

SPIT AND POLISH

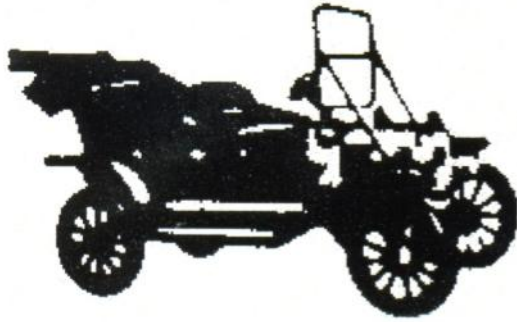
PATRON: HER EXCELLENCY PROFESSOR MARIE BASHIR AC CVO
GOVERNOR OF NEW SOUTH WALES

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



Print Post Approved
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SPIT & POLISH the journal of the Veteran Car Club of Australia (N.S.W.) Inc.

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SPIT AND POLISH

WEB PAGE: www.vccansw.org

TABLE OF CONTENTS – August 2014

Minutes of July 2014 Monthly Meeting	2
Annual Subscription Notice	4
Agenda for AGM	4
Events Calendar - Club Events	5
Events Calendar - Invitation Event	5
Events Calendar - National Rallies	5
<u>Coming Events:</u>	
Working Bee	6
Newcastle Branch “Mystery Tour into Newcastle”	6
Maraylya Veteran Day	6
<u>General:</u>	
Welcome New Member and Application for Membership	7
Change of Address and Change of Membership Status.....	7
Change of Email Address and Change of Phone Numbers	7
Newcastle Branch Chairman’s Report.....	8
Editorial	8
VCCA (NSW) Inc Financial Statement	9
<u>Outing Reports:</u>	
MaSH Branch Cappuccino Outing	11
Newcastle Branch Social Day.....	12
Navigator’s Combined Social Day	13
<u>General:</u>	
The Great Australian Automotive Mystery	15
What a Classic Save of a Piece of History	17
Invitation to David Crisp’s Property.....	19
2014 National Rally Bulletin No 5	20
Joys of Changing Tyres	21
<u>Classifieds:</u>	
For Sale & Wanted	21
Services.....	23
Price List of Club Articles & Services.....	24

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

Email: 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:-

Michael North’s 1911 Ford T.

At the lunch stop at Oberon on the 2013 Western Tour.

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: 24th July 2014

ATTENDANCE

Committee: 8 Member's family: 3 Visitors: 1 Members: 23

Apologies: 2 (Peter Martin and Norm Mitchell)

Visitor: Bob Freeland

MEETING OPENED AT 8:10 PM.

PRESIDENT'S OPENING REMARKS

The Vice President, Geoff Yeomans welcomed all members. He conveyed the President's apologies. There was an emergency at work.

MINUTES PREVIOUS MEETING

Matters arising: Nil

Moved: Bob Hobson Seconded: Wilga Coutts

INWARDS CORRESPONDENCE

Flyers received

Invitation to Brighton Veteran Car Run 2 November 14.

Albury Lake Hume Resort Pitstop Bookshop

2014 Shannon's Melbourne Winter Classic Auction

MotoringExpo at Australian Motorlife Museum

RB Sellars Tulip Time in Southern Highlands

Sydney Classic & Antique Truck Show

Other club publications

Minutes from Newcastle Club Early Auto

Veteran Torque Bulletin of VCC of SA

Small Torque The Broken Spoke

Brass Notes

Other

Email - Norm Mitchell Email - Noel Hand

Invitation to Darwin Rally 3 August Advice of Geoff Bernhagen's funeral

Robert Smith – whereabouts of a MAB fitted with aero engine

Aaron Warwick – hire of cars for film (1909) at Old Sydney Town 16-20/8

Russell Holden – dating John Cadogan – bespoke articles for S&P

Application from Robert Rumble

Membership enquiry from Malcolm Nixon

Open invitation from David Crisp, Crookwell

Donation of CDROM on 1912 Renault engines from Bill Trollope

OUTWARDS CORRESPONDENCE

Letter to Don Liddle Card to Bill Stewart

Ray Ives and Laurie Macey – membership kits

Club email: MASH run in the country Reply re Darwin Rally

Condolences re Geoff Bernhagen Noel Hand

Application to Malcolm Nixon

Correspondence accepted.

Moved: Phil O'Loan Seconded: Lyn Martin

TREASURER'S REPORT

Balances are: \$

The Treasurer thanked Laurie Garrod for his assistance with the accounts. Currently the club is financially sound.

Moved: Peter Weir Seconded: Lyn Martin

MAGAZINE Nothing to report

EVENTS

Wilga Coutts outlined coming events.

3 August Navigators Rally

5 August Les Watton invited members to visit George Eden's. See Les or Wilga for details

9 August MaSH Ramble starting at Max Boardman's, 103 Dowle Lane, Bickley Vale.

17 August Eastern Creek. Advise Wilga if you will not be using your ticket as other people are interested.

6 September Working bee at the hall starting at 8AM.

PERMIT TO MOVE

2 permit renewals processed; 6 movements noted.

LIBRARY Nothing to report

DATING

Neil Martin advised that the Albion of Rod Holmes and the T Ford of Michael North had yet to be processed. Five more applications for dating have been received.

MEMBERSHIP

Noel Hand (1914 Overland) was voted as members of the club. The Vice-President congratulated new member.

Application received from Robert Rumble (1903 Cadillac and 1911 Renault).

An enquiry has been received from Malcolm Nixon (1912 Daimler bus).

CMC

Apologies were received from Norm Mitchell. Members were asked to consider volunteering to attend the next CMC meeting in Norm's place.

HALL

Robert Fordham informed members that invoices for the last quarter have been sent to tenants. He invited members to the working bee to be held on Saturday 6 September starting at 8 AM.

WEBSITE

Peter Weir informed members that at the request of Bob Lamond he has added a page on the Darwin to Adelaide Rally Francis Birtles Centenary Tour.

GENERAL BUSINESS

Barry Shinfield gave a quick Techie Talk.

The raffle was drawn.

MEETING CLOSED AT 8:30 PM.

