

SPIT AND POLISH

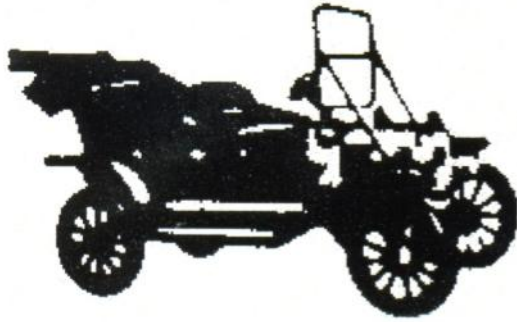
PATRON: HER EXCELLENCY PROFESSOR MARIE BASHIR AC CVO
GOVERNOR OF NEW SOUTH WALES

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 – July 2014

| | |
|--|----|
| Minutes of June 2014 Monthly Meeting | 2 |
| Annual Subscription Notice..... | 4 |
| Events Calendar - Club Events | 4 |
| Events Calendar - Invitation Event | 5 |
| Events Calendar - National Rallies | 5 |
| List of Other Events..... | 5 |
| <u>Coming Events:</u> | |
| Navigator's Combined Social Day | 6 |
| MaSH Branch "Run in the Country" | 6 |
| Newcastle Branch Annual Tour..... | 7 |
| <u>General:</u> | |
| Nomination Form for Annual General Meeting | 7 |
| Welcome New Members..... | 8 |
| Application for Membership..... | 8 |
| Change of Address..... | 8 |
| Editorial | 8 |
| <u>Outing Reports:</u> | |
| Autumn (Winter) Tour..... | 9 |
| Singleton Long Weekend..... | 10 |
| <u>General:</u> | |
| The Disposal of Michael Banfield Collection..... | 13 |
| Empire - 20 Raceabout | 14 |
| Nickel Plating | 16 |
| Entry Form - Motoring Expo | 17 |
| Entry Form - Maraylya Day..... | 18 |
| Light-hearted Humor | 19 |
| <u>Classifieds:</u> | |
| For Sale & Wanted | 19 |
| 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: 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:-

Don Grant's 1911 Empire - 20 Raceabout.

At the start of the Newcastle Branch Singleton Long Weekend 2014.

See page 14 for more details.

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

Minutes of Monthly Meeting of VCCA (NSW) Inc.

Minutes of Monthly Meeting of VCCA (NSW) Inc Date: 26th June 2014

ATTENDANCE

Committee: 9 Member's family: 2 Visitors: 0 Members: 17
Apologies: 7 (Keith Carden, Bob Dunk, John Fryris, Don Liddle, Phil O'Loan, Michael and Marilyn Trethowan, Susan Murone)

MEETING OPENED AT 8:15PM.

PRESIDENT'S OPENING REMARKS

The President, Peter Martin, welcomed all members. He congratulated Don Liddle on his award of an OAM.

MINUTES PREVIOUS MEETING

Matters arising: Nil
Moved: Warren Irish Seconded: Graham Weekes

INWARDS CORRESPONDENCE

Flyers received

| | |
|---|----------------------------|
| Vehicle Storage & Maintenance Australia | Classic car races |
| VMCCA Maraylya Rally | A Stanley Jones & A Miller |
| Orange Blossom Festival | RMYC Unique Car Show |

Other club publications

| | |
|---------------------------------|---------------------|
| FIVA World Rally Luxembourg | CMC minutes for May |
| RMYC Unique Motor Show | The Preserve (CMC) |
| The Veteran Car in S.A. | The VCNZ |
| Antique Car Club Albury | Veteran Torque |
| Vintage Motor Club Bulletin | Motorlife News |
| Vintage Motor | Small Torque |
| CMC Vintage Motor Club Bulletin | Brass Notes |
| Bulletin of VCCSA | Early Auto |

The Australian Motorlife Museum Motoring Expo

TAVACCA Submission to Commonwealth Department of Environment & Heritage The Edwardian

Other

Applications for membership from Laurie Macey & Noel Hand

Norm Mitchell – new email address

David Salter & Peter Martin – change of address

Century 21 Natoli Real Estate Australia Post

CEVA Transport Baptist Care

OUTWARDS CORRESPONDENCE

Richard Fraytor Ray Ives

Club emails: fees

Correspondence accepted.

Moved: Laurie Garrod Seconded: Wilga Coutts

TREASURER'S REPORT

Balances are: \$

The Treasurer announced that he had paid the general insurance for the hall costing \$3323.

Moved: Laurie Garrod Seconded: Ian Streatfield

MAGAZINE

The Editor requested more articles. He noted that John Gorton, a long-term Newcastle member, had died last week.

EVENTS

Wilga Coutts reported that the Western Tour and Newcastle Rally were very successful events. She thanked Neil, and Lyn martin for the organisation and Elizabeth Hobson for her assistance. She announced future plans for the coming months.

July – Restoration Month

3 August Navigators Rally

9 August MaSH Ramble. This is a one-day run to start at 9.30 am Max Boardman's. There is plenty of parking for trailers. Bring your own morning tea and lunch.

17 August Eastern Creek. Entrants need to collect tickets from Wilga.

21 September Maraylya Run with VMCCA

17-20 Maitland Rally. Participants were reminded to book their accommodation early.

Laurie Garrod related his experiences on the Western Tour.

Les Watton outlined the organisation of the Navigators Run. It starts at 9:30 from Anzac Park with a drive to MacDonald's at McGrath Hill with another 10 kilometres to the destination. Details will be published in *Spit and Polish*.

PERMIT TO MOVE

1 permit; 2 movements; 1 re-registration

LIBRARY Nothing to report

DATING

Neil Martin reported that Rod Homes - Albion 1911 had been dated and 2 Chevs are to be dated for Kevin Boardman.

MEMBERSHIP

Ray Ives owner of a 1913 Phoenix and Laurie Macey – 1912-13 Phoenix

Were voted as members of the club. The President congratulated both new members.

Application received from Noel Hand (1914 Overland).

