

SPIT AND POLISH

Journal of the Veteran Car Club of
Australia (NSW) Inc.

May 2021



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ON THE COVER:

Catherine Strutt's 1912 FN at the
2018 National Veteran Vehicle Rally in Forbes NSW.
Photo by Allen Davis.

Club Information

Club Management and Contact Details

OFFICE BEARERS

| | | | |
|-----------------------|----------------|--------------|--|
| President | Phil O'Loan | 0439 223 031 | philoloan@optusnet.com.au <i>*corrected*</i> |
| Vice President | Graeme Newman | 0412 138 063 | kazngrae@bigpond.com |
| Secretary | Louise Yeomans | 0488 082 611 | louise.yeomans1@gmail.com |
| Treasurer | Geoff Yeomans | 02 9884 9314 | geoff.yeomans1@gmail.com |

COMMITTEE MEMBERS

| | | | |
|------------------------------------|-----------------------|--------------|----------------------------|
| Hall Lettings | Robert Fordham | 02 9899 4395 | rfo292535@bigpond.com |
| Registrations Officer | Neil Martin | 02 9632 5047 | 0417 236 495 |
| Web Co-Ordinator | Abbey Newman | 02 4392 1035 | abbeynewman@gmail.com |
| Events Co-Ordinator | Graeme Newman | 0412 138 063 | kazngrae@bigpond.com |
| Investigation & Dating: | John Burke (Chairman) | 0412 821 945 | hupmobile@bigpond.com |
| | Neil Martin | 0417 236 495 | |
| | Max Roberts | 02 6545 3410 | |
| | Ian Streatfield | 0488 238 177 | |
| | Neville Preston | 02 4352 1533 | |
| Committee Member | Peter Martin | 02 4657 2994 | 0418 865 235 |
| Committee Member | Andrea Holden | 0434 680 777 | andy_holden101@outlook.com |
| Editor | Lauren Newman | 0416 731 174 | lj.newman96@gmail.com |
| Librarian | David McCredie | 02 9653 2592 | |
| CMC Delegate | Phil Virgona | 0417 297 041 | phillipvirgona@bigpond.com |
| Legal Advisor | Andrew Aitken | 02 8987 0000 | |

BRANCH CHAIRMEN & SECRETARIES

Newcastle Branch

| | | | |
|------------------|---------------|--------------|-----------------------|
| Chairman | John Burke | 0412 821 945 | hupmobile@bigpond.com |
| Secretary | Graeme Newman | 0412 138 063 | kazngrae@bigpond.com |

Macarthur and Southern Highlands Branch

| | | | |
|------------------|----------------|--------------|-------------------------|
| Chairman | Doug Fulford | 02 4654 5432 | dougf@people.net.au |
| Secretary | Kevin Boardman | 02 4654 5499 | kboardman13@bigpond.com |

SPIT & POLISH the journal of the Veteran Car Club of Australia (NSW) Inc.

Other Veteran Clubs have permission to copy.

Articles and letters appearing in Spit & Polish reflect the opinion of the Author. They are not necessarily the opinion of the editor or the committee nor are they any indication of club policy.

Minutes

Minutes of Monthly Club Meeting held on 22 April 2021

ATTENDANCE Committee: 6 Members 16 at hall and 11 via zoom Family 2: Visitors:1 (John Hewitt)

APOLOGIES: John Grant, Col Harmer, Peter Martin, Norm and Inez Mitchell, Ian Shinfield, Warren Wilson

MEETING OPENED AT 8:00 PM

PRESIDENT'S OPENING REMARKS

The President, Phil O'Loan, welcomed all members to the meeting. The meeting observed one minute's silence to remember Richard Bransgrove, member 898 who died last week. The President referred to his report in Spit and Polish. In an effort to be more transparent the correspondence would be read.

MINUTES PREVIOUS MEETING

Matters arising from minutes: Nil

Corrections to the minutes:

Numbers were reported incorrectly. 6 committee members, 20 members including 9 via zoom.

Correctly reported: Family: 3 Visitors: 2

Moved: Lauren Newman Seconded: Will Garthon

INWARDS CORRESPONDENCE

Other clubs:

Early Auto Small Torque

Brass Notes

Various other magazines are received online and distributed through Friday's Fact and Fiction

Other:

John Fryirs- re resignation of Doug Fulford

Robyn and Bill Betts resignation from 1 - & 2-cylinder rally committee

Inez Mitchell- application for membership

Governor of NSW – condolence book for HRH Prince of Edinburgh

Doug Fulford – club finances, S&P

RACV 2021 National Veteran Vehicle Rally Newsletter #4

2021 Shannons Autumn Timed online auction

Peter Cockbain – re owner of Wire Wheels

City of Canada Bay News

OUTWARDS CORRESPONDENCE

Cough and Splutter – change of address

May 2021

Australian Motorlife Museum – change of address

Richard Bransgrove and Kevin Spackman – get well cards

John Fryirs – acknowledgement of letter and invitation to speak to the meeting regarding his concerns

Robyn and Bill Betts- acknowledging email

Inez Mitchell -membership application

Col Harmer – membership application

National Trust –nomination for a Heritage Award for the website, shortlisted

Jan Bransgrove – condolences and donation to Mudgee Hospital Auxiliary of \$80

Governor of NSW – condolences to royal family

Doug Fulford - club finances, Spit & Polish

Emails: Friday's Fact and Fiction, Spit and Polish

The correspondence from and to John Fryirs and the email from Doug Fulford regarding the finances of the Forbes Rally were read out to members. Doug has raised issues about the not-for-profit status of the club. The committee is seeking professional advice.

Moved: Graham Weekes

Seconded: Lynette Martin

TREASURER'S REPORT

The Treasurer's report was tabled. Balances were shared with those in attendance at the meeting.

