

SPIT AND POLISH

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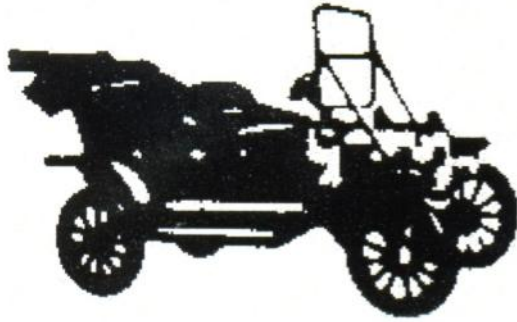
His Excellency General The Honourable David Hurley AC DSC (Ret'd)
Governor of New South Wales

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



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SPIT AND POLISH

WEB PAGE: www.vccansw.org

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

Email: nevpreston@gmail.com or by **Mail:** 18 Byron St. Wyong, NSW 2259

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

Cover Photo:-

Barry Perdriau and his 1911 Le Zèbre.

At the Hydro Majestic weekend, November 2015.

See Page 21 for the story of Barry's, Le Zèbre.

(Cover photo by Brigitte Grant Photography)

Committee of Management

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

134 Queens Road, Five Dock, 2046

PATRON:

His Excellency General The Honourable David Hurley AC DSC (Ret'd)
Governor of New South Wales

Minutes of Monthly Meeting of VCCA (NSW) Inc.

Minutes of MONTHLY MEETING held on Thursday 26th November 2015

ATTENDANCE

Committee: 9 Visitors: 1 Members: 19 Family members: 1

Apologies were received from Dennis Ballard, Euan and Wilga Coutts, Don Liddle, David McCredie, Peter Weir, and Les Watton.

Visitors: Bob Freeland

MEETING OPENED AT 8:05 PM.

PRESIDENT'S OPENING REMARKS

The President, Peter Martin, welcomed all members to the November meeting with a warm welcome for Malcolm Johns and Bob Freeland.

MINUTES PREVIOUS MEETING

Matters arising: Nil

Moved: Doug Fulford Seconded: Les Johnson

INWARDS CORRESPONDENCE

Flyers received:

Auto Art from Just Cars Pitshop online
RACV Great Australian Rally 17 January 2016

Invitations

RACV Veteran Car Club National 1 & 2 Tour 3-9 April 2016
Highlands Steam and Vintage Fair 12-February 2016
Gnoo Blas Classic Orange 13-14 February 2016

Other club publications:

Retronauts online	The Preserve (online)
Small Torque	Veteran Torque
Bulletin of VCCA SA	Matters of the Mount
Brass Notes	Early Auto
Small Torque	

Other

Urban Growth—new Parramatta Road update
The Children's Hospital Westmead
May Gibbs Foundation
Request from Ken Warburton for vehicles for Fair at Cronulla 20 March 2016
Carol and Bill Heeney
Reminder letters -6

OUTWARDS CORRESPONDENCE

The Children's Hospital Westmead
May Gibbs Foundation
Get well cards – Wilga Coutts, and Carol and Bill Heeney
Letter – John Morphet
Membership cards – Nathan Carden, Enid Manhart and Bill McFeeters
Thank you letters - Lyn Martin, Sue and Peter Martin, and Vivian and Doug Fulford

Correspondence accepted.

Moved: Graham Weekes Seconded: Barry Shinfield

TREASURER'S REPORT

Balances are: \$

Paid: engraving and perpetual trophy for Malcolm Johns – Lord Montagu Award, cleaner, Sydney Water, Energy Australia. Income received from renters. Christmas party accounts are yet to be reconciled
Only 4 members yet to renew their membership.
Moved: Ian Streatfeild Seconded: Neil Martin

MAGAZINE

The Editor is having problems with his computer. There were positive comments about the new plastic sleeves for *Spit and Polish*.

EVENTS

Graham Weekes thanked Peter Weir for compiling the events calendar for 2016.

Doug Fulford gave an account of the Goulburn National Tour. Although it was wet, it was fun with friendly people and great runs. He was delighted when Robyn and Bill Betts were recognised for their historical costumes with an award. There was another award, which members will hear about, later. The shakedown run to Collector was scary as some of the route was on the highway. Next year the national rally will be in Tasmania and the following year in the Clare Valley, South Australia. Doug also reported on the Christmas lunch. It was great to have Susan Tulloch and Tony Murone bring the *Armstrong Whitworth* which runs well once it starts! Everyone enjoyed themselves despite the rain. He thanked Lyn, Sue and Peter Martin. Next he outlined the plan for the MaSH run on Friday.

Peter Martin described the Highwheeler Rally in Hahndorf South Australia. It was a great week helped by the fabulous weather with some interesting runs.

Graham updated participants on the coming weekend at the Hydro Majestic. He thanked Jill and Greg Roberts for taking over the co-ordination.

Unfortunately, the proposed weekend at Perisher is postponed, as the lodge is unavailable due to maintenance. Leon Smith will advise if a future date comes available.

CARNIVALE will be held at Parramatta Park on Australia Day 2016 and Parramatta Park is likely to be the venue for future CARNIVALES.

PERMIT TO MOVE

One permit was processed and one movement were noted.

LIBRARY Nothing to report

DATING

John Burke has agreed to take over the chairman's role of the Dating Committee on a temporary basis until Peter Adams has recovered. A reminder that any requests for dating require a form to be completed.

MEMBERSHIP No new applications

CMC

Norm Mitchell presented his report of the last meeting. The report is available on the website. It appears that country clubs are moving from the Bush Council to the CMC. Affiliation fees are due by 31 December 2015. A new Classic vehicle scheme will commence next year for 30+ cars with and without modification. Maximum weight is 3.5 tonnes. They will have green and white C plates with a 60-day logbook only. The scheme will cover hot rods, motorbikes, Canberra group, 4-wheel drives, street machines and other like vehicles. Vehicles registered on the HCRS scheme cannot be modified. There was discussion about HCRS Scheme and the logbook trial. The CMC were not involved and have not voiced their concerns. The logbook days includes maintenance runs but not club events that are separate. Participants are unable to purchase extra days. The RMS said that letters would be sent to all clubs outlining the new scheme. It was noted that the VCCA (NSW) Inc has not received any correspondence from the RMS. It was pointed out to members that when the Police have stopped any veteran vehicles they ask for evidence of the event so take a copy of *Spit and Polish* with the relevant information on any club event.

HALL

Robert Fordham reminded members of the working bee scheduled for 23 January to start at 8am. Chairs need to be moved before the carpet is cleaned at 8 and the hall will open from 7:30. As well as a general clean, a neighbour's tree is hanging over the fence. The issue has been raised with the neighbour. A member of another club complained about the parking situation and it was explained that the club leases the building not the parking area and that the parking was not a right!

WEBSITE Nothing to report

GENERAL BUSINESS

1. Donated mirror

Robert Fordham reported that the mirror donated by Don Liddle has been sold by a silent auction.