CMC

Norm Mitchell reported from the May meeting. Coming events include: 27 July All Ford Day; 17 August Shannon's Sydney Classic; 23 August All Holden Day; 23 August All British Day; 1 September Goodwood Revival Tour; 7 September Muscle Car Masters and 31 October-2 November Classic Yass. The Robert Shannon Foundation received one application from Wenona Girls School to restore a Mini Minor.

HALL

Robert Fordham noted it had been a quiet month for rentals. Invoices for the next quarter are ready to be sent. A working bee will be held in September.

WEBSITE

There appear to be no problems.

GENERAL BUSINESS

Lyn Martin asked for information on the replacement of the fridge. As no one has donated a fridge its replacement will be discussed at the next committee meeting.

Barry Shinfield gave a quick Techie Talk.

The raffle was drawn.

MEETING CLOSED AT 8:50 PM.

Peter Martin
President

Louise Yeomans
Secretary

VCCA (NSW) INC ANNUAL SUBSCRIPTION

ATTENTION ALL MEMBERS

Your 2014/2015 Annual Membership Subscription
To the Veteran Car Club (NSW) Inc.

Is due at 30th June

This year's subscription is \$70

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

Euan Coutts
VCCA (NSW) Inc Hon. Treasurer

Events Calendar - Club Events

JULY 2014

- 24th Committee Meeting starting at 6.45pm
24th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

AUGUST 2014

- 2nd MaSH Branch Meeting - 2pm - Lake Alexander, Mittagong
3rd **Navigator's Combined Social Day** *See Page 6 for details*
8th **MaSH Branch** Morning Tea run.
9th **MaSH Branch Run in the Country** *See Page 6 for details*
17th Shannons Sydney Classic CMC Display Day - Sydney Motor Park (Eastern Creek)
17th **Newcastle Branch Milbrodale Orange Orchard Run** Meet John Burke's 10am
19th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
28th Committee Meeting starting at 6.45pm
28th Monthly Club Meeting and **AGM** at Club Rooms, Fivedock at 8pm

SEPTEMBER 2014

- 12th **MaSH Branch** Morning Tea run.
16th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
21st **Maraylya Day** with VMCCA *Entry Form Page 18*
25th Committee Meeting starting at 6.45pm
25th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

OCTOBER 2014

- 4th MaSH Branch Meeting - 2pm - Lake Alexander, Mittagong
5th Motorlife Museum - Motoring Expo *See Page 17 for information and Entry Form.*
10th **MaSH Branch** Morning Tea run.
17th - 20th **Newcastle Branch Annual Tour** *See Page 7*
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

Invitation Event

SEPTEMBER 2014

21st Once again the VMCC is running a Veteran Only Day, starting at Maraylya at 10 a.m. The Rally will start at the Park, Boundary Rd, Maraylya. There is a nice area for children to play & plenty of parking.
Entry Form on Page 18

National Rallies

OCTOBER 2014

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

OCTOBER 2015

4th - 9th **2015 National Veteran Motorcycle Rally** hosted by Antique Motorcycle Club of Australia.
To be held in Ararat Victoria.
For further information contact John Burke National Coordinator
2 Occident St Cessnock NSW 2325
Ph: (02) 4991 1806 Mob: 0412 821 945
Email: Hupmobile@bigpond.com

List of Other Events

The Australian Aviation Museum Bankstown is a non-profit organisation located at Bankstown Airport. It has a collection of some 25 aircraft, including two non-flying replicas of First World War aircraft. It is hosting two Special Events over coming months, and would welcome some veteran cars to enhance our aircraft display at these events.

2nd AUGUST 2014

The second event is the centenary of the start of the First World War. Great Britain & Australia declared war on 04 August 1914, and the museum Special Event will be held on Saturday 02 August 2014. Planning is underway, and local media coverage is expected.

Attendance at past Special Events has ranged from 150 to 300 people.

The Museum would appreciate any support that your members can extend to these events, and there would be free admission to the Museum for all exhibitors. The Museum can provide secure parking within our grounds, but unfortunately not under-cover.

Please feel free to contact me if you would like further details.

Regards

Mike McGree
Board Member
Ph: 0414 428 841

Members wishing to take their Veteran to any of the above events listed under 'other events' are to notify the Registration Officer - Neil Martin

Coming Events

NAVIGATOR'S COMBINED SOCIAL DAY

3rd August 2014

“ON YER BIKE”

Start: 9.30am Anzac Park, Anzac Ave West Ryde

Comfort stop, meet other members (approx 11.00am) McDonalds, (Windsor) Cnr.Windsor Rd.
& Groves Ave. McGraths Hill

Finish: Cattai

This will be a Motor Bike friendly day. Motor Bikes on trailers most welcome as there is a large private parking area at the finish.

Members, Visitors, Friends, Classic, Sports Cars, Commercial Vehicles, Motor Bikes,
Modern Cars etc. all welcome.

As usual “THE BOX” will be at the start.

Tea & Coffee available at lunch time

Details: Les Watton ph: 9838 8063 m: 0418 973 866

MaSH Branch

“Run in the Country” Saturday 9th August, 2014

Start will be 9.30am at Max Boardman's, Wyre Lane, Camden.

The Run in the Country will take us through quite country roads in the Camden and surrounding districts.

Morning tea will be at the start with hot water provided. Lunch can be bought along the way or you may prefer to bring a picnic lunch.

The run will suit both small and large motor vehicles and motor bikes.

Should you wish to trailer your vehicle there is plenty of trailer parking available.

We are sure you will enjoy a great day of veteran motoring.

Entry fee \$5.00 per vehicle payable on the day.

Any queries, please contact
Kevin Boardman on 46545499 or Greg Roberts on 48612023.

