

SPIT AND POLISH

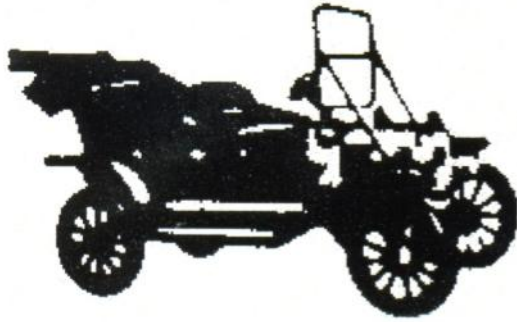
PATRON: HER EXCELLENCY PROFESSOR MARIE BASHIR AC CVO
GOVERNOR OF NEW SOUTH WALES

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



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SPIT AND POLISH

WEB PAGE: www.vccansw.org

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

Email: 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:-

Kevin Boardman's 1914 Talbot.

At the start of the Sunday's run at the MaSH McArthur Capers.

Camden - 2012

Committee of Management

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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 - April 2013

Dear Members,

Our Last Club Meeting was a rather quiet affair due to Good Friday being the next day, thank you to those of you who attended.

March was a very busy month, particularly for those who own 1&2 cylinder cars. The National 1&2 in Canberra was a great week of Veteran Motoring, there were representatives from all States, plus overseas visitors. Euan and I were fortunate to be staying near David and Veronique McCredie and were able to get to know their friends Joan and John McAnlis from Ohio. John is a Renault enthusiast, owning and Rallying a number of them in the U.S., obviously a man of good taste!!!!!! Also Andrew, Nicola and Henry Howe-Davies came from England and drove their Renault at Canberra and Moama.

Our friends down South again held a great 1&2 weekend on the Murray. Their decision to change venues this year was most fortunate as Cobram was hit with a number of tornadoes on the Thursday evening, and judging from the TV coverage I saw we were lucky not to be there, our little cars would have suffered badly.

In April, our Blue Mountains Run is on Saturday 13th returning on the 14th, and our 6 day Western Tour follows on from the finish of Blue Mts. These two runs promise to be 'real' Autumn Tours, as the trees around the Southern Highlands are colouring early this year.

On 27th April, you may like to join Greg Roberts on the Southern Highlands Garden Tour, contact him on 4861 2023 if you would like to join in, you can choose either your Veteran or your modern for the day.

Sunday, 19th May, Bill Heeney has organized a Brunch run from Maraylya Park through the Hawkesbury Valley, and in June we have our June Long Weekend Tour through the Hunter to Singleton, so we have plenty of opportunities to use our cars in the coming months.

Best wishes,

Wilga.

Our Treasurer, Euan and President, Wilga, shelter from the heat at Government House on the 1&2 Cylinder National Rally, Canberra.



Minutes of Monthly Meeting of VCCA (NSW) Inc.

Minutes of MONTHLY MEETING held on Thursday 28th March 2013

ATTENDANCE

Committee 4 Member's Family 2 Visitors 0 Members 20 Apologies 12

MEETING OPENED AT: 8.20 pm

PRESIDENT'S OPENING REMARKS

President Wilga Coutts opened the meeting and welcomed all members. There was one minutes silence held for the passing of Maurice Dunlop and Don Moffat.

Graeme Newman gave a short address on both members and their cars. Don was a long time member but had been inactive for some time. Maurie with his wife Mary came late to Veteran Motoring but were enthusiastic participants and continued to attend events even when he was unable to use the car.

PREVIOUS MINUTES

MATTERS ARISING - Nil

Minutes Accepted

Moved: Warren Irish Seconded: Barry Shinfield.

INWARDS CORRESPONDENCE

Flyers Received –

Shoot your ride-Photographers, Alpine Gables, Old Road Café, Jazz@Wisemans, Gladstone Hotel, Creative Foundry (Videos) National Motoring Day organized by CMC at Bella Vista Farm.

Other Club Publications

Brass Notes, VCCA(WA), Illawarra Vintage Club, Model A Flyer, VCC of SA, Veteran Torque.

Other

Ltr, re Allan Miller's Schacht, Ltr from Aust Post re postage of S & P, CMC Minutes, Change address of Matthew Burke.