Geoffrey Yeomans
Vice 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

VETERAN CAR CLUB OF AUSTRALIA (NSW) INC

60th ANNUAL GENERAL MEETING 28 AUGUST 2014

134 Queens Road, Five Dock

AGENDA

- 1. WELCOME**
- 2. PREVIOUS MINUTES**
- 3. COMMITTEE REPORTS FOR 2013/2014**
 - The President
 - Secretary
 - Treasurer
- 4. ELECTION OF OFFICE BEARERS AND COMMITTEE MEMBERS FOR 2014/2015**
 - Position**
 - President
 - Vice President
 - Vice President
 - Secretary
 - Treasurer
 - Events Coordinator
 - Website Management
 - Magazine Editor
 - Hall Management
 - Dating
 - Registrations
- 5. APPOINTMENT OF HONORARY AUDITOR AND LEGAL ADVISOR**
- 6. GENERAL BUSINESS**
 - PRESENTATION OF AWARDS**
 - OTHER GENERAL BUSINESS**

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

Nominations will be accepted on the night.

Events Calendar - Club Events

AUGUST 2014

- 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.
14th **Newcastle Branch 'Mystery Tour into Newcastle'**. *See Page 6 for details*
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
- 28th The Annual Orange Blossom Festival Classic Car Display & Swap Meet is on again at the Bull & Bush Hotel, Baulkham Hills. This is an outstanding family day to display & entry is free. Please note, the Lions Club will be doing the BBQ & Coffee to U van will be available from 8.00am and we look forward to your support.

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

Coming Events

Working Bee at our Club Rooms

Saturday 6th September 2014

Starting at 8.00am

For a general clean and tidy up.

Many hands make light work!

So come along and lend a hand,
even if only for a short time.

Newcastle Branch

"Mystery Tour into Newcastle"

Sunday 14th September

Meet at Speers Point Park,
Speers Point.

at 9.30am

Any queries contact Peter Adams

M: 0418 680 263

Maraylya 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.

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 in July Spit and Polish

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

Welcome New Member

Noel Hand & Amanda (1107)
85 Larry's Mountain Road
MORUYA NSW 2537
1912 Overland
Ph: (H) 4474 2128 (B) 0400 690 517
Email: nlh123@live.com.au

Change of Address

R A Peterson
22 Macquarie St
GOULBURN 2580

James Graham
Level 17
167 Macquarie St
SYDNEY 2000
Ph: 9224 0217

Bill & Carol Heeney
4 Steyne Road
SARATOGA NSW 2251
Ph: (02) 4369 8662

Change of Email Address

Geoff Yeomans - geoff.yeomans1@gmail.com
Kerry Hobson - kah62@live.com.au
Michael Trethowan - mtrethow@bigpond.com.au
Malcolm Johns - malcolmjohns@gmail.com
Allen Dunlop - adunlop@telsoa.com.au
Allen Davis - allen@firebugphotography.com

Application for Membership

Robert James Rumble
43 River Road
Tahmoor NSW 2573
1903 Cadillac
1911 Renault
Nominated: Euan Coutts
Seconded: Louise Yeomans

Voting for the above application for membership
will take place at the Monthly Meeting
on the 28th August 2014

Change of Membership Status from Junior Member

Lauren Newman - Ordinary Member
60 Ocean View Road
GOROKAN NSW 2263
1913 Talbot 4CT
Ph: 4392 1035
Email: kazngra@bigpond.com

Tyler Hobson - Associate Member
9 Sardina Avenue
GLENWOOD NSW 2768
Ph: 8824 8084
Email: pkhob@bigpond.com

Add or Change Phone Numbers

Brian Inder - Change (W) 0414 665 563
Michael Trethowan - Add M: 0458 191 188
Allen Dunlop - Add M: 0407 245 275
Allen Davis - Add M: 0429 155 112

A Scotsman walks into a bank in Glasgow and asks for the loan officer. He tells the loan officer that he is going to Australia on business for two weeks and needs to borrow £5,000. The bank officer tells him that the bank will need some form of security for the loan. So the canny Scots lad hands over the keys and documents of a new Ferrari parked on the street in front of the bank. He produces the Log Book and everything checks out. The loan officer agrees to accept the car as collateral for the loan. The bank's Manager and its officers all enjoy a good laugh at the rough looking Scotsman for using a £120,000 Ferrari as collateral against a £5000 loan. An employee of the bank then drives the Ferrari in to the bank's underground garage and parks it there. Two weeks later, the Scotsman returns, repays the £5,000 and the interest, which comes to £15.41. The loan officer says, "Sir, we are very happy to have had your business, and this transaction has worked out very nicely, but we are a little puzzled. While you were away, we checked you out and found that you are a multi millionaire. So what puzzles us is, why would you bother to borrow "£5,000"?"

The Scotsman replies:

"Where else in Glasgow can I park my car for two weeks for only £15.41 and expect it to be there when I return"

Chairman's Report - Newcastle Branch 2014

It is with great pleasure that I present a quick over view of the state of the Newcastle branch for 2013/14

The branch as in previous years has remained in good shape, the membership has remained stable yet some recent members now have cars on the road and families of members are using their veterans. This is evident in the “double figures” at events and the double figures represent veteran vehicles an excellent result for a small yet enthusiastic branch. I noted in the Spit and Polish last month the acceptance of past member Laurie Macey back to the branch and Mr Ives from Gunnedah, what was interesting was the fact that the two applications for membership were from persons with Phoenix Cars of 1912/13 period. These two cars represent half of the known number of surviving 12/13 Phoenix cars worldwide.

The branch not only enjoys attending events in our veterans but restoration activities are high on the agenda in many members sheds, several cars are under restoration with some nearing or being completed in the past twelve months.

2014 was a popular year for the 100 year birthday tour with many cars reaching the mark this year, the June tour was well supported as was the branch October week end event. It is always pleasing to see the younger members stepping up to help out with Lauren and Matthew volunteering for the 2018 National tour event committee, and Matthew filling in as Chairman in my absence.

The preliminary ground work has commenced on the 2018 tour with one area visited and talks with council etc. conducted, further talks and meetings to follow and then the recommendation of the working committee can be put to the branch members for ratification. I am sure we will be in a position to plan and organise a well-run event.

The National rally conducted in Shepparton was well supported by branch members; I look forward to reporting on the Kalgoorlie event and attending the ACT, TAS and SA Nationals before we step up.

Our financial situation within the branch is strong; we will need to be in this position to take on the National rally 2018.

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

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

John Burke
15/7/14.

Editorial

Thanks to the members for the articles which they supplied for this edition of **YOUR** Spit and Polish. With some interesting and unusual articles.

