

# SPIT AND POLISH

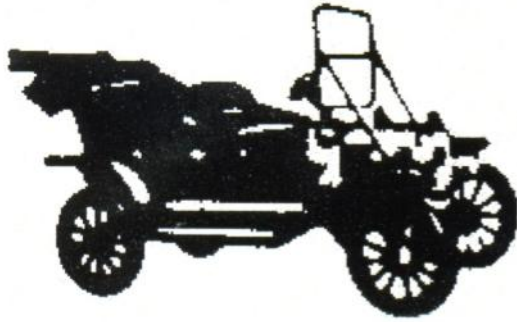
PATRON: HER EXCELLENCY PROFESSOR MARIE BASHIR AC CVO  
GOVERNOR OF NEW SOUTH WALES

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



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**SPIT & 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](http://www.vccansw.org)

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

**Email:** [spitandpolish@vccansw.org](mailto:spitandpolish@vccansw.org) or by **Mail:** 18 Byron St. Wyong, NSW 2259

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

### **Cover Photo:-**

*Ian Streatfeild's 1915 Overland.  
At the Sydney Christmas Lunch, 2012.*

## Committee of Management

### OFFICE BEARERS:

|                 |                | HOME  | BUSINESS          | FACSIMILIE |
|-----------------|----------------|---|-------------------|------------|
| PRESIDENT       | Wilga Coutts   | 4861 7356   |                   |            |
|                 |                | Email: <a href="mailto:president@vccansw.org">president@vccansw.org</a>           |                   |            |
| VICE PRESIDENTS | Greg Roberts   | 4861 2023   | Mob: 0468 831 757 |            |
|                 | Peter Martin   | 9632 8930   | Mob: 0418 865 235 |            |
|                 |                | Email: <a href="mailto:vicepresident1@vccansw.org">vicepresident1@vccansw.org</a> |                   |            |
|                 |                | Email: <a href="mailto:vicepresident2@vccansw.org">vicepresident2@vccansw.org</a> |                   |            |
| SECRETARY       | Louise Yeomans | 9884 9314   |                   |            |
|                 |                | Email: <a href="mailto:secretary@vccansw.org">secretary@vccansw.org</a>           |                   |            |
| TREASURER       | Euan Coutts    | 4861 7356   | Mob: 0412 673 585 |            |
|                 |                | Email: <a href="mailto:treasurer@vccansw.org">treasurer@vccansw.org</a>           |                   |            |

### COMMITTEE MEMBERS:

|                       |                 |   |                   |   |
|-----------------------|-----------------|---|-------------------|---|
| EDITOR                | Neville Preston | 4352 1533   |                   | Email: <a href="mailto:spitandpolish@vccansw.org">spitandpolish@vccansw.org</a> |
| EVENTS                | Bill Heeney     | 9639 3006   |                   | Email: <a href="mailto:events@vccansw.org">events@vccansw.org</a>               |
| REGISTRATIONS OFFICER | Neil Martin     | 9632 5047   | Mob: 0417 236 495 |   |
| HALL LETTINGS         | Ray Priest      | 9871 5882   |                   | Email: <a href="mailto:hallrentals@vccansw.org">hallrentals@vccansw.org</a>     |
| LIBRARIAN             | Ray Priest      | 9871 5882   |                   |   |
| WEB CO-ORDINATOR      | Peter Weir      | 4262 6595   | Mob: 0414 831 872 |   |
|                       |                 | Email: <a href="mailto:webcoordinator@vccansw.org">webcoordinator@vccansw.org</a> |                   |   |

### SUB COMMITTEES:

|                        |                  |                   |                   |           |
|------------------------|------------------|-------------------|-------------------|-----------|
| INVESTIGATION & DATING | Peter Martin     | 9632 8930         | Mob: 0418 865 235 |           |
|                        | Bob Hobson       | 4861 2101         | Mob: 0439 03. 934 |           |
|                        | Max Roberts      | 6545 3410         | 6545 1045         | 6545 1687 |
|                        | Malcolm Garthorn | Mob: 0417 676 912 |                   |           |
|                        | Peter Adams      | Mob: 0418 680 263 |                   |           |
|                        | Neville Preston  | 4352 1533         |                   |           |

### BRANCH CHAIRMEN & SECRETARIES:

|                    |                |   |                   |           |
|--------------------|----------------|---|-------------------|-----------|
| NEWCASTLE CHAIRMAN | John Burke     | 4991 1806   | 6570 3446         | 6570 3478 |
|                    |                | Mob: 0412 821 945   |                   |           |
|                    |                | Email: <a href="mailto:Hupmobile@bigpond.com">Hupmobile@bigpond.com</a> |                   |           |
| SECRETARY          | Graeme Newman  | 4392 1035   | Mob: 0412 138 063 |           |
|                    |                | Email: <a href="mailto:kazngrae@bigpond.com">kazngrae@bigpond.com</a>   |                   |           |
| MaSH CHAIRMAN      | Max Boardman   | 4655 8510   | Mob: 0428 301 031 |           |
| SECRETARY          | Kevin Boardman | 4654 5499   |                   |           |
| HONORARY ORDITOR   | Graham Steer   | 9450 1454   | 9221 8933         |           |
| LEGAL ADVISOR      | Andrew Aitken  | 8987 0000   | 8987 0077         |           |

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

## President's Report - February 2013

Dear Members,

Here we are in February and what an extreme start we've experienced in the first weeks of this New Year. Euan and I decided not to attend the combined run in January after hearing the 6am weather forecast for Sydney and Central Coast, and as the temperature under our pergola climbed to 42 degrees we were glad we'd made that decision. However, a number of braver souls than us made the trip and I congratulate them on their fortitude.

Our working Bee in January achieved a lot and my thanks to the people who attended, we had the carpet in the main hall shampooed and it has certainly made a difference, also the toilets and kitchen received a good clean, the library was tidied up as well as the areas outside.

Congratulations to Louise Yeomans, Malcolm Roy and Chris Duncan who were voted in as Members at the January Meeting. Louise not only became a member but has also agreed to become Secretary, it is a relief to have this very important committee position filled, thank you Louise.

