

SPIT AND POLISH

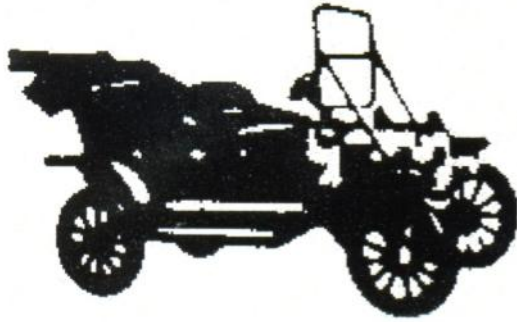
PATRON: HER EXCELLENCY PROFESSOR MARIE BASHIR AC CVO
GOVERNOR OF NEW SOUTH WALES

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

TABLE OF CONTENTS – August 2012

Committee of Management	2
President's Report	3
Annual Subscription Notice.....	3
Minutes of July 2012 Monthly Meeting	4
Notice of AGM	6
Events Calendar - Club Events	7
Events Calendar - National Rallies	7
Welcome New Members	8
Change of Address and Phone Numbers	9
<u>Coming Events:</u>	
Newcastle Branch Annual Tour.....	9
<u>General:</u>	
Editorial	9
Newcastle Branch Chairman's Annual Report	10
Photos	10
<u>Outing Reports:</u>	
Inspection of the Mitchell.....	11
Combined Navigator's Day	12
<u>General:</u>	
The story of a 1908 Albion Lorry.....	14
Entry Form for 1 & 2 Cyl Rally - Mudgee	18
1918 Cadillac	19
Dress for Motoring in 1902	20
<u>Classifieds:</u>	
For Sale & Wanted	21
Services.....	23
Price List of Club Articles & Services.....	24

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

Email: spitandpolish@vccansw.org or by **Mail:** 18 Byron St. Wyong, NSW 2259

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

Cover Photo:-

*Doug Marshall's 1911 F.N. 2400
At the morning tea stop at Neville,
on the 2012 Western Tour.*

Committee of Management

OFFICE BEARERS:

		HOME	BUSINESS FACSIMILIE
PRESIDENT	Wilga Coutts	4861 7356 Email: president@vccansw.org	
VICE PRESIDENTS	Greg Roberts	4861 2023	Mob: 0468 831 757 Email: vicepresident1@vccansw.org
	Bob Hobson	4861 2101	Mob: 0439 031 934 Email: vicepresident2@vccansw.org
SECRETARY	Euan Coutts	4861 7356	Mob: 0412 673 585 Email: secretary@vccansw.org
TREASURER	Phillip Hobson	8824 8084	Mob: 0408 118 057 Email: treasurer@vccansw.org

COMMITTEE MEMBERS:

EDITOR	Neville Preston	4352 1533	Email: spitandpolish@vccansw.org
EVENTS	Malcolm Garthon	Mob: 0417 676 912	Email: events@vccansw.org
REGISTRATIONS OFFICER	Neil Martin	9632 5047	Mob: 0417 236 495
HALL LETTINGS	Ray Priest	9871 5882	Email: hallrentals@vccansw.org
LIBRARIAN	Ray Priest	9871 5882	
WEB CO-ORDINATOR	Peter Weir	4262 6595	Mob: 0414 831 872 Email: webcoordinator@vccansw.org

SUB COMMITTEES:

INVESTIGATION & DATING	Bob Hobson	4861 2101	Mob: 0439 031 934
	Max Roberts	6545 3410	6545 1045 6545 1687
	Malcolm Garthon	Mob: 0417 676 912	
	Peter Adams	Mob: 0418 680 263	
	Neville Preston	4352 1533	
	Peter Martin	9632 8930	Mob: 0418 865 235

BRANCH CHAIRMEN & SECRETARIES:

NEWCASTLE CHAIRMAN	John Burke	4991 1806	6570 3446 6570 3478 Mob: 0412 821 945 Email: Hupmobile@bigpond.com
SECRETARY	Graeme Newman	4392 1035	Mob: 0412 138 063 Email: kazngra@bigpond.com
MaSH CHAIRMAN	Max Boardman	4655 8510	Mob: 0428 301 031 Mob: 0468 831 757 Email: gillandgreg@bigpond.com
SECRETARY	Kevin Boardman	4654 5499	
LEGAL ADVISOR	Andrew Aitken	8987 0000	8987 0077

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

134 Queens Road, Five Dock, 2046

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

President's Report - August 2012

Dear Members,

Welcome to August, in a few weeks a number of our members will be heading north to sunny (we hope) Ipswich, which promises to be an interesting and enjoyable National Rally. Reading the Rally bulletins their Committee have been working hard to ensure we all enjoy ourselves.

At our July meeting we again paused to remember one of our long time members and Ford enthusiast Ron Gamble, our sympathy goes to his family.

We welcomed 3 new members, Matthew Burke, Carrot Wheeler and Lee Wright and 2 Junior Members, Lauren Newman and Tyler Hobson, who (along with Matthew), carry on their family connections with the Club into the third generation. Congratulations and welcome and we look forward to seeing them at future events.

At the last meeting the matter of leasing the small Hall was raised. When a suitable tenant is identified, the Committee and Hall sub committee are only charged with leasing the small hall (with Toilet access), without further reference to members. Members should be assured anything further than this will be referred back to them.

At the conclusion of the meeting Bob Lamond, with Judi Stephens's assistance entertained us with Bob's presentation of their adventures on the re enactment of Ferguson's and Birtles's crossing of the Continent. I'm sure many members were like us, sorry we hadn't made the effort and been part of the experience. Bob also generously made a presentation of a framed collage of their trip and a copy of the DVD for the Club, which is a great record for us to have. Thank you Bob.

Most importantly, the AGM will be held after the August Meeting, and we are still without a nomination for Secretary, PLEASE consider what it will mean if this position is not filled.

Best wishes,
Wilga.