Elizabeth for her report on the MaSH Branch run, Les for his report on the Navigator's Social Day. May I just say that if you haven't been on one of Les's Navigator's Day runs, you should go as Les always seems to find something interesting to visit. Some general articles from Graham Weekes, Neil Martin and an interesting article from Ron Cox on changing tyres. A map of Crookwell and an invitation from David Crisp to his property. Also another of Ron's little stories.

Information on coming events, the Working Bee at the Club rooms, Newcastle Branch 'Mystery Tour into Newcastle'. Also the invitation event 'All Veterans Day' at Maraylya run by the Vintage Motor Cycle Club and the Newcastle Branch's Annual Tour in October.

I still require articles for the magazine. I have a very 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



**The Veteran Car Club of Australia (NSW) Inc.
Financial Statements
For Year Ended 30th June 2014**

	2014	2013		2014	2013
	\$	\$	Note	\$	\$
THE VETERAN CAR CLUB OF AUSTRALIA (NSW) INC.					
BALANCE SHEET					
AS AT 30 JUNE 2014					
CURRENT ASSETS					
Cash	59,885	42,009	1	4,820	4,780
Debtors	4,820	-		-	-
TOTAL CURRENT ASSETS	<u>64,685</u>	<u>46,789</u>		<u>64,685</u>	<u>46,789</u>
NON-CURRENT ASSETS					
Premises at Cost, 134 Queens Road, Five Dock	42,057	42,057		-	-
Freehold Land (at cost)	102,839	102,839		-	-
Buildings (at cost)	-	-		-	-
Less: Prov. for Depreciation	<u>144,896</u>	<u>144,896</u>		<u>144,896</u>	<u>144,896</u>
Library at Cost	27,902	27,902		-	-
Less: Prov. for Depreciation	<u>27,902</u>	<u>27,902</u>		<u>27,902</u>	<u>27,902</u>
Furniture, Plant	77,421	77,421		75,870	75,870
Less: Prov. for Depreciation	<u>1,551</u>	<u>3,551</u>		<u>1,551</u>	<u>3,551</u>
TOTAL NON CURRENT ASSETS	<u>174,349</u>	<u>176,349</u>		<u>174,349</u>	<u>176,349</u>
TOTAL ASSETS	<u>239,034</u>	<u>223,138</u>		<u>239,034</u>	<u>223,138</u>
LESS: CURRENT LIABILITIES					
Members Subs in Advance	-	280		-	-
Events, Monies(Net of Expenses)	-	-		2,196	1,795
Sundry Creditors	<u>2,196</u>	<u>2,075</u>		<u>2,196</u>	<u>2,075</u>
TOTAL CURRENT LIABILITIES	<u>2,196</u>	<u>2,075</u>		<u>2,196</u>	<u>2,075</u>
NET ASSETS	<u>236,838</u>	<u>221,063</u>		<u>236,838</u>	<u>221,063</u>
REPRESENTED BY:					
Accumulated Funds	<u>236,838</u>	<u>221,063</u>		<u>236,838</u>	<u>221,063</u>

	2014	2013		2014	2013
	\$	\$	Note	\$	\$
THE VETERAN CAR CLUB OF AUSTRALIA (NSW) INC.					
INCOME AND EXPENDITURE STATEMENT					
FOR YEAR ENDED 30 JUNE 2014					
OPERATIONS: INCOME/(DEFICIENCY)					
Annual Subs	13,345	13,475		-	-
Donations	200	50		634	475
Stock	-	-	6	437	475
Interest	941	634		-	-
Raffles	437	475		8,322	379
Spit & Polish	-	-	2	-	-
Functions & Events	9,789	8,322		-	-
Trailer	636	379	3	-	-
Property Operations	11,103	745	4	-	-
Net Surplus/(Deficiency) from operations	<u>16,873</u>	<u>5,188</u>		1,317	130
LESS: ADMINISTRATION & OTHER EXPENSES					
Secretarial	1,198	1,317		1,447	-
Subscriptions	<u>1,198</u>	<u>1,447</u>		3,741	116
Surplus/(deficit) for the year	15,674	3,741		3,857	-
Newcastle Branch Surplus/(deficit) for the year	<u>100</u>	<u>116</u>	5	217,205	-
Accumulated Funds at the beginning of the year	<u>15,775</u>	<u>3,857</u>		<u>\$ 221,063</u>	<u>217,205</u>
Accumulated Funds at the end of the year	<u>221,063</u>	<u>217,205</u>		<u>\$ 236,838</u>	<u>221,063</u>

The attached notes form part of the accounts

The attached notes form part of the accounts

THE VETERAN CAR CLUB OF AUSTRALIA (NSW) INC.
 NOTES TO AND FORMING PART OF THE ACCOUNTS
 FOR YEAR ENDED 30 JUNE 2014

NOTE 1: CASH

Commonwealth Bank	~Cheque Account	2014	2013
	~Cheque Account No 2	\$	\$
Greater Building Society Newcastle	~Term Deposits	24,621	7,301
	~General Account	3,004	3,004
	~Car Rally Account	21,658	21,222
	~Term Deposit	597	717
		883	663
		9,102	9,102
		<u>\$ 59,865</u>	<u>\$ 42,009</u>

Details of Term Deposits at 30 June 2014

Commonwealth Bank of Australia	Principal	Rate	Due Date
	11,658	3.30%	16/10/2014
	10,000	3.30%	9/12/2014
	<u>21,658</u>		
Greater Building Society Newcastle	Principal	Rate	Due Date
	9,102	3.55%	23/05/2013
	<u>9,102</u>		

NOTE 2: SPIT & POLISH OPERATIONS

Printing(including covers) & collating
 Mailing & Sundries

Less: Advertising Income	8,226
Net Deficit	<u>1,863</u>

NOTE 3: FUNCTIONS & EVENTS

Blue Mountains Rally
 Trophies
 Montagu Trophy
 Christmas Party
 1 & 2 Cylinder
 Goulburn
 MASH Float

