

SPIT AND POLISH

JOINT PATRONS

Her Excellency The Honourable Margaret Beazley AC QC
Governor of New South Wales
and Mr. Dennis Wilson

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



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SPIT AND POLISH

WEB PAGE: www.vccansw.com

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

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

Cover Photo:-

*John Fryirs in his 1908 Renault and Bill Heeney navigator,
crossing the Lachlan River in Forbes on the run to Grenfell,
during the 2018 National Tour - Forbes.*

Photo courtesy of Allen Davis, official photographer of National Rally.

Committee of Management

OFFICE BEARERS:

		HOME	BUSINESS	FACSIMILIE
PRESIDENT	Doug Fulford	4654 5432	4655 7944	
		Email: dougf@people.net.au		
VICE PRESIDENTS	Phil O'Loan		Mob: 0439 223 031	
		Email: philoloan@optusnet.com.au		
	Graeme Newman	4392 1035	Mob: 0412 138 063	
		Email: kazngrae@bigpond.com		
SECRETARY	Louise Yeomans	9884 9314	Mob: 0488 082 611	
		Email: louise.yeomans1@gmail.com		
TREASURER	Geoff Yeomans	9884 9314		
		Email: geoff.yeomans1@gmail.com		

COMMITTEE MEMBERS:

EDITOR	Neville Preston	4352 1533	Email: nevpreston@gmail.com
REGISTRATIONS OFFICER	Neil Martin	9632 5047	Mob: 0417 236 495
HALL LETTINGS	Robert Fordham	9899 4395	Email: rfo292535@bigpond.com
	Peter Martin	4657 2994	Mob: 0418 865 235
WEB CO-ORDINATOR	Abbey Newman	4392 1035	Email: abbeynewman@gmail.com
EVENTS CO-ORDINATOR	Graeme Newman	4392 1035	Mob: 0412 138 063 Email: kazngrae@bigpond.com
CHAIRMAN INVESTIGATION & DATING	John Burke	4991 1806	Mob: 0412 821 945
LIBRARIAN	David McCredie	9653 2592	

SUB COMMITTEES:

INVESTIGATION & DATING	John Burke	4991 1806	Mob: 0412 821 945
	Neil Martin	9632 5047	Mob: 0417 236 495
	Max Roberts	6545 3410	6545 1045
	Ian Streatfeild	9457 8449	Mob: 0488 248 177
	Neville Preston	4352 1533	

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: kazngrae@bigpond.com	
MaSH CHAIRMAN	Doug Fulford	4654 5432	4655 7944	
			Email: dougf@people.net.au	
SECRETARY/TREASURER	Kevin Boardman	4654 5499	Email: kboardman13@bigpond.com	
LEGAL ADVISOR	Andrew Aitken	8987 0000	8987 0077	

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

134 Queens Road, Canada Bay, 2046

JOINT PATRONS:

Her Excellency The Honourable Margaret Beazley AC QC
Governor of New South Wales
and Mr. Dennis Wilson

Minutes of Monthly Meeting of VCCA (NSW) Inc.

Owing to the COVID-19 Virus, all meetings and events have been cancelled until further notice.

Dear Members,

With the very concerning and increasingly active COVID-19 Virus, future VCCA(NSW) Inc the committee has decided that all meetings and events will be cancelled until further notice. Unfortunately this includes the annual Blue Mountains Rally. This is disappointing but it is in the interest for our members that we take this unusual precaution and hopefully in the short term we can resume our normal activities.

Take care!

Louise Yeomans
Hon Secretary
VCCA (NSW)Inc
17th March 2020

Please note as your Editor I am still going to list up and coming events just in case that there may be a sudden change in our restrictions.

*Nev Preston
Editor*

Events Calendar - Club Events

MAY 2020

- 28th Committee Meeting starting at 6.45pm
28th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
29th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

JUNE 2020

- 12th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
12th-14th **Newcastle Branch Singleton Run.** Meet at Max & Joan Burke's at 9.30am. *See Page 6 for details.*
16th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
25th Committee Meeting starting at 6.30pm
25th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
26th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

JULY 2020

- 5th **Sydney North Breakfast Run** *Details to follow*
10th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
21st Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
23rd Committee Meeting starting at 6.45pm
23rd Monthly Club Meeting at Club Rooms, Fivedock at 8pm
24th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

Events Calendar - National Rallies

OCTOBER 2020

11th - 17th VCCA National Veteran Rally 2020 - Swan Hill. Our official rally website is now up and running. You will find this via our club website - www.veterancarclub.org.au. Click on "National Rally" at top of page and follow the links.

Here you will find an on-line Expressions of Interest form (preferred method). Fill it in now to stay up to date with rally information. 1st Newsletter is anticipated before Christmas.

Shifted to 2021 actual dates unknown

OCTOBER 2021

17th - 22nd The National Motorcycle Rally to be based in Manjimup WA.

24th - 29th The National Veteran Rally to be based in Busselton WA. *Shifted to 2022 actual dates unknown*

Coming Events

1 & 2 Cylinder Rally

29th to 31st May 2020.
Orange.

Spend the weekend touring the Orange region starting with a Friday lunch and afternoon drive. Saturday we will tour the local area and a lunch stop and afternoon drive. Saturday Evening Dinner and Farewell Sunday.

Dave & Larna Perry
Ph: 02 63 650 657 M: 0421 985 162

or

Russell Holden
Ph : 0422 219 911

Expression of Interest Form on Page 19 of March Spit & Polish



I have spoken to Russell and he is of the same opinion that I am and that is, we have no choice but to postpone the 1&2 Rally in Orange until latter in the year once the current restrictions have been lifted.

We are still prepared to go ahead with the event in the future but for now I would like to advise the entrants of the situation so that they can cancel their accommodation.

Once things settle and there is some direction as to when we can pencil in a date please keep me advised so that we can go ahead with the rally.

I would like to have the add in the Spit and Polish reflect a postponement and not a cancellation.

Regards
Dave Perry

Newcastle Branch - June Tour Singleton

This year the event will be held on the Weekend of the **12th to 14th June.**
(Friday, Saturday and Sunday) which is the weekend after the long weekend.

Motel

Charbonnier Hallmark Motel, Singleton.
(02) 6572 2333

mention the Veteran Car Club when booking

Dinner and Breakfast available in motel Restaurant

Any queries contact John Burke
Ph (02) 4991 1806 (AH) 0412 821 945 (M)

Entry Form on Page 20 March Spit and Polish

SILENT AUCTION OF EXHAUST WHISTLE

At the Swap Meet Russell and Christine Holden kindly donated an exhaust whistle for auction. So all club members have the opportunity to own this magnificent exhaust whistles a silent auction will be held.

The exhaust whistle has four resonance brass tubes each stamped with



*Aermore
Pat'd
Jan 23 1912
Aug 20 1912
USA*

The pipes are 6 1/2", 8 3/4", 10 3/8" and 12 7/8" in length. There is a steel flange and bracket to attach the exhaust whistle with Culver City Calif Box 174 and Lucas Engr.

The exhaust whistle has been valued at over \$300 and the reserve price is \$200. Make a bid in writing by 15 June and send it to the Editor. (E: nevpreston@gmail.com or post to 18 Byron St., Wyong 2259)



Membership Fees

A reminder that membership fees for the Veteran Car Club of Australia (NSW) are due at the end of June for membership of **2020-2021**. If you have paid for three years in advance your fees may not be due this time.