2. Antique Tyres

John Fryirs alerted members to the fact that *Antique Tyre Supplies* at Ingleburn has ceased business. There is a supplier in Melbourne.

4. Presentation of the Lord Montagu Award and trophy

On behalf of the TAVCCA the President presented Malcolm Johns with the Lord Montagu Trophy for his services to veteran motoring, a beer stein and read the citation. Malcolm Johns responded about how honoured he felt about the award. Malcolm reflected on his experiences and enjoyment of veteran cars.

3. Techie Talk

Barry Shinfield was delighted to find a 6 bay charging station for Testlar cars at Goulburn Station. It takes approximately two hours to recharge. The same type of battery will be available to store solar energy. BMW are using ZF 6 speed transmissions. Diesel motors in Europe are producing too much nitrogen dioxide now the carbon dioxide output has been reduced to acceptable levels.

The raffle was drawn.

The President wished all members a happy and safe Christmas and new year. He reminded members about double demerits for using a mobile phone while driving.

MEETING CLOSED AT 9: 10 PM.

Peter Martin
President

Louise Yeomans
Secretary

Events Calendar - Club Events

JANUARY 2016

- 26th **Australia Day.** *CARNivale in the Park.* This year to be held at Parramatta Park
- 28th Committee Meeting starting at 6.45pm
- 28th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
- 29th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

FEBRUARY 2016

- 5th - 7th **MaSH Ramble - Mittagong** See Page 7 for Details
- 12th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
- 12th **Newcastle Branch Breakfast Run.** *Meet at Cooranbong Park for breakfast at 8am.*
- 16th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
- 25th Committee Meeting starting at 6.45pm
- 25th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
- 26th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

MARCH 2016

- 6th **Sydney North Breakfast Run** *9am at Bobbin Head*
- 11th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
- 15th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
- 24th Committee Meeting starting at 6.45pm
- 24th Monthly Club Meeting at Club Rooms, Fivedock at 8pm.
Guest Speakers Robyn & Bill Betts on period costume.
- 25th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

Events Calendar - National Rallies

APRIL 2016

3rd - 9th **RACV Veteran Car Club National 1 & 2 Tour** To be held at Lartrobe Valley, Morwell.
Registration form in April 2015 Spit and Polish
or you can register on line at <http://veterancarclub.org.au>

OCTOBER-NOVEMBER 2016

30th - 4th **The National Veteran Tour in Tasmania.** To be held in Ulverstone, which is situated approx. 30km west of Devonport. Expression of interest form was in *August 2015 Spit and Polish* or can be obtained from John Biggelaar Email: biggelaarj@gmail.com or by post mail addressed to:
The Secretary National Veteran Tour 2016.
PO Box 170,
Riverside, Launceston,
Tasmania, 7250.

Information will be sent at regular intervals to those sending in their completed expression of interest form.

SEPTEMBER 2017

17th - 22nd **The 11th National Veteran Motorcycle Rally** will be: Hosted by The Veteran and Vintage Motor Cycle Club of South Australia, Inc. <http://vvmccsa.org.au>
Held in South Australia's glorious Barossa Valley. <http://www.barossa.com/>
Centred on The Barossa Tourist Park, Nuriootpa, South Australia. <http://barossatouristpark.com.au>
tel. 1800 251 634
The Barossa Tourist Park has been bulk-booked for the week, so please mention the NVR to receive a 5% discount (a maximum discount applies) off their normal rates for cabins and camp sites. There are numerous accommodation options in the region if you're looking for something different - try <http://www.barossa.com/> or the Barossa Visitor Information Centre tel. 1300 852 982.

Events Calendar - Invitation Events

Old Veteran Car Club 60th Birthday Celebration.

Will be holding 4 events during 2016.

The 1st Event will be held in Dalby from the 6th - 11th March.
Rally Organisers Wally & Bev Langan (07) 4662 2736

The 2nd Event will be held in Yamba NSW from the 22nd - 27th May.
Rally Organisers Ross & Rhonda Guthrie (07) 5536 2717 or 0417 737 773

The 3rd Event will be held in Mackay from the 3rd - 8th July.
Rally Organisers Russell & Susan Nicass 0457 772 088

The 4th Event will be held in Stanthorpe from the 18th - 23rd September.
Rally Organisers Russell & Susan Massey 0411 550 088

Entry Form on Page 21

The club has decided to hold 4 club rallies throughout next year (2016), and we would like to invite you and your club members to attend.

The rallies are planned to be a low key events, but with a rally badge to be given to each entrant. Unfortunately due to the expense of the badges all entrants will only receive one badge no matter how many events they attend.

At this stage it will be BYO Morning Teas and Lunches unless notified, when the rallies become closer.

As two of the rallies are in the cooler months, we thought you might like to travel north, enjoy the northern sunshine and the warm welcome from the Queensland club members.

The reason for this note is to suggest to those who might be interested in attending, to book their accommodation as soon as possible, as we have a lot of southern tourists visit during winter.

We look forward to enjoying your company and touring our beautiful country with you and your friends.

Address all Correspondence
Hon Secretary VCCA(Q) Inc
1376 Old Cleveland Rd,
CARINDALE, Q, 4152
Email: Secretary.vccaq@gmail.com

Events Calendar - Invitation Events (cont.)

The Peter Waddle Veteran Tour is being held from the 7th to the 15th February 2016 (inclusive of travelling to and from the 'Spirit of Tasmania'). This event is incorporating a different format to help celebrate the VCCA (Tas) Inc.'s 60th anniversary. The 'Ends of the Road Tour' will be travelling from Woolnorth Windfarm overlooking the Southern Ocean at Bluff Pt in the far northwest of Tasmania to Cockle Creek, the most southerly point you can reach by road in Australia and the start of the Southwest track to Port Davey. The cars will be travelling via the Central Highlands which is home to the earliest hydro power station at Waddamana, which first started generating power 100 years ago in 1916. We will also be visiting Bothwell, home of the oldest golf club in the Southern Hemisphere. For more information ring Jill Hawkins on [0448678291](tel:0448678291).

“Oasis Run” Tuesday 1st March 2016.

Muffin"N"Coffee Run to the Common Ground Bakery at Razorback for morning tea
with B.Y.O. picnic lunch at Picton Botanical gardens.

Start: Curry Reserve Elderslie (Camden) 10.30am. You are welcome to attend with any type of vehicle.

Organised by Les Watton. Details 9838 8063 m 0418 973 866

Coming Events

2016 MaSH Ramble
Friday 5th February – Sunday 7th February
MITTAGONG

Based at the Mittagong RSL

Information and Entry Form in November Spit and Polish

Editorial

Again, thanks to the members for the articles which they have supplied for this edition of **YOUR** Spit and Polish.

Firstly a copy of the citation for the nomination of Malcolm N. Johns for the Montagu Trophy. After receiving his award he gave an interesting talk on his life in the old car movement.