OUTWARDS

Thank you to Peter McKeown and Terry Cook, re presentation at last meeting, Reply Aust Post, Get well cards to Ray Hancock & Ray Priest. Letter to Mary Dunlop.

Correspondence Accepted

Moved Neil Martin Seconded Lyn Martin

TREASURER'S REPORT –

Balances are

Ordinary Account \$ 7,748.03

Rally Account \$ 3,003.31

Term Deposit \$11,222.30

Term deposit \$10,000.00

Moved: Laurie Garrod Seconded: Barry Shinfield.

MAGAZINE

Neville Preston appreciated that there has been a couple of reports on the recent 1 & 2 Rallies written for the Magazine.

EVENTS

President reported that this was the last opportunity for members to participate in the Blue Mountains run as the remaining unfilled Motel Rooms will need to be cancelled next week.

Bob Hobson reported that all was in hand for the Western Tour.

There was some interest by show of hands for the Highlands Garden Tour on 27th April 2013. Details in S & P.

Robert Fordham gave a comprehensive run down on the National 1 & 2 in Canberra which was well organized and had some great highlights and featured hot weather and some great hills which had some participants (including our President) walking.

David McCredie gave an equally good talk on the Echuca 1 & 2 rally which featured no hills and was well organized and a great area for our motoring.

PERMIT TO MOVE

1 rego 1 movement.

LIBRARY

In the absence of the Librarians, Graeme Newman reported that the sorting of magazines into date order was proceeding.

DATING

Nothing further

MEMBERSHIP

Nothing further.

CMC

Norm Mitchell reported that at the last meeting there are 162 Clubs affiliated. Pedr Davis is now Patron. There were 41,000 people at the Top Gear event at Eastern Creek. At the August event it will be 100th year of Aston Martin and the relative Club hopes to have 100 Aston Martins on display.

HALL

Nothing further

WEB SITE

Nothing Further

GENERAL BUSINESS

The President passed on the thanks of Keith Carden to Robert Fordham for his help in mailing out the Spit and Polish

Barry Shinfield gave a most interesting and entertaining talk on the workings of Vehicle management Systems (steering and brakes) in modern vehicles, including the thought processes of the on board computer and the numbing effect on the Driver. He also speculated on the application and possible (non) results if applied to our Veteran Vehicles.

Meeting Closed at 9.00pm.

Wilga Coutts
President

Euan Coutts
Treasurer.

Events Calendar - Club Events

APRIL 2013

- 25th Committee meeting starting at 6.45pm
25th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
27th **Southern Highlands Garden Tour.** *See Page 8 for details*

MAY 2013

- 3rd - 5th Central Tablelands Autumn Tour - Orange. *See Invitation Events Page 7*
10th **MaSH Branch** Morning Tea run.
14th Forum Sydney Club Rooms
19th **Brunch Run** *See Page 7 for details*
21st Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
Guest speaker to talk about oils.
23rd Committee meeting starting at 6.45pm
23rd Monthly Club Meeting at Club Rooms, Fivedock at 8pm
26th **Newcastle Branch - Birthday Run**
Meet at John Burke's at 9.3am, for morning tea, then a run to lunch venue at Paxton Bowling Club.

JUNE 2013

- 1st MaSH Branch Meeting, 2pm - Lake Alexander, Mittagong
8th - 10th **June Long Weekend - Singleton.** *See Page 8 for details. Entry Form March Spit and Polish, also available on our Web Site (under Downloads)*
11th Forum Sydney Club Rooms
14th **MaSH Branch** Morning Tea run.
18th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
27th Committee meeting starting at 6.45pm
27th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

JULY 2013

- 9th Forum Sydney Club Rooms
12th **MaSH Branch** Morning Tea run.
13th **Newcastle Branch** Garage Crawl Meet at Max Burke's at 9.30am and then to Paterson
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

National Rallies

SEPTEMBER 2013

- 15th - 20th **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

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

Invitation Event

MAY 2013

3rd - 5th 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

MAY 2013

200th Anniversary of the First Crossing of the Blue Mountains Rally

11th It is now being held under the auspices of the NRMA Classic Car Club. The rally will start from Mamre House near St. Marys on 11 May. Registration from 8.00am. Flag off at 10.00.
The route will basically follow that of Blaxland, Wentworth & Lawson but take in Springwood shops, Leura Mall, Cliff Drive, Echo Point, diversion to Mt. York, down into the Hartley Valley with a drive past of Mt. Blaxland.
It is open & free to NRMA Classic Car Members. A light breakfast & lunch will be provided by the NRMA.
Joining the NRMA Classic Car Club is free if you are a NRMA member and can be done on line.
Contact: John & Connie Exner Email: theexyfiles@hotmail.com