Moved: Robert Fordham

Seconded: Dorothy Shinfield

MAGAZINE

Lauren Neman hoped that members had received this month's copy of Spit and Polish. The May issue is nearly complete. She would like some photos and articles on the rallies in Cobram and Charleville, and on events in the Highlands and Macarthur. Robert Fordham thanked Lauren for her work with Spit and Polish. He acknowledged the difficulties she has in taking over the role. The members recognised Lauren's efforts with acclamation.

EVENTS

Previous events

25-28 March RACV 1&2 Cylinder rally Cobram - good runs and great weather.

7-13 April TAVCCA 1&2 Cylinder rally Charleville QLD. See reports from Robert Fordham and Rod Holmes.

18 April Newcastle Branch: visit to Catalina Flying Boat restoration at Kilaben Bay and Club Catalina at Rathmines - well supported with 34 people and 11 Veterans.

Future events

30 April Macarthur Area Coffee Run - contact Doug Fulford.

- 2 May Northern Sydney Breakfast Run - Berowra Waters in the marina car park near the fish and chip shop.
- 14 May Highlands Coffee Run - contact Greg Roberts.
- 16 May National Heritage Motoring Day/Drive you Veteran Day - see the website for more details.
- 18-20 June Singleton Weekend - see April S&P for details and entry form.

Newcastle Branch are planning a rally either in September or October. Brush Rally has been rescheduled for 2022.

Rod Holmes enjoyed the Charleville Rally especially the way it accommodated slower moving vehicles. An alternative route was offered to the longer runs. It was usually about an hour's run to points of interest in the town.

The President announced that the club would pay for 5 entries for Shannons Sydney Classic on Sunday 15 August 2021 at Eastern Creek. Tickets would be distributed on the basis of order of application. Interested applicants need to contact Graeme Newman.

The President is forming a sub-committee to plan a premiere event to be held annually in March but not always at the same location. The first one would be held in March 2022. He invited volunteers to contact him.

PERMIT TO MOVE/REGISTRATION Four permits were issued and there were no movements.

LIBRARY The 2020 copies of Spit and Polish have been bound.

DATING Nothing to report

MEMBERSHIP

Col Harmer and Inez Mitchell were voted into the club unanimously with Col qualifying for full membership and Inez as an associate member. Members welcomed the new members with applause.

CMC

Phil Virgona reported on the venues listed for National Heritage Motoring Day – Berry, Fagan's Park and East Kurrajong. He advised that a briefing meeting will be held on 22 May at Strathfield Golf Club on historic registration. Transport for NSW have backed down on the requirement for seat belts to be signed off by an engineer and have amended the list of approved accessories. A second version of the document will be released for consultation. Tickets for Shannons Classic for last year will roll over for this year. The CMC turns 60 next year and has requested any photos from 60s for a display. The VCCA(NSW)Inc was one of the founding clubs of the CMC. Over 130 delegates attend the CMC meetings and some take their vehicle for display which members of our club could do. The next meeting will be held on 25 May 2021.

HALL Nothing to report

WEBSITE

Abbey Newman reminded members to complete a Vehicle Profile for the website. She thanked members for the nomination for the National Trust Heritage Award. Vehicle Profile proformas were

May 2021

distributed.

GENERAL BUSINESS

1&2 Cylinder National Rally 2021 and 2022 – Robert Fordham

Robert travelled about 12,500 kms in the round trip to Charleville and home. On the way, he experienced flooded roads out of Moree and had to return to Moree and replan his route. The new longer route took him to Goondiwindi, St George and then Mitchell where he had booked to spend the night. It poured with rain and there was no stopping as the sides of the road were red mud. He hit a roo but kept on until arriving at Mitchell after 6. The motel thought he wasn't coming and had not saved his room. Instead, they offered him a bed in a shed for free! Charleville is semi desert mulga country with dog fences and cattle. The rally had long and short runs. Five to six groups were organised and the groups changed daily so you met new people. It was hot and a good rally with lots of interesting cars. His trip home coincided with school holidays. Robert drove over 1000km one day to find accommodation as he hadn't booked any. No free bed this time but the most expensive on offer as the last option!

The location for 2022 TAVCCA National 1- & 2-cylinder rally has been announced as Narrandera. On the website is an expression of interest. Fourteen entries have been received. The dates will be corrected as it ends on 14 May 2022. Robert has requested help with the computer work for the rally. Contact Robert if you are able to assist in any way.

Results from survey on Spit and Polish - Phil O'Loan presented the results of the survey set up by Doug Fulford and collated by Terri O'Loan. An executive summary and then detailed analysis were presented on a PowerPoint. See Spit and Polish. Lyn Martin said she liked the cover photographs but preferred an A4 format inside.

Raffle procedure There will be a new procedure for the raffle. It will be drawn after the close of the meeting so those on zoom can sign out if they wish. The numbers will be drawn and written on the whiteboard. Winners need to present their tickets to Ron before claiming a prize.

Keeping moving heritage on the road! Cutting the red tape! The role of the Bush Council, liaising with RMS and update on the National Heritage Strategy! Presented by Jenny Fawbert. For a summary see Spit and Polish. *Editors note: to be presented in parts. Part 1 on page 26 or alternatively see the member's section of the website for the full copy.*

General Business - John Hewitt, a former club member, announced that George King turns 100 on Sunday.

THE MEETING CLOSED AT 9:35PM

The raffle was drawn.

Phil O'Loan
President

Louise Yeomans
Secretary

Cobram 1&2 Cylinder Rally

Photos provided by Robyn Betts



President's Report

By Phil O'Loan

Thank you for the warm welcome to my new role as President, it will certainly have its challenges and rewards. Further to my previous comments about the transparency of the committee, a number of initiatives have been implemented and hopefully any concerns are being put to rest. However if any one has any issues or concerns please bring them to my attention so that they can be actioned appropriately.

Further to the above, the Not for Profit Status of the Club has been queried by Doug Fulford. This potential issue if correct, has serious consequences for the Clubs income tax exemption position. The committee is taking this very seriously and will be engaging professional advice to confirm our Status.