VCCA (NSW) INC ANNUAL SUBSCRIPTION

ATTENTION ALL MEMBERS

Your 2012/2013 Annual Membership Subscription
To the Veteran Car Club (NSW) Inc.

Is due from July 1st

This year's subscription is \$70

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

Phillip Hobson
VCCA (NSW) Inc Hon. Treasurer

Minutes of Monthly Meeting of VCCA (NSW) Inc.

Minutes of MONTHLY MEETING held on Thursday 26th July 2012

ATTENDANCE

Committee 7 Member's Family 6 Visitors 2 Members 34 Apologies 5

MEETING OPENED AT: 8.25pm

PRESIDENT'S OPENING REMARKS

President Wilga Coutts opened the meeting and welcomed all present particularly Bob Lamond and Judi Stephens.

Wilga thanked Bob Lamond for the display panel he presented to the Club covering the "Across Australia" rally

Wilga asked for one minutes silence for the passing of Ron Gamble. Bob Hobson gave a short talk in which he described Ron as a good friend and member, particularly interested in Model T Fords and always very helpful.

PREVIOUS MINUTES

MATTERS ARISING - Nil

Minutes Accepted

Moved: Keith Carden Seconded: Lyn Martin.

INWARDS CORRESPONDENCE

Flyers Received –

Orange Blossom festival 16/9/12, Bay to Birdwood Rally 30/9/12, Liverpool Swap 15/7/12, All, Ford Day Eastern Creek 29/7/12, Family Fun Day Katoomba 7/10/12, Damfest at Warragamba 21/10/12, Highlands Motorfest 28/10/12 Berrima.

Other Club Publications

Brass Notes, VCCA (WA), Small Torque, Broken Spoke, Edwardian, Cough & Splutter, Veteran Torque, Auto Antics, Antique and Classic.

Other email non renewal Nick Nowak, resignation Keith Edwards, CMC re Eastern Creek, Newcastle Minutes, Bank Sts, Ltr re term deposits, Rates Notice, Telstra Bill, Various Chqs for Rentals & Fees. Thank you note, read in full, from Yeomans/Chapman family.

OUTWARDS

Acknowledgement letters to Matthew Burke, Carrot Wheeler, Lee Wright, Lauren Newman, Tyler Hobson, Thank you letter to Newcastle Branch re offer to pay for envelopes, sympathy card to Gamble family.

Correspondence Accepted

Moved Max Boardman Seconded Bob Dunk.

TREASURER'S REPORT –.

Cheque account balance.	\$ 3,003.23
Rally account balance	\$ 4,412.45
Term Deposit No1	\$10,855.68
Term Deposit No 2	\$10,000.00

Treasurer reported that he had 3 tickets left for Eastern Creek. Phillip thanked Don Liddle for his donation of \$70 from sale of framed prints.

Moved: Robert Fordham Seconded: Neil Martin.

MAGAZINE

Nothing Further

EVENTS

Toastrack tram outing at Loftus this Sunday. On show of hands 4 cars.

5/8/12 Les Watton gave outline of Navigator's rally which includes bushwalk. He had recently done a photoshoot for the local paper.

11/12 August Mash Ramble, Max Boardman gave an update and said we were looking for good weather. There are road works on Silverdale road.

12th August Newcastle Branch Milbrodale outing. President regretted that both outings clashed.

19th August Eastern Creek 3 tickets still available.

12-19th September National Rally at Ipswich Qld,

PERMIT TO MOVE

7 movements and 1 renewal.

LIBRARY

President thanked Bob Lamond for his donation of a number of magazines to the library.

DATING

Dating Committee President reported 3 Applications for cars and 1 for a Motorbike for dating.

MEMBERSHIP

Applications for Carrot Wheeler 1912 Peerless, Matthew Burke 1913 Hupmobile, Lee Wright 1912 Triumph , Lauren Newman Junior member, Tyler Hobson Junior member, were voted on and approved. President presented Junior Members with certificates.

CMC

HALL

Phil O'Loan said that in conjunction with the Agents they had re contacted past Applicants and had re-ignited interest by a Karate School. One reason that they did not proceed originally was that they needed a waiting area for parents, and also required a separate entrance which would necessitate changing the fire door to a glass door. Phil emphasised that it was early days in the negotiations but suggested that one possibility may be to reconfigure the Library with the Committee to create the necessary space. This generated several protests including a charge that the Committee was acting with no regard for the members. President denied that this was the case and undertook to return to the members if any major change involving the Library or Committee room was contemplated.

Phil explained again that he had not begun serious negotiations with the proposed tenant but warned that we had lost several early enquiries through delays on our part in having to go back to the members.

This led to a question as to why we were still pursuing renting the small Hall when we had, in the last two years still broken even or better, financially, whilst the members felt that the reason the Hall was being let was that the Club was in some kind of difficulty. The Treasurer answered that it was wrong to say that the Club was in difficulties now, and explained that it was about the long term financial stability of the Club, with a static membership and rising costs. President added that there were a number of outstanding maintenance items on hold, such as painting, and the Front Porch area was in need of refurbishment. Phil added that the condition of the toilet area had been mentioned in previous inspections by prospective tenants.

Phil will continue with negotiations and report back.

WEB SITE

Nothing further.

GENERAL BUSINESS

President reminded members that the AGM was next meeting and that the Secretary, whose term was up, had agreed to stand as Treasurer to replace Phillip Hobson who was not standing again. It was pointed out that the rules did not place a limit on the term of any office bearer.

A nomination for Secretary is needed.

There was a question of why the Committee was discussing the eligibility of the 25/30 Crossley tonight. Secretary replied that the Club has not accepted that the car is a Veteran, but is allowed to attend events under certain conditions with a review after 12 months. That time has now passed and the matter is under review. No decision had been made.

Raffle was drawn with a record take of \$162.