NEWCASTLE ANNUAL TOUR 2014

FRIDAY 17th to MONDAY 20th 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 IN JUNE SPIT AND POLISH

Also on our website under downloads

**VETERAN CAR CLUB OF AUSTRALIA (NSW) INC
NOMINATION FORM FOR 2014/2015 MANAGEMENT COMMITTEE**

| OFFICE BEARERS | NOMINEE | PROPOSER | SECONDER | ACCEPTED |
|--------------------------|----------------|-----------------|-----------------|-----------------|
| President | | | | |
| Vice President | | | | |
| Vice President | | | | |
| Secretary | | | | |
| Treasurer | | | | |
| Committee Members | | | | |
| 1. | | | | |
| 2. | | | | |
| 3. | | | | |
| 4. | | | | |
| 5. | | | | |

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

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

Welcome New Members

Ray Ives & Janette (1105)
34 Galway Avenue
GUNNEDAH NSW 2380
1913 Phoenix
Ph: 6742 1513
Email: rjives1@bigpond.com

Laurie Macey & Alva (1106)
53 Caswell Crescent
TANILBA BAY NSW 2319
1912 / 13 Phoenix
Ph: 4984 5514
Email: ldmacey@bigpond.com

Application for Membership

Noel Hand
85 Larry's Mountain Road
Moruya NSW 2537
1912 Overland
Nominated: Peter Martin
Seconded: Euan Coutts

Voting for the above application for membership
will take place at the Monthly Meeting
on the 24th July 2014

Change of Address

Bob Lamond
Solbakken
267 Upper Piambong Road
via Mudgee 2850

Peter, Susan & Harriette Martin
170 Binalong Road
BELIMBLA PARK 2570
Ph: 4657 2994

Arthur Garthon
Villa 24
1 Franklin Drive
ESTELLA 2650
Ph: 6933 1805

David Salter
PO Box 165
CONDOBOLIN 2877
M: 0428 952 899

Editorial

Thanks to the members for the articles which they supplied for this edition of **YOUR** Spit and Polish. Not a lot this month.

George Gillott for his report on the Autumn Tour. So much for GPS. Doug Marshall for his report on the auction of Michael Banfield's collection. Hope you had a little sleep-in that morning, Doug. Don Grant for his article on the Empire 20 Raceabout and Ian Streatfeild for his article on nickel plating.

Information on coming events, the Navigator's Combined Social Day in August. The MaSH Branch "Run in the Country" at Camden. The VMCC All Veteran Day at Maraylya. The Motoring Expo at the Australia Motorlife Museum, Kembla Grange in October. The Newcastle Branch's Annual Tour in October, hopefully I will have a little more detail next month on this event.

I still require articles for the magazine. I have a limited supply of back-up material.

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



Autumn (Winter) Tour - June 2014

George Gillott

Left home just before lunch Sunday, ran into heavy rain at Castle Hill for a couple of ks then again around Campbelltown and no rain the rest of the way to Mittagong down the highway. Bob took us to the RSL for dinner.



At the start at Burradoo. Doug's F.N., George's Chevrolet, almost hidden behind the little coat Dianne is wearing, Bob's Ford T and Nev's Talbot.

Monday got instructions to the start ---- head through Bowral over the hill look for pony club on right, club room on left got almost to Bong Bong when a new member from down there stopped me to see where the start was I told at the club rooms --- he told me to follow him -U turn and back to the Club Rooms an old set of dunnies in front of the pony club (on left not right) by this time the others had arrived. No trouble the rest of the day but as I followed Bob into the motel at Crookwell I noticed he had flat left rear tyre not good news as the rain was about to fall again, but he repaired it without getting too wet.

Tuesday we had discussions as to go the long way on bitumen or up the gravel several wanted to go bitumen but we all went the gravel it was just dry enough no dust and not wet. In Orange I had the motel in my GPS and after going around the same block 3 times I asked a local where it was, 1 block up from where I was going around. Had no troubles on the way Gulgong. Next morning found I had a flat left front tyre. It is so long since I have had to change a tyre I could not remember which side was left hand thread, tried both ways then the spanner broke got the NRMA out but he did not have a socket large enough, so had to go and borrow one while he was away he took the spanner to get it welded wheel changed we were all off for the run to Scone. I had to pick up my mended spanner then fuel up. Set the GPS for Scone, through the mines came to a Tee intersection GPS said turn left to Scone which I did and ended in Scone. No one to be seen and I had not passed anyone, they had turned right stopped in Ulan for morning tea both ways get you to Scone.

Friday I left for home and as my generator is not charging I charge it every night (my charger stopped working in Orange so Bob lent me his) but when I checked the voltage 11.7 volts instead of 12.6 so pushed started to save the battery and headed off down the main road, stopped in Singleton to check the battery only 4.7 volts and as it is on a coil not magneto I knew I would not make it home so off to NRMA again got a new battery.

Made it home around 1.30 coming down the F1-F3 and over Galston Gorge to home. Had a wonderful trip.

Singleton Long Weekend Tour - June 2014

The Editor

Saturday 7th.

At the end of the Autumn Tour some stayed in Singleton, so we had a short drive to Cessnock for the start of the Singleton weekend. The Hobsons, Coutts, Garrods, Martins and myself. Don Grant trailered his car to Singleton and drove down with us to Cessnock. Unfortunately the Martins had problems with the Renault and didn't get far from the motel. They missed the last 3 days of the Autumn Tour as they went back to Sydney from Orange and then trailered the Renault up to Singleton. We departed the motel about 8.20am straight down the highway to Branxton then across to Nulkaba and arrived at Burke's at 9.05am.

The usual morning tea at Max Burke's before the start, which Joan and her helpers put on, a great spread enough to feed an army. A brief summary by Tour Director, John and hand out the rally bags and we departed on the run at 10.30am. Unfortunately David Cherry found that the Ford T's sump was full of water so it was relegated to the Burke garage for the weekend.

From the Burkes, back into Cessnock, down the main street, out through Kitchener, Quorrobolong, Ellalong, Paxton, Millfield and out to Wollombi for our lunch stop. Wollombi is a busy little town with tourist, but we manage to take over the park for our lunch in beautiful sunshine.



Lunch stop at Wollombi

We then continued on through Paynes Crossing to Broke for our ice cream stop and a general regrouping. From here only a short run into Singleton through Mt Thorley to our accommodation. The group enjoyed their evening meal in the motel dining room, which is normally closed now, but was specially opened for our use. Also making sure that you covered your car before the bats departed the park, which is next to the motel, for their nightly feast.