Net Deficit	70	160
	165	98
	321	116
	80	75
	<u>636</u>	<u>429</u>

THE VETERAN CAR CLUB OF AUSTRALIA (NSW) INC.
 NOTES TO AND FORMING PART OF THE ACCOUNTS
 FOR YEAR ENDED 30 JUNE 2014

NOTE 4: PROPERTY OPERATIONS

Rent Received:	33,333	26,502
Expenses:		
Cleaning	5,987	8,477
Consumables	1,172	342
Depreciation	2,000	2,000
Electricity	3,037	3,006
Hall Repairs	280	3,017
Small Hall Agent Fees	816	1,429
Insurance	4,602	4,832
Rates & Taxes	3,451	3,258
Water	885	886
	<u>22,230</u>	<u>27,247</u>
Net Income/(Deficiency)	<u>11,103</u>	<u>- 745</u>

NOTE 5: NEWCASTLE BRANCH - RESULT

INCOME	345	448
Interest received		
Events - Surplus/(Deficiency)	146	108
Monthly meetings	52	2
June Rally	96	304
October Rally	-	-
Combined Run with Sydney	-	-
Christmas Party	109	105
Hupmobile Rally	-	-
Raffles	271	142
	<u>265</u>	<u>450</u>
Total Income	<u>609</u>	<u>898</u>

EXPENSE

Bank Charges	107	99
P O Box	-	83
Club Archives	-	-
Supper	395	470
Donation	7	130
Sundry Expenses	-	-
Trophy	509	782
Total Expense	<u>100</u>	<u>116</u>
Net Surplus for the year		

NOTE 6: INCOME TAX

The Club's income for the year is considered tax exempt under Section 23(g)(iii) of the Australian Taxation Act.

**THE VETERAN CAR CLUB OF AUSTRALIA (NSW) INC.
ACCOUNTS - 30 JUNE 2014**

Certification by members of the Committee

In accordance with a resolution of the committee of the Veteran Car Club of Australia (NSW) Inc. the members of the committee declare that the financial statements as set out in pages 1 to 5 :

a) present a true and fair view of the financial position of The Veteran Car Club of Australia (NSW) Inc. as at 30th June 2014 and its performance for the year ended on that date in accordance with the requirements of the NSW Act; and

b) at the date of this statement, there are reasonable grounds to believe that the Veteran Car Club of Australia (NSW) Inc. will be able to pay its debts as and when they fall due.

This statement is signed for and on behalf of the committee by:

President..... (Mr Peter Martin)

Treasurer..... (Mr Euan Coutts)

Dated at Sydney this day of August 2014

Page 5

MaSH Branch Monthly Cappuccino Outing - July 2014

Bob & Elizabeth Hobson

On the 2nd Friday each month, our Club Branch have a Cappuccino run around the Southern Highlands.

On Friday 11th July, a very crisp morning of less than 10 deg, at 9.30 for a 10.00am start, we met up at our Branch room on Moss Vale Road, Bowral and after much chatting 5 veterans and 4 moderns set off going through Moss Vale along Lackey Road to Berrima and back to Bowral along Centennial Road.

On entering Berrima a warm cappuccino was pulling us in, so a short stop at a very warm and cosy Cafe won the day.

On to Bowral for a look around “Dirty Janes” which is a garden centre come Antique Centre with a small cafe. Some decided to head home and rest of us had a very nice lunch.

Any Members are welcome to join us on our monthly run in the country, somewhere different each month in the Highlands, you are guaranteed fresh cool air, which is good for you.

Till next time



MaSH Branch Rooms

Newcastle Branch Social Day.

The Editor

I elected to go modern and used the quick way up the M1 (F3) and then onto the new Hunter Expressway (M15) and left it at Buchanan, into East Maitland, through Bolwarra, Tocal to Paterson. Heading out to Allen's old Powerserve depot.

Quite a few people were already there and after a brief wonder around it was time to enjoy morning tea out in the sunshine on the picnic tables Allen had set up in a sheltered spot in the sun (when it was shining) and out of the breeze. Some of the members brought along some goodies to enjoy with our cuppa. After morning tea a more extensive wonder through the Cadillac factory to have a look at work in progress. Perhaps not a lot different to the last time we were there, but some progress.

By this time we were ready for our BBQ lunch which was ably cooked by Allen's family members.

After lunch a more extensive look at the work in progress. Allen has enough projects to keep him going for some time.

In all a very enjoyable day and thanks to Allen for his hospitality.



Jeff's 1908 Fiat

Attendance

Doug & Dianne Marshall 1912 F.N.
Chris & Catherine Duncan & Issac ... 1911 F.N.
Jeff & Kaye Palmer 1908 Fiat
Max & Joan Burke
John & Jan Brumby
Terry & Vicki Smith
John & Matthew Burke
Malcolm Bailey
Graeme, Karyn & Lauren Newman
Peter Adams & Kim Nolan
Nev Preston
Rick & Alex Thomas
Allen, Mary, Helen & Suellen Dunlop
Allen, Kate, Eliza & Rosie Davis
Jeremie Dunlop, wife & family
Martin McCarthy and a few other outsiders



Repairing a puncture on the 1911 Cadillac



Allen's outdoor lunch setting.



Chris's 1911 F.N. and Doug's 1912 F.N.

Navigator's Combined Social Day - 3rd August 2014

Les Watton

Red Indians To The Right, Red Indians To The Left, Red Indians Everywhere !!!

What a lovely morning at Anzac Park West Ryde for the start of the annual Navigators Combined Social Day. With members, friends & visitors arriving it was soon time to hand out the quiz sheets & produce "THE BOX".

After the navigators all had a little "PEEK in THE BOX" it was time to depart & head off to the comfort stop at Macca's at McGraths Hill.

On the way we left the busy roads at Parklea & turned into Stanhope Parkway, this area was originally Stanhope Park Dairy, a very large dairy farm. How many Rusty Steel Cows & Dogs did you see on the corner? Continuing along back roads we passed through Riverstone, Vineyard & Mulgrave to arrive at McGraths Hill.



Les giving his briefing at the start



David's Ford T and Barry's Talbot at the start

Quiz sheets were collected & further instructions were handed out taking us to Cattai to view Vic Maberley's Private Collection Of Indian Motorcycles & other makes & models. After a warm welcome Vic took us on a tour of his collection & workshop.

Lunch was then consumed in Vic's "SHED" with some choosing to sit outside in the sun. After lunch a thank you presentation was made to Vic in appreciation for being our host for the day. Answers to the questions were read out & the winners announced. After listening to more stories from Vic it was time to leave for home after a very enjoyable day out.

Thank You All For Attending.



4 Cylinder Indian about 1931



Les making his presentation to Vic.



Indian step-through



Vic's collection of nuts and bolts etc in jars.