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

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

Any unidentified payments will be considered as a donation.

Geoff Yeomans
Honorary Treasurer

Editorial

Thanks to all the members for the articles received for this edition of **YOUR** Spit and Polish. Keep up the good work, it makes my task as editor that much easier in this quiet time. Since we are no longer having outings it is even harder.

No outing this month, COVID-19 restriction on events. Thankfully quite a few members supplied me with some articles, those members being Louise Yeomans, Graeme Newman, Doug Fulford, Andrew Benoit, Abbey Newman, David Crisp, Jenny Fawbert and some light-hearted humour from Ron Hattersley.

Coming events for the next month or so are, which will more than likely be either postponed or cancelled: the 1&2 Cylinder Rally to be held at Orange (*which has been postponed*). A bit later there is the Newcastle Branch June Tour at Singleton.

At the moment I have a **small** supply of material, and for the magazine to be able to keep going I need more articles. now is the time to do something about it whilst you are in hibernation for the COVID-19. So if you have something it would be appreciated.

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

Finally I would like to inform you that I will not be standing for the job of Editor at the AGM in August. So now is the time to start looking for a new Editor.

Remember this is ***“YOUR MAGAZINE”***.

Enjoy your Veteran motoring when we can start using our veterans again.

Nev Preston



Paddy is driving home from the pub and gets pulled over by a Police officer.

The officer says. “Good evening sir, do you know why I pulled you over?”

Paddy replies. “I’m guessing you think I was drunk driving.”

The officer informs Paddy that he is correct and tells him. “Tell you what. My shift is ending soon so if you can spell the alphabet backwards, I’ll let you go without any fuss.”

In a clear and calm voice Paddy quickly says, “ZYXWVUTSRQPONMLKJIHGFEDCBA.”

The officer, who is impressed by the oration, now believes that Paddy is clean and states. “Wow, I couldn’t do that sober.”

Paddy replies, “me neither.”

Correction to Email Address

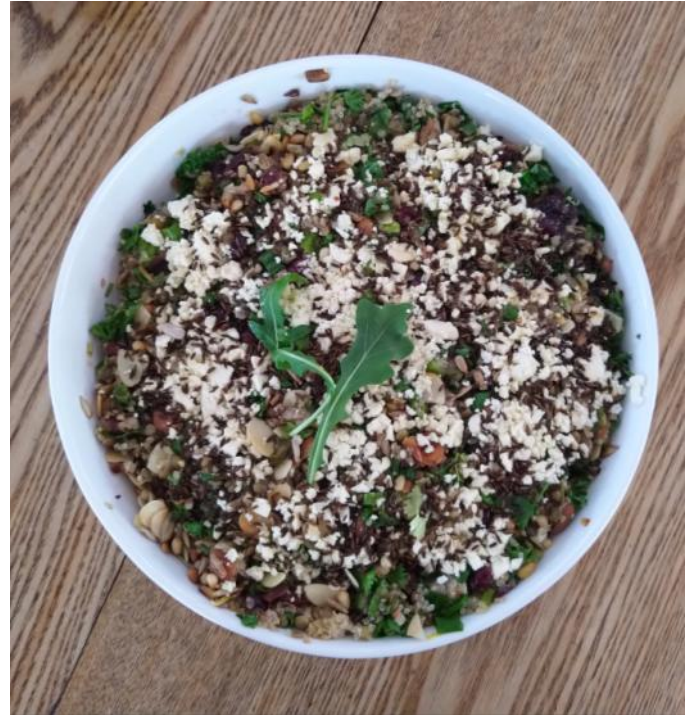
Correction to Alan Barker’s email in the National Directory
aldenbar1@hotmail.com
the 1 is missing.

Mediterranean Salad

This was one of the salads served at the Sydney Christmas Party and I have been asked for the recipe as it was very delicious.

Ingredients

- 1 cup McKenzie's Lentils, quinoa and beans superblend
- 1 small red onion slices or 4 shallots chopped finely
- 1 cup fresh coriander, finely chopped
- 1 cup fresh parsley, finely chopped
- Zest and juice of one lemon
- 2 tbs capers
- ½ cup currants or cranberries
- 2 tbs pine nuts
- ½ cup sunflower seeds
- ½ cup olive oil
- ½ cup flaked almonds
- 1 tsp cumin seeds
- 150g feta cheese
- 1 tbs honey



Method

1. Rinse lentil mix, add to 3 cups of boiling water and simmer uncovered for 10 minutes or until cooked. Drain well.
2. Add to a large bowl with red onion, coriander, parsley, lemon zest and juice, olive oil, capers and currants. Gently combine.
3. Toast pine nuts, sunflower seeds and flaked almonds and add to lentil mix.
4. Toast the cumin seeds. Just before serving scatter over the salad with the feta cheese and drizzle with honey.

Louise Yeomans



The Saga of “Tilly the Talbot”

by Jack Dance (Published in the Veteran Gazette 1980)

It would be about 1956 or 7 that my interest in veteran cars was aroused after having seen the film Genevieve and later the car itself taking part in our Blue Mountains rally. It was further boosted after seeing Ken Moss's 1909 Panhard Levassor which had been bought by his grandfather in that year and in his will stipulated it was never to be sold but to remain in the family.

About this time I noticed an advert in the Sydney Morning Herald to the effect that a man in Grafton on the North Coast of New South Wales had a 1908 Talbot for sale, this was in 1958. Phoning him immediately he informed me that the car had been sold some half hour before to somebody in Sydney so that was that.

Speaking again to Ken Moss and asking him to let me know should he hear of anything suitable in the way of a car he said, “Go and see George Williams you may be able to do some good with him as I know he stuck for room for a Rolls Royce Ghost he has just acquired”. Getting in touch with George we went and had a look at his collection and eventually he decided to let me have a Talbot he had recently bought and would you believe it was the same one I had rung up about a few weeks previously. The deal with the Grafton man had included two chassis's both incomplete but capable of building one good one out of the two. No body parts whatsoever but mechanically it was reasonably complete so much to my delight I was happy owner of a heap of rusted early automobile with the whole job in front of me.

I am no motor mechanic and less of a bodybuilder, but with the help of good friends we eventually produce

something resembling a veteran car. I might mention that I had joined the veteran car club of Australia New South Wales in 1958 and by March 1959 the car was sufficiently mobile to take part in the Blue Mountains Rally in which we encountered many and various problems from choked petrol pipes to non-functioning magneto and a host of minor problems but suffice to say we completed the course under our own steam and mighty proud we were too.

It was this year that we had decided to have a trip around Australia in our 1936 Rolls Royce, which we did, taking eight months



“Tilly” on the 1959 Blue Mountains Rally

on the journey. During this time I had left the Talbot in the expert care of a very good friend, George Potter, who drove it on a couple of outings and kept it in good order for our return. In 1960 having again participated in the Blue Mountains Rally, we (my wife and I) decided we would give the car a really good run so we entered the South Australian veteran car rally to the Barossa Valley. Looking back on it now there's no doubt we were pretty game as the car was far from being proved for such a long trip, but nevertheless we set off full of enthusiasm and hope and had a wonderful time. People we met on the road thought we were either pioneers or balmy but for all that the dear old thing never missed a beat in the whole 2000 miles plus until we were within 100 miles of home when the magneto laid down and died however we were able to get it fixed and arrived home only one day late. Incidentally we won the trophy for the vehicle driven the longest distance under its own power.