We have just returned from a very pleasant weekend in Goulburn, I know Euan has written a report and I imagine others will also, it really was what our Club is all about, a weekend away in fresh country air enjoying our cars, our friends and ample food and drink!!!!!!!!!!!!!!!!!!!! Thanks Gill & Greg and all who attended and helped to make it a great success. Our Club is very fortunate that we have members who make the effort to organize a number of weekends out of City limits for us to enjoy each year.

In the coming months we have the National 1&2 in Canberra, the Victorian 1&2 in Moama, our Annual Rally to the Blue Mountains followed by our Autumn Tour, lots to look forward to.

Best wishes for safe and happy motoring,

Wilga.

### FEBRUARY MEETING 2013

At the February meeting Peter McKeowan will give a talk and show a DVD of some of the late George Green cars.

Peter was one of the drivers of George's cars.

Peter was member from 1963 to about 1990

## Minutes of Monthly Meeting of VCCA (NSW) Inc.

### Minutes of MONTHLY MEETING held on Thursday 24<sup>th</sup> January 2013

#### ATTENDANCE

Committee: 6    Member's family: 3    Visitors: 0    Members: 31    Apologies: 3

Meeting opened at

#### PRESIDENT'S OPENING REMARKS

President Wilga Coutts opened the meeting and welcomed all present at the meeting. Wilga thanked the members who attended the working bee. She noted the hall was much cleaner. Lauren and Graeme Newman were thanked for their contribution to the kitchen and library. Wilga expressed her condolences on behalf of the club following the unexpected death of Barry Vinen in Victoria.

#### MINUTES PREVIOUS MEETING

Matters arising: Nil

Minutes accepted:

Moved: Warren Irish                      Seconded: Phil O'Loan

#### INWARDS CORRESPONDENCE

##### Flyers received

Annual Super Swap 17 February 2013  
Highlands Steam and Vintage Fair  
Linton Gardens

##### Other club publications

|   |   |
|---|---|
| <i>Brass Notes</i> Nov & Dec 2012; Jan 2013,        | CMC 2014 Tour to UK,                          |
| CMC Annual Affiliation Form,                        | <i>Cough and Splutter</i> Vol 47 No 1& 2      |
| <i>Early Auto</i> Vol 49 No12; Vol 50, No 1         | <i>Motorlife</i> Dec 2012                     |
| <i>Small Torque</i> Dec 2012, Jan 2013              | <i>The Broken Spoke</i> No 250 (Jan 2013)     |
| <i>The Edwardian</i> Dec 2012                       | <i>The Preserve</i> (CMC) Nov 2012            |
| <i>The Veteran Car Club of New Zealand</i> No12 &13 |   |
| <i>The Vintage Car</i> Dec 2012                     | <i>The Veteran Car Club of SA</i> Vol 17 No 8 |
| <i>Veteran Torque</i> Dec 2012                      |   |

##### Other

Invitation from Veteran Car Club of South Australia to Barossa Rally.  
Christmas card from TW6D Digital Print and 21<sup>st</sup> Century Real Estate  
CMC Minutes  
MASH Minutes  
Newcastle Minutes  
Invitation to STD Register Rally 9-11 April 2013-01-24 Newcastle Minutes  
Invoice from TW6D Digital Print  
Letter from GIO

#### OUTWARDS CORRESPONDENCE

Thank you note for Christmas Party to Lindsay and Gill Martin  
Sympathy card to Frieda Gilltrap  
Get well card to Greg Roberts  
Letter to Independent Locksmiths re authority to operate

Correspondence accepted.

Moved: Laurie Garrod                      Seconded: Lyn Martin

### **TREASURER'S REPORT**

Balances are:

Ordinary account: \$3003.39  
Rally account: \$8757.83  
Term deposit 1: \$11222.30  
Term deposit 2: \$10000

Budget completed. The club is budgeting for a small profit this year.

Moved: Robert Fordham                      Seconded: Leon Smith

**MAGAZINE:** Nothing further

### **EVENTS**

Bill Heeney thanked the Martin family for the Christmas party. There was good weather for the recent MASH run. Entrants for the Goulbourn MASH Rally need to check with Elizabeth Hobson. There is to be a National 1 and 2 Cylinder Rally at Canberra. 10-15 March 2013. Bill reminded the club about the Blue Mountains Tour 13-14 April 2013 and Western Tour 15-20 April. Both rallies are leaving from Vineyard Hotel Tourmaline. Newcastle Club are proposing to have a visit in March to *Lost in the 50's Museum*. Date yet to be finalised. Details will be published in *Spit and Polish*.

### **PERMIT TO MOVE:**

Neil Martin reported that the Rego Day was very successful with 31 cars inspected. Another 25 have been registered through the RTA. There are 56 roadworthy cars. In Newcastle another 27 were declared roadworthy. Neil expressed his appreciation of the work of Geoff Simmons who has been inspecting veterans for the last 40 years.

### **LIBRARY**

Graeme Newman reported that at the working bee there was a cull of old magazines from other clubs. Other materials are being gradually sorted.

**DATING:** Nothing further

### **MEMBERSHIP**

Christopher Duncan, Malcolm Roy and Louise Yeomans were voted as members.

**CMC:** Nothing further

### **HALL**

Phil O'Loan alerted the club to the impact of the carbon tax on re-gassing the air conditioners. It will cost \$1600, as the air conditioners are old. The cost of replacement is \$5000.

### **WEBSITE**

Peter Weir was thanked for his work.

### **GENERAL BUSINESS**

Louise Yeomans was appointed on a casual vacancy basis as secretary.