Meeting Closed 9.15 p m

Following the meeting Bob Lamond, Rally Director and Publicist Judi Stephens, gave a very comprehensive talk on the "Across Australia" rally, supported by a DVD of photos and articles. The talk included details of the many serious repairs carried out en route. There were several overseas entrants but the whole group displayed excellent camaraderie and cooperation. Bob, who had been planning the event for 5 years, also outlined many of his early fears about the truck traffic but these were unfounded and they had great co operation from the Transport community. The highlights included the send off from Perth, the gracious reception in Martin Place by our Patron and Governor, Marie Bashir and the final dinner at Penrith. Bob thanked the Club for its help with event, and praised the efforts of the WA Club. .

Bob and Judi were warmly praised by the President and members at the conclusion of their talk on a significant achievement.

Wilga Coutts
President

Euan Coutts
Secretary

Veteran Car Club of Australia (NSW) Inc. A.G.M. 23rd August 2012

The Annual General Meeting of the VCCA (NSW) will commence at 9.00pm on Thursday 23rd August 2012 at the Club's premises, 134 Queens Road, Fivedock.

BUSINESS AGENDA

1. To confirm the Minutes of the 2011 Annual General Meeting
2. To receive Committee Reports for 2011/2012

President
Secretary
Treasurer

3. To elect Office Bearers and Committee Members for 2012/2013

President
Vice Presidents (2)
Secretary
Treasurer
Committee Members (5)

To receive and consider the Annual Statement to Members as required under section 26(6) of the Associations' Incorporation Act.1984

Nominations will be accepted on the night.

Events Calendar - Club Events

AUGUST 2012

- 21st Newcastle Branch Meeting at Westlakes Mining Museum, Teralba
23rd Committee meeting starting at 6.45pm
23rd Monthly Club Meeting and **AGM** at Club Rooms, Fivedock at 8pm

SEPTEMBER 2012

- 11th Forum Sydney Club Rooms
18th Newcastle Branch Meeting **No meeting to be held do to the National Rally, Ipswich**
12th - 19th National Rally Ipswich
27th Committee meeting starting at 6.45pm
27th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

OCTOBER 2012

- 9th Forum Sydney Club Rooms
12th - 15th Newcastle Annual Tour See Page 9 for details - **Entry Form July Spit and Polish**
16th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba
25th Committee meeting starting at 6.45pm
25th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

NOVEMBER 2012

- 4th **Newcastle Branch Registration Day** - Maxon Machinery, Boolaroo. 8am
9th - 11th 1 & 2 Cylinder Rally - Mudgee. *Entry Form Page 18*
13th Forum Sydney Club Rooms
18th Newcastle Branch Registration Day - Gotley's Tuggerah. 9am
20th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba
22nd Committee meeting starting at 6.45pm
22nd Monthly Club Meeting at Club Rooms, Fivedock at 8pm
24th **Blue Mountains Rally and Christmas Party** - *Details to follow*

DECEMBER 2012

- 9th **Newcastle Branch Christmas Party** - *Bargeod House Swansea.*
11th Forum Sydney Club Rooms

National Rallies

SEPTEMBER 2012

- 12th - 19th **NATIONAL VETERAN RALLY** hosted by the Veteran Car Club of Australia (Queensland) Inc.
To be held at Ipswich. Tour Chairman Trevor Farnell (07) 3200 3432 or
Email; trevorfarnell@bigpond.com.au
Entry Forms can be downloaded from their Web Site: www.vccaq.org

MARCH 2013

- 10th - 15th **SHANNONS NATIONAL 1 & 2 Cylinder** Veteran and Centenary of Canberra Tour
To based at the Canberra motor Village. Rally Director Rick McDonough, Ph (02) 6293 1533 (ah) or
Email: rick@netspeed.com.au or
Rally Secretary Roger Gottlob Ph (02) 6241 3169 (ah) Email: rogerandgillian@grapevine.com.au
Please call after 7.30pm Canberra time. *Expression of Interest Form March Spit and Polish*

SEPTEMBER 2013

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

This is the latest Bulletin for the Shepparton 2013 National Tour. Please note that the Registration Forms have been delayed and will be issued at Ipswich in September where I will be in attendance.

David Wright

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

Welcome New Members

Lee Wright & Heather (1091)
54 Spurwood Road
WARRIMOO NSW 2774
1912 Triumph M/c
Ph: (02) 4753 6222
Email: lee.wright@bigpond.com

Carrot Wheeler (1092)
7 Boundary Street
SINGLETON NSW 2330
1912 Peerless M/c
Ph: 0408 935 172
Email: blackcarrotforge@hotmail.com

Matthew J Burke (1093)
2 Occident Street
CESSNOCK NSW 2325
1913 Hupmobile
Ph: (02) 4991 1806
Email: hupmobile@bigpond.com

Lauren J Newman (1094)
60 Ocean View Road
GOROKAN NSW 2263
Junior Member
Ph: (02) 4392 1035
Email; kazngrae@bigpond.com

Tyler Hobson (1095)
9 Sardinia Avenue
GLENWOOD NSW 2768
Junior Member
Ph: (02) 8824 8084
Email: pkhob@bigpond.com



Our 2 newest Junior Members, Lauren Newman & Tyler Hobson

Change of Address

Phillip Campbell
12 Reely St
Pymble 2073
Ph: (H) 9449 2849 (W) 8019 4174
(M) 0449 671 213

Change of Address

Dave Perry
15 Starlight Place
Richmond 2753
Ph: 0421 965 162

**Change of Phone
Number**

Bill Spraggon
6581 1391
or
6581 1480

Coming Events

NEWCASTLE ANNUAL TOUR

FRIDAY 12th to MONDAY 15th OCTOBER

Based at

Molly Morgan Motel

New England Highway
East Maitland
(Cnr New England Highway & Chisholm Road)

Phone (02) 4933 5422

BOOK YOUR OWN ACCOMMODATION

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

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

ENTRY FORM ON PAGE 20

Editorial

Thanks to the members for the articles for this edition of **YOUR** Spit and Polish. I am still holding a few articles and they will appear.