A few outings reported on this month, reports from Louise Yeomans on the National Rally held in Goulburn, a report from Graeme Newman on the weekend event held at the Hydro Majestic. A report from Doug Fulford on the MaSH Branch northern coffee run and a recipe for the punch that he manufactured for the Sydney Christmas luncheon. A report from Lauren Newman on the Newcastle Branch Christmas party. Also a brief report on the Newcastle Branch rego day from the Editor. Also an article by Barry Perdriau on his Le Zèbre which makes interesting reading, also an article from Jean and Keith Carden on their first with the club and a brief report on Bill Dudley's NAG being used as a wedding car for his Granddaughter.

Coming events are the MaSH Branch Ramble to be held at Mittagong. Also on page 20 a request from Vice President Doug for interest in short presentations on topics of interest to club members that will hopefully make coming to the meeting that much more worthwhile. The first one will be in March by Robyn and Bill Betts, our award winning couple from the recent nationals, on period costume.

At the moment I have a small supply of material, but it is always handy to have a little extra just incase things get quiet. So if you have something it would be appreciated.

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

Remember this is **“YOUR MAGAZINE”**.

Enjoy your Veteran motoring

Nev Preston



Nomination for Montagu Trophy - Malcolm N. Johns (NSW)

Malcolm Johns' contribution to the veteran car movement in Australia has been an exceptional achievement. Upon the sudden early death of the late John Thompson in 1979, Malcolm stepped into the breach as the Honorary Legal Advisor to the Veteran Car Club of Australia. Simultaneously he was the Honorary Legal Advisor to the VCCA NSW Branch and the ACT Branch, and on many occasions his expertise was tapped by most if not all other states. He was at the same time, Honorary Legal Advisor to the Rolls-Royce Owners Club of Australia at both the Federal and State levels.

In his capacity as legal advisor he guided the clubs through new constitutions, ensuring the best legal protection the clubs could possibly have received. Malcolm was always willing to assist, and devoted countless hours to fastidiously presenting these constitutional documents and handling various other legal matters. He has been the Honorary Legal Advisor to the Association of Veteran Car Clubs of Australia since its inception, and here too, framed the constitution for this body.

Collectively Malcolm Johns' contribution to the veteran car movement has been monumental. The membership of the nation's veteran car clubs owe an enormous amount to the skills of this man, and to his generosity in sharing his knowledge for the advantage of so many fellow enthusiasts.

Malcolm Johns was a car enthusiast from a young age. At the age of 13, he acquired the dismantled and forlorn remains of a Singer Le Mans, the car on which he cut his teeth in restoration.

His attention was soon grabbed by a passing Rolls-Royce Silver Ghost, and at the age of 16 acquired one advertised in a local paper, and sacrificed his treasured photographic equipment for £85 to make this possible. He was too young to drive, and it is said that he waited for opportunities when his parents were out, to drive the car around the block.



Malcolm being presented with the Montagu Trophy by President Peter Martin



Malcolm giving a talk after receiving the Montagu Trophy

From these early beginnings, he has gone on to own a variety of collectible cars. The collection has seen examples of many marques. To name a few, but not in any sequence, Malcolm has restored or maintained the following veteran cars. 1914 Sunbeam, 1904 Speedwell, Dame Nellie Melba's 1909 Renault, along with 1909, 1911 and 1914 examples of the Rolls-Royce Silver Ghost. In addition he has owned a number of vintage Silver Ghosts and 1928 Phantom I.

The 1914 Sunbeam has been with him now for more than 45 years, and currently is in the final stages of a painstaking authentic restoration. His 1928 Phantom I Rolls-Royce has also been lovingly cared for and the pride of his car collection for more than 40 years.

Malcolm has clearly demonstrated exceptional enthusiasm for his cars. He took the 1904 Speedwell to the London-Brighton Run in 1987, and has participated in historic car events in every state of Australia.

His nomination for the Lord Montagu Trophy is thoroughly deserved, indeed long overdue.

(Photos courtesy of Neil Martin)

2015 Shannons National All Veteran Tour Goulburn 1st to 6th November 2015

Louise Yeomans

Although it was a first national rally for Geoff and myself from counting the rally badges the 1914 Wolseley had participated in at least nine such tours. It was a most enjoyable week of veteran motoring in one of the most beautiful parts of Australia.



John Fryirs, Louise & Geoff Yeomans

We arrived late on Saturday afternoon and just as the Wolseley was being off loaded from the trailer the rain came down. It continued to rain on and off all the week but this did not dampen anyone's enthusiasm. While directing and parking the car and trailer we met Paul and Lina Daley from Melbourne who were as wet as us after taking their Willys Overlander off the trailer.

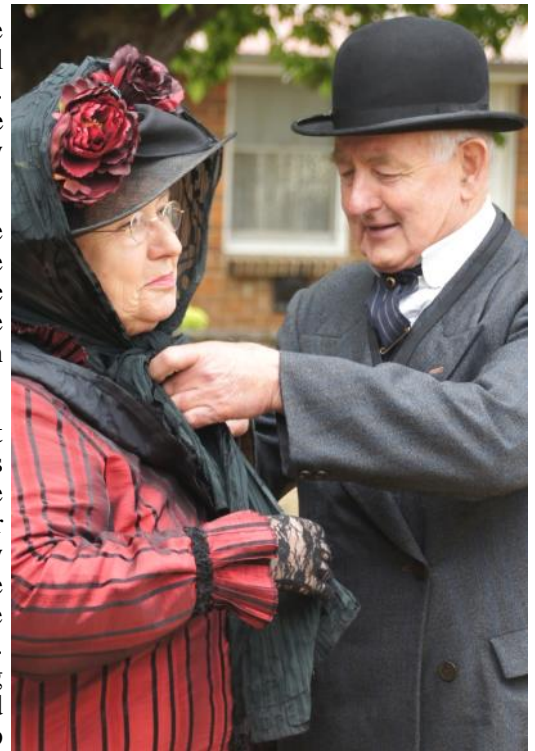
On Sunday while registering we were thrilled to meet Paul Williams who has recently restored a 1911 Wolseley and to learn more about Wolseley vehicles – one of the most advanced for the times! There were many vehicle types – 45 different makes of cars or bikes. Fords were the most popular with 28 entrants. It was a pleasure to see Evan Quarmby's newly restored 1917 Hupmobile. Entrants came from all

states in Australia and international entrants came from USA and New Zealand. After lunch in Goulburn it was the first run which took us to Collector and afternoon tea. The Spackman's had a near miss with a huge truck on the highway but arrived smiling at the afternoon stop. On Sunday evening the Mayor of Goulburn Mulwaree Council, Councillor Geoff Kettle and his wife, hosted a civic reception for the tour.

On Monday the rally began officially. Rob Woolley, on behalf of the Veteran and Vintage Car Club of Australia – ACT Inc, welcomed all participants and gave more specific information on the day's events. This morning briefing became the routine start of the tour day -the program for the day was outlined and announcements given. A lucky raffle ticket was drawn.

Before the first stop on Monday at Taralga some steep hills had to be negotiated. Not the best option for the cars with gravity feed! The instructions mentioned a specific steep hill but we couldn't decide which one it referred to, as there were some long slow climbs. We were welcomed at the morning tea by the community of St Lukes Anglican Church with groaning tables stacked with home baked goodies.