MEETING CLOSED AT 8:48 PM

**Wilga Coutts**  
**President**

**Louise Yeomans**  
**Secretary**

## Events Calendar - Club Events

### FEBRUARY 2013

- 28<sup>th</sup> Committee meeting starting at 6.45pm  
28<sup>th</sup> Monthly Club Meeting at Club Rooms, Fivedock at 8pm

### MARCH 2013

- 3<sup>rd</sup> Newcastle Branch Outing to "Lost in the 50's Museum. *See Page 8 for details*  
8<sup>th</sup> MaSH Branch Morning Tea run.  
10<sup>th</sup> - 15<sup>th</sup> National 1 & 2 Cylinder Rally - Canberra. *See National Rallies for Details*  
12<sup>th</sup> Forum Sydney Club Rooms  
19<sup>th</sup> Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm  
21<sup>st</sup> - 24<sup>th</sup> VCCA (Vic) Moama 1 & 2 Cyl Rally *See Invitation Events for Details*  
28<sup>th</sup> Committee meeting starting at 6.45pm  
28<sup>th</sup> Monthly Club Meeting at Club Rooms, Fivedock at 8pm

### APRIL 2013

- 6<sup>th</sup> MaSH Branch Meeting - Lake Alexander, Mittagong  
12<sup>th</sup> MaSH Branch Morning Tea run.  
9<sup>th</sup> Forum Sydney Club Rooms  
13<sup>th</sup> - 14<sup>th</sup> Annual Rally - Blue Mountains. *See page 9 for Details, Entry Form Page 19*  
14<sup>th</sup>-20<sup>th</sup> Western Tour *See Page 8 for Details*  
16<sup>th</sup> Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm  
25<sup>th</sup> Committee meeting starting at 6.45pm  
25<sup>th</sup> Monthly Club Meeting at Club Rooms, Fivedock at 8pm

### MAY 2013

- 3<sup>rd</sup> - 5<sup>th</sup> Central Tablelands Autumn Tour - Orange. *See Invitation Events*  
10<sup>th</sup> MaSH Branch Morning Tea run.  
14<sup>th</sup> Forum Sydney Club Rooms  
21<sup>st</sup> Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm  
23<sup>rd</sup> Committee meeting starting at 6.45pm  
23<sup>rd</sup> Monthly Club Meeting at Club Rooms, Fivedock at 8pm

## NOTICE

Newcastle Branch Meetings now start at 7.30pm

## National Rallies

### MARCH 2013

- 10<sup>th</sup> - 15<sup>th</sup> SHANNONS NATIONAL 1 & 2 Cylinder Veteran and Centenary of Canberra Tour  
To based at the Canberra motor Village. Rally Director Rick McDonough, Ph (02) 6293 1533 (ah) or  
Email: [rick@netspeed.com.au](mailto:rick@netspeed.com.au) or  
Rally Secretary Roger Gottlob Ph (02) 6241 3169 (ah) Email: [rogerandgillian@grapevine.com.au](mailto:rogerandgillian@grapevine.com.au)  
Please call after 7.30pm Canberra time. *Expression of Interest Form March Spit and Polish 2012*



### **SEPTEMBER 2013**

15<sup>th</sup> - 20<sup>th</sup> **NATIONAL VETERAN RALLY** hosted by the Veteran Car Club of Australia (Vic) Inc.  
To be held at Shepparton. Kevin Quigley, Tour Secretary, 55 Daly Street, Brunswick West. Vic 3451  
E-mail: kwquigley@aapt.net.au *Expression of Interest Form March Spit and Polish*

*Registration Forms are available from VCCA (Vic) website.*

### **OCTOBER 2014**

19<sup>th</sup> - 24<sup>th</sup> 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](mailto:wood1941@bigpond.com) 7 Eleanor Court CRAIGIE WA 6025  
Chairman Harry Pyle Email: [hdpyle@bigpond.net.au](mailto:hdpyle@bigpond.net.au)  
*Expression of Interest Form February 2012 Spit and Polish*

## **Invitation Event**

### **MARCH 2013**

21<sup>st</sup> - 24<sup>th</sup> VCCA (Vic) 1 & 2 Cylinder Rally - Moama. Based at Moama on Murray Resort.  
For more information contact Brian Love 03 5484 2244 or 0417 176 666 or  
Email [luvscars@hotmail.net.au](mailto:luvscars@hotmail.net.au) Entry Form available from VCCA(Vic) website  
Entries close 15-2-2013

### **MAY 2013**

3<sup>rd</sup> - 5<sup>th</sup> Orange District Antique Motor Club - Central Tablelands Autumn Tour. Based at Orange.  
Pre 1931 vehicles.  
Contact: Peter Amos Ph: (02) 6366 3152 Mob: 0411 966 882

## **Swap Meeting**

### **MARCH 2013**

24<sup>th</sup> Goulburn Swap Meet, Sunday 24<sup>th</sup> at Goulburn Recreation Area (Showground) Braidwood Rd.  
Indoor Sites \$35, Covered Sites \$35, Outdoor Sites \$20. Entry Fee \$4 Adults, 14 & under free. Site  
holders admitted midday Saturday to set up. Free off-road parking. Hot food stalls all day Sunday.  
All food supplied and sold by Rotary. Gates open 6am Sunday.  
For further information phone Visitors Information Centre (02) 4823 4492 or Fax (02) 4822 2692  
between 9am & 5pm. Email: [info@igoulburn.com](mailto:info@igoulburn.com) or [www.igoulburn.com](http://www.igoulburn.com)  
*Organisers - Goulburn-Mulwara Rotary Club. Proceeds to Rotary Charities*

## Welcome New Members

Malcolm W Roy & Julie (1098)  
“Atarau”  
445 Kaputar Road  
NARRABRI NSW 2390  
(PO Box 639 Narrabri)  
**1910 Hupmobile**  
Ph: (02) 6792 2250  
Email: mwandjaroy@bigpond.com

Chris Duncan & Catherine (1097)  
16 Hall Street  
NEWCASTLE WEST NSW 2302  
**1911 F.N. 2400**  
Ph: (H) (02) 4957 1780  
(W) (02) 4929 1318

Margaret Louise Yeomans & Geoffrey (1099)  
7 Kareela Road  
CHATSWOOD NSW 2067  
**1914 Wolseley**  
Ph: (02) 9884 9314  
Email: louiseyeomans1@gmail.com

## Coming Events

### Newcastle Branch Outing

Sunday 3<sup>rd</sup> March

To ‘Lost in the 50s’ Museum

42 Stenhouse Drive

Cameron Park

Meet there at 10am.