The Spit and Polish Survey results were presented at the April General meeting. Lauren Newman our new Editor has been keenly waiting on the results so she can implement the findings in the upcoming issues. The executive summary of the survey highlighted the following.

- It is desirable that the Spit and Polish magazine **continue in both hard and electronic copy, with the electronic copy** emailed directly to members.
- A **full colour magazine is preferred**, with some members commenting unprompted, that **cost should be taken into consideration** in this decision.
- The **original format (portrait) is most often preferred** and as such, most members were happy not to change the way the magazine was bound.
- Most often members **like the one liner jokes** at the top of the page.

Our Video Conferencing initiative has proved to be a hit not only with our club but with many of the other car clubs that rent our premises. An introductory letter offering this facility will be sent to all these clubs highlighting the costs and conditions of use.

The establishment of an annual premium rally similar to the Blue Mountains Rally has gained momentum with the volunteering of Les Johnson to join the rally subcommittee. The event will be held annually in March but not always at the same location. If any other member would like to take up this initiative please contact the committee, your assistance will be appreciated.

Finally, in the interests of supporting our members in upcoming events, the committee has decided to purchase five entries for the Shannons Sydney Classic on Sunday 15 August 2021 at Eastern Creek. If you are interested please contact Graeme Newman for your free tickets.

Editor's Report

By Lauren Newman

Thank you to the members that have contributed to this months edition of Spit and Polish. Included this month is an article from the Newcastle Branch's Outing to the Rathmines Catalina Memorial Park and an article from Peter Kable about his trip in the USA. David McCredie has written about his experience in Charleville and Part 2 of *Trip Report: The Homecoming* by Catherine Strutt is also in this edition.

I have not received an article from the recent 1&2 Cylinder Rally in Cobram so if you attended this event and have any information or photos, please send them through to me. Thank you to Robyn for providing some photos already.

The committee is in the process of analysing the data from the Spit and Polish survey and looking at how we apply the results moving forward so stay tuned. A summary of the results are below, however the full copy including a breakdown of each question and comments are available on the website.

For those members who took part in National Heritage Motoring Day, don't forget to send me a photo of your car/group. An associated article is helpful, but even just a happy snap will be most appreciated.

Happy reading!

Spit & Polish Survey Results

Executive Summary

45 Veteran Car Club Of Australia **members responded to the survey** sent out earlier this year, about the Spit and Polish magazine. A summary of the survey results follows.

- It is desirable that the Spit and Polish magazine continue **in both hard and electronic copy, with the electronic copy** emailed direct to members.
- A full colour magazine is preferred, with some members commenting unprompted, that **cost should be taken into consideration** in this decision.
- The **original format is most often preferred** and as such, most members were happy not to change the way the magazine is bound.
- Most often members **like the one liner jokes** at the top of the page.
- In terms of magazine content, members would **like to see more** of the following:
 - **technical articles** such as ones on vehicle restoration and maintenance
 - **general club and members news**
 - **a summary of committee decisions**
- In order to make space in the magazine for such items, the majority of members are happy for the **minutes of the club meetings to be sent via email**, rather than printed in the magazine.
- In the longer term, the possibility of having a national veteran car magazine with input from all the various Australian veteran car clubs **should be investigated**.

Newcastle Branch Outing

Catalina Restoration Tour. Sunday 18th April 2021. By Graeme Newman

At one of our Newcastle Branch meetings earlier in the year, there was some discussion about potential places of interest to visit for our monthly outings. As a result, Jeff Palmer very kindly volunteered to arrange an outing to view a PBY Catalina flying boat being restored.

Within a very short space of time, Jeff had made provisional arrangements to visit the restoration site for a tour, along with lunch at the nearby Rathmines Memorial Bowling Club – 'Club Catalina'.

The proposed outing was obviously well received by our members with a large percentage of our group indicating their intention to attend, and a couple of others having to miss out due to previous commitments.

Our day started by gathering at the restoration site at Kilaben Bay. After a short introductory talk from the Rathmines Catalina Association President, we were treated to a splendid \$5 per head morning tea. We then split into two groups and were given a tour of the site, and some history of the plane they are restoring.



Flying boat courtesy of RCMPA website

The plane is a PBY- 5A Catalina which the group fondly refer to as "Our Girl". After a seven- year worldwide search, "Our Girl" was found in Puerto Rico after she was advertised on eBay and was purchased by the group in April 2013. She had previously been used to transport oil exploration crews around South America.

There followed a very busy twelve months for various volunteers who travelled from Lake Macquarie to work with a group of Puerto Ricans to prepare her for transportation to Australia. This involved dismantling and thoroughly cleaning the plane prior to shipping. The first container of spare parts along with the tail and rudder assemblies arrived in November 2013, followed by the outer wings the following month. The fuselage arrived in March 2014 and finally the centre wing in April 2014.

The restoration is being undertaken by a team of 17 dedicated volunteers, with work at the moment concentrated on the fuselage. Restoration of the tail section of the plane has been completed by 11 Squadron, RAAF Edinburgh, South Australia.

With many of our members having been involved in the restoration of veteran motor vehicles, we can only admire the dedication of the volunteers taking on a task of such enormity.

The ultimate aim of the group is to restore the plane to a standard that it is suitable for static display, and to have it displayed in a venue that will house other memorabilia and act as both a memorial and educational facility.

When our inspection wound up, we headed to Rathmines for lunch at Club Catalina. The Club is located in what was the former Officer's Mess when the RAAF were using the site as the seaplane base.

After lunch we took a short walk to the site of the memorial, which is dedicated to those who served at R.A.A.F Rathmines and were associated with the Flying Boats and Seaplanes from 1939 – 1960. It was a really interesting location, and one to which we may return in the future. For anyone who may be interested in more information, have a look at their website: rathmines-catalina.com
Thanks to Jeff and Kaye for organising what was an excellent outing.