From Taralga the next stop was at Crystal Brook Lavender farm at Laggan – another beautiful garden filled with lavenders of all varieties and colours. The rain cleared so we ate the BBQ lunch outside in the garden and then drove back to Goulburn through Crookwell over gentler hills. A special find at Crookwell was Lindner Sock Factory making quality socks from locally sourced fine wool and they can be purchased online. The ascent was about 300m so no wonder there were steep climbs in the morning. The scenery was very green and lush. There were fields planted with crops and vines, and others with grazing animals including sheep, cattle, horses, the occasional donkey and alpaca herding the other animals. Apparently alpacas will protect sheep from foxes. Later that evening some of the participants joined Warren Brown at the Goulburn Workers Club when he spoke about his exciting trip from Peking to Paris.



Robyn & Bill Betts - Award winners

On a drizzly Tuesday morning the cars headed southwest from Goulburn to Bungonia where the very friendly community provided morning tea. Again it was a magnificent feast with a wide variety and generous servings of cakes and biscuits – no matter how much was eaten there was still full plates of food! The hills to Windellama were very gentle on a gently winding road and the countryside was more scrub rather than the grazing country we saw to the north west of Goulburn. The route followed some parts of 1924 Motorcycle Grand Prix Race circuit. At

Windellama the local community catered generously for lunch with salads and desserts then we returned to Goulburn to watch the Melbourne Cup. What a thrill to see an Australian woman jockey Michelle Payne ride an Australian horse to win!

There was a later start on Wednesday as the tour took us to Gunning. It was no Scotch mist. Those with open cars were hidden under raingear, helmets and goggles and had to drive extra fast to avoid the raindrops. Lunch was delicious wraps served by the Rural Bush Fire Brigade. The Wolseley clutch started to slip on the hills so we decided to leave it at home for Thursday's tours around Goulburn. It was great to see Euan Coutts, Laurie Garrod, Andrew Bennoit, David and Veronique McCredie visiting for the day.

Thursday was very well coordinated with the rally divided into three groups alternating visits to three different venues. Our first visit was to Goulburn Historic Waterworks. It was raining steadily but inside the pump house was warm and cosy with the reassuring soft puffing of the steam engines. Originally built in 1885 this waterworks houses two steam engines which power the only remaining operational steam municipal water works in the southern hemisphere, possibly the world. One steam engine is an 1883 London beam engine built by Appleby Brothers and the other is a Corliss horizontal valve engine made in 1886 by Hick, Hargraves and Company Limited. It is amazing to think that these engines were manufactured and assembled in England then dismantled and shipped to Australia and transported to Goulburn and assembled without the aid of cranes or heavy machinery.



Lesley & Michael North



Rod & Keith Holmes

Another highlight of the waterworks was the garden. Built into the side of a hill, a mass of colour cascaded down the hill to a recently restored car park. All around Goulburn the roses, lavender and irises were prolific flowering abundantly providing a magnificent display.

Our guide was so passionate about the steam engines that we were running late for the next venue – Goulburn Rail Heritage Centre. Again, another guide passionate about his subject, trains, guided us around the roundhouse and turntable. I felt very privileged to be asked to touch a handrail previously held by the Her Majesty Queen Elizabeth II on a visit to Coffs Harbour in 1972. The museum has many examples of old steam trains, carriages and railway memorabilia tracing the changes in transport from steam to diesel powered trains.

After lunch our last stop was at Riversdale, a National Trust property. Once again, the dedicated volunteers impressed us with their enthusiasm and knowledge. On a previous occasion some years ago, the gardener, Roz, recommended a visit in the spring. The spring garden did not disappoint. It was a profusion of colour with dense bedding of 19th century plant. Again the irises, roses and lavender were in full bloom and there were so many different varieties appropriate to the 1880s to enjoy. Some of us were unable to resist buying plants and hopefully they will thrive in my Sydney garden despite the different soil and weather conditions.

On late Thursday afternoon it was our opportunity to thank the people of Goulburn for their warm hospitality. From 4 pm the veterans assembled at Bellmore Park for a display with a gas light parade to follow at sunset. It was difficult to discern the sunset as it was raining so heavily. Nevertheless the people of Goulburn were not deterred and there was a crowd viewing the cars on display. Many of the drivers of the veterans and their passengers were dressed in period costumes, which added to the interest. After long discussions it was decided by the organisers that despite the rain the parade would go ahead and miraculously the rain stopped. Two police cars then Denis Tobler on his motor bike, with Jean in the side car, led the procession around the main street of Goulburn for three blocks which was closed to normal traffic. (Unfortunately on Thursday morning at the waterworks Denis' 1913 Darracq lost an axle and a wheel but he had his bike for such emergencies!) The darkness provided a backdrop to the spectacle of the vehicles with sparkling brass, gentle gaslight and glamorous clothes. It brought smiles to the crowds who lined the street and cheered the vehicles. The children were spellbound by the magic of the lights and the horns, bells and whistles adding to the festive atmosphere. After three circuits the rain pelted down abruptly ending a wonderful evening.

Friday was an easier day with a relatively flat run to Tarago for lunch. The route home was hillier but we returned



Catherine Strutt (Duncan)

the way we came and visited Garroorigang, an historic house set in another beautiful garden. Over the last 157 years the house has been at times an inn, a boarding school and is now the private residence of the collateral descendants Hume family and has a fine collection of colonial and Victorian furnishings and memorabilia. Then for a quick tour at the House of Alpaca, a factory and outlet shop featuring alpaca and leather quality products. In operation were a weaving loom, a traditional teasel brush machine and knitting machines. The company makes a range of leather products on site including ugg boots. It's worth a look on their website.

The finale of the tour was the dinner held at Goulburn Workers Club with excellent food and interesting presentations of future events. It was pleasing for NSW members to learn that Malcolm Johns had been awarded the Lord Montagu Trophy for services to the veteran movement. Robyn and Bill Betts won a prize for being the best dressed in period costume— both Robyn and Bill wore different outfits everyday. Not only good lookers but also good cooks, on Saturday Robyn and Bill invited us all for breakfast and served pancakes. Unfortunately we missed out with any early start home on Saturday morning.



Jill & Greg Roberts

With over 100 entrants the national tour was very well organised by our Canberra colleagues. Directions were clear and just to make sure no one got lost there were signs with directional arrows and at times a person indicating the correct direction. Parking was well managed. Breakdown service and a tilt top tow truck were readily available, if needed. All meals were well catered for demonstrating the competitive nature of country cooks and all the locals were friendly and welcoming. Participants were kept updated and fully informed of events with regular newsletters and morning briefings. Congratulations to the organising committee. Thank you to the sponsors – Shannons, Goulburn Mulwaree Council, Goulburn Workers Club, Century Batteries, Fyshwick Builders Suppliers, FSW and NRMA. It was a wonderful opportunity to drive a veteran in beautiful country, meet like-minded people, for some to talk cars for a week, to put names to the faces, to renew friendships and make new friends.