Entry Fee \$15 Pensioners \$10

The museum is set up as an American Diner of the 50s

Enquiries contact John Burke 4991 1806

or Mobile: 0412 821 945

### THE 2013 WESTERN TOUR

Sunday 14<sup>th</sup> April to Saturday 20<sup>th</sup> April

First night Mittagong (Leaving Windsor after Blue Mountains W/end)

Then will run to Yass – Junee – Ardlethan - Temora – Boorowa – Blackheath

If you are interested

Contact

Bob & Elizabeth Hobson

Phone (02) 4861 2101 or Mob. 0439 031 934

## 57<sup>th</sup> BLUE MOUNTAINS RALLY 2013

13<sup>TH</sup> -14<sup>th</sup> April 2013

### “Best Experience Rally”

This year our important annual Blue Mountains Rally will combine years of experience to provide the “best experience” for participants.

We will be staying again at the best experience resort, the Redleaf at Blackheath.

We will start from the Vineyard Hotel, on the corner of Windsor and Boundary Roads at Vineyard at 9.30am, where there is a Motel, and overnight Trailer parking for those trailering to the start. We will return to this Hotel for finish and Sunday Lunch.

Route changes mean even less time on major roads, as I have found more secret back roads. We will return from the mountains via Hawkesbury Lookout on Springwood road, retracing our Saturday accent, which will facilitate the finish at the Start venue.

Lunch will be at Wentworth Falls on the Saturday (BYO or purchase in village), and there will be an afternoon gathering with food and something to wash it down! (BYO washing fluid).

Those not able to attend the entire Rally are welcome to join for a run to morning tea (at Hawkesbury Lookout, provided) or to Lunch on the Saturday. Backup and Baggage carrying will be provided for entire Rally participants.

### Book your own Accommodation

REDLEAF RESORT 1800 817011

Or reservations@redleafresort.com.au

Mention VCCA when booking accommodation

**Queen rooms \$164 incl. Hot buffet Breakfast for 2 Adults**

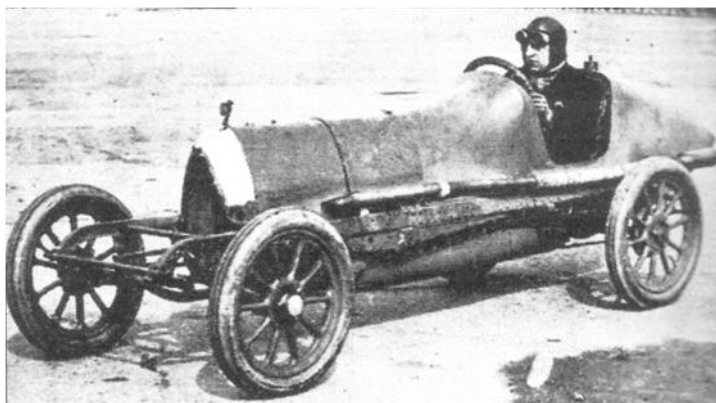
**Twin rooms \$204 incl. Hot buffet Breakfast for 3 Adults**

**Family/ single ..talk to Sarah**

Saturday night buffet dinner \$45 per person. Children’s menu available.

Enquiries: Bill Heeney 9639 3006

events@vccansw.org



*The very narrow Brooklands single-seater Calthorpe, raced in later years by Whale, and capable of over 88mph in 1921. It disappeared from a loft in Camden Town during the Second World War.*

*(Supplied by Mike Bendeich)*

## Editorial

I would like to thank the members for the articles which they have supplied for this edition of **YOUR** Spit and Polish.

Our events director Bill has his general report on outings and up and coming events. Rob and Fay McCarthy for their report on the MaSH Branch morning tea runs. Graeme for his report on the rather warm Combined outing and thanks to the members who supported the event. Euan for his report on the MaSH Ramble at Goulburn, it always seems to rain going to and then back home from this event. An article from David Manhart about acquiring the Hurler that Andrew Bishop has restored. A fill-in article from Mike Bendeich about the tank traps at Belmont.

Entry Form for the Blue Mountains is in this issue and information on the Western Tour.

I would really appreciate some articles that can be used as fill-ins when things are quiet, as I have just about run out. 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*



## EVENTS

FRIDAY 8<sup>th</sup> JANUARY 2013

This year we had breakfast in the Southern Highlands, then a nice short run around familiar roads ending up in the shade of the trees under cover in Berrima Park. For morning tea come lunch it was already quite warm. It was good to see Denis and Jean Tobler out for their first run in the Darracq (ex. Bob Baxter's car). Jean joined in the hens party and fitted in well, all good southern girls with lots in common to discuss.

We all sat around and talked, mostly worried about Don and Jenny Grant and their Empire for they we involved in a mishap. We were in contact with Wilga and it appeared that she was with Don and Jenny they were not hurt and Euan had diverted in the S.C.A.T to get the trailer for the Empire, which did not fair to well.

We all hope things work out as good as they can and wish them all the best with their car.

After our cuppa and a good old chat we all headed back home.

Who was there?

Bob & Elizabeth, T Ford, Greg & Jill T Ford van, Jean & Denis, Darracq, Don & Jenny, Empire, Euan, S.C.A.T, Wilga backup, Bill & Carol Austin.

SATURDAY 9<sup>th</sup> JANUARY

The Combined Outing with Newcastle.

We started out from Hunt Reserve in Mount Colah, when we arrived Phil O'Loan was busy changing a rear tyre on his Talbot. The Austin crew had relented after Friday's heat and opted for the air-con, instead. Mike was there in the Chalmers with a mate and Ian Streatfeild, Bob and Elizabeth meet us at Wyong in the shade of the tree on the banks of the Wyong River I was getting really hot by this stage. We were greeted by the Newcastle clan. It was nice to see the old people coming out to enjoy the cars.

Alma Newman seemed to enjoy the company and braved the heat to join us for lunch.