The long distance touring had really got into our blood so we entered the V.C.C.A (Victoria) Annual Sorrento Rally in the same year with again the same trouble free performance. I would like to say that my wife was a wonderful help and inspiration to me on these long runs and although her mechanical knowledge is nil her just being there was of tremendous help to me and I'm sure she enjoyed it all as much as I did. Somewhere about this



"Tilly" on the 1979 Silver Anniversary Rally

time I began having doubts about the year model and so I got in touch with Mr Lee Major of Rootes Ltd in Coventry who very kindly supplied me with a complete history of the car including the actual date of assembly June 26th 1911 so I was able to have the car officially dated. We thought it would be a good idea to give the car a name and so she was christened "Tilly the Talbot" or just "Tilly" for short and as such is I believe, fairly well known to quite a number of veteran men throughout the eastern states in particular.

We continued with our love of long runs and again took part in the Victorian Sorrento Rally, but our mechanical luck was temporarily running out. On the morning we were to start our return home from Melbourne, I noticed a clicking noise coming

from the vicinity of the gearbox. Asking the young mechanic at the garage where we had left the car what he thought it was, he encouragingly said, "a tooth off one of the gears". So the gearbox was removed and all the gears taken out and sure enough there was a tooth off the cluster gear, and would you believe, we never did find that tooth. My good friend Gordon Taylor came to the light with a brand new cluster and the whole thing reassembled, and we were ready to go again the next day. But the gremlins weren't finished with this yet, as when I cranked up the engine there was a loud bang and somebody on the footpath said "there's something running out underneath" and there sure was, gear oil and chunks of gearbox the selector shaft had come adrift and punched a large hole in the side of the gearbox. So back to the workshop where the two young mechanics had done the previous job, and out with the gearbox again. They did a first class job of welding the gearbox back together again, and the next day we were on our way home once more, arriving safely and only a couple of days late.

Seventeen years and many thousands of miles later the gearbox is still running perfectly. Altogether we had five visits to Melbourne over the years. In 1965 we shipped 'Tilly' aboard the 'Iberia' for the International Rally in New Zealand where we spent six most enjoyable weeks touring both islands and basking in the warm hospitality of the New Zealand people, truly a trip to remember.

Moving a bit closer to the present, my wife, under doctor's orders, was unable to accompany me on any subsequent trips and so I was dependent on some of my mates who could afford the time to come with me. So, in 1974 we set off for Adelaide again for the South Australian National Tour where we once again collected the trophy for the car travelling the furthest distance under its own power. This came about because of the numerous blockages and detours we had to make after heavy flooding in the Riverina. 1975 saw us in Ballarat for the Victorian National, and in 1976 in Noosa Heads for the Queensland National, then of course the 1978 International, and what a beauty that was.

The most recent trip was our New South Wales Club Silver Anniversary Tour out west of Sydney for 10 days, a most enjoyable occasion. In my opinion veteran motoring has just so much to commend it as an absorbing hobby, that my enthusiasm is as keen today as it was 21 years ago when I joined the Club. We raise money for deserving charities (especially children) and at the same time derive much pleasure in driving and displaying our treasured cars. We also make many friends interstate and internationally, we see many interesting places and all the time we're keeping alive the history of the early days of motoring.



*"Tilly" at the Taronga Zoo, October 2016.
With current owners Barry and Dorothy Shinfield.*

FROM BRISBANE TO THE BLUE MOUNTAINS.

Will L Grant

This is the balance of Will L Grant's account of his trip in a Studebaker from Brisbane to the Blue Mountains as published in The Daily Mercury (Mackay, Qld) on Wednesday 5 April 1916. The first part was in the April edition of "Spit and Polish".

We spent a busy and pleasant week in Sydney visiting all the theatres, the best plays being "So Long Lotty" (a musical comedy), "Tivoli Follies" (vaudeville), "Twin Beds" (comedy), "National" (vaudeville), "'Dick Whittington'" (pantomime) and "The Spoilers" (drama).

Leaving the city on Tuesday, January 25th at 1:30 pm, along that terrible Paramatta road again, we passed through Parramatta (15), Penrith (34). Emu Plains, a hot wind blowing all the time, and then climbed the range to Blaxland and Valley Heights (45), where the atmosphere changed, for we were now among the Blue Mountains and passing Springwood, Woodford. Lawson (57), Wentworth Falls (61). and Leura arrived at the Carrington Hotel, Katoomba (65 miles) at 5 o'clock. The beautifully cool climate of "the mountains" was invigorating and health restoring, so we spent an enjoyable three weeks there instead of journeying on to Melbourne as we had intended. At least half the number of days we were there fires had to be lit in the lounges and drawing rooms for warmth, and we used blankets and an eiderdown every night. On our mountain motor trips we had the company of Mr. F. Black, Miss Eva Black and Mr. M. .T. Boirne on several occasions. The visits included all the noted sights at Medlow Bath, Blackheath, Kinimbla Valley, Echo Point, Wentworth Falls, Leura, Mt. Victoria and the world famous Jenolan Caves. The latter run was made with a party from the Studebaker Corporation Sydney in a new 1916 seven passenger six cylinder 60 h.p. Studebaker which they (the Studebaker people) presented to the "M????? Battalion" at Ca????a camp (Sydney) to take on active service.

On Tuesday, 15th February, we ran down to Sydney, in very good time, and after a busy week in the city started on our homeward trip on Tuesday 22nd at 8:30. We traversed the same roads (except the disused one) as far as Wollombi: then turned inland to Broke and Singleton (142 miles). Although it was after 5 o'clock the roads were so smooth and enticing that we continued on to Muswellbrook (171 miles), 29 miles distant, and stayed the night. That 29 miles we travelled in a few minutes over the hour — pretty good travelling on a strange road. The verandah of the hotel at which we stayed (Eaton's) was the widest I've ever seen - 24 feet wide! A terrific thunderstorm broke during the night and taking a wrong turning out of the town next morning we lost an hour and also the rubber off a rear tyre through slipping and skidding on a greasy gully bank. Getting back to town we started afresh at 9 o'clock and made, splendid pace through Aberdeen, Scone, and Murrundi. Just before the latter town was reached we ran into a heavy thunderstorm, and while we climbed the Liverpool Ranges the lightning was most vivid and dangerous and the thunder aweinspiring. The streets of the township of Willow Tree were like a cut-up cow yard, and, a few miles further on, we were blocked by a vile smelling mountain torrent, caused by the heavy fall of rain. Taking an alternative route we had several ugly crossings to make, owing to the exceedingly heavy rain washing the soil and sand from the farms into the roadway and gullies, until we reached Wallabadah. Passing though the immense station, Goonoo Goonoo, where the roads (black soil) were very slippery and treacherous, owing to the rain, we reached Tamworth (only 100 miles for the day) at 4.45 p.m., and gave the car a much-needed hose clown. Here I met another Studebaker overlander with a

car exactly like mine, on his way home to Newcastle after a run to Brisbane, so of course we spent the evening exchanging experiences of the road.