Val & Arthur Garthon with Barry Shinfield



Ruth Holmes

The photos in this article are from 'debs car pics'

Links to Published Articles

ABC Canberra published the following article:

<http://www.abc.net.au/news/2015-11-06/vintage-veteran-cars-tour-canberra-countryside/6917474?section=act>

The Goulburn Post produced the following article:

<http://www.goulburnpost.com.au/story/3474610/all-veterans-show-and-drive-photos/?cs=185>

Hydro Majestic Weekend 27-29 November 2015

Graeme Newman

When the opportunity arose to take part in the motoring festivities being arranged by the owners of the Hydro Majestic at Medlow Bath, Karyn and I were quick to respond. We had fond memories of the Hydro as we had stayed there not long after we had started going out, and it was only the second time we had been away together. The first time had been on a veteran car rally the weekend before. As I understand it, the idea of the weekend was to showcase cars from around the time when the Hydro was built, along with modern 'supercars'. The funds raised from the weekend's activities were going to the Rural Fire Service.

During the time the Hydro was closed, we drove past many times wondering if it would ever re-open and if so what changes would take place. We just hoped that after any refurbishment, it would still retain the charm and atmosphere we had experienced when we stayed.

We met Dianne at her place at Charmhaven around 9.30 on Friday morning, planning a leisurely drive to get us to the HM by the middle of the afternoon. We thought (wrongly) that by this time of the morning the M1 Pacific Motorway (previously known as the F3) would be free of peak hour traffic and be reasonably pleasant, even in the veterans. Well we may have missed the peak hour, but the number of trucks of all shapes and sizes was ridiculous. What I found even more unusual was that a few of them actually held us up on some of the longer hills, which is pretty unusual these days.

We had a coffee/comfort stop at Macca's at Thornleigh before continuing on the M's 2, 7 & 4 to Glenbrook where we stopped for our picnic lunch. The weather had been kind to us with the temperature being in the low to mid 20's which made the trip much less arduous for both cars and occupants.

When we arrived at the HM we were greeted by their friendly staff who directed us to our parking spots. After checking in we made our way to our 'Heritage Room' located in the Belgravia Wing. The room was just as small as we remembered, but more lavishly appointed than our previous stay. We had a relaxed afternoon catching up with the other participants and enjoying a quiet cocktail in the 'Salon du Thé'. We then had a short briefing about the weekend's activities. Our dinner that night was in the Winter Garden, the main dining room overlooking the Megalong Valley.



The weather forecast for the following day was not real promising with showers predicted. We awoke to what could be considered fairly typical Blue Mountains Rally weather – foggy, misty, drizzle. Not to be deterred, our members enthusiastically uncovered their cars and moved them to the area outside the Hydro Majestic Pavilion, which is situated at the Katoomba end of the buildings. Many of our members had dressed in outfits relevant to the veteran period, whilst others of us didn't. Those that did 'dress up' looked quite resplendent when posing with the cars in front of the Pavilion. Those of us that didn't dress up might also have looked resplendent posing with the cars, but no-one seemed to want to take a photo of us.

The weekend's activities were opened with the assistance of the NSW Rural Fire Commissioner, Mr Shane Fitzsimmons who joined representatives of the Escarpment Group, owners of the HM and a representative of the traditional land owners on which the HM is built.

One of the fundraising activities was 'veteran car rides' around the adjoining car park. Due to the weather, the public response to the day was not as good as it might have been on a fine day, however a good number of people still went for a ride in their choice of motor car. One of the more popular choices seemed to be the Martin's IHC Auto Buggy.

Our members continued to display the cars and offer rides well into the afternoon as long as people attended. As an aside, a very large wedding reception was being set up in the Winter Garden which was a topic of conversation amongst our group. After the cars were tucked away for the night, many of the group socialized in the lounge area of the Belgravia Wing whilst enjoying a cool drink or coffee.

Our dinner that night was served in the Delmonte room, a smaller private function area. As with Friday night, the food was great and the service excellent.

We awoke to a much brighter day on the Sunday. The original plan by the organisers was that the veterans would only play a fairly minor role in the day's activities, being able to leave as desired during the morning. During the weekend they asked that as many as possible of us stay until after lunch to contribute to the display for the day. As it eventuated, only a few of the modern 'super cars' arrived – apparently the weather in Sydney on Sunday morning was not to their liking. As a result, the veterans again took centre stage at the display. Given the weather was much better, there was quite a good crowd during the morning, many of whom seemed to be more interested in the older cars.

We left during the early afternoon to drive home. We had been told to head down the mountain before 2pm to beat the traffic. We decided to give the M1 a miss on the way home, instead travelling via the Pacific Highway to Mount White which was really enjoyable. There was very little traffic heading north and not much more going south. When we stopped for petrol at Tuggerah, Christopher told us he had seen the 'white car with the white hood' stopped at the café. I assume it was the Streatfeild's at the Pie in the Sky.



The Official Party at the Opening Ceremony



*Barry Perdriau's Le Zèbre rereceiving some TLC
The Le Zèbre was originally owned by Mark Foy Snr*

We purchased a small booklet titled 'The Untold Story of an Australian Icon' which details some of the history of the Hydro, including the opening night: 'An opening date was set – the 4th July, 1904 in tribute to Mark's long standing affection for America. Unfortunately this date also brought with it one of the worst snowstorms on record for the Blue Mountains and yet, Mark Foy's opening night would not be delayed by something as transient as a blizzard. Rather that bore his guests with the predictable comfort of a railway carriage, Mark's VIPs were chauffeured through the snow in a fleet of specifically imported De Dion Bouton motors – some of the first cars in the country. The group met at Penrith station to the 9 hour journey in convoy, guided to the Hydro by a revolving spot-light installed into the top of the Casino dome.....'

The guests then thawed out alongside the generous fireplaces before enjoying a sumptuous dinner. The next morning the guests began to 'enjoy' the variety of treatments being offered by the resident physician, Dr Baur. Amongst other things they included 'Mustard Cloths, liver packs, wet sheet packs, ascending douches and sprays, oil rubbing and nose baths, bowel kneading, electric rectal Faradisation and the risqué naked sun baths.' I doubt some of these options are even legal now. I reckon we were treated to a somewhat more civilized weekend than those lucky souls in 1904.

Graham Weekes, Greg & Jill Roberts and Robert Fordham are to be congratulated and thanked for the work they did in arranging a very memorable weekend for those that attended.