Attended by:

- | | |
|--|---------------|
| Neil, Toni, Conrad and Alexandra Adams | 1913 F.N |
| Stuart and Neryl Adams | 1914 Vauxhall |
| John Brumby and Robert Hayes | 1917 Maxwell |
| Chris Duncan and Isaac Strutt | 1911 F.N |
| Neil and Maria Heilbrunn | 1911 Renault |
| John, Max, Payton and Ruby Burke | 1918 Essex |
| Jeff and Kaye Palmer | 1908 Fiat |
| Ben, Wendy and Kate Rose | 1914 Talbot |
| Dianne Gotley and Brett Corrigan | 1914 Talbot |
| Graeme and Karyn Newman | 1914 Talbot |
| Neville Preston | 1913 Talbot |

Modern

- | | |
|------------------------------|------------------------|
| Peter Cockbain and Kaye Good | David and Betty Cherry |
| Geoff and Louise Yeomans | Allen Dunlop |
| Martin McCarthy | |



Isaac Strutt, Payton and Ruby Burke exploring the fuselage



Maxwell, F.N, Talbot, Talbot, Talbot, Talbot, Essex, Renault, Vauxhall, Fiat

Events Calendar

Club Events

MAY

- Sunday 16th **National Heritage Motoring Day** - See page 7 of the April Spit and Polish for further information. ***DON'T FORGET TO TAKE A PHOTO OF YOUR CAR ON THIS DAY AND SEND IT TO THE EDITOR***
- Tuesday 18th **Newcastle Branch Meeting** - Westlakes Mining Museum, Teralba. 7:30pm
- Thursday 20th **Committee Meeting**
- Thursday 27th **Monthly Club Meeting** - 134 Queens Road, Canada Bay. 8:00pm

JUNE

- Friday 11th **Southern Highlands Coffee Run** - Cnr Osborne and Moss Vale Roads
Enquiries: Greg Roberts
- Tuesday 15th **Newcastle Branch Meeting** - Westlakes Mining Museum, Teralba. 7:30pm
- Thursday 17th **Committee Meeting**
- Friday 18th - 20th **Singleton Tour** - starting at 20 Valley View Place, Nulkaba. Entry form on page 23. *Enquiries: John Burke*
- Thursday 24th **Monthly Club Meeting** - 134 Queens Road, Canada Bay. 8:00pm
GUEST SPEAKER: Richard Lane
TOPIC: Restoration of 1906 Talbot

JULY

- Sunday 4th **Sydney North Breakfast Run** - details to be confirmed
- Friday 9th **Southern Highlands Coffee Run** - *Enquiries: Greg Roberts*
- Thursday 15th **Committee Meeting**
- Tuesday 20th **Newcastle Branch Meeting** - Westlakes Mining Museum, Teralba. 7:30pm
- Thursday 22nd **Monthly Club Meeting** - 134 Queens Road, Canada Bay. 8:00pm
GUEST SPEAKER: Bill Phippen
TOPIC: *By Muscle of Man and Horse - Building the Railway under Sydney 1916-1932.*

WELCOME TO OUR NEW MEMBERS!

Voting for the membership of Geoffrey (Col) Harmer and Inez Mitchell took place at the April meeting and we welcome both of our new members into the club.

Major Events

OCTOBER 2021

Sunday 10th - 16th **RACV National Veteran Vehicle Rally** - Swan Hill, Victoria

Enquiries: Michael and Claudia Holding

Sunday 17th - 22nd **National Veteran Motorcycle Rally** - Manjimup, Western Australia

Enquiries: Sharon Rudler. Hosted by the Indian Harley Club (Bunbury) Inc.

NOVEMBER 2021

Monday 22nd - 26th **National Highwheeler Rally** - Mount Gambier, South Australia

Enquiries: Noel and Sue Holbrook

APRIL 2022

Wednesday 20th-23rd **Brush National Rally**

**Postponed from 2021* Contact Alan for an entry form*

Enquiries: Alan Miller (0417 283 897)

MAY 2022

Sunday 8th - 14th **National 1 & 2 Cylinder Rally** - Narrandera NSW

Event information available on the VCCA NSW website including EOI form.

Enquiries: Robert Fordham

OCTOBER 2022

Sunday 23rd - 28th **National Veteran Vehicle Rally** - Dusselton W.A

Enquiries: Peter and Pauline Hume

APPLICATION FOR MEMBERSHIP

Melinda Kovacs

BEAUTY POINT, NSW Associate Member

Nominated: William Ronald Hattersley Seconded: Margaret Louise Yeomans

Rod Wise

TURNERS FLAT, NSW Associate Member

1911 Model 27 Buick

Nominated: Max Burke Seconded: Graeme Newman

Voting for the above applications will take place at the May meeting

RESIGNATION OF MEMBERSHIP

Anthony Sinclair

Charleville 1&2 Cylinder Rally

Wednesday 7th–Tuesday 13h April. By David McCredie

This “Outback Adventure” was held in April 2021 after being cancelled from April 2020 due to COVID. The rally was organised by Graham and Irene Donges along with several helpers and they did an excellent job. It was superbly organised with some interesting innovations.

Many of the entrants stayed at the Bailey Bar Caravan Park, across the road to the rally headquarters and start of all runs. The daily runs all finished early in the afternoon leaving plenty of time for socialising and attending to any car issues.

The weather was warm to hot with no hint of rain, nights were cool, and the roads were billiard table flat, ideal for 1 & 2 cylinder cars. Charleville is not a huge country town but it has many places of interest that we experienced. Very short runs were held each morning with the cars separated into five groups with each group going on a different short route each day. A longer run was then held after plenty of time for a tea and coffee break.

The first run of the rally was to the Sommariva Olive farm where we were all provided with prepared lunches before a short run back to our accommodation.

Day two was the display day in the main street with the ladies enjoying High Tea at the Historic House. That evening we had a gaslight parade through the town where the locals packed the footpaths. It was a great spectacle particularly enjoyed by the younger children.