Members Attending

- Barry & Dorothy Shinfield .. Talbot
- Michael Bendeich Chalmers
- David Norton T Ford at start only
- Euan & Wilga Coutts Modern
- Alan Miller & Ann Cantrill . Modern
- Neville Preston Modern
- Les Watton Modern

other cars in attendance included

“A” Model Fords, MG Midget, Packard, Mini Minor, MG Magnette, DKW 2 cylinder (late 30's), Valiant, Morris Minor, Norton & AJS Motor Cycles. A total of seventeen cars on the run & forty persons at lunch.



1922 Ner-A Car



Cars lined-up at Vic's

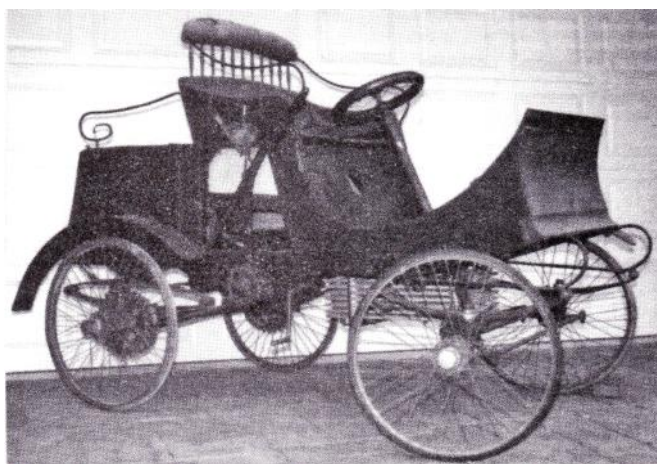
The Great Australian Automotive Mystery

By Max Gregory

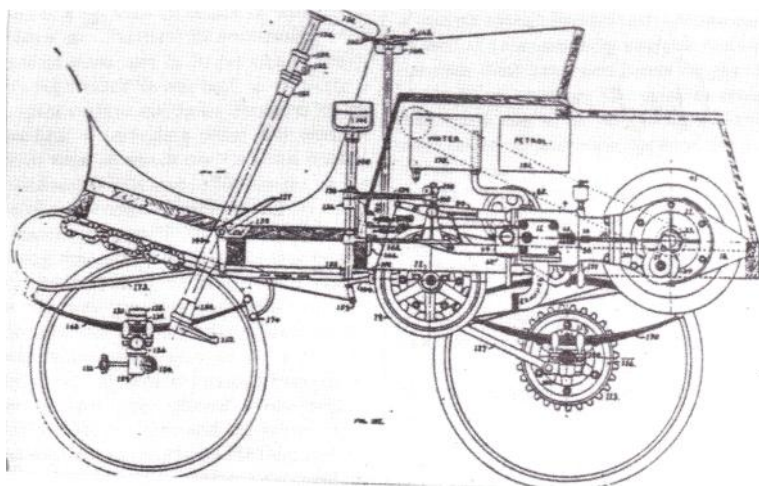
In the years prior to the outbreak of WWII, a Melbourne motor garage operator, Tolley Jeremiah, hit on the idea of establishing a motor museum, realizing that the opportunities to obtain vehicles from the earliest days of motoring were ebbing away. He proceeded to carry out a program of advertising in the press, with an emphasis on those journals having a good penetration into country farming areas.

He was successful in gathering together a collection of vehicles from the pioneering days, which were kept in storage over the wartime period. In the post-war years, when he began to make an appraisal about the financial prospects of opening such a public attraction, he came to the conclusion that it would be a loss-making venture. Accordingly, he offered the collection for sale and it was purchased by Parker's Garage, of Colac, Victoria.

It was then stored in a disused theatre for several years until that company, after doing its sums, came to the same conclusion and the collection was auctioned in October 1982, see RC #52.



A view of the vehicle, which shows it was built to those plans. The spindle work on the seat back is apparent.



The plans by Hyler White, as published in 'The English Mechanic' publication during 1900, for a vehicle described as being 'Benz-like'.

mechanical details were quite unique. While the published plans showed a single-cylinder engine, the existing vehicle has a unit which seems quite large for such a small vehicle. It is a horizontally opposed 4 cylinder unit, being of a particularly primitive design, which would appear to pre-date the vehicle's plans. The most obvious of these primitive features is the ignition, which is low-tension with a spark contact inside the combustion chamber, these being operated by the timed motion of pushrods. This, like the exhaust valve, was actuated by a camshaft driven by a bicycle-type chain. The inlet valve is of the atmospheric, or automatic, type. Another unusual feature is that opposing cylinders have the same centre line, this being accommodated on the crankpin by having big ends of less than 180 degree bearing face, but having a thin ring to locate the bearing and provide the pistons with their induction down stroke motion. The cylinder bore is 3½ inches (89mm), the stroke approximately 90mm, for a displacement of somewhere around 2.2 litres. Cooling is effected by a top tank mounted behind the seat and plate heat exchanger, made of copper, mounted adjacent to the nearside front wheel, which could raise questions about its ability to cool such a large unit.

One obvious feature is that it must have been manufactured by someone holding engineering skills and having access to adequate engineering facilities, as the quality of workmanship is beyond reproach. Given its primitive design and being of a large size, not to be expected in such a light vehicle, it seems likely that the engine was originally constructed for some earlier and heavier application.

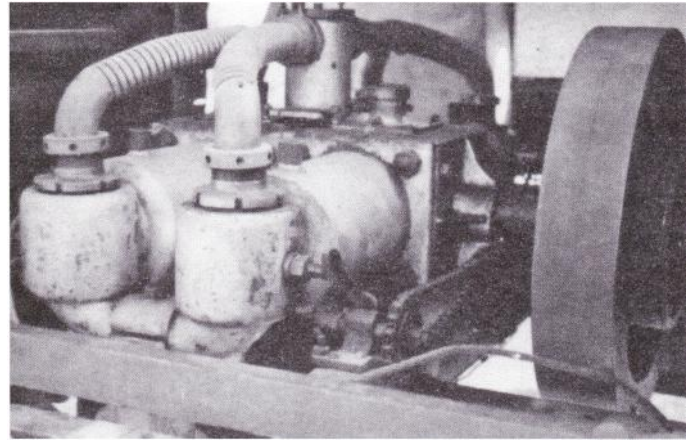
Amongst the array of ancient vehicles was a mysterious machine, about which nothing is known. Tolley could remember that it had been gathered up from the eastern border area between NSW and Victoria, but regarded it as a weird thing and had no idea of its provenance, but he tended to assume that it was a primitive US type, such as Haynes.