Participants

Greg & Jill Roberts	Talbot
Robert Fordham	T Ford
Barry Perdriau & family	Le Zèbre
George & Kerry Gillott	Buick
Peter, Sue & Harriette Martin	IHC Auto Buggy
Ron & Edna Cox	Overland
Laurie & Jan Garrod	Buick
Geoff & Louise Yeomans	Wolseley
Euan & Wilga Coutts	S.C.A.T.
Dianne & Christopher Gotley	Talbot
John & Sue Wards	Sizaire et Naudin
Bill & Robyn Betts	Renault
Graeme & Karyn Newman	Talbot
Peter & Regina Weir	Vauxhall
Neil & Lyn Martin	Crossley
Doug & Vivian Fulford	Studebaker
Lauren & Abbey Newman & Josh Higgins – modern – Saturday only	



Hopefully this isn't the reason the RFS was fundraising

MaSH Branch “Northern Coffee Run” - Friday November 2015

Doug Fulford

Obviously the word had got around after the club's Christmas party about just how delicious Robyn Betts baked goods are. With the leftovers from that function on offer we had a great roll up. I was feeling pretty smug until someone asked “Where's the milk?” Oops! Luckily there is a fruit shop just around the corner from Curry Reserve so a quick, surreptitious trip in the veteran Stude later all was well and talk of sacking me as run co-ordinator had largely subsided. As usual there was plenty of talk over a cuppa or two and some interested visitors both well



Alan Miller's Oakland

known local car officianados and curious members of the public. And there were some lovely cars to check out. Bill Bishop arrived at the Reserve in one of his Napiers out to give it a decent run given he lives so close to our destination. The Weirs came in their Vauxhall haven dutifully done the morning school run and left the trailer at our house. The Martins (senior) brought the Crossley so our American “black iron” was well and truly outnumbered and outshone by European class.



Bill Bishop's Napier

November's destination was the Peppercorn Cafe in Mulgoa so that those of us involved in the weekend's festivities at the Hydro Majestic would be well on the way there come lunch time. The early part of the



Doug Fulford's Studebaker

route was designed to avoid the stress and confusion of Camden Valley Way through Narellan. It had worked well when we ventured to Warragamba Dam but was busier than I would have liked this time around. Next thing I knew the Martins (senior) were up ahead of us having decided (intentionally) to take a short cut. Shortly thereafter I missed a turn (unintentionally) in my own instructions whilst the Martins (I could sense them smiling) took the correct turn. It seems that all roads lead to Catherine Fields and we soon joined up with them again. I didn't see any other veterans witnessing our time “off route” so all we had to do was swear the Martins to secrecy.

At the Cafe we had the gazebo area reserved for us. Festivities were already underway with those who had travelled straight to the cafe. Great to see so many there. By the time those who had set out from Curry Reserve had all arrived we pretty much filled it. The food was nearly as excellent as the company and the helpings rather generous to say the least. Despite Barry Shinfield's assertions about the gastronomic capabilities of veteran car people at the recent nationals I saw a number of our group struggling to get through their meals. I was glad that Vivian and I had decided to share a meal between the two of us.



Neil Martin's Crossley

We said our goodbyes to those who weren't travelling to the Hydro Majestic and headed off for a truly fabulous weekend there despite the inclement weather that arrived Saturday morning. That's another story in itself. But don't tell anyone who didn't go just how good it was in case they decide to do it again some time in the future. I'm certain that everyone who went this time around will want to do it again.

At this stage I'm suggesting that we go to Burraborang Lookout for our January run. And if we do please remind me to check out the view this time around.

(Photos courtesy of Les Watton)

Doug's Xmas Party Fruit Punch Recipe

The fruit punch at the club Xmas Party seemed to go down quite well and a few members asked me for the recipe so here goes:

You should make the base mixture up a day or two before the day of use so the flavours of the fruit and more especially the mint can blend in. I use either orange-passionfruit or orange-mango refrigerated fruit juice as the base. Take about a glass full out of each bottle. Then add a bit of passionfruit pulp or even better real passionfruit, crushed or cut berries (eg strawberries, raspberries, blueberries, blackberries, cherries – make sure you remove the pips) little squares of mango etc plus a small amount of very finely chopped fresh mint to each bottle. Recap the bottles, invert a few times to mix and return to the refrigerator. Then on the day you mix the fruit juice base prepared as above with lemonade and dry ginger ale. The exact proportions aren't at all critical but say 2 litres of fruit juice base with 1.25 litres of lemonade and 0.75 litres of ginger ale. I think its the combination of the mint and the dry ginger ale that give the punch “a little bite” that means that some people take a bit of convincing that its non alcoholic. I guess you could make an alcoholic version if you wanted to but I like it as is.



*Susan Murone & Doug Fulford
& the Armstrong Whitworth*

Unfortunately there is no report on the Sydney Christmas Luncheon, obviously it was not worth reporting on. But there are a few photos thanks to Les Watton.



*Robyn & Bill Betts
with Les Watton*

*Getting the
Armstrong Whitworth started*



Newcastle Branch Christmas Party - Sunday 6/12/2015

Lauren Newman

For a number of years the Newcastle Branch have held their Christmas Party Bargoed House (NESCA oval) on the shore of Lake Macquarie, however this year may have been our last visit. The weather was perfect for veteran motoring, even if it was one of the shorter outings for us. We met Uncle Nev, Aunty Dianne and Christopher at the petrol station around 8:30 which got us to Swansea around 9:15, as it was one of those trips where you seem to get every red light along the way – which usually happens when I drive.

Whilst the weather was fine, the brass on our car was not as clean as usual, due to the rain experienced at the Hydro Majestic the weekend before. It had been a busy few weeks for quite a few members in both Sydney and Newcastle with the Rego Days, the Hydro Majestic weekend. Many members and their families joined us not long after our arrival, and as was the case last year, we were the only group on the property (other than a few campers). It was great to see Peter and Kim along with Neil and Brian and their families with us for the day, with Peter acting as head Christmas caroller for the day, which was very appropriate given the time of year.



Graeme, Peter, Hamish and Brian in the Talbot

The BBQ was underway not long after 12pm and the yummy salads nicely accompanied the mountains of meat we seemed to have. This was then followed by apple pie with cream and/or custard, which I have decided, no matter where we have our Christmas parties, is a tradition that needs to live on.

Following lunch, we were provided some entertainment from Isaac on his custom-made, mini penny farthing, which he seems to have mastered. Once again the fig trees provided us with plenty of shade to sit under to enjoy the day. By about 3pm, we made a move and headed for home. It was a lovely day and as usual, a great way to finish the year. This year the weather stayed fine during the afternoon, unlike times in

the past when we have had to pack up quickly as a storm approaches.

A big thankyou to everyone who assisted on the day and a special thankyou to the Burke & Chapman families who have enabled us to use the facility each year due to their involvement with social club Energy Australia, or Ausgrid or whatever the proper name is of the people they work for.



The Gotley Talbot and the Marshall F.N.



Isaac on his Penny Farthing

Those attending:

Neville Preston -- Talbot
Doug & Dianne Marshall -- F.N
Dianne & Christopher Gotley -- Talbot
Graeme, Karyn, Lauren & Abbey Newman -- Talbot
Chris, Catherine, Isaac & Helen & Greg Strutt -- F.N
Neil, Toni, Conrad & Alexandra Adams -- Vauxhall & modern

Modern

John & Kelly Burke Max & Joan Burke
Malcolm & June Bailey Peter Adams & Kim Nolan
Allen Dunlop John Brumby
Betty & David Cherry Sue & Clare Chapman
Brian, Kristy & Hamish Adams
Bill & Carol Heeney
Kevin, Narelle & Matthew Spackman



Isaac & Alexandra in Fifty Bob



One of the locals

Newcastle Branch Rego Day 22-11-15



The Editor
The Newcastle held their registration day again at the usual venue of Maxon Machinery at Boolaroo which is the business of the Adams' family, selling used and new machinery. More of a social day for our



members, but of course there is the other side that you hope that your vehicle will pass for registration. Most vehicles passed with some only needing some small adjustments. While waiting for your vehicle to be inspected one can have a look at the various machines for sale. A number of Peter's vehicles are housed on the premises. Good to see Peter in attendance as with all the other members that came along.