I feel sure that Neville & Graeme worked the route to incorporate as many speed humps as possible, glad I wasn't in the Austin as it would have two holes in the top with our heads sticking out. Thanks for another great day. (*Don't blame Graeme for the route instructions - that was the editor*).

Please don't forget to enter the Annual Rally-Blue Mountains the entry form in this magazine. This year trophies for 1st and runner-up.

In March which looked like it was going to be a month for 1 & 2 cylinder cars in Canberra & Moama there is the MaSH Morning Tea run on the 8.3.2013.

Graeme Newman is also organising an outing in Newcastle area so please check out details in this magazine. So we can all use our cars.

Bill Heeney for EVENTS.

## EVENTS

Rob and Fay McCarthy

Red was the colour of the day on the re-introduced MASH Second Friday run on the **9<sup>th</sup> Nov** with four red veterans lined up for an outing to Canyonleigh.

It certainly was a red letter day welcoming Denis Tobler on his first four wheeled MASH run and Don and Jenny Grant celebrating a good report.

The Pony Club area at Burradoo is a good starting point with plenty of parking and a "Council Club House". Our run of about 63 kms took us through Moss Vale, Avoca, Fitzroy Falls and Hoddles Cross Roads. Does anyone remember the huge wrecking yard that was there until the Freeway was built? Our destination was "U Saucy Thing" at Canyonleigh not far from "Inverary" where George Green had a property in early VCCA times. Brunch seemed a good idea and it was very well presented and received.



*Denis Tobler's Huppobile*

The restored Empire is a credit to Don and Jenny while Bob and Elizabeths' T Ford looked as good as ever. Denis' experience with bikes allowed him to cope well with the Hupp clutch problems and our Martini ambled along as usual. It started a nasty rear end squeak on the way home which prompted Fay making a comment about a dry Martini.

We were all very enthusiastic about the concept of having a MASH run open to all to a local café or picnic area on the Second Friday of the month and thank Greg and Jill for the planning and organisation. There are many scenic low traffic roads in the Highlands and they nearly all head towards good coffee.

Bill and Carol Heeney were the MASH representatives for the Werai Tea House run on the **14<sup>th</sup> Dec**. Most of the other likely participants were caught up with busy pre-Christmas tasks so many thanks to Bill and Carol for keeping the MASH flag flying. Members on the big 2011 Southern Highlands Rally will remember the magnificent morning tea that the folks at Werai Tea House put on for us. Their High Tea is equal to any.



*Don Grant's Empire*

The Friday run on 11<sup>th</sup> January started 2013 well with the MASH run to Berrima Park via familiar but delightful country roads through Werai, Exeter and Sutton Forest. Golden Vale Road round the back of Gingen Bullen is in the news with the current attempt to stop coal seam gas mining but this does not really impact on our Veteran motoring pleasure at the moment. It was good to see Denis and Jean Tobler with newly acquired Darracq. That car gave Bob and Anne Baxter a huge amount of pleasure with trouble free veteran motoring. This will surely continue if the smiles on the new owners faces are anything to go by. Bob and Elizabeths Ford was proudly displaying a new hood and tonneau in an authentic black material. Kevins work is certainly top class. Euan only just made the 10am start with the SCAT, having closed the tool

box an hour before. President Wilga was very happy with the outcome.

The Roberts and Co delivery van looked as smart as ever and ready for work – veteran commercials are all quite unique and the sign writing and body styles give them a specific character of their very own. Nothing seems to daunt Bill and Carol – it was great to see the blue Austin out and about again. It has experienced a lot of Veteran Car Club history and is looking better than ever. Don and Jennys Empire looked great as usual. I recall Dad had an old Pictorial photograph which showed the Empire and in the shadow the Austin in Col Bryson's garage – more VCCA history.



*Denis Tobler's Darracq*



We look forward to more MASH Second Friday runs and would be delighted to see more members come down to the Highlands. There are secure places to leave a trailer if anyone wishes.

*Bill, the Austin, Carol and Denis*



*Greg Robert's T Ford*



*Bob Hobson's T Ford and the Martini in the background*



*Elizabeth Hobson, Fay McCarthy, Jenny Grant, Don Grant, Bob Hobson, Denis Tobler and the Martini*

## Combined Outing - Wyong Aged Care Facility. Saturday 12/01/2013

Graeme Newman

During the week leading up to this event most of the country experienced some hot weather, and the forecast for the Saturday was for more of the same. There was some talk of cancelling the event, however we were concerned that despite our best efforts we might not get the message to everyone, instead, leaving it to the individuals to make their own decision.

We had arranged to take young Christopher with us as his mum had work commitments. When we left home I didn't think there would be much of a roll up and I certainly didn't expect too many veterans. As it turned out we were in for a pleasant surprise with a total of seven veterans and quite a few more people in moderns attending. For those that may not know, my mother has been a resident of the facility since Dad passed away in 1998, so she was quite looking forward to the day, however I think she had also prepared herself for the day being something of a non event. Accordingly she was quite thrilled with the roll up.

Lauren, Christopher and I were the first to arrive, beating Uncle Neville by a minute or two. Before long, the number of veterans had increased considerably with the arrival of two F.N's and the Calthorpe from the north and the veteran representatives from Sydney, being the Bendeich Chalmers and O'Loan Talbot. Apparently not long after arriving, Mick Bendeich was playing wildlife warrior, freeing a water dragon that was caught in the fence beside the river.

When we arrived we had parked the veterans on the grass near the shaded area where we planned to sit, however Leanne, the Activities Officer



*Mum, me and the three Talbots.*

at the facility had made it known to a number of the residents that the visit was planned, and quite a number of them seemed very keen to venture outside to look at the cars. I should add that since the air conditioning wasn't operating in parts of the building, the idea of venturing outside perhaps didn't seem so daunting. At Leanne's request we then moved some of the cars closer to the main entrance of the building to make it a bit easier for the residents, some of whom obviously aren't real fleet of foot.

After a while the cloud cover increased, and whilst it was still very warm, the combination of the cloud and a bit of breeze made it slightly more pleasant. Most of the residents that looked at the cars seemed happy enough, despite the weather. One old fellow, who apparently never talks, even commented when he went back inside how much he had enjoyed himself.