AUSTRALIAN MADE

It carries no identification marks, but it has been established that it was made in Australia, as the timber used is from a local type of tree, Toona Australis (red cedar), for body and mudguards.

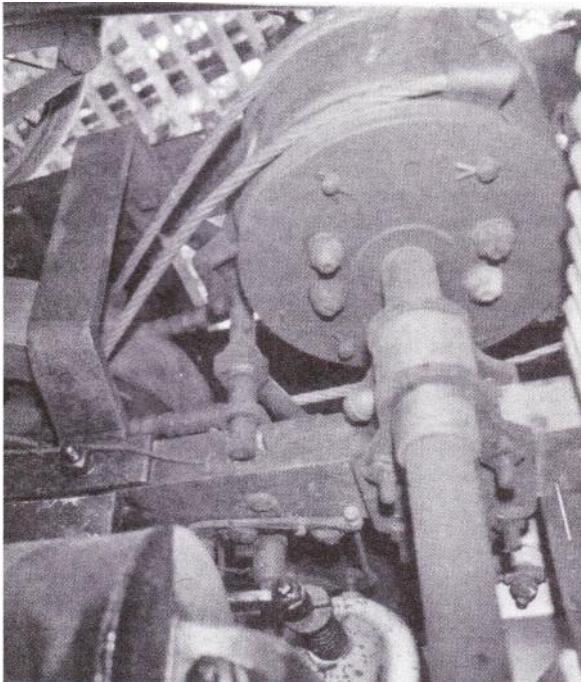
While the vehicle was constructed to a set of plans by T Hyler White (as published in the 'English Mechanic & World of Science' in 1900), the

It is the transmission system, however, which poses the greatest puzzle, as there are no shafts, chains or belts evident, which rules out rotary motion being used to transmit power to the wheels. The only connection appears to be two 8mm wire cables, which attach to slip rings on each side of the flywheel, which features parallel rails to provide an off-centre action to give jerking motions by opposing actions to a drum on the countershaft. As can best be assumed, the conclusion to be reached is that a system of ratchets must have been applied, which, if correct, would have limited its abilities to slow speed operation.



The horizontally opposed 4 cylinder engine is obviously much larger than would be expected in such a light vehicle.

Furthermore, a ratchet system would also mean that there was only one speed forward and one reverse, which would have been the same. The final drive to the wheels



A worm's-eye view of the transmission offers minimal clues to its workings, there being no belt, chain or shaft visible, merely cables anchored to the drum on the driveshaft.

would appear to have been, judging by the shape of the sprockets, by means of a common detachable, square link chain as used on agricultural machinery. No doubt its inventor or promoter would have regarded it as being a technical masterpiece. They may have taken out a patent on the system, but that poses another problem, as patents were issued by the separate states prior to Federation, but which state?

Other features include semi-elliptic front springs, full-elliptic at the rear, 24 inch (610 mm) wire wheels fitted with 1½ inch (48mm) solid rubber tyres, wheel steering and braking by contracting bands on drums adjacent to rear wheel sprockets.

MYSTERIES

Given that the machine exhibits minimal signs of wear it can be assumed that the vehicle was an object of complete failure and was wheeled into a coach house somewhere by Grandfather until it was brought out in response to Tolley's advertising so many years later.

However there are certain mysteries, which become apparent upon closer examination. The first is that the brake operating cable has been snapped, which would have required a great force to be applied to the brake lever. The paintwork on the inside of that lever has been scraped off by contact with a bolt head, which is located further back than the normal operating range of the lever.

Furthermore, a close comparison of the two front frame rails reveals a slight distortion to that on the driver's side, which would be consistent with having taken a solid hit. The assumption can probably be drawn that it was involved in an incident of some kind.

It has obviously been kept under cover all through the years, as evidenced by the condition of its leatherwork and paint. Also well preserved is an unusual mural appearing on an engine cover panel, which is itself, a mystery, as it seems to be the head-on view of a goat. Whether this was a form of trademark, a family crest, or was merely applied by children by using a water transfer (as could be purchased at any newsagent or bookshop) is uncertain.

At this time the vehicle is held by Mr Greg Thomas of Sydney, who we thank for his cooperation in making the vehicle available for inspection and for providing the photographs. Thanks also to David Manson and the late T Jeremiah, for their contributions.

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Restored Cars #225, Jul-Aug 2014 Page 11

Thanks to Graham Weekes for informing me of the article, Editor.

What a Classic save of a Piece of History.

This ship originally transported iron and coal for the Ford Motor Company; The interior was designed by Henry Ford, and Thomas Edison was a passenger. The ship was decommissioned in 1981 after nearly 50 years of service.



The ship's forecastle was removed, and then that portion of the boat was positioned on a great piece of waterfront property, with its bow extending out over Lake Erie for a water-going effect, and then used by its owner as a vacation home.

From the time it was built in 1924, the boat was also used to transport coal and iron ore across the American lakes. After being decommissioned in 1981 it was left to rust for four years before the front part of the ship was removed and perched on top of the 18-foot cliff shown below to serve as a really lovely home.

The Benson Ford was originally a cargo ship for the Ford motor company, but has been converted into a vacation home perched solidly above Lake Erie. Looking across the bow, which hangs 18 feet above the Lake, it gives one the feeling that the boat is sailing.