Sunday 8th.

The day started with breakfast in the dining room before heading off at around 9am on our run for the day. Out through Mt Thorley, Warkworth to Jerrys Plains for our morning tea stop. Again Joan brought along the leftovers from yesterday's morning tea and there was still plenty. Unfortunately the Martin Renault failed to proceed just before Warkworth and Neil was taken back to the motel to pick up his trailer.

Today seemed to be the day for the lady drivers, although some of them are regular veteran drivers, Catherine was driving Doug's F.N., Dianne (Sarah) driving her own Talbot, Lauren had a go driving Chris's F.N. and 'learner driver' Abbey at the controls of her Dad's Talbot. *(see next page for photo)*

From here we took the back road to Denman travelling through the dairy farm country of Lucernia and Bureen, then into Denman for our lunch stop. Still having nice sunshine to enjoy our lunch in Memorial Park.

A couple missed the turn off in Jerrys Plains and followed the Golden Highway. Bill on his motorbike and noticed on his route instruction to turn right at the T intersection, which he did and wound up in Muswellbrook, then ran out of fuel before he got back to Denman. Also the Holmes in the Albion followed the Golden Highway but had some problems near Jeff Wolfgang's so they decided to call into Jeff's and have their lunch there. Ruth was heard to say that the Albion is very slow but gives her time to have a look at the road kill animals. Said she saw a Spotted Quoll and had enough time to count the spots on it.



Lauren Newman at Wollombi !!!



The lady drivers at morning tea stop at Jerrys Plains. Catherine, Dianne (Sarah), Lauren and Abbey.

From lunch we headed back along the Golden Highway and called in to have a look at Jeff Wolfgang's collection. While we were there we were able to celebrate Jeff's 80th Birthday. Congratulations Jeff.

From Jeff's we continued back through Jerrys Plains to Warkworth for an afternoon tea stop. Only a short drive back through Mt Thorley to Singleton and the motel.

The evening meal again in the motel dining room followed by the presentation of Award prizes.

- | | |
|---------------------------|----------------------------------|
| Coldest Entrants - | Doug & Dianne Marshall |
| Warmest Entrants - | Laurie & Jan Garrods |
| 1st Timers - | Don Grant |
| | Terry Smith |
| | Rod Holmes |
| Cleanest Car - | Graeme Newman |
| Motel Choice - | Matty Burke - Hupmobile Model 32 |
| | Euan Coutts - S.C.A.T. |
| Junior Award - | Christopher Gotley |
| | Abbey Newman |
| Good Effort Award - | Rod Holmes |
| Wrong Way Award - | Bill Heeney |
| | Matty Burke |
| | Nev Preston |
| Rally Director's Choice - | Don Grant - Empire |
| Hard Luck Award - | Neil Martin |
| | David Cherry |

The raffle was also drawn and the winners

Kim Nolan, Catherine Duncan, Euan Coutts and Denise Bendeich.

Monday 9th.

The final day started with breakfast in the dining room before heading off at about 9am. Dianne had a water leak at the joiner between the 2 cylinder blocks, a quick repair by Graeme by wrapping some tape around it and fitting a hose clamp which seemed to fix the problem.

Out past Singleton Heights, through some rural properties and farm land to Elderslie, on to Branxton for our morning tea stop and the official end to the weekend rally.

Still nice and sunny as we headed for home with the Streatfeilds travelling with us. Through Greta, then across the back roads to Kurri Kurri and on to Freemans Waterhole. As it was close to lunch time we decided to have lunch as Ian and Jenny still had a reasonable distance to home.

Continued towards Wyong and by the time we arrived home it was raining and Ian and Jenny had a fairly wet trip to home at Mt Colah.



Abbey Newman at the controls

List of Entrants

| | |
|--|-----------------------------|
| Neville Preston | 1913 Talbot |
| John & Kelly Burke | 1916 Buick |
| Peter Adams & Kim Nolan | 1918 Studebaker |
| Neil & Lyn Martin | 1912 Renault |
| Bob & Elizabeth Hobson | 1915 Ford T |
| Matthew Burke | 1913 Hupmobile |
| Doug & Dianne Marshall | 1912 F.N. 1600 |
| Max & Joan Burke | 1911 Hupmobile Model 20 |
| Graeme, Karyn, Lauren & Abbey Newman | 1914 Talbot |
| John Brumby, Brian Holz & Robert Hayes | 1917 Maxwell |
| Michael & Denise Bendeich | 1913 Chalmers |
| Terry & Vicki Smith | 1915 Ford T |
| David, Emma, Payton & Ruby Burke | 1916 Hupmobile |
| Rod & Ruth Holmes | 1911 Albion |
| Bill & Carol Heeney | 1911 Triumph M/c |
| Ian & Jenny Streatfeild | 1915 Overland |
| Chris & Catherine Duncan | 1911 F.N. 2400 |
| David & Betty Cherry | 1915 Ford T (did not start) |
| Dianne & Christopher Gotley & Brett Corrigan | 1914 Talbot |
| Euan & Wilga Coutts | 1910 S.C.A.T. |
| Don, Brad & Darren Grant | 1911 Empire 20 |
| Laurie & Jan Garrod | 1916 Buick |



Bill's Triumph

A great weekend and beautiful sunny weather apart from the last hour or two. Thanks to John for organising a great weekend and the ladies for the morning teas.



The cars lined up at the start on Saturday at Max & Joan Burkes'

The Disposal of the Michael Banfield Collection

Doug Marshall

On the 13th and 14th of June 2014 the late Michael Banfields' large collection of veteran and post veteran as well as associated automobilia was disposed of by auction conducted by "Bonhams" at the Bandfield home in Kent U.K. and was shown live on line.

My interest was a veteran F N which was Lot No 1246 which meant it did not come up until late on Saturday 14th.

We had met Michael when visiting that part of the world in 2002 and of course I took a particular interest in the F.N. It was a Type 1250 of 1914, Fabrique Nationale D'ames de Guerre type numbers indicate the vehicle's approximate capacity and this type has a reputation of being a lively performer. Michael's car No 277 is one of four veterans of its type in the world known to me and the only one remaining in its original unrestored condition.

