the following Tuesday night, we heard that the Burkes encountered some rain and very strong winds before they got home, but most of those closer to Newcastle managed to get home before the worst of the weather hit.



Isaac enjoyed his ice cream!



Dianne and Christopher escaping the ant invasion

Everyone seemed enjoyed the day, and it was great to have Neil, Toni, Conrad and Alexandra out in the Studebaker with us for the day. Thanks to Chairman John for making the arrangements for the day with Tomago and to Treasurer Malcolm for ensuring the finances were all taken care of. It's always good when the group can meet and travel together for at least part of the day. At each of our monthly

runs this year we have had an attendance of ten or more veterans which is quite an achievement. The pressure will be on for the next outing, from Speers Point to Mulbring to keep it up.



At Tomago House:

Gotley Talbot, Preston Talbot, Adams Calthorpe, Marshall FN, Palmer Fiat, Newman Talbot, Duncan FN

In Attendance:

Neil, Toni, Conrad & Alexandra Adams 1918 Studebaker
Peter Adams & Kim Nolan..... 1913 Calthorpe
Max, Joan & Matthew Burke..... 1916 Hupmobile
John & Kelly Burke 1916 Buick
Jeff & Kaye Palmer 1908 Fiat
Doug & Dianne Marshall..... 1912 FN
Chris & Catherine Duncan, and Isaac..... 1911 FN
Neville Preston 1913 Talbot
Dianne & Christopher Gotley 1914 Talbot
Graeme, Karyn, Lauren & Abbey Newman 1914 Talbot
David & Betty Cherry..... Modern
Malcolm & June Bailey Modern
Rick & Alex Thomas & Daly Wilson..... Modern



Peter with Kim's lunch



Morning tea at Tomago House

Enjoyable Days!



Lunch at the Hunter Botanical Gardens

Over The Blue Mountains Tour: 29-30 March 2014

Tim and Jenny Verlander

(or: The Arse End of Nowhere – An Outsider’s View)

I should perhaps start by saying that our younger daughter, Jo, is married to Alex, Geoff and Louise Yeomans’ younger son. I should also add that my wife, Jenny, and I live in Scotland. Having planned our latest trip to Sydney, we heard a couple of months ago that Geoff and Louise would like us to take part in a veteran car rally with them: I was thrilled at this prospect and told all my friends but Jenny (not Jonny, as shown on the list of entrants!) was a little less sure of what to expect. Her apprehension only increased when Jo’s sister-in-law, Rachel, warned us that we would be going to “the arse end of nowhere” and that it would be cold!



Jenny and Tim with the Darraq

magnificent 1911 Empire, which had failed and had to be withdrawn from the rally, and also the 1913 Darracq. This was duly towed to the summit of the hill and Denis and Jean Tobler subsequently allowed Jenny and myself to hop in the back with them. On reflection, the combined weight of four people might just have been the straw which broke the camel’s back because we later required a further tow up yet another hill from a helpful passing pick up driver. The possibility of carbon monoxide poisoning was an additional hazard as we also had to push the Darracq up two other hills, the first of which, I swear, brought Jean and Jenny to within a whisker of cardiac arrest! We later survived a significant petrol leak: not surprisingly, all four of us belied our combined age of approximately 290 years and leapt from the vehicle with surprising speed and agility to avoid the anticipated conflagration and possible incineration. I have to say that it did occur to me more than once that our travel insurance did not cover us for participation in hazardous sports, particularly after Jenny and I almost suffered fractured skulls when both of our heads crashed simultaneously – and with considerable force – against the solid roof of the old car as we hit yet another pothole.

Having travelled through torrential rain, we duly arrived in Wallerawang on the evening of Friday, 29 March to find an impressive array of veteran cars in the motel car park, including the 1914 Wolseley in which Jo and I had travelled with dear old Max Chapman the short distance to her wedding in 2010. Once again it looked resplendent this time round and Geoff had apparently spent hours working on it in the last few weeks. Unfortunately, however, some problems had arisen as he and Louise drove up from Sydney and when we set off on Saturday morning it was clear that all was not well: we travelled about 5km, returned to the motel to carry out minor repairs, managed to retrace the same 5km or so but then sadly Geoff had to admit defeat. “That was a very short rally”, we thought but Neil and Lynette Martin kindly allowed us to continue on the planned route in their modern car.