Coming Events

BRUNCH RUN

SUNDAY 19TH MAY 2013

STARTS 8.30 FOR 9.00 start MARAYLYA PARK

Once again our MAY BRUNCH RUN will take us to another picturesque part of the HAWKESBURY VALLEY, AND RETURN to Maraylya Park,

With brunch in the area, suitable for all cars and bikes

Plenty of trailer parking

Enquires Bill Heeney 96393006



**TOWN & COUNTRY
SOUTHERN HIGHLANDS GARDEN TOUR
Saturday 27th April, 2013**

Autumn in the Southern Highlands is a very special time of year,
trees glow with colour and gardens enjoy a late flower flush.

We will be visiting 7 landmark gardens including, Retford Park,
owned by James Fairfax AC (built in 1887 by Samual Horden)

Meeting place will be the Mittagong RSL carpark (plenty of trailer parking) at 9:30am,
Saturday 27th April, for 10:00am departure.

Entry to the seven gardens is **\$25.00** per person (school children free)

It is planned to picnic at Quindalup, one of the open gardens where there is also a rare plant stall.

The drive between all the gardens is approximately 70 Klms. The last garden closes at 4.00pm.

Please contact Jill or Greg Roberts if you are attending or if you require further information

Phone: 48612023 or 0410501862

Email: gillandgreg@bigpond.com

JUNE LONG WEEKEND TOUR

8th - 9th - 10th

SINGLETON

The Newcastle Branch invites Veteran enthusiasts to enter this year's June long weekend tour.

The tour will commence on Saturday the 8th of June in Cessnock at the home of
Max and Joan Burke. (20 Valley View Place, Nulkaba.)

A welcome morning tea will be served before heading off on a scenic tour utilising quiet country
roads to Singleton.

Sunday we will tour in the Singleton area and return to Cessnock on Monday.

The tour will be accommodated at the Country Motor Inn,
Singleton,
02 65 722388

Dinner Bed & B/Fast packages

Book your own accommodation

Enquiries to John Burke
2 Occident St Cessnock NSW 2325.
Ph 02 4991 1806 (AH) Fax 02 6575 0478.

Entry Form in March Spit and Polish or available from our Web Site

Vale - Maurice Dunlop

Max Burke

Maurice Dunlop was well known to a great many veteran car club members but for those not familiar with Maurie let us take an imaginary walk along High Street Maitland and talk to folk that knew him.

A woman is coming out of Galton's and I see it is my father's sister Ruth.

Tell us what you can recall of Maurie Dunlop.

Maurice Dunlop. Well he came here and drove a motor lorry for the Guy family. He went back and forth to Newcastle all day every day that there was something to make up a load, each way if possible and he carried anything that he could fit on his lorry.

Mary Guy is my best friend and we went to school together. It didn't take Mary long to be makin eyes at Maurice and although he was shy he was soon makin eyes back at Mary. I was so pleased when they married. I said to Mary aren't you the lucky one and Maurice was just as lucky too. After a bit they moved away for a while but they came back to Maitland later.

Down at the Town Hall End we meet Frank coming out of Dearing's Metropolitan Hotel

Ah there Frank, You worked at Whites when Maurie Dunlop was there

I certainly did. Maurie was our spare parts man and you can be sure of that. And the Glorious BMC products that we sold needed plenty of parts i'm telling you.

It's a good job that Maurie was good at his job and he wouldn't let Cocco push him about either, even if Cocco owned the place. I don't know how he kept his cool at times. They would send Maurie to Sydney to bring back a new car from time to time.

One Deluxe he was bringing back was a new Jaguar. Riding along in the lap of luxury and getting paid for it. Now those Jags were full of trouble and soon the air conditioner stopped blowing cold and blew hot instead and it would not shut off and then the electric windows would not wind down. He had to keep stopping and get out with the doors open to cool off. You seen a lobster, That was how he got back and they tore into him for not getting it fixed in Sydney. Beats me why he stayed there and then he went into sales.