We suggested to Mum that it might be a bit hot for her to spend too much time outside, as the hot weather and Mum with her M.S don't normally mix very well. She was however quite determined that she wasn't going to miss the opportunity of having lunch with car club members, so we dutifully positioned her under the trees where she had a great time and proved us wrong, as she wasn't too much the worse for the experience.

After safely returning all the residents to their rooms Leanne presented us with a certificate to thank us for attending which was a nice touch, but really quite unnecessary. I know Mum really appreciated the visit as did quite a few of the other residents.

Understandably, once we had partaken of lunch, the group started to disperse. I certainly didn't envy Phil O'Loan or Mick Bendeich the drive they had in front of them, heading back to Sydney.



After every one had departed, Lauren and I headed off to McDonalds as we had promised Christopher that we take him for a bit of a drive and also get him an ice cream of some sort. As it was still quite warm we thought we'd sit inside however we quickly discovered their air con seemed to be on the blink and it was no cooler than travelling in the veteran, so we decided to head for home to have dip in the pool instead. After travelling a couple of miles toward home, and a bit closer to the coast, we drove into a southerly breeze which dropped the temperature considerably, making the rest of the journey home (only about 8km's) quite pleasant.



It was still warm enough when we got home to enjoy a swim for a while, which cooled us off very nicely. From speaking to Mick and Phil since the event, I don't think they were as fortunate with the southerly, which must have been sticking to the coastal fringe.

Again, thanks to everyone who made the effort to attend it was quite a pleasing result for one of the first events for 2013.

Those attending in veterans:

|   |                      |
|---|----------------------|
| Doug & Dianne Marshall                      | 1912 F.N.            |
| Chris & Catherine Duncan                    | 1911 F.N.            |
| Peter Adams                                 | 1913 Calthorpe Minor |
| Phil O'Loan                                 | 1910 Talbot          |
| Mick Bendeich, Ian Streatfeild & Brian      | 1913 Chalmers        |
| Neville Preston                             | 1913 Talbot          |
| Graeme & Lauren Newman & Christopher Gotley | 1914 Talbot          |

Modern:

|                        |                     |
|------------------------|---------------------|
| Bob & Elizabeth Hobson | Les Watton          |
| John & Paton Burke     | Bill & Carol Heeney |
| Wendy & Kate Rose      | Betty Cherry        |

*Lunch Time*



*Some of the residents admiring the cars*

## Our MaSH Ramble - Goulburn

Euan Coutts

Friday 1<sup>st</sup> - Monday 4<sup>th</sup> February 2013

Until last year the February MaSH ramble was centred on Bundanoon and the last year was rained on heavily, so much so that the Motel was flooded out.

Greg Roberts, our Rally Organiser, decided to change to Goulburn last year to try to improve the weather and last year was wet on the Friday and featured us with a broken Magneto in the wet and on the side of the Expressway, which was the background for Laurie Garrod's highly entertaining article on Magnets. In my defence the Scat now features

- a) a working spare magneto ,
- b) a "kit" with everything in the one place to change said magneto and
- c) practice by the owner in changing said Magneto.

But I digress as the weather much improved almost to perfect for the rest of that weekend.

On the Friday this year, after having spent some time getting the car ready, the day dawned heavily overcast and foggy with the smell of rain, but a phone call to Evan Quarmby in Goulburn reported that the weather was fine, overcast and cool with high cloud - sounds great Veteran weather.

We left about Midday and made great progress to Bundanoon for the obligatory stop at the local Bakery for a pie and coffee accompanied by the Hobsons, Kevin and Chris Boardman and Judy Grellman. Bundanoon was misting heavily at this stage. We elected to travel through Wingello and Tallong to Marulan and then via Bungonia on the back road to Goulburn. Rain started at Tallong and by Bungonia was really very heavy but magically, when nearly at Goulburn the rain stopped (the sun even came out) justifying Greg's faith (and Evan's report) in the improved weather.



*Kevin's Talbot being chased by Bill's Austin*



*Evan's Ford T*

Greg had negotiated a reasonable DBB rate with the Motel and most entrants were accommodated and ate all meals in the one place which develops an essential camaraderie. It was great to see a number of "new" cars and "new" entrants.

On Saturday weather was absolutely perfect Veteran weather being cool and overcast and the route, of about 160km, taken was over some really good roads with great scenery and little traffic. The Country is very green at the moment after recent rain. At the evening dinner Greg distributed various awards for the "first timers" and members who drove their real cars to the event.

There was a legal challenge from some entrants about what constitutes a Hill at dinner but this was demolished and it was established beyond doubt that whilst there was some upward elevations there were no hills as such.

Sunday was warmer, not too hot and still great weather, and the route of about 120 km again featured good quiet roads, great scenery and little traffic. Lunch was at the Loaded Dog in Tarago renowned for its more than adequate Lunches. The route was not as elevatingly challenging as Saturday's.

Our return trip on Monday to Bowral was over the same route and was completely uneventful and delightful in perfect weather, until an early lunch stop at Bundanoon when rain was threatening and eventuated.

For those members who did not attend they missed an excellent weekend of great Veteran Motoring, with great routes, destinations and food. Greg and Jill are to be congratulated for their effort in bringing about a classic rally for all members. The ugly myths about the weather in Goulburn (being hot as Hades or cold and wet as charity) would appear to have been put to bed and I would suggest you mark your Calendars for this event next year, which by an overwhelming majority will be held again in Goulburn.

All we have to do now is decide which diet we will attempt.