While waiting for the FN Lot to come up I took an interest in the preceding lots. As a result of our visit I was aware of course that he had a large collection. He had been collecting since his early twenties (he died at 76), but I had no idea of the vastness and quality of the collection and watched, fascinated as a photo of each lot was shown on screen. The quality of the photos was wonderful and the Auctioneers descriptions and history of items excellent. So I whiled away the time waiting for 1246 and it appeared finally at approximately 2.30.a.m. (eastern standard time). The catalogue had given an estimate of 20,000 to 30,000 pounds, and it was finally knocked down at 33,000 pounds. However by the time a buyers' premium had been added the winning bid became 37,950 pounds or if you were bidding with Aussie dollars it would have been 68,556 dollars.

Other notable sales were:-

| | |
|---|----------------|
| 1904 Talbot CT4V-B 12/16 | 270,000 pounds |
| 1904 Mors 24/32 | 400,000 pounds |
| 1922 Tilling Stevens Double Deck open top bus | 192,000 pounds |
| 1922 AEC Double deck open top bus | 250,000 pounds |

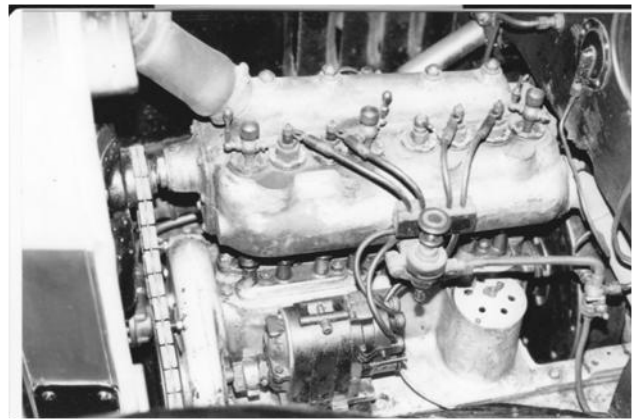
(Both these items went to the same Bidder)

A 1932 Leyland bus lot 1244 of the same type I rode in as a child, had sign writing advertising the product of a Brewery in the west of U K. Someone from that brewery, which is still in business became aware of the bus being in the forthcoming auction and contacted the Auctioneers and told them they would donate 2 crates of their product to the winning bid, which brought a spontaneous chuckle from the gathering. The Leyland sold for 30,000 pounds; no doubt the bid was influenced by that product coming their way!

It seems the Auction has made someone an instant millionaire with something over three million pounds changing hands, of course they would also have had a few bills to pay.



The Type 1250 F.N. and behind it part of the automobillia that was auctioned



The Type 1250 motor



Michael and Susan Banfield at their home in Kent

Empire-20 Raceabout.

Engine Number 923

Article by Paula Bryson May 1987

Postscript by Don Grant

SPECIFICATIONS

| | |
|-------------------------------------|---|
| Body and Equipment: | Single-seater Raceabout with rear-mounted petrol tank and spare tyre. Straight dashboard, monocle windscreen mounted on steering column. Side dash lights and tail light operated on kerosene and headlights fed with acetylene gas from (prest-o-lite) tank mounted on running board. |
| Engine: (Stutz designed T-head). | Maker's horsepower – 20 Cylinders: 4 (monobloc) Bore & stroke: 3 ½ inch x 4 inch Cubic capacity: 2523 cc Circulation: thermo-syphon Valves: side (twin camshafts) Carburettor: Schebler Ignition: Eisemann magneto |
| Chassis: | Clutch: leather cone Gearbox: 3 speed sliding (Stutz gear box and differential jointly housed on rear axle) Gear change: outside gate Final drive: shaft and bevel Brakes: expanding Suspension: Half and three quarter elliptic Wheels: Wooden artillery, detachable rims Tyres: well base, although model was originally fitted with beaded edge |
| Place of origin: | Indianapolis, Indiana, USA |
| Manufacturer: | Empire Automobile Co |

As Harry Carl Stutz was so closely associated with the manufacture of the Empire, it seems fitting to give a brief record of his history.

In 1905, while with The American Co, the brain-child of Harry Stutz was born – the American Underslung. This car was to prove to be the prototype of a design whose basic principles are still common to all modern high-performance sports and racing cars.

A nostalgic similarity is detectable in the silhouettes of the 1905 American Underslung and the post-war MG. Both have large wheels, an underslung ground-hugging chassis, long sweeping mudguards in line with the top of the bonnet, and a stark, functional roadster body whose allure stems from a patrician disdain of frills.

An automotive engineer with a rare technical genius, Stutz remained with The American Co only one year. Impelled by a restless ambition, he was on the move again in 1906 and teamed up with The Marion Motor Car Company, walking right into the dual jobs of chief engineer and factory manager. As usual, his brisk competence was fully equal to the occasion, whilst earlier training stood him in good stead.

This training had begun back in 1897 when the first car Stutz ever built took shape. A classic example of Stutz's ingenuity, this machine featured a water-cooled engine and a transmission adapted from sprockets and chains that once belonged to the family farm's wheat binder. The chassis was a disused high-wheel buggy salvaged from the back yard rubbish dump. At the time of this achievement he was only twenty one, and the next few years saw him with enough money saved to rig a small machine shop in the rear of the family home where he taught himself to use a lathe. By trial and error, he gradually mastered every feature built into automobiles of the time.

In 1903, when the family moved to Indianapolis, Harry Stutz spent a year with the Lindsay Russell Axle Co getting ideas that later resulted in his famous combined rear axle and transmission. In 1904 he took and quitted two jobs, one with the J. & G. firm where he learned about tyres and their importance in relation to the overall design of a car, and the second with the Schebler Carburettor Co.