Please note that for the next issue, I will only have 2 days to put the magazine together before heading to the National Rally in Ipswich. So if any articles have not arrived by the 1st Wednesday they will not be included.

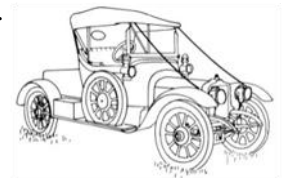
This month a report from Les Watton on the Navigator's Day. Amazing how Les keeps finding different places to go and things to see, even if you do go around in a big circle and finish opposite to where you started. An article from Keith Holmes on his Albion truck, which makes interesting reading. An interesting article from Russell on the Cadillac, a good thing that water is cheap. An of course Max keeps finding articles to supply me for the magazine.

I would still appreciate some articles that can be used as fill ins when things are quiet. 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



VCCA NSW Newcastle Branch Chairman's Report 11/12

It is with pleasure to deliver the 2011/12 chairman's report for the Newcastle Branch VCCA NSW.

2011/12 has again been a successful year for the branch; Members of the branch have committed to and have supported many veteran motoring activities and associated social events along with the undertaking of several restoration projects.

Firstly I would like to report on the growth of the branch, by the end of this month three new members should be accepted into the club and most importantly for us the Branch. It is good to see some younger persons joining the movement; this of course adds longevity to the hobby. Although two of the new members are well known to us, having been reared in veteran cars.

Branch members have participated in many events, National, state and local monthly runs have been well supported over the previous 12 months. The 100 year Birthday run saw a large turn out and the June tour was well supported. The branch has a full calendar for the second half of 2012 with the National rally, the Newcastle Tour and our monthly runs.

Restorations, Several projects are underway within member's workshops and sheds, the work is of a high standard and the finished products will represent their efforts. It was most unfortunate that we lost two cars due to fire recently, it is a timely warning to check your storage requirements and of course your insurance policies.

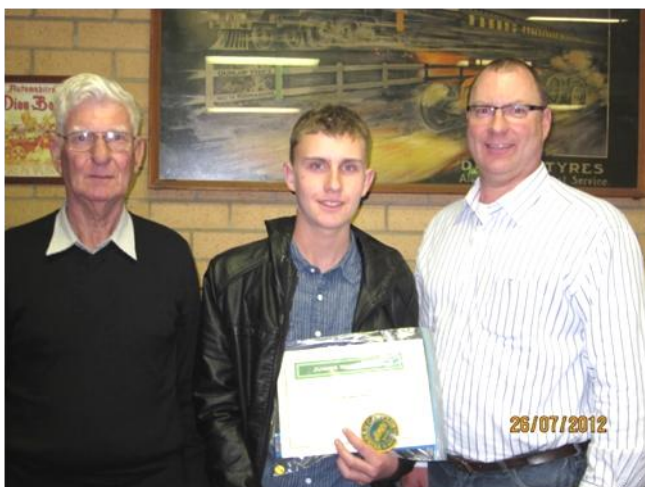
Financially the branch is in good shape; our rally raffles have provided income that offsets our minor expenditure and our hall rental. We have had no major acquisitions in the past year and our bank balance is firm. The branch offered assistance to the Club in way of funding some printing cost and although not taken up the gesture was appreciated.

The future and food for thought; With the increasing age of our members should we not look at our meeting schedule and timing of such, should we investigate an earlier commencement time to allow members to return home from meetings earlier particularly in winter months or change the monthly meeting to a Sunday afternoon. Will the Newcastle branch be the host for the next all veteran national rally in this state, if so who and where will we run such an event; these are considerations that we should be investigating in the not so distant future.

In essence the branch continues to foster and encourage the restoration and preservation of veteran vehicles, we have a lot of activity planned for the months ahead and well into the New Year.

All members are to be congratulated on their continued support to the branch and those in positions of office are thanked for their important contribution.

John Burke 17/7/12



*Members of the VCCA, Bob, Tyler & Phillip,
3 generations of the Hobson family.*



*Members of the VCCA, Graeme, Lauren &
Uncle Nev
3 generations of the Newman - Preston family.*

Inspection of the Mitchell

The Editor

The Newcastle Branch had a morning at Peter Adams' inspecting the progress on the restoration of the Mitchell. Although the Mitchell is entered in the National Rally in Ipswich, maybe the next National Rally in Ipswich it should be ready. Still a lot of work to be done before it is on the road. Although what has been done is impressive and when you actually see the physical size of the beast that is also impressive. If it goes as well as its size it will be hard to keep up with. Of course you will be able to pass it as it will probably not pass a service station without having to refuel.

The engine in this car is a 6 cylinder, with a $4\frac{1}{4}$ " bore and 7" stroke. It is just under 10 litre capacity. The car has a 3 speed box with central control; it runs on 37 x 5 tyres and is fitted with a roomy 5 seater body. One surprising feature is that it has a fixed crank handle attached to the front, fortunately the car comes with a 6 volt electric lighting and starting system.

After our inspection of the Mitchell, Kim put on a nice morning tea.



Kaye trying out the driving position

Attendance

Jeff & Kaye Palmer - Fiat
Ray & Marney Thomas
John & Max Burke
John Wilson
Rick & Alex Thomas
Nev Preston
and of course Peter & Kim



Jeff's Fiat



2 of the new wheels for the Mitchell

Combined Navigator's Day - Sunday 5th August 2012

Les Watton

What a beautiful morning we had for the start of 'The Navigators Social Day'. On early arrival I secured a picnic table & put the kettle on.

As members arrived they all enjoyed a hot cuppa. It was then time to "walk the first boardwalk" down to the mangroves & part of 'The Great North Walk'. Upon returning it was time to look in "The Box".

We then departed on a short run to Ryde Wharf which was the perfect setting for morning tea & a short walk up to the wharf.