And then the fun really started...! As we made our way up a long steep incline, we came across two vehicles in trouble: Don and Jenny Grant’s



Tim and Jenny with the Talbot

Thereafter we quite literally adopted the brace (and kiss your ass goodbye!) position whenever we approached major dips in the road, bridges, railway crossings etc. But what a fantastic experience it was and our sincere thanks go to Denis and Jean for their kindness and very pleasurable company.



Jean and Denis with their Darracq

Sadly the Darracq was unable to take part in the Sunday leg of the rally but Louise had already used her considerable diplomatic charm and persuasion to negotiate a second thrilling day for Jenny and myself: we travelled with Barry and Dorothy Shinfield in their amazing 1911 Talbot, affectionately known as 'Tilly'. With the wind in our hair and faces and protected by several extra layers of clothing, we sped along through beautiful rolling countryside, the greenness of which was very reminiscent of the UK. In spite of the sign near our table which read: "Beware – snakes have been seen in this area", the pub lunch at Tarana was a particular highlight. Needless to say, however, it was Barry and Dorothy's friendliness and charming company which made the day so enjoyable for us.

Jenny and I have travelled to lots of parts of the world and done many interesting things in our lifetime but this veteran car rally will always rank very highly on our list of memorable experiences. We were so impressed by the skill, love and devotion which you have lavished on your wonderful (mostly) centurion vehicles and we were particularly struck by the camaraderie of your members and the warmth with which you

welcomed us. It was a huge privilege for us to be allowed to join you for the weekend but our warmest thanks must be reserved for Geoff and Louise who both made this possible for us.



Sign at the Tarana Hotel



Barry and Dorothy with their Talbot

Tim Verlander
E: tjverlander@yahoo.co.uk

List of Entrants

Doug & Dianne Marshall	1912 F.N.
John & Sue Wards	1916 Benz
Denis & Jean Tobler	1913 Darraq
Barry & Dorothy Shinfield	1911 Talbot
Jeff & Kaye Palmer	1908 Fiat
Don & Jenny Grant	1911 Empire
Neville Preston	1913 Talbot
Michael & Marilyn Trethowan	1913 Fiat
Peter, Regina, Georgia & James Weir	1908 Vauxhall
Jim & Val Weir	1911 Vauxhall
Peter, Sue & Harriette Martin	1912 Ford T
Geoff & Louise Yeomans	1914 Wolseley
Euan & Wilga Coutts	1910 SCAT
Neil & Lynette Martin	Modern
Alexander, Joanne & Hamish Yeomans &	
Tim & Jenny Verlander	Modern

Footnote:

Almost thirty years ago, when we moved from England to the small town of Crieff in Scotland, Jenny – in some desperation – christened it “the back of beyond”. However, in memory of our wonderful weekend in the Blue Mountains we have now decided to rechristen it officially “the arse end of nowhere”.

Tim

Bundy and Bust!!-June 2013

Sue Martin

Our Journey to Bundaberg from a maintenance point of view started in January of 2013 with a few minor restorative projects.

Our High wheeler has been an ongoing work in progress since its restoration during the latter part of 2006. Each consecutive rally sees another addition and or improvement, we hope, and this year there was a bit of tinkering with the carburettor. From memory there were a few postings to and from the US as measurements here and there were not quite right. In the end it was fixed and so it was on to reducing the infernal noise made by the fans. This caused a great deal of frustration for Peter and we are not quite there yet, but it is better.

Finally the mudguards were added. These were lovingly sandblasted, painted, rubbed back, painted again and rubbed back again and finished off and carefully attached to the vehicle. Originally I quite liked the car without them, but now they are on, well it's like adding the high heels to a nice dress, instead of wearing flat shoes. Anyway, on with the journey:

We left home Friday morning stopping for a coffee, fuel and later a bit of lunch then travelled on until we reached Grafton. We were very tired after a long journey and the roar of the semitrailers on the highway did little to wake us from our slumber. With around eight hours of travel ahead of us, we set off early Saturday morning in anticipation of our destination. A light but consistent shower of rain followed our path and we wondered what type of weather we were in for. The excitement increased as we veered left onto Isis Highway.

Arriving at Bundaberg I was surprised to see how big a town it was, as I had in my mind that it would be quite a small place. It was wonderful to see a lot of familiar faces as we arrived and checked in to the motel. Once settled into our room and finding a quick bite to eat, we happily relaxed and switched off the alarm clock as we knew we didn't have to get up early and rush off in the car.