Having made such slow progress we made an early start next morning, 6:30, especially as we had the worst ranges of the whole trip to face that day. The first were the Moonbi Ranges, which proved pretty severe owing to the recent rains having cut many small gutters and wash-outs on the surface. The weather was beautiful, in fact cold; we were travelling through mountain mists for many miles and had to keep the windscreen tightly closed. Twenty miles from Armidale, my first delay occurred, a front tyre bursting; but the wheel was changed and we were doing 30 miles an hour again in 10 minutes, and arrived in Armidale, 69 miles from Tamworth. Here we got letters from Mackay and were away again by 10:25. Before reaching Guyra the hardest climb of the whole trip was met with. After climbing for miles this "Devil's Pinch" as it is called is tackled, and it is so long and so steep that it takes a good car to surmount it. I used more first gear on this climb than in all the rest of the trip so you may judge it's "some climb." as the Americans say. As we passed through Guyra a show was in progress and the place was alive with side shows, circuses and other entertainments in tents, but being in a hurry we rushed on over the Ben Lomond Range through Glenege and to Glen Innes.

Glen Innes and Armidale are both very fine towns, and the roads on either side and between them perfectly formed and kept. After a good lunch we pressed on through several small townships, and at one place on the road, after a hard climb [came across a summit board] marked "The ????????" and then a steep descent along a winding road down the range, not unlike the Coffs Harbour road took us into Bolivia.

I forgot to mention that whilst the ferns, bracken and undergrowth were to be seen all along the roads through the northern rivers, the country from Tamworth onward seemed bare and without any undergrowth, but in place of this were the most exquisitely shaded young leaves on the shrubs. The general colour was silver, but the young shoots and their tender leaves were as pretty as any flowers. I guess they were a specie of silver wattle.

We reached Tenterfield (192 miles) at 4:45 pm., after passing another summit board giving a height of over 3900ft. We made another early start from Tenterfield through Wilson's Downfall and Acacia Creek, where we passed through the border gates on to Warwick; at Warwick we had morning tea. On the road to Towoornba, near Greenmount, our only other delay took place, another burst tyre causing ten minutes' stoppage. Arriving at Toowoomba at 2:45 I secured the loan of a spare tyre from the Studebaker garage in case of any further trouble and started at 3:15 to do the 93 miles to Brisbane (rather a big order), but what with indifferent roads and the want of proper direction boards (so very different from New South Wales), I lost valuable time and getting dark we stayed in Ipswich that night, and made the run into Brisbane (20 miles) before breakfast next morning, through heavy rain all the way.

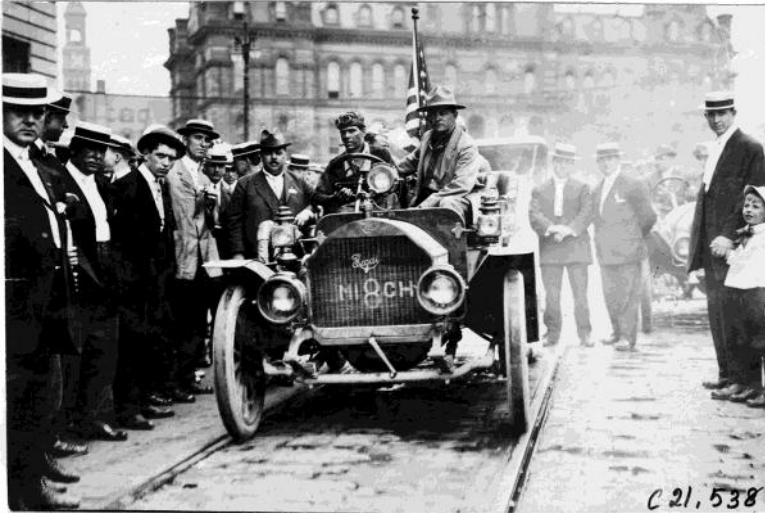
The run from Sydney to Brisbane therefore really only took four days, and- if one were "speeding" could be done in a good deal less. It is a trip I look forward to doing again, and my experience shows that, given a good car, there is no need to fear trouble - in the whole trip we only departed from the proper road on three occasions and then for only short distances, and our total delays with the car were less than half an hour, surely not a bad record on a 2000 mile trip,

Article supplied by Doug Fulford

The Regal Model N

Andrew Benoit

The Regal Motor Car Company was founded in Detroit in 1907 by the brothers Charles, Bert and J.E. Lambert and Detroit engineer Fred W. Haines. Paul Arthur was hired to design the cars. One of the Regal's early employees was Robert Hupp, who had moved to Regal from the Ford Motor Company and went on to found Hupmobile. The Fisher Body Company supplied Regal with bodies and Clayton and Lambert supplied running boards, guards, bonnets and radiator shells.



Regal Plugger on 1909 Glidden Tour

In its first year the company produced a total of 50 cars. Unfortunately the car had major flaws and in 1908 all fifty 1907 cars were replaced at no charge to the customer. The 1908 car appeared to have all the problems sorted out and in 1909 the New York agents for Regal drove a 30HP Plugger model from New York to San Francisco in 30 days, in a continuation of that year's Glidden tour.

In 1910 Regal expanded their lineup to include an underslung car, the Model N, which remained in production up until the end of 1914. The Model N was available as a roadster, a tourer and a coupe and was advertised with the slogan "The car that won't turn turtle". From 1915 to 1918 the

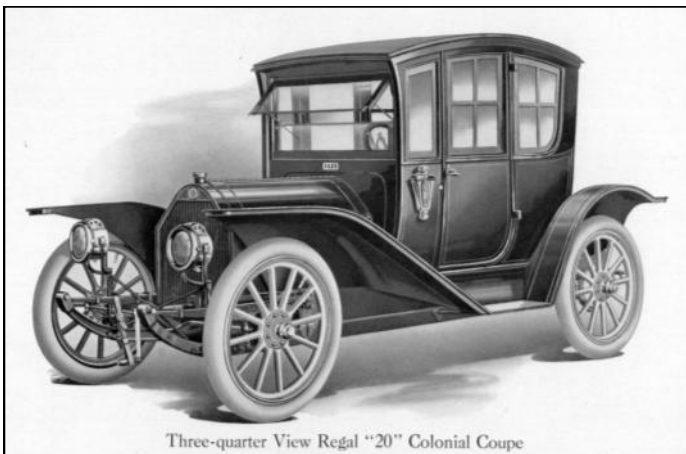
company produced cars of a more conventional design, with both four and eight cylinder engines available.

The 1910 Model N came out with a 100" wheelbase. In 1913 this was increased to 108". The car rides on 25" wheels, which help to increase the overall ground clearance. Additionally, the engine sits on a tubular steel subframe that raises both the engine and the driveline. The drivetrain consists of a cone clutch, propeller shaft with single universal joint and a three speed transaxle.

The 4 cylinder, 3.3 litre engine powering the Model N was designed and built by Regal. The bore is 3¾" and the stroke is 4½". The two main bearings are lubricated by a small brass gear pump mounted on the side of the sump. The conrods are 9 inches from the



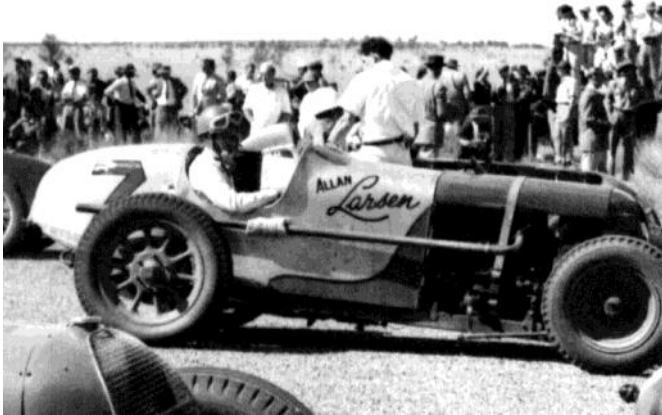
My 1912 Regal awaiting restoration.