During 1910, the future Stutz car was ready to progress from the drawing board to the building and testing stage. Ahead loomed the biggest forward jump in his career, that being the manufacture of an automobile bearing his name. The moment he learned of the projected 500-mile Indianapolis Sweepstakes to be held the following year,

1911, his mind was made up. He had formed a modest enterprise titled The Stutz Motor Car Parts Company, and under this name his car, as yet not built, was entered in the Sweepstakes.

Run off on the 30th of May 1911, the 500 mile Indianapolis Sweepstakes, forefather of the Memorial Day Classic, was not won by the Stutz car, but it covered the entire distance of the race without a single mechanical adjustment. Ten pit stops for tyres caused it to finish 11th, but it was obvious to all that but for the persistent tyre trouble the machine would have finished well up in the money.

As proof of his success, on the 10th of July 1911 the local press carried the following announcement under the headline STUTZ BUSY PRODUCING RACING DUPLICATES –

“The first car built under the direction of Harry C Stutz performed so encouragingly in the 500 mile International Sweepstakes that The Ideal Motor Car Company of Indianapolis has instructed designer Stutz to duplicate this model as a manufacturing proposition.”

Backed by the assets of The Ideal Motor Car Company, which consisted of \$100,000 in fully subscribed stock, Stutz could view the coming year of 1912 with more confidence than most of the other new manufacturers who were about to embark simultaneously in the hard struggle for recognition. Not only was he president and general manager of The Stutz Motor Car Parts Co, builders of his patented transmission and rear axle and his T-head engine, he was also chief engineer and factory manager of The Ideal Motor Car Company.

The Empire Automobile Co was also formed at Indianapolis and continued business until 1917. In the manufacture of their Empire car, they used Stutz’s T-head engine and his patented transmission which had the gearbox and differential jointly housed and mounted on the rear axle. Because of his patent, the name Stutz is cast in the transmission housing. Stutz’s influence is also to be seen in the body design – stark simplicity in styling, long sweeping mudguards and rear mounted petrol tank.

In 1909, on the newly-bricked Indianapolis racetrack, the first car to attempt an official record with AAA sanction was an Empire-20.

In the spring of 1957, The Veteran Car Club of Australia (NSW) organised an exhibition of veteran vehicles at the Anthony Hordern’s department store in Sydney. Included in this display was Colin Bryson’s Empire-20 Raceabout. A Mr Frank Kern viewed this exhibition and subsequently made contact with Mr Bryson. He was an American, then permanently residing in Sydney, and he informed Mr Bryson that as a young man he had been a test-driver for The Empire Automobile Co of Indianapolis and drawing on his memory and knowledge of the allocation of engine numbers, the Empire on display was not a 1911 model but a 1909 model.

He also confirmed how closely Harry Stutz had been associated with the manufacture of the Empire car and that the Empire Company had the financial backing of Carl Fischer, (of Prest-o-lite fame) and Schebler (carburettors). Frank Kern himself had enjoyed a long association with the automobile manufacturing industry throughout his lifetime and, in the early 1920s, had been sent to Australia to handle the agency in Sydney for Willys-Knight and Overland cars.

Mr Bryson invited Mr Kern to attend a meeting of The Veteran Car Club of Australia (NSW) as a guest speaker and his visit to the Club is documented in the official minutes of the Club.

During his restoration of the Empire, Colin Bryson had a brass plaque cast bearing the date 1911 and this had been mounted on the car. This plaque was never replaced with one bearing the earlier model date.

Research at the NSW State Library elicited but little information concerning this particular marque. The history of the Empire was traced through previous owners, the first being a Mr Moffat, squatter of the New England District of NSW. It had been his sports car, among others, and the Empire was in his possession from 1911 to 1918. He had trouble with the gearbox and abandoned the car on a huge rubbish tip at an old disused gold mine at Hillgrove, near Armidale. Until 1954 the Empire remained there undisturbed, with the exception that the years and exposure to weather were taking their toll. At that time a Mr Tom Feint either owned the dump or held salvage rights under licence. A Mr Bill Pearce discovered its existence and subsequently purchased it from Mr Feint, and transported the car to his home in Walcha. Upon closer inspection his enthusiasm died and he declared the vehicle unrestorable. As a result, Colin Bryson was able to purchase the Empire from Bill Pearce in 1956.

Postscript (June 2014): Colin Bryson joined The Veteran Car Club of Australia (NSW) in January 1956, membership number 50, and he remained a member until his death in August 1983. The Empire was subsequently sold to the present owner Don Grant in May 1987. At this time a re-restoration was underway but due to Colin’s ill-health & subsequent death, this had ground to a halt.

After the VCCA (NSW) National Rally held in Mittagong in 2011, the car was looking sad and giving a few mechanical problems, so it was decided to strip it down to a bare chassis and undertake another complete restoration.

Over the Queen’s Birthday Weekend 2014, the Empire (Emmy Lou) was entered in the Singleton Rally where she was jointly driven by Don, Bradley & Darren Grant. She performed with exemplary efficiency and it is hoped that many more rallies will be enjoyed in the years ahead.

Nickel Plating

Ian Streatfeild

A big thankyou must go to Bill and Carol Heeney. A few months ago I enquired at the general meeting if anyone had been successful in Nickel Plating.

My first attempt to Nickel plate was a huge flop with very little nickel reaching the object I was attempting to plate. Well Bill came to the rescue, he informed me he was doing some plating on the weekend and to bring the parts over and we would get them plated. I had a few parts I had made for my Wolseley throttle and timing levers for the steering wheel and was keen to get them plated and re-assembled.

Bill was very thorough with cleaning the parts and showed me a number of tricks to doing it myself. The parts turned out great and I reassembled in the next few days. Thanks must go to Bill and Carol for the hospitality education and many cups of coffee.

Well it was now my turn to have a go. Firstly I needed something to heat up the Nickel Sulphate Ammonia solution to the correct temperature, also if possible find something that is insulated when I add the DC voltage.

I found it my wife's crockpot, perfect its crockery and well insulated. (Picture supplied).

Second I need a variable DC voltage. What are mates for he had just what I needed, supplying 3 to 15 volts DC (perfect). Next I needed the Nickel anodes which come in a kit of 10 from a supplier in Newcastle.