Waiting to cross the cane rail tracks

Sunday was slow to start and Peter set to work moving the buggy out of the trailer and preparing it for Mondays run. We collected our rally pack complete with very useful items and we soon found our way to Alexandra Park for the meet and greet BBQ. A sumptuous array of surf and turf awaited our arrival and there was plenty of it as second helpings were insisted upon. Dessert was just as delicious too. Barry and Vicki welcomed us to Bundaberg as did the President of the VCCA of Queensland. The glow sticks went down a treat with all of the kids.



Bargara School children enjoying a ride

we left we had a meander around the botanical gardens and then made our way out toward Bundaberg. The plan was to follow the leader and see some of the areas in the town where the devastation of the flood had been, however it all began to unravel as the busy traffic made it difficult to turn right and some of us were left behind with no idea of where to go. So we headed back to our motel.

Tuesday was a big day. After a cuppa at Alexander Park, and with the fog gently lifting away, we headed off to the Bundaberg Marina. Our route took us off road and we enjoyed the “real veteran road” negotiating our way on sandy soil over cane rail tracks. This was a great photo opportunity as there was a little bit of a wait to get the high wheelers over the soft earth at the second crossing of the cane tracks. The sun came out and it was wonderfully hot as we headed to the marina. A very interesting information session was had regarding the marina and its many and varied activities. After purchasing some refreshments we walked further along and saw a boat being hoisted out of the water and craned to dry-dock for maintenance.

We then headed to the turtle rookery. A very interesting talk was given by the local park ranger from the turtle rookery about the turtles, their life cycle and the effects of the recent floods. Harriette enjoyed her first real visit to the beach and collected not only a great number of sea shells but a big handful of sand which was perhaps not so enthusiastically received by me. We then headed off to lunch at Bargara School and were welcomed by a very energetic group of children and teachers. Harriette was keen to climb on the play equipment in the playground and play with the sand. We lined up and got our lunch and enjoyed and ice cream afterwards. Some of the children were given rides in the high wheelers and you could see by the look on their faces that they were having a great time. From there we made our way to the local council offices of Bargara to look at some very creative and artistic wood carvings, via a quick stop at the sea shore to look at the sea.



Display of vehicles at the Nursing Home.

We travelled on to Amandine Lavender farm that unfortunately due to the floods did not have any lavender. I found the gift shop a little too overwhelming for the nostrils and so we didn't stay there long. As the sun began to set we headed home to our motel. By the way, if you want an excellent meal, you can't go past the local RSL. Still tired from Tuesday, the roll up for an 8am Wednesday start was a little smaller than usual. Whether that was because they were all still in bed or the cars were still in bed too, who knows? We headed for a 9.30 am start at the Bundaberg distillery. Quickly gathering up our belongings it wasn't long before we had to surrender most of those items gathered i.e. watch phone camera and any other thing that had a battery in it that could potentially "blow up" the vapours in the distillery. I found the talk to be a little on the amusement park side of delivery, as opposed to something for intelligent human beings, but it was informative none the less. They first gave us a look at the molasses in a building and apparently it takes one litre of molasses to make one litre of rum. They gave us a taste test of the molasses and it was very sweet. Manon found the aroma of the factory too strong to take that she left the tour. From there we went to the storage vats and the oak barrels. I found it interesting at the bottling stage as you could watch the empty bottles come in, be loaded on the conveyor belt and end up filled and packed and wrapped in plastic and put on pallets at the opposite side of the building. We purchased some liquor that was very nice on the tastebuds.

Our next stop was St Marys School who enthusiastically waved us in and welcomed us with very big voices. Some of the classes had a project sheet and asked us set questions about our vehicles. Harriette again made her way to the play area and this time the slide was a little easier to negotiate. As lunch was being served up, so was the weather. It started to rain and rained quite heavily until we had more or less finished our food. We then headed off to an aged care facility making a parade up and down the local street then off to a nursing home for a spot of afternoon tea.

Wednesday evening saw us being fed by the local Vintage Car Club, who put on an excellent BBQ and made us feel very welcome.

Spirits were high on Thursday, despite of the rain, and as we headed off to Moore Park we stopped briefly to put the side curtains on to keep nice and dry. Haf and Manon joined us for all of ten minutes when Stuart finally got their vehicle going again and they "jumped ship" but we caught up again with them later. Once we were out of the traffic I got my hands on the wheel! Yippee I had been looking forward to a chance to drive and because I have one go once every two years I basically have to start again. Now what was that lever for? And more importantly, where are the brakes?? We stopped further on for an impromptu morning tea break as Haf and Stuart had stopped and needed to adjust the clutch bands. Harriette, Manon and I played hide and seek in and around the macadamia trees near where we parked. It wasn't long until the rain moved us on.