Three-quarter View Regal "20" Colonial Coupe

gudgeon pin to the big end and have poured bearings with dippers for lubrication. The second and third cylinder share a Siamese exhaust port. Cooling is by thermosiphon. The car has a dual ignition system with battery for starting and a low tension Michigan magneto for running. The Michigan Magneto Co appears to have had limited penetration into the automotive market although numerous ads for the "Marvelous" Michigan Magneto appear in Motor Boating magazine, suggesting greater success in marine applications. The carburettor is a Schebler Model L.

Interestingly, the crankcase and cylinder block were cast by Ferro Machine and Foundry Company in Cleveland. At the time Ferro were the largest manufacturer of two stroke marine engines in the world. Later in the teens Ferro designed and manufactured a family of monobloc, detachable head, overhead valve V8 & V12 engines. These were used by Briscoe, Scripps Booth and Jackson (Wolverine Eight).



Allan Larsen at the 1949 Australian Grand Prix

On the local front, there were 58 Regal cars registered in NSW during the teens, with at least one still running around Sydney in 1919, operating as part of a **medical flying squad during the Spanish Flu outbreak.**



1911 Regal at the Petersen Museum

During the twenties and thirties the Regal Model N was popular as a basis for racing specials, in part due to its low centre of gravity. One fairly well known special was a 1911 Model N that was initially modified with Austin 20 running gear and later fitted with an army surplus Cadillac V8 that had powered a searchlight during World War II. Driven by Allan Larsen the car finished 5th in the 1949 Australia Grand Prix. Although the car is listed as a Cadillac Special in the literature of the day, the distinctive Regal rear dumb irons and front spring tower can be seen in photos of the car.

Earlier in the year I visited the Petersen Museum in Los Angeles. The museum has a 1911 Regal Model N that was restored in the 1960s by the local Cadillac dealer. The museum director Leslie Kendall kindly let me have a close look at the car. It was interesting to see the differences between this car and mine, which is a 1912. Amongst other things, it seems like Regal had some major problems with the suspension geometry in the earlier car. There is a short article on the Petersen car in the November 1971 issue of Road and Track magazine.



Nurses at Riley St., Surry Hills - April 1919 during the Spanish Flu outbreak.



Nurses leaving Blackfriars Chippendale - April 1919 during the Spanish Flu outbreak.

Australian Bi-Centenary International Scenic Rally of 1970 for Veteran and Vintage Cars and Motor cycles

They came from all over the world; they came by sea, by air, by road; they came in ones and twos and threes, in all shapes and sizes, in leisure and in haste. But they came.

Four hundred and eighty-four vehicles, comprising 442 cars and 42 motorcycles converged at Sydney prior to the start of the 10th International Veteran and Vintage rally, the largest motoring event (numerically) ever held in Australia, and perhaps the world.

The first taste of International togetherness came at the briefing meeting held on the Thursday evening prior to the start at the Wentworth hotel in Sydney. Here drivers, navigators, and officials met in the vast ballroom and enjoyed a cocktail party whilst being briefed on all aspects of the Rally. Over 2000 people were present, and the atmosphere was tense and exciting. Entrants received their "Rally packs" containing route instructions to the Victorian border, vouchers for free Mobil Oil and fuel for the entire distance, Dunlop free tyre service details, maps, car numbers etc.

On the Thursday and Friday nights prior to the start, all cars were parked in the undercover parking area at the Big W store at Liverpool, where the public was allowed admittance. Thousands of people flocked to see the cars here, and the sight of so many beautiful vehicles together was enough to make the mind boggle.

The start was from Warwick Farm motor racing circuit on the Saturday morning, 4th April, and the first car to be flagged away was a 1900 Darracq, the oldest car in the rally, owned by Mr. J E Pickvance of England. The rest of the vehicles followed at 10 to 15 second intervals, and the entire field was away in approximately 2 hours. Thousands of people farewelled the vehicles at Warwick Farm and lined the streets of Sydney.

Police assistance in traffic flow from the start was excellent and allowed all entrants to get out of the suburban area smoothly and without incident.

The weather was beautiful, the roads good, and drivers soon settled down to enjoy some real Vintage and Veteran motoring. The Veteran and Vintage sections soon parted company, the Veterans heading for their first overnight stop at Bowral, and the Vintage for Goulburn. At the end of the first days run every vehicle but one had arrived at the stopover points. The only mishap so far was the White Steamer which had broken a crankshaft at Appin, but after much toil was able to catch up to the field during the stopover at Canberra.



1905/06 White steam car A.B McInnes (Vic)

The drive over the Macquarie Pass was an early test of hill climbing ability, the road rising 2000 feet in five and a quarter miles. Some cars boiled, some of the motorcyclists pedalled, and some Veteran owners walked beside their cars to ease the burden.

Several more cars developed ailments on the run into Canberra. J McMillan's Talbot arrived on a trailer, a 1930 Phantom Rolls Royce II was having severe overheating problems, and a 1910 Rolls developed fuel trouble. Canberra was the first major stopover city and the entrants had four days here to relax, sightsee, shop and work on their vehicles. Also, this is where the first progress results were published, and showed Jack Winter (1912 Minerva) to be the overall leader with a loss of only 14 points, and Eric Milkins (1930 Invicta) leading the vintage section with a loss of 15 points. At this stage, entrants well placed started to try really hard, and the competitive side of the event quickened in tempo.

The Mobil Service stations put on a roaring welcome to the rally vehicles at Canberra, with jazz bands playing, and attendants dressed in period costumes, and it seemed the whole town was out to welcome us.

Whilst in Canberra, several organised tours were held. The Vintage section drove out to a sheep station 50 miles away for a real country barbecue, whilst the Veterans attended a similar function at Tidbinbilla Homestead. The following night many attended a monster wool-shed dance and barbecue, which was a great social success. The overseas entrants seemed most impressed with our capital city, which looked its best with all the trees and gardens in their Autumn colours.

All vehicles left from the Northbourne Oval at Canberra early on Thursday morning, 9th April, and a large crowd of locals got out of bed early to bid the cars farewell. The Veterans headed for Cootamundra and the Vintage section for Wagga. Before long Alan and Barbara McInnes were again plagued with troubles in their White Steamer. But against all odds, they battled on and completed the Rally under their own “steam”. A sub-event was held on the Vintage route at Jugiong, where all entrants were required to drive up the steepest hill between Canberra and Wagga. At the bottom of the hill, each driver was asked to forecast the time he would take to reach the top – a distance of 1.45 miles, with 2.5 minutes as the minimum, and points were lost for variation between actual and estimated time. Several vehicles were towed in Wagga including R. G. Rainsford’s Vauxhall, Dr. Johnsons Flint, with bearing trouble, and G Formby’s Citroen with clutch trouble.