The longest run was on the third day to Angellala bridge now rebuilt after being seriously damaged by the largest transport explosion in Australia. A bush picnic was held at the Dilalla bridge.

Day four was a rest day for exploring the district, attending to the cars or just relaxing. It was a pleasant break.

Day five was a run to the Ward River, Charleville’s favourite fishing spot. Our rally packs included a fishing reel so we could all participate in a fishing competition. A prize was to be awarded for the largest fish caught. Judging for that competition proved to be easy with only one exceedingly small fish caught by the whole group. It was all in fun and followed by a BBQ lunch.

Day six took us to the forced landing site for the Vicker Vimy plane being flown by the Smith brothers in 1919. The plane was stranded there for 52 days while engine repairs were carried out at the Ipswich Railway workshop. Lunch was at the Evening Star Caravan park, on the working Thurlby Station.

In addition to the rally runs, we travelled by bus one evening to the Cosmos Centre, a very impressive facility where local students did a superb job telling us about the universe and way beyond. Our

insignificance on this tiny speck called earth was inescapable. We also visited the Bilby Centre in Charleville where we were able to see some Bilbys in a nocturnal enclosure. The Bilby is an endangered species and a group of volunteers have built a 25 square kilometre Bilby enclosure designed to keep out all predators, the worst being feral cats. Bilbys are being bred in this protected location for release in areas where traps, programmed to kill only cats, are located. This is an impressive venture staffed by very enthusiastic people.

There were some innovations that added a little extra to the rally:

- Our rally bags included small cards with our name, contact details and photo of our car for handing out when exchanging details with others.
- The seating positions at the final dinner were each identified by a large place mat with our name and car. A nice touch.
- A very enjoyable evening barbecue was held at the Evening Star Park where we were entertained with Australian poetry recitals. On arrival we were given a large chunk of damper in maple syrup I have to be gluten free so I declined only to be told they had prepared gluten free damper and it was, without doubt, the best I have ever had. In fact those of us with special food needs were very well taken care of for all meals.

There were about 70 entrants with a good variety of makes including a large two cylinder Talbot flying the flag for our NSW Talbot owners. However the best part, in my biased opinion, was the seven two cylinder Maxwells. The largest gathering of two-cylinder Maxwells ever in this country and it would have been nine but for one drop out and another that should have been there except for delays in transport from USA. Considering that there are only about 20 two-cylinder Maxwells in Australia, having one third of them in Charleville was special and we captured them all together on this "family photo"

Thanks to all the work by Graham, Irene and their team, this was a rally we will long remember. It all went like clockwork.



Left to Right: (1) 1907 Model RL Bill Ryan. (2) 1909 Model LD Adrienne Cerutti. (3) 1909 Model A Stephen Forster. (4) 1910 Model AA Keith Wilson. (5) 1910 Model AA Syd Norman. (6) 1911 Model AB Len Kennedy. (7) 1912 Model AC David McCredie.

The Lincoln Highway

By Peter Kable

A mention was made in the Fact and Fiction email sent out on the 2nd April of a You Tube video on the Lincoln Highway. This immediately reminded me of a trip my wife Sally and I took across the USA in 2011 when we drove our 1915 Lamstedt kamper back to the west coast to Los Angeles to return the Kamper back to Australia. In 2008 we shipped the Kamper over to the United States to compete in the Centennial Celebrations for the Model T Ford which was held in Richmond Indiana. After the event the Kamper was placed in the Model T Ford Clubs museum at Richmond and we retrieved it upon our return in 2011.

Our plan for the trip back was to head west to attend an event in Pincher Creek Alberta Canada via Yellowstone National Park and then go to Seattle for a cruise to Alaska before driving down the west

coast to LA. This enabled us to travel some of the way on the Lincoln Hwy as driving on the normal expressways was not only unnecessary and potentially unsafe but a boring drive as most of the freeways are lined with trees making views of the countryside impossible to see. In most areas old roads such as the Lincoln Hwy follow the same route usually only a few miles away from the main freeways. These roads being the original ones pass through the many small towns some of which have suffered badly due to being bypassed but for others they have prospered without the heavy interstate traffic.



The Lincoln Hwy near Shenandoah Iowa

Usually only a single lane road the Lincoln never the less make an ideal road for Veteran travelling and has only light traffic. Most of the towns have attractions such as museums about the local area or industry which established them originally or show local history of the people who established them. Some towns had evolved into large cities which still are expanding and offer people a nice country life style.

Lincoln Nebraska is one of those places and the Lincoln Hwy passes through it. One of its main attractions which would be of interest to Veteran car owners is the Museum of American Speed. This private museum was founded by "Speedy" Bill Smith who built a business supplying speed equipment to drivers of speedway racing such as Nascar, drag racing and other forms of motor car racing. Sounds a bit off the driving encountered with Veteran Cars but the museum not only houses such equipment as

would be expected with "hot Rodding" it also includes displays of period accessory motor equipment for veteran and vintage cars as well as other collections which Speedy and his wife also indulged in such as toys, children's pedal cars, soapbox derby billy carts, tether cars (toy race cars powered by model aircraft motors which raced whilst tied to a wire tether as they circled a center pole) car mascots as well as a large lunch box collection something more American than anywhere else but they did make an

appearance here at one point.

All the exhibits are pristine examples, many one off rare surviving examples and except for the numerous original "barn find" cars, all toys, or other display items have had top quality restorations. At a seminar I attended years ago where Speedy Bill was asked why all his display motors he had displayed there were highly polished and painted when originally they would have

just been assembled and used he

answered. "Well I consider these items are now no longer being used but should be treated as you would if Grandad passed away, you would put him in his best suit apply some make up and present him to the family so they have fond memories of how he was."

This museum is of such a high standard especially as it is a privately run one that those especially those responsible for the Power House collection need to go and see how it should be done. There is not just an odd display here and there, at every point similar examples of an item such as an accessory radiator mascot or a hubcap are grouped together showing sometimes 20 to 30 or many more different examples which were offered in their day. Two half days would be needed by keen veteran motorists to do it justice.