It was then time to leave & head for the lunch stop which was "Surprise Surprise" right opposite from where we had started. Knowing that the two carparks would be full I unlocked the gate & we had private parking inside the Field Of Mars Wildlife Refuge. (No cars or animals were injured during this manoeuvre). A short walk up to the Visitors Centre where the Ryde Hunters Hill Flora and Fauna Preservation Society had the urn on the boil with plenty of tea & coffee available. We had lunch in the beautiful bushland setting.



The boardwalk into the mangroves



Ryde Wharf

After lunch & a welcome by myself & Alfred from the 'Society' we packed up with some members leaving for home while others went on a bushwalk with some choosing the Long Walk with guide Phil & others doing the Short Walk with Alfred along the Boardwalk & into the bush. Both walks were enjoyed by all.

This Wildlife Refuge is open to the public seven days a week with the Visitors Centre open on weekends. Visitors are always welcome & membership is available.

We had 34 people in attendance with 5 Veteran Cars, 8 Vintage Cars & 5 modern cars.

A very enjoyable day. Thank you for attending.

Veteran

Ian & Jenny Streatfield..... Overland
Barry & Dorothy Shinfield..... Talbot
Dick Tunbridge T Ford
David & Kate Norton T Ford
Laurie & Jan Garrod..... Buick

Modern

Neville Preston
Euan & Wilga Coutts
Robert Fordham & Warren Irish
Les & Mark Watton.



Ian's Overland and Barry's Talbot



Feeding time at the farm



David's Ford T and Dick's Ford T



Laurie's Buick

Les organized a photo shoot with the local paper prior to the event and this photo appeared on the front page.

Dick Tunbridge and his Ford T with Les as passenger.



The Story of a 1908 A3 Albion Lorry

Keith Holmes

I spent my childhood and youthful years on a dairy farm at the little village of Berowra, 21 miles north of Sydney. Among the gum trees at the rear of a nearby farm was an abandoned small motor lorry. It was a 16hp Albion with solid tyres all around. The back wheels were fitted with mudchains as its last job had been pulling a plough just before the 2nd World War. In my teens I was interested in all things mechanical and I often visited the Albion as it was by far the oldest vehicle in the district. The owner was Mr. Thorne, a canny Scot. One day while I was fiddling with the Albion's innards he said to me, "Keith, I will sell it to you for ten poods but if you drive it away you can have it for noothern!"

All the working parts had been well-covered with grease which had now turned to stone. I chipped it off and oiled everything. The engine turned over well and still had plenty of compression. The ignition was constant low tension from large bar magnets on the front of the crankshaft passing a coil. The spark was made inside the cylinder by a make-and-break spark plug operated from a pushrod activated from the camshaft. Learning to crank it needed practice. Being only two cylinders there were two free strokes and then two strokes in succession of compression. Before cranking, the engine was wound backwards to a compression. Then you cranked hard to instantly get up enough speed on the free strokes to get past the compressions. It would usually start first swing. No worries of having a flat battery! During and after the War petrol was severely rationed. My Dad certainly had none to spare for me to get the old Albion running. But lighting kerosene was available. The valve covers were taken off each cylinder and then kero was poured in and set alight. When the head was warm the covers were replaced and cranking usually started the engine on the 2nd compression. The wheels that over the years had sunk into the ground were jacked out and one day in 1948, having a whole bottle of kero in the petrol tank I proudly drove the old lorry home. At this time dad was paving the pathways and cowyards with sandstone slabs that were being quarried out in the bush. Of course the Albion was the conveyance to get the rock back home. A few little maintenance jobs had to be done. One front wheel that had sunk deepest into the ground had the felly and part of a spoke badly rotted. I handmade replacements and tightly wedged the wheel back into shape. But alas it did not prove to be a permanent repair.



Line up of entries - Concours d'Elegance, Oatlands 1956

About this time the Veteran Car Club of Australia was being formed in Sydney. My elder brother Sandy had bought the famous 1912 Vauxhall "Fifty-Bob" and so we both went along to the first meeting and became members. My brass membership plate is stamped number "9". Gradually I set about restoring the Albion so that I could take part in club rallies and ceremonial occasions. Also, I tried to find out the history of the vehicle. The Albion works in Glasgow told me that 74C came out of the works in September 1908. They also sent me copies of original blueprints for the construction of the engine and gearbox-differential assembly. Possibly the first owner was Mr Charlie Woof (or his father-in-law Mr Turner) of Berowra. For many years the Albion carted produce for the many poultry farms in the district the seven miles along the rough, hilly, dirt road from Hornsby (later to be concreted during the Depression to become the Pacific Highway). Later it went to work on the farm of Mr Thorn for a few more years. And that is where I found it and gave it a new lease of life.

I made and fitted a new wooden tray on the back and also a new bulkhead and an upright wooden bench seat keeping to the original design. A new steering wheel replaced a badly rusted smaller diameter wheel. Mechanically everything was in good order except that the brass tank of the gill-tubed radiator leaked and

constantly needed refilling. The original driving chains had the habit of jumping onto the teeth of the driving sprocket and breaking. Under the seat I carried spare chain links, an iron block and a heavy hammer to carry out running repairs- often on the edge of a narrow road. Thank goodness there was not much traffic on the roads in those days. There was even an unplanned stop to repair a chain on the roadway of the Sydney Harbour Bridge. Later I strengthened the radius arms between the driving sprocket and the back wheels and bought a set of heavier chains which solved that problem.

Our first official outing was to the 1950 Yalunga Procession in Sydney. The route started at Circular Quay, led through the city streets and ended up at Bondi Beach. I remember the surprised look of the catholic priest when I went into St Mary's Cathedral to fill a can with water to top up the leaking radiator! After the procession I drove back to town and left the old lorry with the Albion people at Camperdown.

In those years the Albion Company had its very efficient Australian headquarters in Parramatta Road, Camperdown close to the city. After outings I sometimes left the old Albion there for a few days so it could be driven the 21 miles home safely in the daylight. The Manager, an old Scot who had worked in the Scotstoun Glasgow factory, closely examined the lorry inside and out and was excited to find one of his "marks" stamped into a casting. The company even carried some spare parts for the 16 HPs including a welcome replacement for one of my platinum-tipped spark plug blocks. Later when the Albion Company went out of existence I was told that all these spares had gone to the tip!