As we got closer to Moore Park, we ended up on a road a little busier than I felt comfortable driving on, so I relinquished my driving reluctantly. We stopped and parked briefly near the beach, then moved to the local tavern for a spot of lunch. For some reason, for which we will never know, the exhaust valve got stuck and we were lucky last to leave for home. We did manage to get it going and headed back to the motel in preparation for the gas light parade.

Once we were ready, we headed down to Alexandra Park and lit our lamps in anticipation for the parade. Not however without mishap as Lyn climbed in the back of the car the running board flipped up and caught her foot in between the back wheel and the tilted running board. She was ok but badly bruised. We followed everyone toward



Manon and Harriette at Moore Park

the town centre and parked together in the middle parking island of the road. There was a lot of noise and lights and people wandering up and down looking at the cars. The police were there to escort us on our parade and some time went by before we were on the move. As we headed back to the car Lyn yelled out “FIRE!” apparently the back of our car was on fire. What happened was the back lamp had caught fire as a result of the poor quality kerosene that had been added to it. Luckily the fire did not burn the back of the car; however Peter’s jacket was badly melted from quelling the flames. After picking up the disintegrated pieces of lamp, we started the car and lined up for the parade. Suddenly the car stopped and would not start. After several attempts to crank it, Peter was sure that the car was out of petrol. The parade had already started and we waved the cars on. Neil went and kindly got a can of petrol and we filled the car. It still refused to start. Unfortunately after cranking it continuously, in vain, the car backfired and the crank handle came around smashing against Peter’s wrist. You could see that the pain was intense, but regardless he beavered away to fix the problem. At last, you can guess, it was the carburettor. The screw had fallen out of the float which caused the needle to close and consequently no fuel, so the car refused to go. As soon as the screw was replaced the car sprang to life. By this time the parade was well and truly over so we made our own parade and went up and down the main drag and then headed back to the hotel in search of a cold compress.

As Friday rolled around it was clear that Peter’s wrist was in need of medical attention. Try as he might, he couldn’t move the clutch lever let alone crank the car. Peter was gutted. We went in the modern car and I drove. Stuart kindly bandaged the wrist and recommended an x-ray at the local hospital. And while we enjoyed the cooperage, and Bundaberg brewed drinks store, it just misses the magic of enjoying it in a veteran. After having lunch at the Hummock and having a look around a local vegetable packing store we headed to the local hospital and dropped Peter off to see about his wrist. An x-ray confirmed that it was indeed broken, and they braced it up until we could get it seen to from our local hospital at home.

The final dinner was nothing short of fabulous. I don’t know if I need to say anything more than that. I find it very sad to know that I now have to wait another two years before the next one. Still, it gives you chance to save up



Feeling glum at the cooperage

and there are plenty of other rallies to go on in between if you have something a little faster to drive. A big thank you must go to Vicki and Barry for organising a great rally.

Our trip home took an extra day as we stopped to catch up with Peter’s sister and her family which was really nice and then we stopped again at Port Macquarie before the final leg home to Sydney. However there was one brief stop that I am glad to say that we made and that was the motel at Grafton which we stayed on the way up to Bundaberg. I asked them if they had seen a particular blue teddy on a blanket that I could not find when packing to go home and they said they had. Harriette’s toy, lovingly known as “New B” (Yes, there is an old B as well), had been found.

Looking for a Renault

John Fryirs

As stated in my article on Finlay motorcycles, I was in the market for a Renault. Well! Robert Fordham has been telling me (with a grin on his face) I'll be waiting a long time for an AX.

He kindly related to me that Alan Miller would have a Brush for sale - and passed the info on to Alan who rang me to tell me about his Brush. I stated that I'd go and see it and was told to ring and make a time. 3 phone calls to Alan had no answer, so he was no doubt "out" - the last call being a Thursday which I intended to visit to see the Brush. With no reply, I went to Mittagong to buy some steel to make a front protection screen on my car trailer.

Leaving the hardware store, I ran into Bill Betts and, as one would, told him that I was about to look at a Brush - Bill then told me of a Renault which was about to come up for sale, and who to contact.