16 vehicles were inspected on the day.
In all 35 vehicles are inspected for registration through the Newcastle Branch.



Le Zèbre

Barry Perdriau

Le Zèbre, a French car, dating from 1911 and is the only car of its particular type in Australia.

It is a two seater, single cylinder vehicle sporting two kerosene headlamps, and one tail light, bulb horn and brass fittings. It has only two forward and one reverse gear and in its heyday could manage perhaps 26 miles an hour maximum speed on level ground.

The car was originally owned by Mark Foy Senior and came out to Australia with him on the 'Afric' in June, 1911. The future wife of George Roberts, a long-time member of the Veteran Car Club of Australia, also travelled out on the 'Afric'. At the very first rally that I attended with my car at Brown's Wharf in Sydney Harbour, the now married Mrs George Roberts recognised with amazement, both Le Zèbre and another car that was on board, which she found parked three cars up. She recalled that every morning on board, the cars would be uncovered and passengers partook of morning tea next to them.

In 1946, when I was 15, I spotted Le Zèbre, on the Mark Foy property at Medlow Bath. I had heard 'on the grapevine' that there were 'some old cars' somewhere near Medlow Bath and scoured the area in ever increasing circles till I found a shed full of junk and a lot of old cars behind the Post Office. I returned to my father, who was playing tennis nearby and reported to him when he changed ends, that I had found the car that I wanted to keep for the rest of my life. We went to see it the next morning, my father agreed that the car was something special and later wrote to Mark Foy Senior's solicitors offering £25 for the car, but this was not accepted at that stage.

In 1950, however, after Mark Foy Senior's death, his solicitors contacted my father, offering to sell him the car at half the originally offered price so the car was duly purchased for the sum of £12 10/- and was registered for a time in his name, J.A.Perdriau.

The car was missing several main operating parts including the carburettor, magneto and petrol tank and also needed new seat upholstery, hood and painting. I completed the restoration of the car myself, with occasional help from engineering students from my university faculty. The only task I did not tackle was the alteration of the wheel felloes, this being completed by "Wheelworks" in Broadway, Sydney, to allow the use of 19 x 3 1/4 inch motorcycle tyres in well-based rims.

The car is a wonderful example of its type as can be seen from the accompanying photo, but it could be recalcitrant. For one memorable Work Christmas Party at Lane Cove National Park, the car was to be employed as a 'sleigh' for Santa Claus. Despite all my efforts, the car would not start and Santa arrived drawn by six muscly "reindeers" attached by ropes to the front of the car!

Since its restoration, Le Zèbre has featured in innumerable Veteran Car Rallies organised by the Veteran Car Club of Australia, notably the Blue Mountains Rally and a number of one and two cylinder car events. The car, driven by me with my wife Patricia as navigator, generally started off before all other cars, but despite this, usually arrived last at its destination. The only time Patricia had to ever get out and walk was on the hill that leads up from my house at East Lindfield, a significant hill, even for a walker!

TECHNICAL SPECIFICATIONS

1911 LE ZÈBRE Type A Series 3

ENGINE

Position	Front Vertical
Makers HP	4 HP @ 1200 rpm
Cylinders	1 x 600 cc
Cooling	Water
Inlet Valve	Mechanical
Ignition	H T Magneto
Bore & Stroke	85 mm x 106 mm

CHASSIS

Clutch	Multiplate
Gearbox	2 speed progressive plus reverse
Brakes	expanding
Wheels	artillery converted to 3.25" x 19"



Introduction to the Car Club and our First Rally.

Jean and Keith Carden

In 1970 there was a combined car rally from Sydney to Melbourne commencing at Warrick Farm to mark the bicentenary of the arrival of Captain Cook in Australia.

The main sponsor was Mobil with other sponsors being Dunlop Tyres, PM glass, a post office, a trucking company supplying a pickup truck and a large van to carry excess luggage and the table and chairs for the control stops and rally trimmings. The rally was seven days long and over ninety veteran and 100 vintage cars took part including some from overseas. There was a huge crowd of people at the start of the rally as the interest in the historic event and Veteran and Vintage Cars was great.

A friend of ours, Alan Rowe entered his 1928 A Model Ford for his daughter Allison but a few days before the rally started she found she was unable to go. He offered the place in the rally to Jean and I. With much running around finding minders for our three children we hurriedly packed our bags and we were off on our very first rally.



It was very well organised with each section recorded with a bundy clock. Each morning the maps for the days run would be issued from the starter's desk.

You signed in, punched the starter's clock and off you would go.

There was a PMG mail box beside the starter's desk and letters home could be posted.



Everything was going along nicely with our car performing very well until one day, just as we stopped to "bundy off" at a lunch stop, with a very large bang a rear tyre exploded! We had a spare tyre but not a spare wheel.

Within minutes the Dunlop man was over to help us. He looked at our spare tyre and said "that tyre is perished Mate and it is not worth putting on". He must have seen the look of dismay on my face because he added, "Tell you what I can do. I have one that size in my truck. We can put in on and take a few photos. I will tell my boss we can use them for advertising."

So that is what he did. He had just finished and the hooter sounded as the lunch break was over. We lined up again and bundied on and we started back in to the rally without a loss of time or points.

The next day we arrived in Albury. That afternoon the cars where to be on display and also some novelty events where to take place such as ; stakes were driven in to the ground and each car had to drive in and out of the line of stakes in a zig zag track. The Ford is was very short car and was able to do this with ease. I won that event.

For the next event the cars were parked on the other side of the road. At the sound of a hooter the driver had to run across the road, cold start the car and do one lap of the sports ground. In my excitement I forgot to retard the

ignition, the engine back fired and broke the “bendix” spring on the starter.

That afternoon while the cars were still on display a chap came over and after looking the car over he asked how is she going mate?”

I then answered “she is not going very well. I have broken the bendix spring on the start. It looks like I will have to crank start the engine from now on”.

The chap then said “ I have two model A fords at home. I think I have a bendix spring. I will go home and look for it. If I find it I will bring it back”.

So I sat on the running board and waited. He didn’t return. As day light faded I felt defeated and returned back to the motel.

The next morning I went down to the car and I said to Jean “looks like I will have to crank start the engine for the rest of the rally.”



As we came up to the car I couldn’t believe my eyes! On the running board was a complete Ford starter with a note attached which read, “I couldn’t find the spring but I found this starter. You are welcome to it and good luck for the rest of the rally!”