The next year among the many celebrations to commemorate the Fiftieth Anniversary of the founding of the Commonwealth of Australia there was an impressive procession through the streets of Sydney. My mate Stan Stokes and I, dressed in appropriate clothes, doffed our bowler hats and waved from the Albion to the cheering crowds packing the city streets.

As well as taking part in processions, the Albion was used on a set for a local Edwardian period film and even took part in a VCC Concours d'Elegans at Oatlands, near Parramatta. It was placed 3rd out of the five vehicles taking part!

In 1956 the VCC held its first Blue Mountains Rally sponsored by the Golden Fleece Oil Co. This was a 50 mile trek from Lidcome in western Sydney along the Great Western Road to Penrith and then up the steep escarpment and onto the high plateau of the Blue Mountains, ending at Katoomba. This was a hectic and exhausting trip for me. The 2 cylinder motor of the Albion had a mechanical governor that restricted the engine to 980 rpm. This effectively limited my speed in top (3rd) gear to 18 mph. I was among the first entrants to start and was by far the last to arrive for our overnight stay at Katoomba. Everyone overtook us. But we were excited to overtake a 1908 Le Zebra being assisted by its straining pushing lady passenger up the notorious Boddington Hill. (Today's cars fly up it in top gear). However my passenger, younger brother



Start of the 1st Blue Mountains Rally 1956

Rod was kept busy holding down the steaming cap of the boiling radiator. On the return trip next day down to Penrith I averaged a much higher speed than my 18mph. In neutral gear I coasted down the long steep winding hills, the wind whistling in my ears but at all times I kept a firm grip on the external hand lever that worked the asbestos lined brakes on the two back wheels. The footbrake was rarely used for it comprised two metal shoes contracting onto a wheel behind the dif and very quickly became overheated.

On the 2nd Blue Mountains rally everything went well until reaching Emu Plains at the foot of the mountains. The rebuilt front wheel showed signs of the iron rim becoming loose on the fellies. We retired from the rally and as my Grandmother and my sister lived in nearby Penrith they were given the job of hosing the wheel with water all night in the hope that it would swell enough to become roadworthy by next day. Meanwhile I obtained a lift to Katoomba to take part in the evening's festivities. Next day I retrieved the Albion and joined the other contestants at their lunch stop at Emu Plains. But even after that short drive I could see the soaking had not done a satisfactory job with the front wheel. Being a farm-bred lad I knew most things could be repaired with fencing wire. So the



The wired up front wheel

bottom wire from the fence around the park was removed, cut into short lengths and twitched around the solid tyre, rim and felly to hold everything together. And we made it back to the finishing line even though there were a number of stops to retie the wire that wore out from constant scrubbing on the road surface. The Albion was going to be left for a period at the Old Car Museum at Mosman. We drove from Lidcombe along Parramatta Road, through the quiet Sunday afternoon city streets, over the Harbour Bridge to North Sydney. The Pacific Highway was becoming busier with people returning from their Sunday afternoon drive. With my outstretched arm signalling my intention to turn right into Mosman Road, I moved to the centre of the road across the double tramlines and DISASTER, my patched up wheel caught in a tramline and the rim suddenly tore off at right angles to the rest of the wheel. This was right outside the North Sydney Police Station. A policeman looked out the door, then another and they both headed back inside and locked the station door! I was left to jack up the wheel, hammer the rim back in place and retie the rapidly deteriorating wire

twitches while watching the thickening traffic and hoping a tram would not come along. I made it to the Museum before dark – but something had to be done to make that front wheel safe! No wheelwright could be found and even so there was no one in Australia at that time who could replace a solid tyre on a new steel rim. With much heartburning I replaced both front wheels with brand new wooden wheels made for a 1926 Chevrolet that were still hanging on the wall of a Chev spare parts dealer on Parramatta Road. They were fitted to the old Albion plain-bearing hubs. The tyres were 4.5 X 21 inch pneumatics. Afterwards the Albion did not steer as well, but it no longer had problems crossing tramlines!

In 1956 we moved from Berowra to Raleigh on the North Coast. The Albion stayed at Grandma's place at Penrith. However I entered the 1959 Blue Mountains Rally and completed the course in record long time without problems.

After my marriage in 1959 my wife and I moved to "Hampden Hall" on the Macleay River. The Albion was brought on the back of our Studebaker cattle truck from Penrith to Kempsey. It sank into retirement in the old cart shed. Milking the cows and constant jobs on the farm left me with little time for other interests. At times the Albion was wakened to help bring in bales of hay or cart fence posts.



Albion at work on farm, "Noonee Nyrang, Wellington. 1992

In 1967 celebrations were planned to commemorate the fiftieth anniversary of the railway coming to Kempsey. The Albion was dusted off, tyres pumped up, the family dressed suitably for the occasion. That was the Albion's only real outing in 16 years.

In 1975 "Hampden Hall" was sold and we bought the property "Nyrang", soon to become "Noonee Nyrang" near Wellington on the western slopes. The Albion was carted on board a truck to its new home. Immediately it went to work carting 180lb bags of seed and fertilizer to put into the combine for wheat sowing. The Albion's tray was just the right height for the job. As cattle prices improved we grew less and less wheat and the Albion again went into retirement – this time in the old stables beside carts and wagons from the horse days.

For the opening of a new bridge over the Macquarie River, the Albion was washed and brassoed, loaded with bales of hay and with a banner advertising our Noonee Angus Stud and our cattle dog Digger sitting on the top we were one of the first vehicles across. Then, once again, the Albion slipped into a well-earned retirement only to be disturbed by a visiting group of overseas Albion enthusiasts who, seeing it under cobwebs and dust, declared that it was in need of restoration!



4th Blue Mountains Rally - Katoomba Showground.