Entrants

|                                     |                     |
|-------------------------------------|---------------------|
| Neil & Lyn Martin                   | Crossley            |
| Peter, Sue and Harriet Martin       | Ford T              |
| Doug & Diane Marshall               | F.N.                |
| Bob & Elizabeth Hobson              | Clement Bayard      |
| Euan & Wilga Coutts                 | S.C.A.T             |
| Laurie & Jan Garrod & Judy Grellman | Buick               |
| Bill & Carol Heeney                 | Austin              |
| Rob & Fay McCarthy                  | Martini             |
| Keith & Jean Carden                 | Clement Bayard      |
| Neville Preston                     | Talbot              |
| Kevin & Chris Boardman              | Talbot              |
| Alastair Clarke                     | Clement Bayard      |
| Alan Miller                         | Schacht Highwheeler |
| Evan Quarmby and Jane               | Ford T              |
| Bob & Jenny Dunk                    | Hupmobile           |
| Phillip Hobson and Family           | Ford T              |
| Bill & Robyn Betts                  | Renault             |
| Robert Fordham & Warren Irish       | Ford T              |
| Andy Bishop                         | Hurtu               |
| Tony Woods                          | Chandler            |
| Graham & Narelle Weekes             | Buick               |
| Dave & Enid Manhart                 | Modern              |
| Don & Jenny Grant                   | Modern              |
| Steve Fleming and Vic Boardman      | Modern              |
| Greg & Jill Roberts                 | Modern              |
| Bruce & Kathy Booby                 | Visitors            |



*Morning tea stop*



*Happy Hour*



*Cars at the Loaded Dog Hotel Tarago*

## H is for Hubcap

Dave Manhart

‘‘H is for Hubcap and Hurtu as well, which leads to the story that I have to tell. It was close to noon on the shores of tranquil Somerset dam which lays in the hills to the north-west of Brisbane. Of a sudden, several hundred vintage and veteran cars arrived to take their lunch break on the twelfth day of the Australian International Rally, the date being 20<sup>th</sup> April 1978

One car, the 1913 Hurtu seemed to attract the attention of a tall spare old gent who soon approached in search of the owner. After a few minutes he asked that we be around for a further ½ hour as he had something for us and promptly disappeared in the direction of the small town of Toogoolawah. On return we were offered a brass Hurtu hubcap and a photo of our now friend Jack with his new wife about to depart on their honeymoon aboard a circa1908 Hurtu.



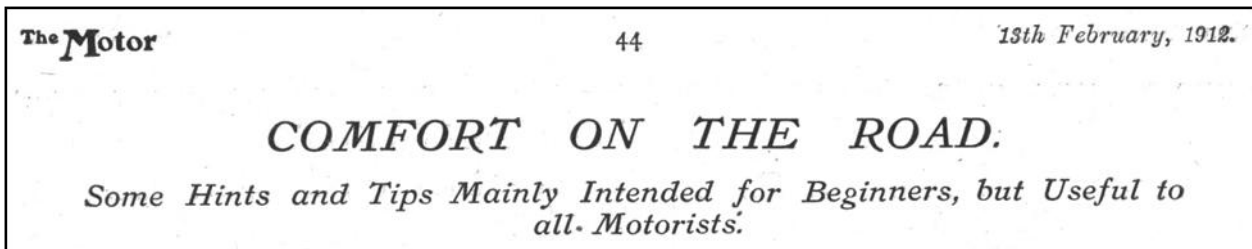
It turned out to be the family car which had been given away by Jack’s father to the ‘‘Travelling Picture Man’’ many years before and still existed under the Brisbane home of said picture man.

It took years but we got it and here are the results. Want to hear more of it?

**Hurtu France circa 1896-1928 Cycles, Sewing machines, Automobiles.**







#### Neglect of Leaves of Springs.

We are told that these attachments absorb the small shocks which would otherwise be transmitted to the car body, because the ordinary springs are too stiff to respond quickly to anything less than a fairly severe bump; but to my mind the inability to respond quickly is not due to any defect of the laminated springs, but simply to the almost universal way in which the proper greasing of the leaves of the springs is neglected. If the owners of cars would see to it that the proper greasing was regularly attended to, they would find their springs rapidly becoming so flexible that only the ultra luxurious faddist would be found fitting shock absorbers.

When one comes to consider the matter it will be seen that for a laminated spring to respond readily and quickly it is necessary for each leaf to slide easily on the face of its neighbouring leaf, there being a very large sliding surface, and if, as in the majority of cars, this surface be rough and dry, and in most cases also very rusty, it is obvious that great resistance is opposed to any sliding movement, and as a result the spring as a whole is "dead," while those small shocks which are the chief causes of rattle and noise are transmitted to the frame and body.