Another fellow comes out and Frank calls him over

Hey Jim you bought a car from Maurie Dunlop when he managed Whites place across from Dr Hollywood's. Jim said No I bought three. I went in to buy a Vanguard and came out with a Rover 90. Another day I was buying an n Austin 1800 Ute and he sold me Subaru Brumby bran new. I liked it so well I bought another Subaru for my daughter but it was a little car, Bran new as well. Maurie should have been in the car game for himself. He never sold me a lemon. There weren't many like him in that line of work.

Council had some Leyland Terrier trucks and they must have driven Maurice to despair trying to get parts for us and this before computer hook up. He would say there are none in Sydney Ill try the branches, leave it with me. Later he would ring. Two coming from Rockhampton and one from Mildura Passenger rail to Maitland

You should have them in three days. Few would take the trouble to ring round. But Maurice did his best for us even if the firm put the calls cost on our invoice.

Maurice paid the penalty for years of working in the sun. First it was the more simple to treat sun cancers, which he could treat with the special crème. Then it was required to burn them off or cut them out. Then an altogether more nasty type brought him out in lumps often on his head. These needed more specialised treatment to remove them but invariably came back and in the end just would not heal.

Maurice never gave up the battle with the cancers but in the end it just took him out.

His passing saddened us but we are the better for having known Maurice Dunlop.



Vale - Don Moffat

Ray Thomas

Don – known to his close friends as “Nero”, passed away on the 17th March 2013.

Don was both a gentleman and a gentle man, very quiet to the point of shyness, but extremely capable in many trades. These ranged from watchmaking, building furniture and of course restoring cars. His working career was with the Department of Mines as a pathologist.

I first met Don in the early 60's at the home of Wal Baker, who was instrumental in me joining the Veteran Car Club and like Wal, helping me acquire by Metz. With an increasing family I bought Jim Turner's Buick Tourer and Don bought the Metz plus many spares. Don was enthusiastically supported by his wife Audrey, and they participated in many Newcastle events. But Don had been bitten by the veteran car bug and soon acquired an original and complete Studebaker Tourer, which he soon had on the road. He also collected several unrestored Studebakers plus a Fiat Zero which he commenced restoring, but unfortunately never finished.

His friendly smile and quiet, clever humour will be sadly missed.



Editorial

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

Thanks to Max Burke and Ray Thomas for their thoughts on members Maurice Dunlop and Don Moffat who will be sadly missed.

Thanks to Warren Irish, David McCredie and Dianne Marshall for their reports on the 1 and 2 Cylinder events held at Canberra and Moama. Also to Peter Kable for his article on Jim Simpson's B.S.A. hood. All helps to fill the magazine.

Information on coming events, the Garden Tour in the Southern Highlands, the Brunch Run starting at Maraylya and the Newcastle Branch, Singleton weekend. Entry Form for the Newcastle Branch June Long Weekend Tour to Singleton is in March Spit and Polish or is also available from our Web Site under downloads.

At the moment I am holding a couple of articles as fill-ins but I would really appreciate some more that can be used when things are quiet. 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



Change to Roster of Members

Judy Grellman
New Email Address: judygrellman@bigpond.com

John Wards
Remove Home Phone Number

Shannon's National 1 & 2 Cylinder Veteran and Centenary of Canberra Tour

Sunday 10th to Friday 15th March 2013

by Warren Irish

With a new diff in his 1908 Renault and with high hopes for the week ahead of us, Robert Fordham and I set out for Canberra on the Sunday morning and arrived in good time to check in for the rally at Canberra Motor Village, the Rally Headquarters where most participants were staying. From there it was just a short distance to our motel, where we offloaded the car from the trailer, but we barely had time to settle in before setting off again, in the Renault now, to take part in the "Shake Down Run" and afternoon tea at a property about 20km out of town.

This was our first opportunity to drive the little car any distance since fitting the higher-ratio diff and there were a few climbs and some traffic to negotiate, not made any easier by having to learn new gear-changing points. The day was very hot and the resleeved engine is still in the process of freeing up so all of these factors eventually combined to cause the car to cry enough and ask for a little rest. We found a spot in the shade and allowed her to cool down a bit - at this point the breakdown vehicle caught us up but we reckoned we'd be OK after a while so he continued on his way. After 30 minutes or so she was ready to go and we soon arrived at our destination for a welcome cup of tea. The run home was mostly downhill or flat so we managed that more easily.