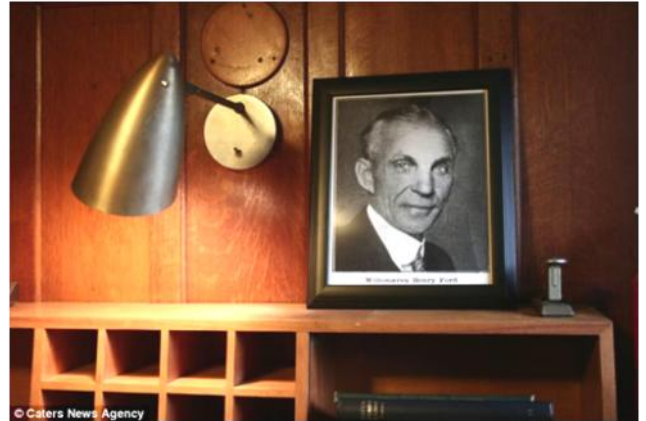
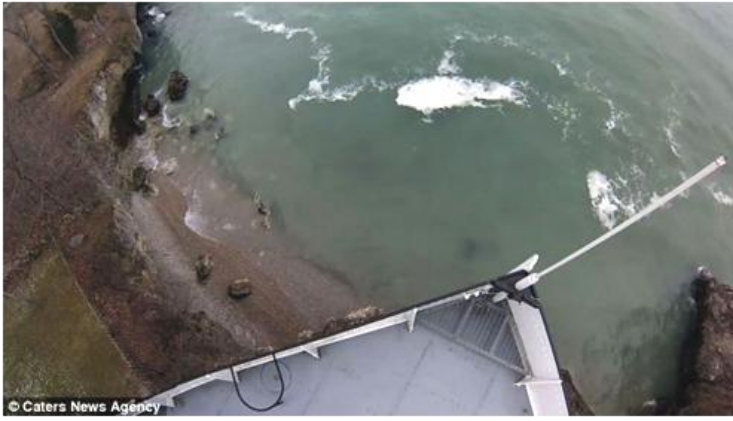


The ship still contains the beautiful wood-paneled state rooms, dining room and lounge designed by Henry Ford.

The boat was used by Ford himself to travel across the American Lakes, and Thomas Edison was a guest on this beautiful boat. The four-deck, 7,000 square foot “getaway home” is made out of the ship's forecastle, and includes the walnut paneled state rooms, dining room, galley, and passenger lounge designed by Henry Ford for his own personal use while on board.

The ship-house was originally owned by Frank J. Sullivan, but after trying and failing to turn it into a hotel in 1992, Sullivan eventually auctioned the building to father and son, Jerry and Bryan Kaspar, who still enjoy relaxing there while taking time off from work. It has now been modernized with a garage, a game room, a bar, a state-of-the-art kitchen, and four bathrooms. The 90-year-old US cargo ship is beautiful, as she sits there looking out over her former waterway. Don't look down -- visitors may need a head for heights if they take a tour out onto the bow of the boat, and see the water way down below. The four-story, 7,000 sq ft home has maintained the historic and beautiful interior, which has been updated with modern technologies. Bryan Kaspar said, 'Everyone who sees our home from

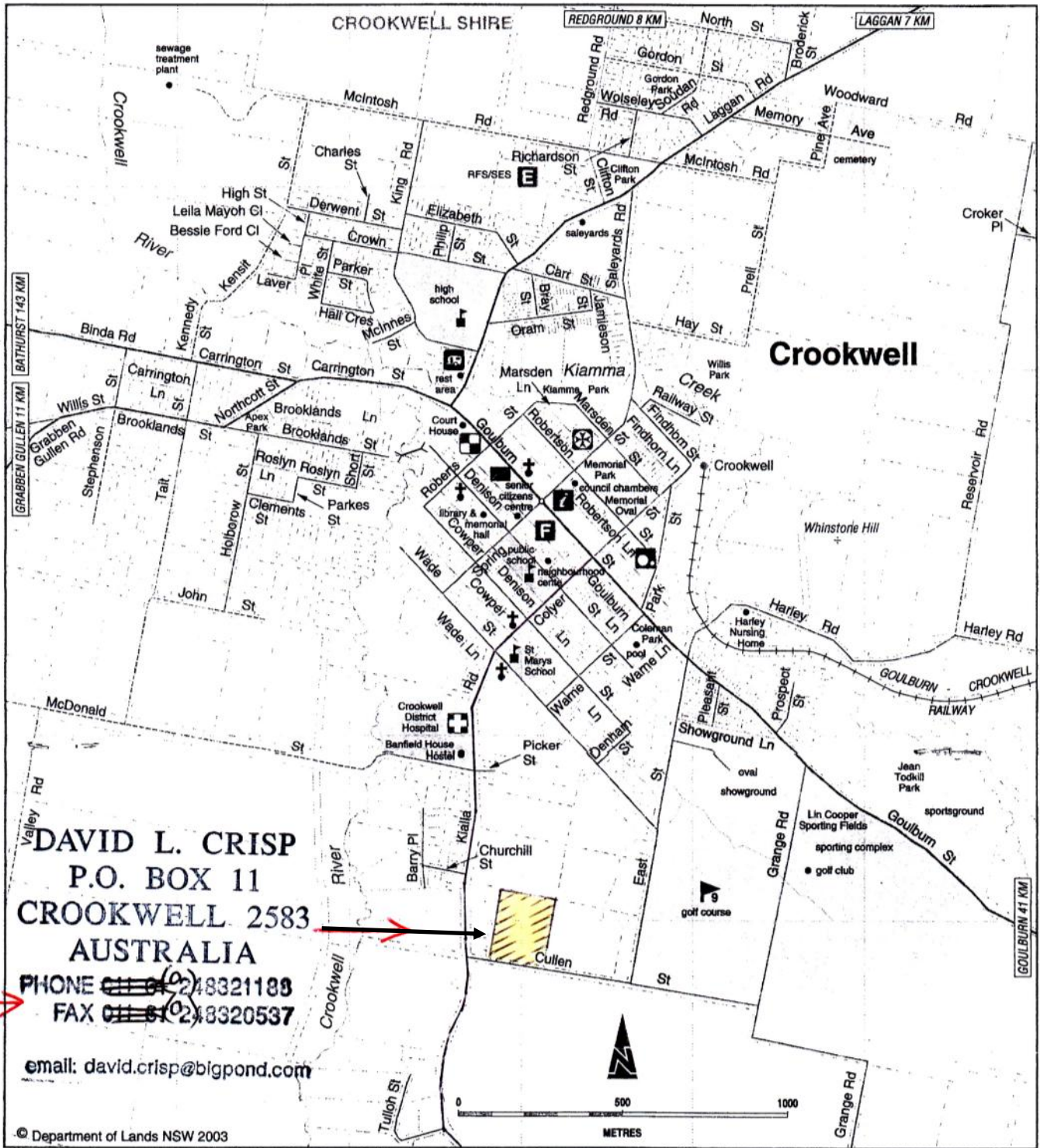




the outside, is intrigued to look inside. And, I think everyone who sees this beauty, is amazed at the gorgeous woodwork throughout our beautiful ship home. This impressive getaway is large, as it includes five bedrooms, four bathrooms, a captain's office and living room with panoramic views out across Lake Erie. 'I love the deck on the fourth floor. It's a great place to enjoy a cocktail overlooking the lake and the nearby cliffs, and to watch the sunsets is amazing from there.' Videographer Nick James, who conducts tours of the home, said, 'The most incredible part is standing at the helm with the way the boat hangs over the cliff. It actually feels like you are out on the open water.' I love the history that remains all around the Benson Ford. In the parlor, you can just imagine Thomas Edison and Henry Ford sitting there puffing on their cigars.' When you're there, it feels as though you are stepping back in time, and that those two famed gentlemen could appear at any moment.' An incredible beauty of a long-ago ship, still available for water lovers to see.