But things changed. My wife Bill died suddenly and I decided to retire from the farm and went off travelling overseas. I met up with an old South African – Swiss friend Heidi. Later we married and came to live at beautiful Dorrigo – cool, green and moist; just the place for an old farmer after years of drought. And what about the Albion? With its hundredth birthday coming up in 2008 my family members were urging me to come out of retirement and carry out a re- restoration of the old Albion. And it all happened! Also at Dorrigo lived my younger brother Rod. He too, was now a “retired farmer” with a large empty machinery shed. “There is a keen machinery restoration group here in Dorrigo. How about we dust off the old Albion and bring it back from Wellington to Dorrigo?” said Rod. He was very persuasive. So in May 2009 the Albion, now 101 years old was dusted off, front tyres pumped up, petrol squirted into the cylinders, started – up with young Rod cranking and then

driven on to a 4-wheel trailer and brought back to Dorrigo – probably the longest, fastest trip for the old Albion ever! Rod’s shed became a hive of activity. He replaced the weathered bulkhead and solid seats with new rosewood, but to the original design. New front mudguards were made and the fuel tank eventually cleaned of years accumulation of gunk that regularly blocked the carby. Cousin Greg Gossip, an artist on the lathe, turned new brass hubcaps and grease nipples to replace missing ones. In December 2009 the Mid North Coast Machinery Restoration Club was coming to Dorrigo for their Annual Christmas Party. A new coat of paint, copper pipes polished and grease caps brassoed and the Albion was ready for its first outing- to join lots of other old tractors and vehicles at Dorrigo’s beautiful Dangar Falls.

On January 26th 2010 the Albion headed for town again to take part in the Australia Day Celebrations. BUT on the 8 km trip back to Griffith’s Lookout one of the old solid back tyres began to wiggle and threatened to detach itself from the iron rim. We needed new back tyres! Back in the 1950’s no one in Australia was able to replace our solid front tyres so they were replaced with pneumatics. Now we found a special company in Toowoomba – the Big Tyre Company that manufactured solid tyres for heavy mining machinery. The principal, Trevor Hamilton, was happy to do the job – only there was a big problem! Because of the high temperature required to vulcanise the rubber they were unable to put the tyres onto wooden wheels. But this was solved by the wonderful wheelwright from the Cobb and Co Museum, Kerry Riehl who removed the iron rims from the wheels. The new tyres were placed on the rims and then Kerry shrank the rims back onto the wooden fellies of the old wheels. Absolute precision craftsmanship!



Abion at Dorrigo 2010

The Albion’s latest outings have been to the 2011 Rusty Iron Rally at Macksville, the Dorrigo Centenary Show and the 2012 Bellingen Show, where, still going at over 100 years it has been the star of the shows.

Now back in the farm shed at Dorrigo the old Albion has been joined by a new purchase of Rod’s - another younger lady Albion – “Bluebell” a 1910 A3 four seater tonneau. We are hoping they will produce some new little Albions!

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For Petrol, Steam & Electric Veteran Cars & Motorcycles

Friday 9th Saturday 10th & Sunday 11th November, 2012

Hosted by the Veteran Car Club of Australia (NSW) Inc

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Yes, I shall be attending and enclose my \$35.00 entry fee.

Entry fee includes welcome BBQ dinner on Friday night & morning Tea Sunday

Proposed itinerary

Friday 2.00pm , Shake down run & Wine makers talk

Saturday - Local Markets & Gold mining tour

Sunday – Antique store, winery & morning tea

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Names of

Passengers:
.....

VEHICLE DETAILS

Make and Model: Year:

Type: Petrol Steam Electric

 Car Motorcycle

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Driver:

Signed:

Signed:

Date:

Date:

Please complete and post to:
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Any questions, please contact:
**Russell & Chris Holden
Ph 0422 219 911
or email: russell@oldworldlamps.net**

1918 Cadillac 7 Pass Touring

Russell Holden

To the best of my knowledge, this car is the only remaining 1918 Cadillac in Australia, it was delivered on the 14th February 1918 as a KDC (knocked down crate) to McGrath Motors Sydney it was sent off to coach builders E. E. Agate of Summer Hill (a suburb of Sydney) one of the many early independent body builders that existed at the time, E. E. Agate placed a over large 11 pass touring body on the car with rows of jump seats to accommodate the full contingent of passengers required to make the transport business a viable operation. The car did several years service as a tourist vehicle in and out of Jenolan Caves, 2 hours west of Sydney. After that it was sold to a tow truck operator in the southern Highlands of NSW, where Ken Moss, purchased it in the early 50's in conjunction with Alby Frost. They put the body in for modifications back to a 7 passenger vehicle after which it was sold it to John Corby of Castle Hill NSW who held on to it for 54 years.

John had rallied the car extensively including the 1970 International Rally however it had proved to be somewhat unreliable, to the point where John had produced a special tow facility so that *"when it broke down he could tow it home"*. After several break downs John decided to pull it off the road and do some work to the car. Unfortunately (from my perspective) John did some major modification to the car over the next 20 years in an effort to improve it reliability as a touring car. The car never saw the road again as John became ill and decided to sell the car before it was completed. After having received a call to place an ad in the Spit &



Polish I rang John back to see if I could inspect the car, at first John thought I wanted to check if it really was a 1918 model before advertising it and was very relieved when I told him *"No, I'm thinking of buying it"*.

Upon inspection, I noted the extensive modifications and the incorrect sized wheels and the amount of passion and time John had place into the car. John had also undertaken a complete rebuild of the motor which was handy to know. It still sported it 1960's pale yellow body and chocolate brown guards which did not enhance the very different Australian bodied lines. The top was a 1920's creation which was permanently fixed so it could not fold. I took extensive photos and returned home to *"discuss the car with Chris"*. After a few days and some further discussions with John we decided to by it and organised to collect the car.