On Friday 10th the Vintage section drove through Lockhart, Urana, and after an excellent lunch at Urana beside the swimming pool, on to Albury. The Veterans drove from Cootamundra, through Junee to their overnight stop at Wagga. The Veterans were caught in a VERY heavy downpour, the only rain on the whole trip. Many cars were temporarily held up with Wet electricals, and one gentleman was in drying his magneto with wife’s hair dryer - an original, but very effective method.

Saturday 11th was a free date for the Vintage entrance at Albury, and the Veteran cars drove from Wagga to arrive at Albury on Saturday evening. On Sunday all entrants drove the few miles to Hume Weir Racing Circuit for an interesting sub-event. This comprised a standing lap of the circuit, followed by a very tight slalom course, then the “bucket on a string” event, which is really quite ridiculous, but rather fun if not taken too seriously. All the Bentley and Vauxhall boys enjoyed the lap of the circuit; that's what their cars were really made for!



Lord Montagu's 1907 Napier (England)

Monday was spent on a leisurely tour of Beechworth, one of the oldest and most historic towns in Australia, and many of the overseas entrants were seen enjoying lunch at the historic Tanswells Hotel. On Monday night the briefing meeting for the Victorian section of the rally was held in the Civic Hall. This meeting is perhaps better forgotten, but it will suffice to say that the organizers had their problems, and in general, they were eventually “ironed out” (the organizers and the problems.)

All cars left Albury show grounds early on Tuesday, and followed a common route to Shepperton, through Wangaratta and Benalla. Shepperton was the overnight stop for the Veterans, whilst the Vintage entrants drove on to stay at Bendigo. On Wednesday, both sections drove to Echuca, where an excellent lunch was provided at the show grounds by the local Service Clubs. Then on to Bendigo for the Veterans’ overnight stop, and Shepperton for the Vintage section. Shepperton really turned on the hospitality on successive nights for both sections.

All entrants were treated to a magnificent wine and cheese evening at the Civic Centre, followed by a most interesting conducted tour of the Ardmona fruit canning factory.

Thursday 18th was the day of reckoning, the final leg into Melbourne. Both sections re-joined a common route at Kilmore, the final control for the competitive side of the rally. After lunch at Kilmore, the vehicles drove on to

assemble at Campbellfield for the final procession to the Exhibition Buildings in Melbourne. The cooperation of the Victorian Police was excellent in getting over 400 old vehicles into Melbourne as quickly as possible to avoid the peak hour traffic. It felt really important to drive through red lights with a Police escort.

A large crowd had gathered at the Exhibition Buildings to witness the finish of the rally where each entrant was presented with a very nice plaque by the Victorian Government to commemorate the rally.

There remained one final event, the Presentation Dinner at the Royal Ballroom on Saturday 20th, and what an event it was to be! Sixteen hundred people, including entrants, officials, organisers, and sponsors sat down to a four-course dinner, the largest sit down dinner ever held in Melbourne. Dancing till midnight, presentation of trophies, and bidding farewell to all the new friends from other cities and countries, and the 10th International Veteran and Vintage Rally was over.



1907 Thomas Flyabout 6 cyl 70HP, owned by Harrah's Automobile Collection (USA)

There are literally thousands of individual stories to



1902 Crestmobile E.M Delaney (NZ)

this Rally, each as important as the rest. Some will be forgotten; many will be re-lived over and over again. Only a few can be recorded here –

Without a doubt the happiest man on the Rally was Mr E. D. Delany, from New Zealand. EVERYBODY passed Ed, at some stage or other. He drove a 1902 Crestmobile, one of the oldest, quaintest, smallest, and slowest cars in the event. He sang and laughed every mile of the way. It was nothing to see him buttering a bread roll as he drove along, or someone passing him a cup of coffee. On the really steep hills he'd climb off the car and walk beside it, with one thumb on the throttle, the tiller under an arm, and a water pistol in his free hand.

Mr and Mrs T. W. Moffit (N.S.W) in their 1925 Flint which they have owned from new, and went on their honeymoon in.

“Guenter of Glenrowan”, an incredible gentleman, followed the rally through Northern Victoria with a trailer full of Vintage and Veteran spares. If you needed a new magneto, a timing chain, radiator etc....no trouble at all to Guenter.

Then there was J. R. Lassock, the nurseryman from Adelaide, driving his 1912 Ford delivery van, which he uses daily for work. This time he pretended he was a baker, much to the delight of small children who caught some of the bread rolls he managed to acquire along the route. In fact, one day he gave away 8 dozen rolls.

Barry Forryan, of Ascot Vale, was determined to be in the saddle of his 1904 Minerva Motorcycle at the finish. He'd had his problems along the way but rejected the chance to ride in his 1909 NAG driven by his wife. Despite a cracked frame only a few miles from the finish Barry nursed his machine in and actually PEDALLED his last few miles. There were similar stories from other motorcyclists who made the journey the hard way, but to them it was the only way.

Every school child along the entire route had time off to watch the cars pass and their excitement was obvious. Wherever the rally passed their words were the same: “Bip yer horn, bip yer horn”.

All the sponsors far exceeded their normal course of duty to assist entrants. Mobil Service Stations allowed competitors the use of tools and equipment at no cost, the Dunlop boys solved all sorts of odd tyre problems and repaired some odd-looking tyres, and Lucas attended all sorts of weird electrical ailments.

The “sharks” were out in force. Along the route, every rusted out Vintage and Veteran relic was dragged off and carried to the side of the road and labelled “For Sale”, and hideous prices were asked. I’m pleased to report that it wasn’t a seller’s market.



1900 Darracq Mr J.E Pickvance (UK)

The overseas cars were fabulous. Ones that come to mind are Lord Montague’s Napier (England), Alan Lake’s 8 litre Hispano-Suiza (NZ), and the Thomas Flyabout (USA). The Thomas looked two storeys high, was most ornate, and with white tyres looked like an old lady running along in sandals.

Thanks to Abbey Newman for typing out the above article.

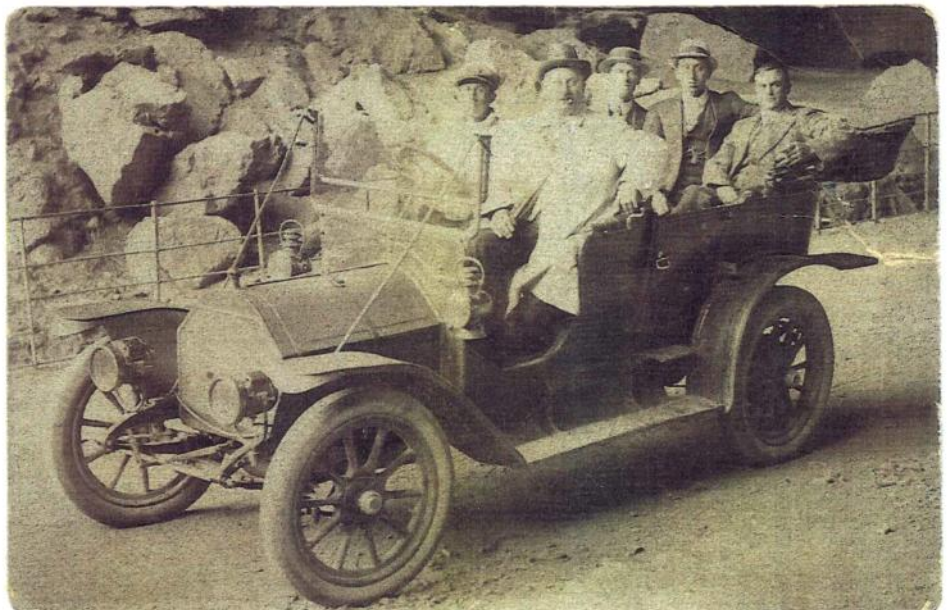
What breed of Vehicle

I would appreciate it if you could publish this photo in the next available issue of Spit & Polish where you have a gap to fill. It was taken at Jenolan Caves, so is possibly a hire car but the passengers are relatives of family friends and they are keen to find out the make of the car (as one does!). It looks to be 1910-1911 with no front doors, and is certainly not an Overland (my so called speciality).