I immediately forgot all other needs to get in Mittagong - couldn't get home fast enough to look up the number and ring. I have been 2nd on the "list" so many times it was time I was 1st!

No answer - answering machine - leave a message! Later - couldn't wait any longer - rang again. Bingo! He's home - yes - car will be for sale "how did you find out?"

Wowe! I'm 1st!

Can't get to see it for at least 10 days! Waiting, waiting - a call (at 8 days!). Can see it in a week (what! - another 7 days!)

Doesn't time lag - and having lagged - I knew it was going to be great (with capital letters)

The day at last arrived and there it was - my dream machine - 1908 AX Renault - and TOTALLY original!

I cannot explain my feelings. I've been in love with this car since I was 6! That's 59 years!

Yes - Robert Fordham was right - "you'll wait a long time for an AX Renault!"

Then the guilt began - what about the Brush? Haven't talked to Alan - tried again - not at home, no answering machine!

At the meeting he was busy talking, then disappeared.

What the heck - big sorry Alan! I've got an AX Renault - and another week to wait to pick it up!

And so the day arrived and there I was, trailer ready. Just after loading I had 2 people stop, talk, look and comment.

At least we were on our way - took it out to Neil Martin's for a look and dating etc and had a cup of tea with Lynette and Neil - out to the car to go home - a note is stuck to the windscreen ...!

"If this car is for sale please contact me at ...!"

Goodness! Haven't even got it home yet!

At home, off the trailer, prime it and away it goes! My driveway is quite long so I have a drive, after so many years there is a lot of smoke!

What the heck, the bushfire brigade don't turn up so I have a bit of fun with it.

Then safely into the garage, and I guess that now makes me a full member of the Veteran Car Club with a car that is much more than my dream could ever be. "Original", "oily rag", "barn find", whatever, it's mine! and I'd love to find out some of it's history - or all of it if possible.

Now I've been told by friends who have the '13 Bullnose they loaned me at Shepparton. "You can't take this one out in the wet! You'll need one you can - for a rainy day". Oh boy - more fun to come.

With many apologies to Alan Miller and heartfelt thanks to Bill Betts.



The following report is about the historic house visited during the MaSH Goulburn weekend in Feb.2014

The Home of the Twynam Family

Riversdale is a Colonial Georgian residence built about 1840.

The land on which RIVERSDALE is built was the only allotment sold in the old town and was sold to Matthew Healey in 1833. Healey was operating an Inn on the site even before he bought it and was granted his operating licence in 1832. A condition of the purchase was that a permanent structure be built. It was between 1832 and 1833 that Healey built the stables quarrying the stone at Kenmore. In 1834 and 1837 he purchased two additional allotments alongside his original purchase.

In 1835 he transferred his hostelry licence to John Byrne (thought to be his son-in-law) Healey brewed beer at the old Goulburn Inn from 1833 until Bradley's brewery opened in 1836 or 1837.

In 1837 Matthew Healey sold the property to John Richards. John passed away in 1838 and his wife Anne took control of the property and all his businesses and the Inn, which at that time was a slab building. John also brewed beer and after his death Anne employed John Walton as brewer. The first licence for the Inn was taken out in 1841 in the name of Lewis Levy who called it the Victoria Hotel and held the licence for two years. Anne married Benjamin Gould sometime after 1840 and Gould held the licence for the Inn from 1843 calling it the Victoria Inn. The names of Lewis Levy and Benjamin Gould are superimposed over the front doorway.

In 1848 Gould had constructed a new Victoria Inn in the new Goulburn Town (where Goulburn is now situated) and advertised the sale of the property at Riversdale. He was successful in attracting a buyer and in 1849 his stepson, William Hollis, leased the property. He applied for a wine and spirit licence for the "Prince Albert". The premises were delicensed soon after.

Between 1850 & 1856 the property was leased as a boarding school for boys, the principal was David Patterson. The school was known as the Goulburn Grammar School and had a very good name. The school was closed when David Patterson was injured in a riding accident. In 1856 the property was sold to Grazier Thomas Bowen who sold it 12 months later.

Under the new owner, Henry Wilson, Riversdale once again became an Inn called the Criterion Hotel. This was the last time the property was used as an Inn. John Fulljames, a stock and station agent, purchased the property from Henry Wilson in 1860. He added to the original allotments of the property by purchasing an additional eight allotments. The extension of the property caused the closure of the public lane (now the driveway) and was recognition that no further "town" allotments would be developed. The land was used by Fulljames and subsequent owners for grazing purposes. The house/inn was used as a residence only. It was during the period of Fulljames' ownership that the property was first referred to as Riversdale in a marriage notice in 1862 in the Sydney Morning Herald for his daughter Emily's wedding.