After many hours and adjusting the voltage down to about 3 volts it worked well, so I was able to plate my Wolseley hand fuel pump. (Picture supplied).

A big thankyou must go to Bill for his time and my wife for the use of her crockpot. Sorry now my crockpot. (Yes she now has a shiny new crockpot she is very happy with).



*Jenny's crockpot
now
Ian's crockpot*

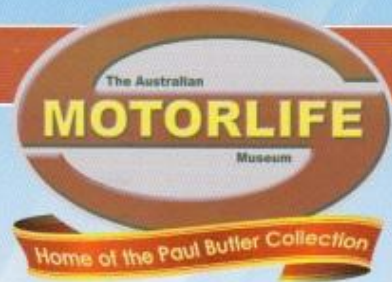


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Mail Address: _____ Phone: _____

Vehicle: _____ Model _____ Year: _____

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Vintage Motor Cycle Club of Australia (N.S.W) Inc.
(Affiliated with The VMCC of The United Kingdom)

Veteran Rally
21st September 2014

Once again the VMCC is running a Veteran Only day, starting at Maraylya at 10 a.m. & we would again welcome your participation. We would also appreciate if you could pass on an invitation to any other interested people.

The Rally will start at the Park, Boundary Rd, Maraylya. There is a nice area for children to play & plenty of parking.

Please fill in & return the form to help with catering & organisation. Entries will be accepted on the day but if you could help by returning this form & your \$10 by 12th September 2014 it would be much appreciated.

Entry Form

Name..... Please complete a form for each Entrant

Address.....

.....P.C.Telephone.....

Machine1).....Year.....Club.....

Machine2).....Year.....Club.....

Entry Fee (includes some refreshments) \$10

Lunch will be served back at the park for \$4 each.

Number of lunches required by you & your family.....

(This is to help with catering & does not need to be exact.)

Please return this form & \$10 made payable to Vintage club of Australia (NSW) Inc.

To: The Secretary, VMCC

14 Nirimba Cres,

Heathcote 2233

DECLARATION: The motorcycle/car I will be using on this rally is either on full road registration or Conditional registration. I undertake to not hold the Vintage Motor Cycle Club (NSW) Inc., its Rally Committee, Representatives or Marshals responsible for any damage to or theft of machinery or possessions or any bodily injury sustained in the course of travelling to or from the event or while participating in this rally.

SIGNED.....

Light-hearted Humor

Ron Hattersley

My sister has a lifesaving tool in her car which is designed to cut through a seat belt if she gets trapped. She keeps it in the car trunk.

They Walk Among Us!

I was going out with a friend when we saw a woman with a nose ring attached to an earring by a chain. My friend said, 'Ouch! The chain must rip out every time she turns her head!' I had to explain that a person's nose and ear remain the same distance apart no matter which way the head is turned...

They Walk Among Us!

I couldn't find my luggage at the airport baggage area and went to the lost luggage office and reported the loss. The woman there smiled and told me not to worry because she was a trained professional and said I was in good hands. 'Now,' she asked me, 'Has your plane arrived yet?' (I work with professionals like this.)

They Walk Among Us!

While working at a pizza parlor I observed a man ordering a small pizza to go. He appeared to be alone and the cook asked him if he would like it cut into 4 pieces or 6. He thought about it for some time then said 'Just cut it into 4 pieces; I don't think I'm hungry enough to eat 6 pieces.'

They Walk Among Us!

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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 be removed unless requested otherwise

For Sale:

1913 BUICK MODEL 24 ROADSTER

This is a very original 28hp Buick roadster in excellent condition and complete in every way. It was the subject of some restoration in the late fifties and owned from 1960 to 2012 by the Indianapolis Raceway Museum.

The car was purchased by me in 2013 however I am now selling it to make way for another. It has all the original parts including body, upholstery and details such as the externally mounted embossed 'Buick' fuel tank, and the acetylene set which not only was used for lighting but as an auxiliary starting system. The Buick was running when I purchased it however I have not started it. It can readily be recommissioned and enjoyed in its present condition, or alternatively could be the basis of a fresh restoration if desired.

Please contact me for a full description and detailed photo compendium. \$40,000.

Contact: Ian Berg, 15 Athol Avenue, Canterbury, Victoria, 3126 Email; bergathol@gmail.com,
Mobile; 0419 364 427

[5-14]



For Sale: (cont)

Brush Kit. Aluminium engine or cast iron engine, your choice. Both in same condition will need a rebuild. Steel radiator.

Your choice of early or late brake levers and adjusters. Good rims, timber spokes will need replacing. Some spares, has correct Kingston five ball carbi. Comes with new timber chassis rails and cross-sections. 2 new timber axles and new firewall timber. Some rust hole in guards. There are other pictures on request and there will be a bitter explanation of the entire unit if asked for.

Asking Price \$17,000

Contact: Alan Miller Ph: 9606 5086

Email: mrchevman@bigpond.com

[3-14]



Reproduction Veteran Hupmobile Hubcap

Reproduction Hupmobile Hubcap to suit 1909-1913 model 20

Made from solid brass with internal steel spring washer.

An accurate reproduction of the original part, using precision CNC machinery.

1 3/4" octagon A/F and 2 1/2" outside diameter. Thread 2 1/8" x 16UN.

Price for 1 hubcap and spring washer - \$125

Contact: Stephen Sellar 0432 881 141

Email – stephen@bigjack.net.au

[6-14]



Sankey 765 X 105 BE wheels (4), 1 wheel has a centre bore of approx 120mm and the other 3 are approx 80mm. At least 2 of the wheels actually have Sankey badges attached. Two appear in good condition and 2 appear restorable. The lot \$250

Contact: Jeff Palmer (02) 4957 2737 or email jasper.1912@bigpond.com.