#### How to Grease the Leaves of Springs.

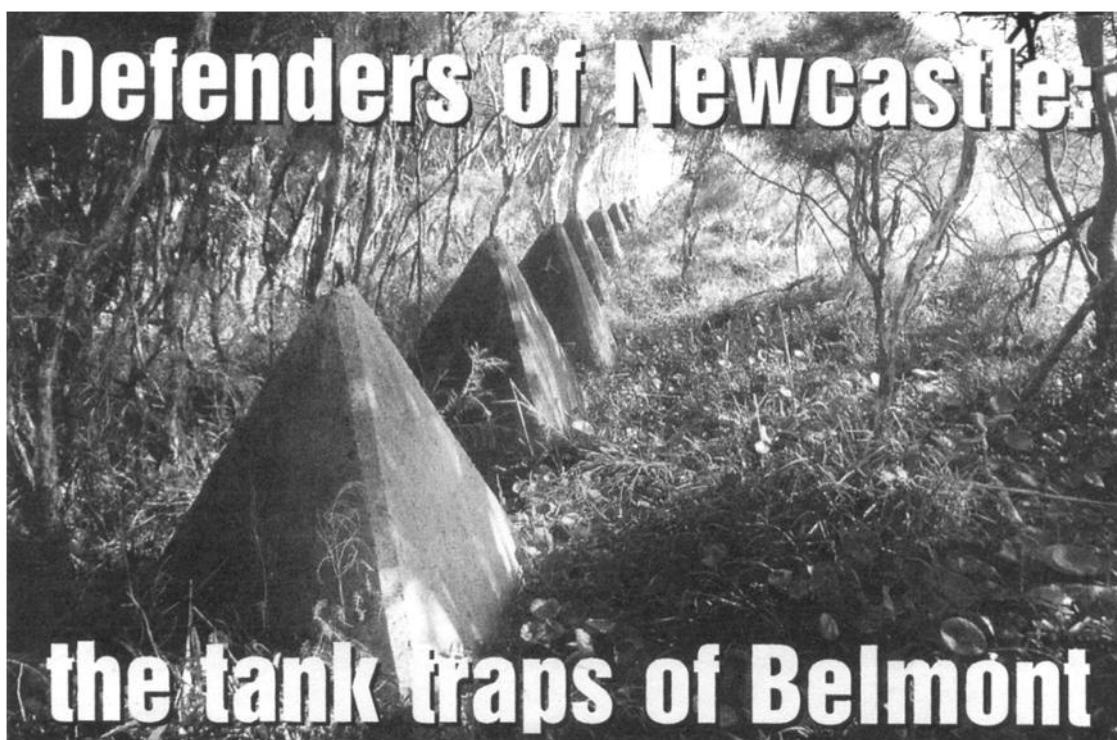
The remedy is simple and easy to carry out; the frame of the car should be jacked up so that all weight is taken off the springs to be operated upon. If the front springs are to be treated first, and only one jack is available, it is advisable to jack the frame up in the middle of the front cross-member, so that both front springs are relieved of their load together. Jacking up one corner of the frame to do one spring at a time is not good practice, as it puts an unnecessary twisting strain on the frame and engine. When the frame is up sufficiently high just to raise the wheels clear from the ground, it will be found that the weight of the axle has caused the leaves of the springs to open slightly, and grease should be introduced between each leaf with a flat steel rule, or, if the goddess of the kitchen be absent, a table-knife will prove an excellent substitute for the rule. The leaves should be wedged apart with a screwdriver in order to get the grease well up towards the U bolts which hold the spring to the axle, and when all the leaves have been greased the jack should be lowered and the superfluous grease which will be squeezed out from the springs should be wiped off. The back of the car should then be jacked up and the process repeated with the back springs, blocks having been placed under the front wheels to prevent the car rolling off the jack. All shackle bolts should also be well greased.

Should the springs be in a bad and rusty condition the full effects of the greasing will not be felt until some hundreds of miles have been run, when the dose should be repeated and should then be sufficient to last for the season. If the springs are clean, good effects will immediately be felt and the springing will go on improving for some hundreds of miles.

#### Details that Need an Oilcan Occasionally.

Another fitting which pays for a little oiling is the side brake rack and its pawl; these parts generally get their share of water when the car is washed, and are often rusty so that the pawl works stiffly on its pivot, with the result that the side brake does not pull or push on easily, and when on does not always stay there owing to the pawl not dropping into the catch properly.

The catches of the side doors are also places that are often sadly neglected; it is much nicer to hear the door close with a well-greased click than to have to slam it two or three times before it catches.



*Concrete pyramids designed to stop armoured vehicles in the bush near Belmont NSW as they appear today (Photographs courtesy of the author)*

by Richard Brown

*By 1942 every aspect of Australian life was dominated by the war effort. Industries had been adapted to meet the massive supply needs of the armed services both at home and abroad. They provided the forces with everything from socks to trucks and weapons. Critical to Australia's success were the heavy industries located at Newcastle. BHP and its smaller satellite industries were major manufacturers of iron and steel products for the military - and the Japanese knew this well.*

To cripple Newcastle's industrial strength would threaten the integrity of the Australian military response against the Japanese forces.

The government considered the threat to Newcastle and its industries to be a very real one. Potential landing sites for a Japanese attack were plentiful to the north and to the south of the city. Fifteen kilometres south of Newcastle, the little village of Belmont stood on a narrow isthmus of sand between the Tasman Sea and Lake Macquarie. To the east of Belmont, Nine Mile Beach was considered a candidate landing site, as were the protected waters of Lake Macquarie to the west and its ocean inlet channel to the south of Belmont. The protection of the beach and lake entrance was essential. Barbed wire fencing was erected along the length of Nine Mile Beach, while more substantial defence works were undertaken at Belmont. The peninsula was about one kilometre wide at Belmont and almost half this width was occupied by a large, marshy lagoon which emptied into Lake Macquarie via the dark waters of Cold Tea Creek. First, the winding little creek was straightened for most of its length. The bridge carrying the Pacific Highway over the creek was replaced by a bridge which would collapse if five bolts were removed. A ditch was extended from the creek across the lagoon to its eastern side. On the Newcastle side of the ditch large wooden poles were sunk deep into the mud. Spaced about one meter apart the poles formed an anti-tank defence line. These wooden defences are still visible. Tourists and the more recent settlers in Belmont believe these rotting posts to be the remains of a wharf or mooring for fishing boats - a logical enough conclusion given the idyllic surroundings!

The sand dunes between the lagoon and the beach were defended by lines of concrete tank traps, pyramidal (tetrahedral) in shape and standing over 1.7 metres high. Thick wire cabling joined each pyramid so that pushing these clumsy objects would merely encircle the offending tank with more concrete pyramids. This difficulty, along with the sandy ground, would present a formidable obstacle to a fast-moving vehicular army. Although many pyramids have been removed, parts of the lines can still be found, half sunken in the swampy ground but as solid and resistant as they ever were.

Two of the pyramids have been placed in a reserve on the banks of Cold Tea Creek and bear a plaque mounted as part of the "Australia Remembers" project.

Apart from minor damage inflicted by midget submarine attack, Newcastle never was seriously threatened throughout the course of the Second World War. The poles and pyramids of Belmont never were tested by enemy assault. They stand today as curiosities from a half a century ago, remnants of a nation at war.

The Author - Dr Richard Brown is a freelance professional photographer.

*(Article supplied by Mike Bendeich)*



*Anti-tank posts along the bank of Cold Tea Creek near Belmont, NSW*

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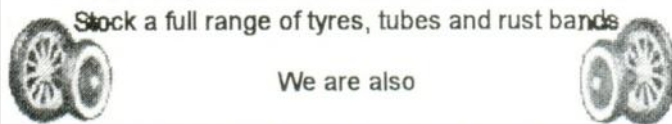
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