I am forever grateful to this unknown person.

At the final rally dinner I was in for another surprise. The Ford “A” was a winner in the best Ford section and we were presented with a cheque for \$100 by the Ford Company of Australia.

There were other Ford “A”s in the rally but I didn’t know this until this time that Allen’s car was different. It was a starter car and only had one door. The front seat was in two sections and the passenger side folded forward to let the rear passengers get in the rear seat. It may have been a prototype.

At the end of the rally we had to find our own way home to Sydney from Melbourne. After all the meticulous rally organisation driving out of the city

with numerous rally competitors passing this way and that to gradually evaporate as they made their way home felt quite surreal. It was a great rally and we made many new friends all with that one interest – veteran and vintage CARS!

WANTED: Members to attend monthly club meetings

The committee would like to have more members attend our monthly club meetings. From the March meeting we will organise short presentations on topics of interest to club members that will hopefully make coming to the meeting that much more worthwhile. Our first presentation will be made by Robyn and Bill Betts, our award winning couple from the recent nationals, on period costume. Its amazing what can be done with a bit of ingenuity and a few items from the local op shop. In April we plan to have a bit of a trip down memory lane and celebrate a few club milestones. Other items in preparation include veteran motorcycles and mechanical music making machines. But we welcome your suggestions as to topics of interest. You might even like to volunteer to give a presentation yourself.

Doug Fulford
Vice President

Entry form for Queensland Progressive Rallies in 2016.

1 Entry Form for all 4 rallies
please circle the rallies you are interested in attending.

March/Dalby May/Yamba NSW July/Mackay September/Stanthorpe

Closing date 31st January 2016

Entrant's Name Driver
Surname First Name

Navigator's Name
Surname First Name

Extra Passengers
Surname First Name

Extra Passengers
Surname First Name

If passengers are children under the age of 10 please highlight their name and show age

Entrant's Address Post code.....

Entrant's Phone No. Mobile

Email

Vehicle No. 1 Make Year Registration

Vehicle No. 2 Make Year Registration

Rally Entry Fee (\$1.00 for every year) \$60.00

A Special Commemorative Rally Plaque will be given to each entrant – unfortunately due to the cost, you will only receive 1 plaque, no matter how many rallies you attend, but you must attend at least 1 rally.

Bank details are: for **Direct Deposit to BSB 124001 Account Number 21577447** giving your Name and Town /Suburb.

Mailing address - VCCA(Q) 2016 Progressive Rallies, 1376 Old Cleveland Road Carindale 4152

Declaration – I hereby declare that I/we are entering this event in the knowledge that the Veteran Car Club of Australia (Qld) Inc, and the organisers of the rally will in no way be held responsible for the loss or damage to my vehicle(s), parts or Accessories, or personal effects or monies. I /we, the entrant(s), on behalf of all those persons listed on this entry form, waive the right of action at law against the Veteran Car Club of Australia (Qld) Inc. or the organisers of the event. I certify that the above is an authentic historic vehicle as determined

By:(Car Club)

Entrants Signature Date

Bill Dudley's 1909 NAG

Morning Neville,

Laurel Dudley here, my daughter Lisa Barry married Andrew Turnbull on the 26th September 2015 & the wedding & venue was held at Quart Pot Downs, Salisbury just out of Dungog.

I thought you may like some of these pictures to show that dad's NAG was the Belle of the Ball. She was amazing to climb up a hill down the other side to the alter. Amazing, beautiful day & without Dad tinkering, refurbishing & polishing this 1909 NAG we would not have had such a historic car make a grand-daughter so happy.



Thanks

Laurel Barry (nee Dudley)

Classifieds

Please note ALL ADS MUST include the price and if you wish ONO

All States please copy!

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

For Sale:

Black 1915 Model T Tourer (photo included)

Bob Croft Motor with A Model Crankshaft
Ruckstell Differential and Rocky Mountain Brake Drums
High capacity Radiator – Gas Head Lamps converted to electric
All Correct 1915. Starter Motor fitted + original hogs head
Wet weather covering for trailoring.
Spare complete motor for reconditioning + numerous spare parts
\$28,000



Model T Ford 26/27 Ruckstell Differential Housing

(Large Brake Drum) With Ruckstell internals \$600 (no Photo)

Contact: Stephen Gamble, North Ryde NSW H. (02) 9484

5087 Mob. 0400 245 976

[11-15]

Talbot 1912 4M 20HP. Unfinished project approximately 90% restored. All the hard to find parts, new radiator and CAV electric lights, new stainless steel petrol tank, straight side touring body.

For more information contact Bob. Price \$30,000

Contact: Bob Collett (07) 3808 1183

[10-15]

Talbot Engine 4CBX - 156 Includes Water pump, Flywheel, Clutch. Less Valves, manifolds. front block damaged, but repairable. \$1,000

Contact: Jim Weir (02) 9651 1770

[11-15]

Wanted:

Zenith carburettor 36mm side draft

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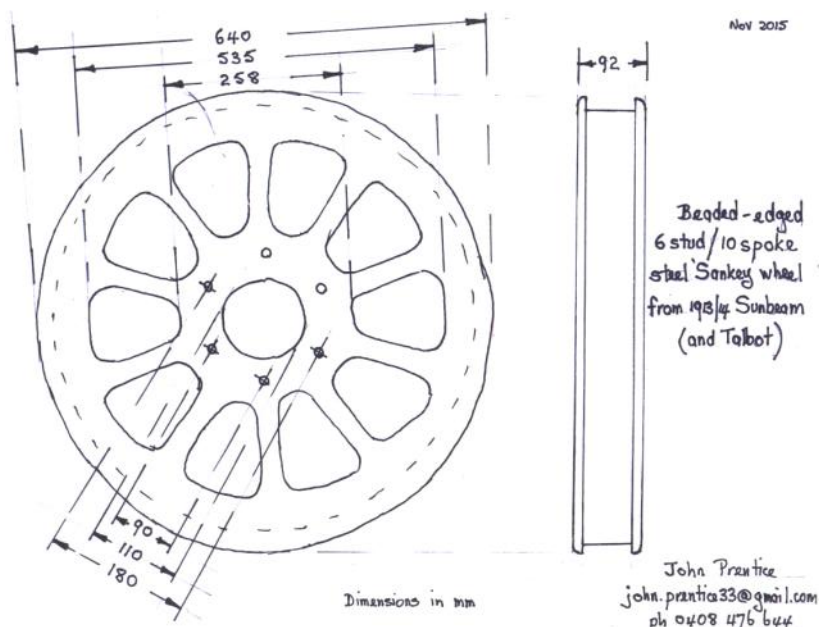
[10-15]

T model two piece windscreen frame.

Contact: Malcolm Ph: 0418 462 005

[1-16]

Sankey steel 815x105 BE wheels for our 1913 Sunbeam. They were also fitted to Talbots and presumably other cars. See the attached photo and drawing for details. One or more, and any condition considered, to help its restoration.



Contact: John Prentice 0408 476 644

Email john.prentice33@gmail.com

[1-16]

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