Answers to David Crisp:- Email”- david.crisp@bigpond.com. Ph:- 4832 1188

Thanks very much.

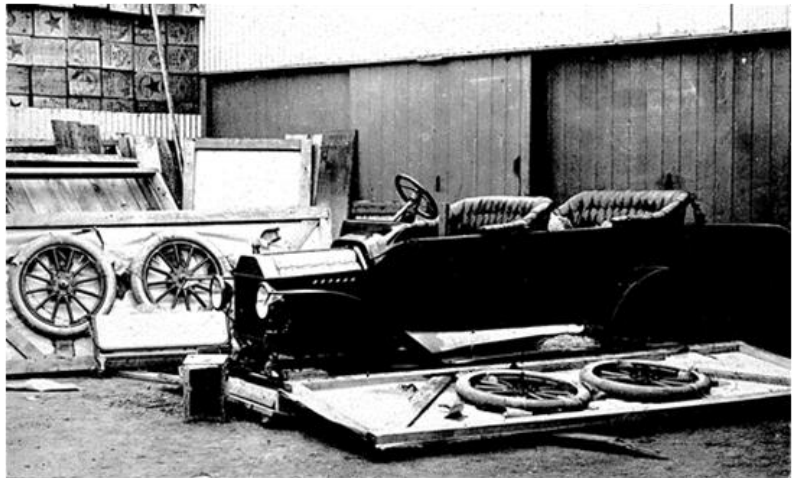
(You could also let the Editor know so I can publish the answer in Spit and Polish)



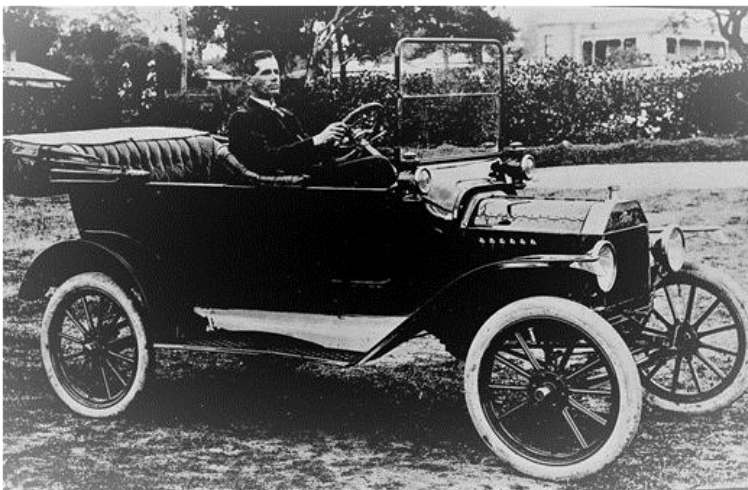
Harrison's Garage - 1915 Model T Ford

Jenny Fawbert

This c.1915 Ford Model T was photographed in the yard of Harrison's Castlemaine Garage (Vic.).



Model T Ford in the yard of Harrison 's Garage
<https://collections.museumvictoria.com.au/items/771166>



It is highly likely that was a *before photo* and this is the *after one* –

The images come from the same photographer and the same contributor to Museums Victoria's collection.

A man seated in a Model T Ford car
<https://collections.museumvictoria.com.au/items/771160>
Images held by Museums Victoria Collections Attribution 4.0 International,
<http://creativecommons.org/licenses/by/4.0>

But, there's possibly a *before before photo*, it shows a Ford in a crate being delivered to Harrison's by a horse drawn lorry, newspaper reports of the time suggest that this was the delivery of a 1914 Ford to Harrisons:

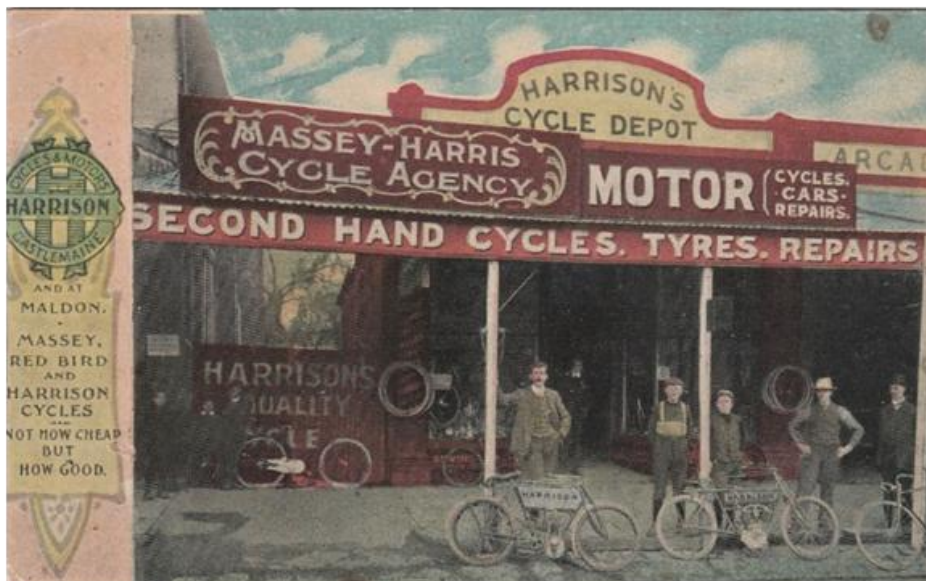
"The arrival of a new Ford motorcar at Mr Harold Harrison's garage yesterday was the reason for quite a large crowd gathering in the street. It is a common thing for new cars to arrive at this garage and their advent is taken very little notice of. But yesterday the circumstances were unusual for the car came enclosed in the case in which it originally left America, and its unpacking was the source of attraction. It was brought from the railway station on one of Mr Selover's lorries at half-past four o'clock, and a few minutes after six o'clock, or within two hours, it was being driven about the streets." *The Mount Alexander Mail* (1914, March 25). p.2. Image:



A model T Ford car being delivered in a packing case <https://collections.museumvictoria.com.au/items/771167>

Harrison's Garage was owned by Harold Ingamells Harrison (1878-1947). Harrison had an established bicycle business by 1902 and in 1904 held the agency for the very reputable Canadian Massey Harris Cycle Co. He was another one of those who transferred successfully and early from bicycling to motorcycles and motor cars. He maintained his interest in motor cycles for a number of years with the Castlemaine Motor Cycle Club, of which he was Treasurer.

His brother Eric was also a keen cyclist and motorcyclist who took up flying and was instrumental in the training of Australian flyers for WW1 and in the development of the Australian Flying Corps (later RAAF).