*This article forwarded to me by Neil Martin.
Origin unknown*



If Members are in Crookwell and are interested in looking at my 'stuff' or are in need of workshop facilities I would be happy to oblige.

David Crisp

Ph: 4832 1188

Email: david.crisp@bigpond.com

2014 NATIONAL VETERAN RALLY

BULLETIN No. 5

JULY 2014

Kalgoorlie-Boulder WA

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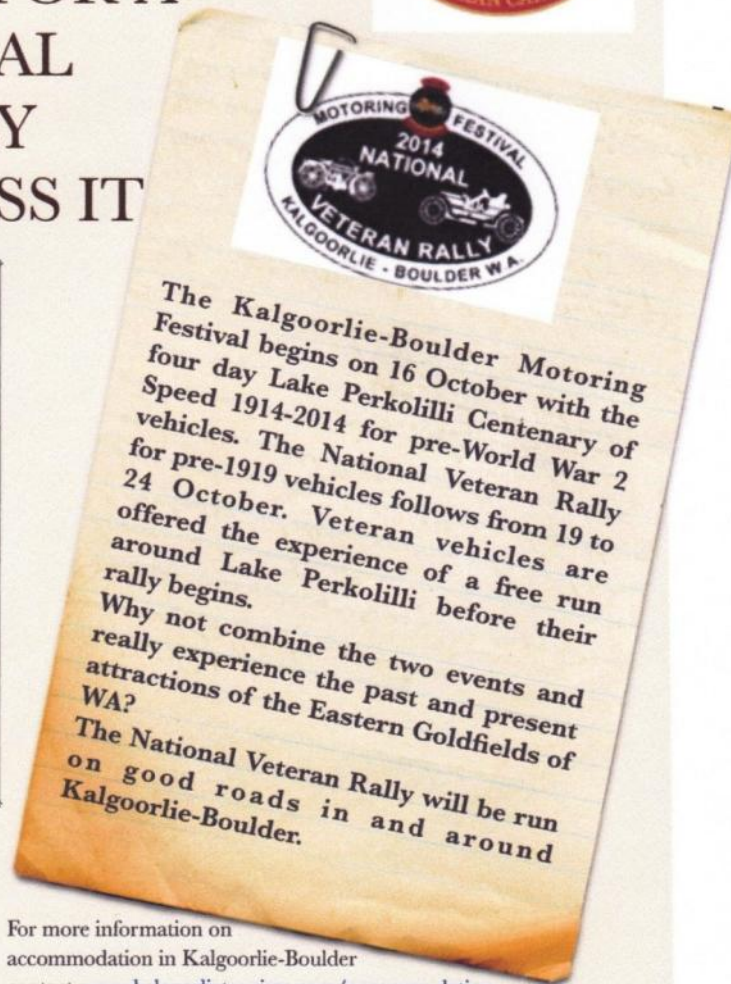
FINAL PREPARATIONS ARE NOW IN PLACE FOR A GREAT NATIONAL VETERAN RALLY 2014 - DON'T MISS IT

The Veteran Section of the VCC of WA from Perth and the Eastern Goldfields branch look forward to hosting entrants from all parts of Australia and their cars and motorcycles manufactured before 1 January 1919. It will be an exceptional rally from 19 to 24 October 2014. Two days of touring will take you to the historic mining ghost towns of Coolgardie, Broad Arrow and Ora Banda. On other days you will be introduced to the Royal Flying Doctor Service, shown the renowned Super Pit gold mine and have the opportunity to try some typical activities from days gone by. A rally favourite, a gas light run, is planned for one evening.

Download a form and register your entry:

www.veterancarclubofwa.asn.au/2014-national-veteran-rally/

For enquiries or correspondence
Contact Rally Secretary John Wood. See
the contact details above.



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For the full eight page bulletin see: www.veterancarclubofwa.asn.au/2014-national-veteran-rally/

The Joys of Changing Tyres!

As we all know (?) there comes a time when old tyres on our cars seem to have passed their best years, in the case of my 1914 Overland the current crop of treads had been residing on the wheels since 1957 and are showing the wrinkles of old age!

The result has been wearing holes in the tubes and coming to a deflated failure to hold their breath. Frequently there was heard a discouraging word regarding flat tyres when ready to go out.

I therefore purchased new tyres, tubes and sleeves in size 34x4½" in order to give some reliability of running. As the previous Firestone Cords had been on for 57 years they decided that they didn't want to let go holding hands with the rims, and several hours of struggle ensued. I considered Dynamite or Nitroglycerine as an alternate, because on the Overland the wheels are not removable with only a split ring holding the tyre on, but with the help of several levers, screwdrivers, rubber hammer and washing up liquid all was off. (I forgot to mention unvarnished advice).

The car had to be supported on solid jack stands and wood blocks one wheel at a time to prevent it falling on the ground during the struggle.

The new tubes with brass valve stems and sleeves fitted the tyres easily and the tyres slipped onto the wheels without a problem, however getting the split band into the groove took some considerable effort, the result will be worth the energy expended in reliability and provide some grip when stopping and I'm pleased with the result.

Regards
Ron Cox



Classifieds

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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 better explanation of the entire unit if asked for.

Asking Price \$17,000

Contact: Alan Miller Ph: 9606 5086

Email: mrchevman@bigpond.com

[6-14]



For Sale: (cont)

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]



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.

[6-14]



For Sale: (cont)

CAR TRAILER Enclosed. Single axle. Electric Brakes and Electric Winch. Tailgate ramp. 2002 “DEAN”. Low mileage. Tows well. Suitable for small car. Made for 1908 Renault roadster. Registered to August 2015. Plate no P23144. Photos available. \$6,000 ono

Contact: Bill Betts Mittagong. Mobile 0429 333 769 or (02) 4871 1332
[8-14]

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]

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