Large numbers of the cars are historical winners of races such as those from the Indianapolis Speedway. What you won't want to miss is the displays such as the pedal cars, examples of which one has no



Part of the Pedal car area



A Model T Ford Speedster

idea were available to purchase, some must have cost several thousands of dollars when new.

Sally and I were treated to a private showing or should I say a free for all as we were given free reign by ourselves of the museum before it opened. Normal hours for escorted tours are Mon to Fri 12:30pm to 4:30pm Sat 9:00 to 1:00 but when we can actually fly internationally again who knows? As we were travelling in our Model T we usually got special treatment but doing so always gives you a "Foot in the door" so to speak, people approach you ask about the car, offer to help or just want to take you to lunch so they can check out what has happened on your trip. If we pulled up for a cold drink at a gas station the drink would often be free. We were treated to free accommodation, staying in people's houses or at their properties so we could camp in the Kamper, in one instance an email we received instructed us to go to a location without any hint as to what was there. Thinking it was to meet up for a dinner we found we had been booked into an expensive B&B at a winery worth about 4 nights stay in a motel which had been paid for by someone we had never met.



Soap Box derby winners

Even though we could not lock up our car as it has open sides (in Yellowstone we had to camp in an enclosed camp area because of the bears) we often left the Lamsteed parked all day, sometimes for hours at night while we went on paddle boat cruises or jet boat trips up rivers for the day without ever having anything touched in the car. Often people would not believe we had driven from where we had. The "have to reverse up hills' legend was often quoted when we stated we had come over the Rockies from the east to the west usually with disbelief.

Along the Lincoln Hwy the road was straight and flat most of the way. One section near Platter River had a good surface but had constant dips which had the Kamper pitching forward and back as if we were in a boat at sea, varying our speed didn't help. Stopping at an Antique shop for a break the owners told us they had been waiting for several years for the promised repairs. Being able to drive all day without having to worry about holding up traffic made for a pleasant trip. Any cars going the same way could easily move to the oncoming lane and speed past usually without having to slow down for a break in the oncoming traffic as there was little or none. A trip to add to your bucket list and hopefully possible in the future for anyone to do.

Trip Report: The Homecoming (Part 2)

Catherine Strutt & Chris Duncan. 1911 FN2400. By Catherine Strutt

There was a mobile number on a sign on the fence so we tapped in the numbers and rang. Fortunately, the owner, Jim, was home and we were more than welcome to come on down to the house. So we nosed the FN into its old driveway and rolled down the long gravel wheel tracks, history repeating itself. It was both bizarre and exciting.

We were greeted by a man with a jolly face and a friendly welcome who invited us kindly into the large and grand old sandstone block house. Although Jim wasn't overly interested in the car, he appreciated the history of it in relation to his property, and was very obliging to our wishes to take some photos of the car back at its home and to look around the property. We enjoyed a cup of tea while he told us what he knew of the history of the property and the first owners of the house and FN. It was an extremely satisfying and interesting visit and it was our mission of the week officially accomplished. The car had finally returned to its original property after nearly 100 years.



The (1911) FN back home at the (1906) property of Eubindal

Elated, we left the property and carried on to Binalong anyway. There was now no need to, but we had some daylight left and the villages were all close in distance. It was a quiet little village with seemingly no one around. We wandered around looking at the old buildings and admiring the history of the place before we started up the FN and drove back to Boorowa where we would camp for the night. It was difficult to ignore the fact

that about a hundred years ago, this

very car would've been driving around these streets going to the post office, the dance at the hall or the pub on the corner before driving the road back home.

The village of Boorowa, famous for its Irish Woolfest, is small enough that we didn't have many options for camping. So we found the local caravan park and set up camp on a lush grassy area away from most of the other inhabitants. It was one of those small caravan parks where all of the caravans looked very permanent, covered in algae with old chairs and antennas littering the space around the van. Two old blokes drinking beer, van neighbours, watched us as we moved past them in the car. We had a celebratory drink, made our dinner and turned in for the night.

May 2021

The next day, day four, we had planned to find the Eubindal property however, we were now a day in front. So we spent the day motoring around the small villages and discovering the property of Bookham Station, where our other FN2400 originally came from. Interestingly the two FNs were on stations near each other in their youth and eventually they ended up on a third station property together, one cut down to be used as a farm ute and the other (the Eubindal FN) was kept as a spares car before both finally coming to Newcastle. But that's another story!



The FN's original garage

After exhausting all we could do to discover the history of the two FNs, we decided to take it a bit easy and finish the day's travel earlier, so we headed the short distance down into Burrinjuck Dam recreation area where we would camp for the night. The weather had become very warm and storms and wet weather were predicted for the next three days.

We paid our camp fee, bought an iceblock and rolled down the narrow roads of the park and down a further road that took us to a more quiet area, away from the cabins and caravans. It was beautiful and the whole place was literally deserted which is the way it stayed. We had the whole site complete with banks of showers and toilets to ourselves along with a fully equipped camp kitchen with two fridges. What a luxury, a fridge! We unpacked the car and were erecting the tent when from nowhere a nosy kangaroo arrived right at our tent door. Then half a dozen King Parrots squawked and dive bombed us,

landing on the tent and the hood of the FN. They became our constant companions for our entire stay.

Beer cooling in the fridge, we went and jumped in the cool waters of the dam as dark rolling thunder clouds rolled in around us and eventually dumped their load, drowning us and the kangaroo. It was a great camp site and one we will go back to.