By 1909 Harold Harrison's motor garage was well established and in 1912 he was advertising Ford cars at his motor and cycle works in Barker Street, but soon moved to a spacious garage at O'Brien's Corner, Castlemaine. His familiarity with motor cars must have been sound as he assisted on the Tarrant's display at the Melbourne Show in 1912 and 1913. Harrison advertised in 1913 that his was "the pioneer motor business of Castlemaine" and he was the local representative of Tarrant Motors PL., Melbourne, whose agencies included the Ford, Fiat, F.N., Rover, B.S.A. and Sunbeam cars, and Commer and Thornycroft motor lorries.

Harold Harrison sold the Castlemaine garage to Rowe's Motors in 1919 but continued to work as a garage owner and motor salesman trading as Harrison Motors, Hudson and Essex agents, and the Luckie Black Cat Garage, at 250 Moorabool Street, Geelong,

In 1927 Harrison wrote to the *Geelong Advertiser* (1 June 1927. p2.) that "in my possession is a 1901 6 h.p. Rover....The engine is old-fashioned but is in running order, and runs over very sweetly, and has kept going for 26 years".

Harrison's Geelong motor showroom and Luckie Black Cat Garage c.1930 Museums Victoria
<https://collections.museumvictoria.com.au/items/765474>

He exhibited the 1901 Rover on his stand at the 1928 Geelong show along with several 1928 model Rovers and a Hillman 14 as well as a line of three Hudsons and several Essex Super Six cars.

FOR SALE.

An opportunity has arisen to purchase this rare print (1 of 30) of the Stanley Wanlass Sculpture, depicting a Thomas Flyer passing a man on horseback.

BACKGROUND.

*Stanley Wanlass-Professor Emeritus
Internationally known automotive sculptor and Painter.
Automobile Quarterly considers Wanlass "the ranking sculptor of the Automobile."*

TIMING

Timing of this sale is also intriguing. The Sculpture represents a time just before the Spanish Flu Pandemic and is now on the market at the time of the Covid-19 Pandemic.

EOI

The owner has reluctantly placed this rare item on the market, as they need to pursue new interests (Electric Scooter).

Therefore expressions of interest in the vicinity of \$100 will be considered on or before '15 th June,2020

LOCATION

*We envisage that this print could be placed the Drawing Room of a country residence in a prominent position.
Could even be a Vineyard producing very elegant wines.*

HISTORY

A full history and authentication is available for prospective investors.

Please Contact Laurie 0428 254 029



Classifieds

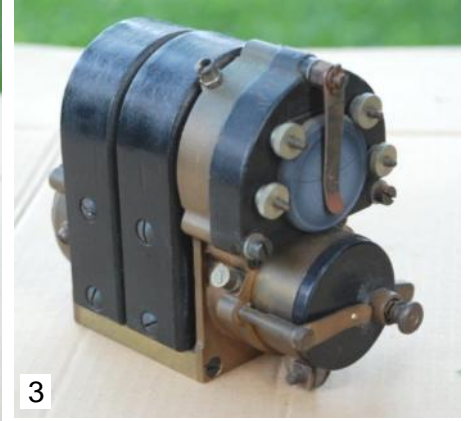
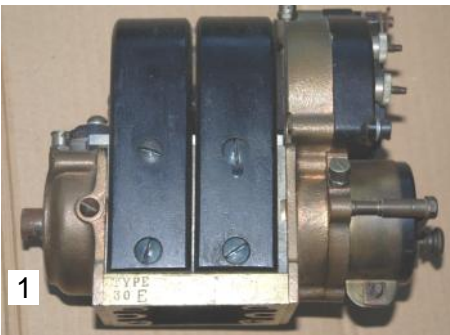
Please note ALL ADS MUST include the price and if you wish ONO
All States please copy!

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

For Sale:

“Nil Meloir” French Magneto

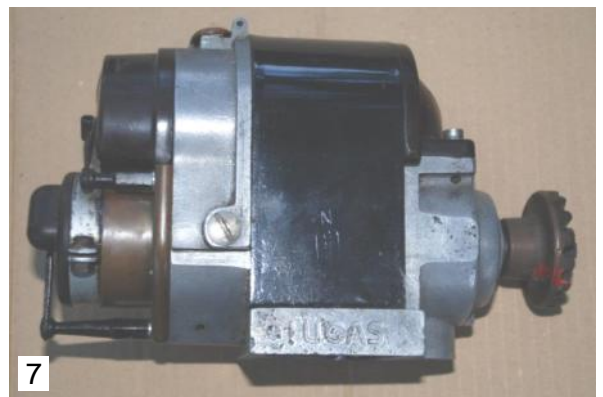
Its for a 4 cylinder engine.
Its in good condition, just out of quarantine
Need a bit of humour at the moment.
Has a number 35272. \$250 or near offer.
(photos 1, 2 & 3)



4 Cylinder Lucas Magneto Type GL4.

This is probably for a vintage car, but thought it would be fun reading anyway. It is also Virus free.
Good Condition. \$200 or near offer.
(photos 4, 5, 6 & 7)

Would love to send these magnetos to new home, Buick is not happy with other magneto in the Garage.



Contact: Laurie 0428 254 029
[5-20]

For Sale: (cont.)

Two veteran T Ford gaslights, no glasses or burners, \$150-00 for the pair.



Veteran hand operated tire pump, and hoses and gauge, \$25-00
Veteran hand operated windscreen wiper, \$10-00.
Reel-light parts, \$25-00.
Two rug rails, \$5-00 each.

Contact: David Croser 0428 951 889,
or write to 75 King Street, Portland, Victoria, 3305.
Email. davidcroser47@gmail.com
[5-20]

Four tyres 7.60 by 90 English Dunlop, suitable for using on the car while restoring. Thread is very good but the case rubber is cracked.

To suit Model T Ford.

1913-14 trans cover and can supply ribbed pedals.

1912-18 pointed nose sumps. \$200

1913-14 E&J side light, has no font or burner. \$120

1913 wooden coil box, takes ford coils and is new timber and just needs contacts.

High compression heads, dates 1914. \$200, been cleaned and crack tested and machined down .005" to true surface

Contact: Ray Green on 0429 471 138 Q'Connell NSW.
[3-20]

1 only 1200w RYOBI Plunge Router, 1 only 16" TOOLMAC Scroll Saw. 1 only 82mm NRG Planer,
1 only 210mm Compound Mitre Saw, 1 only GMC Twin Pack, Router Table and 1200w Router.

All brand new still in boxes. Price is \$500 the above lot.

TOOLMAC 4"(100mm) x 6"(150mm) Belt and Disc Sander, brand new still in box \$120.

To be picked up from Nelson Bay.

Contact: Malcolm Bailey. (H) 4981 1552 (E) malcolm.bailey@bigpond.com
[5-20]

Wanted:

820 x 120 Rudge Rim (picture), to suit Fiat Tipo 2
FIAT oil and fuel air pressure gauges,
fuel air hand pump

Contact: Neil Adams 0418 682 828
[5-20]



Classifieds

Wanted for our Web Site

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

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

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

Any other articles or ideas to publish on the website.

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

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

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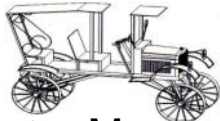
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Morisset NSW 2264

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