The property was leased during the 1860's and 1870's and during the time that John Fulljames owned the property it was leased to Goulburn solicitor Thomas Gannon.

In 1872 Edward Twynam who was then the District Surveyor leased the property and then purchased it in 1875. The property remained in the Twynam family for 95 years from the time it was leased in 1872 to the time the property was offered to the National Trust by Miss Joan Twynam.

Dianne Marshall

The Twynam Era

Edward Twynam 1832-1923

Born at Bishopstoke Hampshire England in 1832, Edward emigrated to Australia in 1855 with eleven other surveyors to work as assistant surveyor in the Surveyor General's Department. Edward surveyed many areas of NSW including along the Lachlan and Darling and Murumbidgee Rivers and was involved in the survey and layout of the base line trigonometric survey of NSW. In 1864 he left the Albury area to become the District Surveyor of Goulburn.

Edward married Emily Rose in 1866. Edward leased Riversdale in 1872 and purchased it in 1875 where he lived with his family until 1877 when he was appointed acting Surveyor General of New South Wales and became the Chief Surveyor and Director of the Trigonometrical Survey in 1890 following the abolishment of the Surveyor General post at this time the family had moved to Sydney.

Edward had several Streets named after him, it is believed that the third highest peak in NSW, Mount Tynam was named after him and two parishes in NSW have been named after him and was recognised by his colleagues as a man of outstanding worth. Edward returned to Riversdale in around 1897 with the family where he resided until his death. Edward retired as Chief Surveyor on 21 January 1901.

In Goulburn Edward was a patron of the Goulburn Club and was the last surviving founding member. He also assisted in the building of St Nicholas' Church and was a churchwarden there for many years. He was a member of the First Synod of the Diocese in 1867 and was a member of the Cathedral Council.

At Edwards' death he was survived by 6 children, 12 grandchildren and 4 great grandchildren.

Information sourced from Riversdale Conservation Management Plan July 1997 and from documents held in the Riversdale archives.

Dianne Marshall

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[3-12]

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[3-14]



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[4-14]



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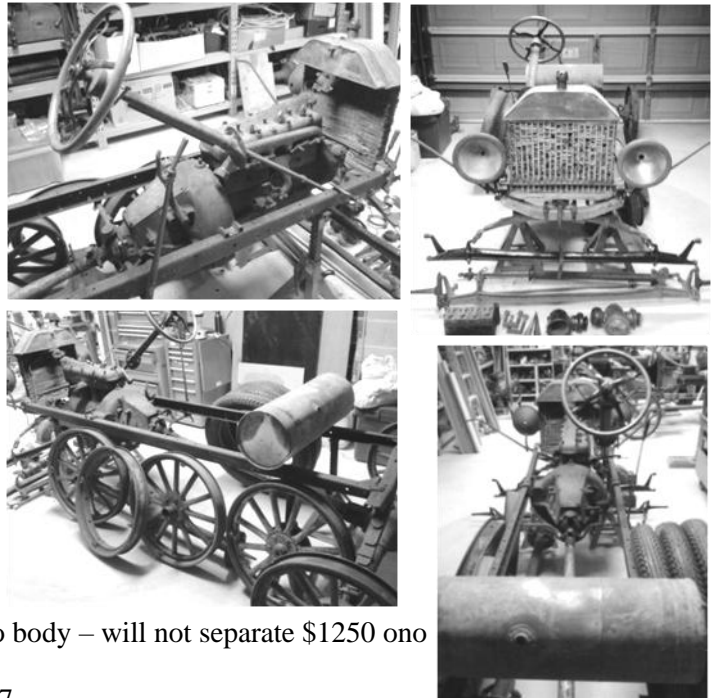
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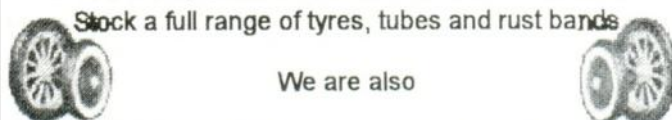
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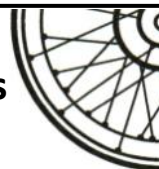
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