Waiting for the station owner. The FN at Bookham Station, the original home of its identical twin, chassis #296

It was a wet start to day five. The FN was dry under its thick PVC tarp even after it had rained down hard overnight. We moved over to the shelter of the camp kitchen shed to pack up and have breakfast and we were once again dive bombed



Our picture perfect idyllic campsite at Burrinjuck Dame (and Chris cleaning the diff oil off the wheel!)

and closely observed by a large gang of King Parrots on the scrounge for Weetbix. The two local roos quietly appeared in the shed beside us to sit in their wet fur looking patiently at us with their big brown eyes and doglike faces. They enjoyed their Weetbix too. The rain eased and finally stopped and we took advantage of the break in the weather to pack up, leave the peaceful camp and get moving along the road again.

Reaching the top of the mountain range surrounding Burrinjuck Dam after crawling up the scenic winding road in first and second gear (a great way to loosen up the grease in the gearbox after sitting cool all night) we

motored along

comfortably through the farming plains and undulating hillsides back tracking our travels from the day before in order to avoid having to use the fast paced M31 freeway. The FN was humming along nicely. We discovered a quiet road on the map that looked like it was going to be a perfect bypass around the freeway and Yass. In reality, it was a fire track through the eucalypt bush with not more than a couple of rough wheel tracks through the long grass. Lovely! So off we rolled. Unfortunately after the third rocky creek crossing and tight turn we aborted the attempt and turned the car around and returned to the sealed road that we travelled on earlier in the week. It's a very capable and strong car, the 2400 model of FN, and even though we have taken this car over almost all kinds of terrain and landscape, descents and ascents, we are always respectful that it is still an antique vehicle and therefore has limitations, and requires much sympathetic driving, as with all veteran vehicles.



Inquisitive kangaroo and dive bombing King Parrot



One creek crossing too much!

Escaping, we're sure, from an imminent veteran car catastrophe, we turned back onto the bitumen and began the more sedate driving experience of the Lachlan Valley Way retracing our journey from the middle of the week for the next 178 kilometres. Starting from near Yass we putted along through more crops of bright yellow canola and farming land to Boorowa where we stopped for some lunch in a quiet, secluded grassy park under a big old shady tree. "Great", we thought, "we're hidden". But we were wrong. No sooner had we stopped and flicked off the engine, we had time to get out and pour a cuppa before a massive Winnebago accompanied by a smaller car came heading for us and stopped no less than two metres

from the back of the FN. All the doors opened and out piled the excited contents and we were suddenly surrounded by half a dozen grey nomads asking their questions loudly and all at once. They had spotted us driving through the town and then followed us until we stopped. All the usual things happened that everyone here who owns a veteran car has experienced before: questions of what is it, where's it from, how old, what's that, how fast, how much, can I blow the horn, etc. before happily satisfied, they all piled back into their vehicles and had a quiet lunch. Then so did we.



The beautiful drive between Boorowa and Crookwell, just before things got nasty.....

Moving on after lunch, we enjoyed the next bunch of roads and villages just quietly putting along and very much enjoying the perfectly lush green scenery and then after Crookwell with the predicted nasty change in the weather the dark clouds started closing in above us outside of Taralga and things got a little interesting! As we moved nearer and tantalisingly nearer to the dry safety of Taralga, it became very evident that we were just not going to make it. Our route was going to take us right under the developing storm and it was becoming very obvious that we were about to get properly drowned. Thunder rumbled all around and an occasional strike of lightning lit up the dark clouds. We slowed and pulled over to dress in our wet weather gear. We checked the leather straps were tight on the erected hood and that the canvas tonneau cover protecting everything behind the front seat tub back to the back seat was fastened and closed and then climbed back into the warmth of the car and steered out onto the bitumen and into the oncoming storm.



This looks like Veteran motoring fun...

To be continued...

Keeping moving heritage on the road!

Cutting the red tape! Presentation by Jenny Fawbert at April General meeting. Part 1

The Council of Heritage Motor Clubs NSW and Operating Heritage Australia

Who is the Council of Heritage Motor Clubs?

Historic vehicle clubs in NSW generally affiliate with one or other or both long established Councils - the Council of Heritage Motor Clubs NSW (CHMC) or the Council of Motor Clubs (CMC).

- Both Councils are represented at Transport for NSW (RMS), independently, and together at the TfNSW Industry Working Group and Vehicle Standards Working Group.
- Both are represented at the national body - Australian Historic Motoring Federation.
- Both are active in negotiating for historic vehicle operating rights.

What sort of red tape is encountered?

Legislation/Regulations, and bureaucratic and public perceptions, that affect the reasonable operating of heritage vehicles, and impacts their enduring preservation in Australia. Things such as:

- Seat belt requirements, road safety, Australian Design Rules (ADRs), Vehicle Standards, compliance, vehicle options, “is it authentic or modified?”
- Perceptions our centenarian vehicles are no longer suitable for the road
- Fuels / EVs / vehicle emissions/ Climate concerns
- “Cash for Clunkers” – this does not go away, arose again in 2020!
- Lost trades – e.g., coach builders, wheel wrights, tin smiths – scarce training opportunities
- Loss of significant Australian automotive heritage overseas
- Perceptions that heritage is only all about “places or spaces”, ignoring “things”, i.e., operating and moveable heritage “things”.
- Red tape and perceptions impeding operating & moveable heritage entries in national and State heritage listings and strategies, thus we can’t access such for protection and heritage entitlements.



eg the “Isis Downs” 1909 Mercedes, the “Horden Ghost” 1913 Silver Ghost, the “Harris Tea” 1914 Benz, and 100’s of other heritage vehicles, from the ordinary to the spectacular

Governments regulate the red tape:

- Vehicle operating – registration, compliance and safety
- Importing, exporting
- Environmental, emissions, fuels,
- Formal training & accreditation
- Heritage strategies and laws

But do so in a context that generally ignores historic operating and moveable objects as heritage too, government heritage attention focusses on the traditional “places and spaces”.

What is being and can be done about the red tape?