[6-14]



For Sale: (cont)**Books For Sale**

| Title | Author | Published Date | Condition | Price |
|---|------------------|-------------------------------------|------------------------------|-------|
| Dykes Encyclopedia | A L Dyke | 1928, 15th edition | Very used | \$50 |
| Dykes Carburettors | A L Dyke | 1940, 6th edition | As new | \$50 |
| Parts Illustrations for Model F & G REO Speedwagons | REO Factory | 1928 | Very Good | \$20 |
| Me and the Model T | Roscoe Sheller | 1988 | As new | \$30 |
| Instructions for Chevrolet Motor Cars International Series AC | Chev Factory | 1929 (probably a reproduction book) | As new | \$20 |
| Dodge Brothers Four Cylinder 128 Series Operation and Care | Dodge Factory | Unknown, but original | Very used | \$40 |
| Dodge Brothers Motor Vehicle Book of Information | Dodge Factory | 1925, 18th edition | Very good | \$50 |
| Vintage Cars | Coombe Books | 1984 | As new | \$10 |
| Early Cars | Michael Sedgwick | 1962 | As new | \$10 |
| The Old Car Book | John Bentley | 1953 | Good | \$10 |
| Buy an Antique Car | Floyd Clymer | 1958 | Very good | \$10 |
| Centenary Encyclopedia of Automobiles | Graham Macbeth | 1984 | As new | \$25 |
| Veteran and Vintage Cars | Peter Roberts | 1963 | Good, but minor water damage | \$10 |
| The Model T Ford Encyclopedia | Bruce McCalley | 1989 | As new | \$50 |
| Riding through Time, a Century of Australian Motorcycling | Jim Scaysbrook | 2005 | As new | \$40 |
| The Automotive Career of Ransom E. Olds | Glenn A Niemeyer | 1963 | As new | \$50 |

Contact: Roger Gottlob Ph; 6241 3169 (AH) or Email: rogerandgillian@grapevine.com.au
[5-14]

Lucas 722 RHS sidelamp, good overall condition, complete except for clamp screw, has incorrect handle, \$190

Pair Lucas "King of the Road" 723 sidelamps, both complete except for clamp screws, reasonable condition but both have significant denting. \$250

Rotax "Clearway" brass double twist horn, firewall mount, has reed but no bulb stem or bulb, some denting in body, \$175

Dreadnought RHS sidelamp, square lamp, no burner in front, both glasses cracked, excellent for spares. \$50

S.Smith and Son, London, RHS sidelamp, square lamp in incomplete condition, no burner, excellent beveled glasses, good for spares. \$50

Powell and Hanmer No. 540 LHS sidelamp, mid-sized lamp in excellent condition, excellent curved lens, no clamp screw. \$150

Please email for list of other lamps.

Contact: Jeff Palmer (02) 4957 2737 or email jasper.1912@bigpond.com.

[4-14]



For Sale: (cont)

1916 Cole V8 Coupe, 126" wheel base, large roomy all enclosed coupe, recently rallied, runs well, \$65,000 (photo attached)

We did 800 miles in this car to and from the recent Grizzly Bear tour in Southern California, very nice driving car, one of only 3 1916 V8 Coles known, most of the initial "bugs" of a fresh restoration ironed out. Cole called this the Tourcoupe because it has fully removable windows like a touring or can be fully enclosed like a coupe. Comes with original parts and hand books and a lot of known owners history.



1908 Black 12hp runabout, Model 15, very original with low mileage engine rebuild, new 38" wheels supplied, \$27k

1908 Buick Model "F" touring, 22hp, very complete original vehicle needing restoration, new Firestone tyres, \$34,500. (photo attached)

1912 EMF Touring, original body, very complete, but dismantled, \$21,500

1905 Rambler 2 cylinder, 20hp, Type 1 Surry, 2 speed planetary, unrestored & dis-assembled, big impressive 2 cylinder when restored, \$39,500



Other projects available:

- 1910 Cadillac
- 1912 Cadillac speedster
- 1909 Buick Model F

For Sale - parts

Boa Constrictor horn, round face, 6" dia with screen, 5 ft tapered tube, new bulb, VGC, \$2000

Single cylinder Splittorf Coil box with switch & key, \$250 (photo attached) [2]

Single cylinder coil box \$200

Solar Carbide Generator, model 1012-B, VGC complete with baskets etc \$1000

24" Airmore exhaust whistle good condition \$350 (photo attached) [3]

Lucas King of the Road side lights model 27/46 \$400

Solar tail light needs new flat clear glass \$450

Desmo 1 1/2 twist brass horn VGC \$450

1 1/2 twist horn 6" round mouth \$450

Smiths 1 1/2" up draft carburettor \$200

1 1/2 twist horn 5" round mouth with screen \$450

Schebler model K 1 5/8" throat, up draft, brass Carbie \$200

Monocle windscreen 20" re-cast with most machining completed, no glass \$350

4 x 27" Quick Demountable rims \$2000 set

1913/14 Cadillac Warner Speedo \$500

1913/14 Cadillac bonnet \$300

1916 REO, Motor, Trans, Rear axle, \$2900 ono

1910, '11 & '12 Cadillac parts.



For Sale: (cont)

Lavigne 5 point drip oiler, (was on my Thomas till I found the correct one)
\$1000 (photo attached) 4

UNC Square nuts, various sizes
Brass split pins, various sizes
Brass nuts & washers, various sizes

Heaps of lights, horns, and Veteran parts, all must go!

Contact: Russell Holden 0422 219 911
[5-14]



Wanted:

Restorable 1915 dated engine block & matching sump for Ford Model T.

Contact: Phil Campbell 9449 2849
[7-14]

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

Contact: Jeff Palmer 4957 2737 or email jasper.1912@bigpond.com
[6-14]

1908-1910 Renault Engine Block. I am looking for a replacement engine block to put my 1908 Renault back on the road. The exhaust discharges from the near side of the carburetor. (see Photo)

Contact: Robert Fordham Ph: (02) 9899 4395 Mobile: 0413 436 663
[6-14]



Services

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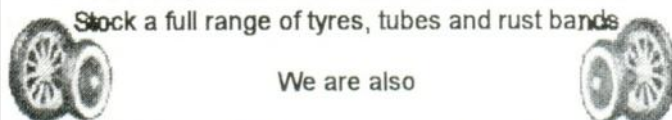
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