After removing a number of the modifications that had been installed I brought the big V8 back to life and it ran very well. The handmade radiator that was fitted was a real concern but I decided to venture out with it and after a Rego check Andrea & I decided to drive it to the Henry Lawson Festival in Gulgong on the June Long Weekend, that was four years ago. The car used 25 litres of water to get there and 30 to get back, 28km each way! After it was back home safely in the shed it started to make a rattle somewhere in the motor. To cut a long story short, the skew gear that drives the twin water pumps was starving for oil and had worn severely so a motor pull down was necessary. Having decided to do a motor job we also decided to do a full restoration so I knew it would be off the road for some time. After pulling the motor and gearbox out and sending the motor off to Barry Shinfeild for the front end rebuilt, we started on the body.

I purchased at Hershey Swap that year an original blue print of the Cadillac 7 pass which clearly indicated correct layout, door patterns and seat pleating and I also visited an original unrestored car in Washington State so had a really clear idea of what need to be done. First I made some modifications to the jump seat area so they fold correctly and had a nice area to sit when they were folded (which is most of the time). After that we look at the

top and decided to discard it as it just was not correct. I was lucky enough to be put onto a 7p top in California so into one of our containers it went. So with the correct top on the way, repairs to the body completed, the motor and gearbox re-installed and a new radiator fitted, we sent the car off to be repainted and then upholstered in the correct patterned black leather. Whilst the back is decked out in leather and carpet the front is in Grey Battleship Linoleum with correct aluminium trim.

In response to an ad on a web site I manage to purchase a set of 25” Kelsey Haines wheels correct for the car from Detroit to replace the 23” wheels that had no doubt be placed on there some time after the war, these wheels now sit on a ‘23 Caddy in Queensland so all worked out well for a couple of Cadillac owners. I also, courtesy of our membership of the Cadillac LaSalle Club, Canada was able to purchase the remains of what was listed as a 1919 Cadillac and after some discussion with the seller Dan Keating we identified it as a 1918 and with a great deal of assistance from Dan, managed to get the major parts from Saskatchewan Canada (smack bang in the mille of nowhere), to Long Beach Ca. and then to Sydney and finally home to Mudgee. So we were now in a position to bring the car nearly completely back to its original condition. So while it still sports the non original water pumps (so if anyone can assist with a pair of originals that would be great?) but otherwise all other components are correct and it now sits on its correct wheels with period correct dog bone pattern tyres.

It is now running nearly completely restored, very drivable and I think it will prove to be a very reliable touring car. I still need to finish the restoration of the Astor screen and wire in the side & tail lights. After a few more runs up & down the drive I’ll do a re-check of the brakes, clutch, wheel bearing and it will be ready for road registration. The top will come in the next couple of months - I’ve purchased an industrial sewing machine so I just need to get the hang of it & I will have a go myself. In the mean time will enjoy it as it is.

So it will have soon returned to its former glory and we look forward to touring it extensively.

Dress for Motoring in 1902 (continued)

Edited by Max Boardman

Again extracts have been taken from that old book, ‘*Motors and Motor-Driving*’ - April 1902, with some of the support photographs and advertisements obtained from other more recent publications, one in particular being ‘*AUTOMOBILIA*’ by G Gardiner and A Morris – 1998.


In the book ‘*Motors and Motor-Driving*’, the activity of ‘Motoring’ had been accepted by 1902 as a ‘Sport’ and a portion of the book had been dedicated on how to dress for this outdoor activity. Following *Lady Jeune’s* insight on the “*Dress for Ladies*” was a section for men, written by the President of the Automobile Club de France.

The *French Baron* stated that: “when driving at twenty miles an hour the wind will actually pass through tweed overcoats and cloth garments: the air will be felt whistling round the ribs, and coats become distended behind like balloons”. And that: “many drivers object to using rugs, for fear that, inadvertently the tail of the rug may work underneath the clutch or brake pedal”.

As a replacement for the rug an English firm made a clever adaptation, a garment, bell shaped and made from waterproof *Melton* cloth, resting on the shoulders and reaching below the knees and being very full in the skirt.

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MC76 "Dorby" Cloth to best India Rubber Sheeting ... each **23.**



80

Another waterproof garment, also coming from the City of London, was a kilt made of strong india-rubber material. The kilt is worn high around the waist, buttons down the side, and reached below the knees. The manufacturer of this garment points out that: *“If the driver’s seat becomes a pool of water the wearer of this kilt remains in blissful ignorance of the fact”*. (Editor’s comment; we all know and have experienced the puddles that can form in tufted and buttoned leather hide upholstery, if not ask Peter Weir and his Bundanoon episode.)



The *Baron* also points out a further advantage of the impermeable kilt; *“that in very cold weather if it be found necessary to alight from the carriage to make some adjustment, the hot envelope of air is still retained under it”*. (At this, the Editor’s mind wandered as to other possibilities of warmth.)



Both *Lady Jeune* and the *Baron* conclude that goggles worn by the motorist are almost indispensable. In summer, to protect from rising dust from other passing cars or when driving at high speeds, with the blow of a small fly on the eyeball, both are enough to cause temporary blindness. In winter the cold air on the unprotected eye causes inflammation and also in winter it is found desirable that a piece of material attached to the glasses should hang down as low as the mouth to stop chaffing and runny-noses.

Finally, one of the closing statements given by the *Baron* was that, *“generally speaking a motor owner should dress in a manner to thoroughly protect himself from the cold or heat and at the same time retain so ordinary an appearance as to avoid public attention and suspicion”*.

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Contact: Alistair Clarke 0427 874 272

Email: a.oldcar@hotmail.com

[6-12]



For Sale: (cont)

- 1-Boa Constrictor horn, 8" round bell, 5ft tapered tube, with mounting bracket, plated, New bulb, \$2,200 ono
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[6-12]

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1917 Model 85T Overland restoration project.

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Contact: Rick on 02 40267236 or 0422185755
[8-12]

Wanted:

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

Contact: Jeff Palmer (02) 4957 2737 Email: jasper.1912@bigpond.com
[6-12]

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