We have “champions” who hold that operating and moveable heritage is important – alerting, educating and challenging State & Commonwealth governments and others about:

- How historic vehicles best operate
- Importing, exporting historic vehicles
- inclusive Heritage Strategies, Policies and Laws
- Environmental, fuels, emissions that allow heritage vehicles
- Heritage trades training.
- *Champions* highlighting our heritage value directly to bureaucrats, politicians, museums, academics and mainstream “places and spaces” heritage community. Moveable heritage is gaining acceptance and engagement with mainstream heritage
- *Champions* who are closely monitoring the FIVA collaboration with UNESCO; FBHVC with UK National Trust; HVA USA with the U.S. Dept of the Interior – e.g., permanent Library of Congress archive of significant historic automobiles. And putting to good use the FIVA and FBHVC Surveys.

Who are these champions for our moving heritage?

Those who see that aligning our vehicles and operating heritage closely with the broader held concept of heritage, that held by government and the public, will reinforce the opportunity for our heritage vehicles to be operating into the future.

Talking directly with governments and heritage organisations are the Council of Heritage Motor Clubs (CHMC) and Operating Heritage Australia (OHA).

May 2021

The CHMC, founded 1970, aka The Bush Council, represents veteran, vintage, post-vintage, historic and classic motor clubs throughout NSW. CHMC:

- undertakes strong, informed and sustained representation on behalf of its members where and when it matters.
- upholds the concept of historic vehicles as items of moveable cultural heritage
- has Committee members whose role is to monitor and advise on broader heritage matters.
- works to: see our moving heritage is more broadly appreciated and carefully preserved for future generations, and see the heritage vehicle is recognized for its cultural and economic importance.



How does CHMC do this?

It negotiates clearly with those in positions of responsibility but who often only see “one-size” fits all vehicles, and who do not always consider the specific requirements of our oldest heritage vehicles.

CHMC at State level – admirable working relationship with senior Managers at TfNSW (RMS). A straight channel for clubs to the RMS via CHMC’s dedicated Liaison Officer.

CHMC has significantly worked on:

RMS’s FAQs for HVS, Procedure improvements at SfNSW for HVS and CVS, Log Book implementation and Review, HVS breaches, VSWG, Retraction of the HVS Options List v1.0, Withdrawal of the recent HVS tractor statement

HVS changes or outcomes of enquiries etc. are reported direct to all CHMC Clubs, often via the regular publication, Dinkum Oil

CHMC at Commonwealth level – directly involved with submissions and discussions on the PMCH, RAV & SEVS, in addition to its connections to such thru AHMF.

CHMC identified in 2015 in its heritage discussion paper that...

- Ensuring the historic vehicle fleet remains unmolested and authentic is a challenge
- Public perception of heritage vehicles is not well developed.
Public just see “old cars”, interesting as they are “puttering and chuffing” about, but basically perceived much as “old buildings” were till “heritage” made them important
- We needed more voices in government etc. that appreciated the value of heritage vehicles and that “old cars matter, assisting us with appropriate consideration in legislation
- Training and supply of tradesman for the preservation and restoration of heritage vehicles a critical problem.

So CHMC began working on solutions. **But these issues seemed a tall order for CHMC to tackle, especially as most were national** Then along came a group with similar objectives and way more numbers...

OPERATING HERITAGE AUSTRALIA

Est. 2018 – a coalition of the leading and independent operating and moveable heritage organisations for “planes, trains and automobiles, plus” plus includes – boats, ships, trams, tractors, steam engines, horse drawn vehicles, even antique computers, and more.

To be continued in future editions - see the website for the full article

WANTED FOR OUR WEBSITE

vccansw.com

Early rally flyers (entrants list) of major rally's such as 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 photos 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 persistence and talent our members possess.

DON'T FORGET: We are also collecting Vehicle profiles to showcase on the website. To create a vehicle profile, either complete the questions on the website at vcca.com/vehicleprofile or send us an email and we can assist you in filling out the information.

Any other articles or ideas to publish on the website.

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

CONTACT: Graeme and Abbey Newman

kazngraeb@bigpond.com

0412 138 063

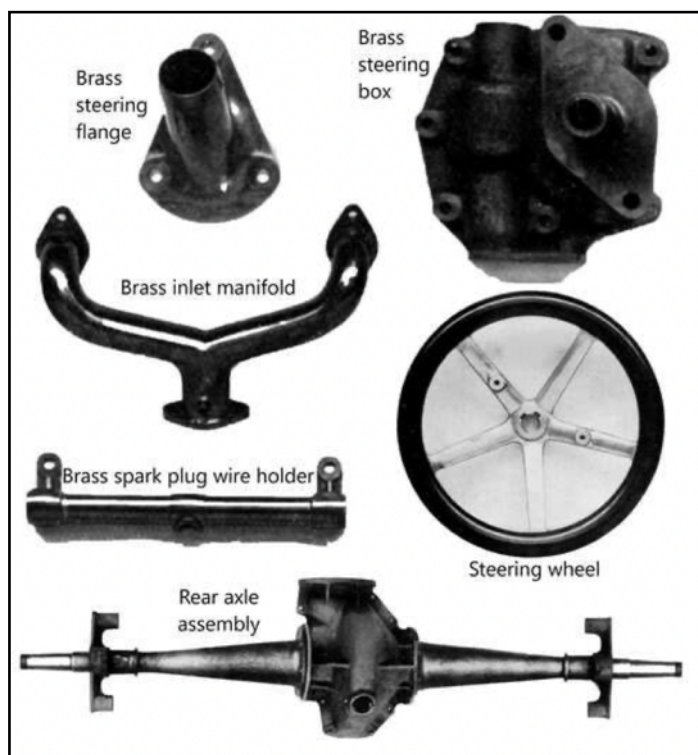
4392 1035

Classifieds

WANTED: Fabrique Nationale (FN) car and motorbike parts up to 1914

Interested in parts, literature, information, photos. Parts in photos are needed for a 1909 FN type 1400

Please contact Andrew Brand
Phone: 0414 219 250



Veteran Car Club of Australia (NSW) Inc.

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