*A temporary "failure to proceed",
an unhappy 1908 Renault and owner.*

We had been concerned that we may face some difficulties in negotiating heavy traffic during the week but the rally organisers, the Veteran and Vintage Car Club (ACT) Inc, had this aspect very much under control by minimising the time spent on main roads and by having marshals located at all turning points to complement the rally directional signs already placed there. The rally was



Some of the crowd at the National Museum of Australia

timed to coincide with the main week of celebrations for the centenary of the naming of Canberra as the nation's capital and this year is also the 50th anniversary of the Club in the ACT. The Monday had been declared a public holiday and we were looking forward to our display of the cars outside the National Museum of Australia, a spectacular building located on the foreshores of the lake.

The fifty or so cars in the rally, with their passengers resplendent in period costume, duly arrived at the museum but soon afterwards the crowds arrived en masse - I don't think I have ever seen so many people around our cars

but they were well-behaved and everyone enjoyed the spectacle. Inside, the museum featured a special exhibition showing many aspects of life in Australia as it was in 1913 but the whole place is fascinating and well worth a visit. A very relaxing day that was a welcome break after the rush of getting to the rally and settling in.

Tuesday was to provide more of a challenge for us but it started well with a run to visit the National Arboretum, an ambitious project involving the planting of about 40,000 trees from more than 100 countries on a hilly site that was devastated by the 2008 bushfires.

Although young, its promise is already apparent and I would like to return in about thirty years' time. From there we enjoyed a lovely run through the bush out to Cotter Dam for a picnic lunch in picturesque surroundings. On



A 1911 Stanley Steamer arrives at the National Museum of Australia

leaving there we were faced with a stiff climb but the car had been running well and we didn't anticipate any problems. The Renault had other ideas though and decided to ask for another rest about half way up the hill. We were not too worried as it was a hot day again and we thought she'd be OK after cooling down a bit so we confidently waved the breakdown vehicle on when he caught up with us. Wrong! Later we could not get the car to run properly, although it would start and idle, so we had to swallow our pride and ring for help. We duly arrived back at our motel and unloaded the Renault from the breakdown trailer.

Now we had a chance to find the problem and were grateful to have some tuition from Euan Coutts in how to check the magneto (where were you when we needed you, Laurie?). The points had closed up to some extent and we had a much better series of sparks once they were adjusted properly. But still the engine refused to rev up although it would start and idle, suggesting that there was a fuel blockage somewhere. For the sake of those who are not familiar with it, the Renault carburettor is a rather formidable device that requires some time to dismount and dismantle so we decided to leave that operation until the next day when we would have more time and better light by travelling modern for the day and returning early.



Her Excellency the Governor-General is taken for a ride in Rick McDonough's 1911 Maxwell

Wednesday's run was a very scenic journey of about 50km out to Bungendore, once again using back roads so we could avoid the modern traffic. The town itself features some lovely old buildings and it was a pleasure to meet some of the locals and enjoy a good lunch. Once back at our motel we soon had the car off the Renault and partly dismantled so we could get at the one and only jet - by then we knew that that had to be the problem as another participant had assured us that the car was exhibiting the classic symptoms of a partially blocked jet. And so it turned out to be and a short blast from an aerosol can cleared the jet perfectly. Once everything was

reassembled the car ran properly once more, much to our relief, because the next day was to be a highlight of the week, not to be missed.

Thursday dawned fine and clear and promised to be warm once again, ideal for our scheduled morning tea stop on the lawns of Government House in the presence of Her Excellency the Governor-General.

Just to upset our equilibrium, the Renault started to make hissing noises as we made our way down the long drive and then came to a premature halt as we were about to turn onto the lawn! A few moments of panic ensued until we realised a priming cock had come loose, probably a result of our fiddling over the past two days, but the car started again once it was tightened. Fortunately the G-G had not yet made an appearance but the cars made a spectacular display once they were all lined up and their small pieces of carpet, thoughtfully provided by the organisers, had been placed underneath to catch



Cars on display outside the War Memorial

any oil drips. Tea was then served from a small marquee and the rally participants, once again appropriately in period costume, could mingle on the lawns or beneath the shade umbrellas to the strains of an ensemble from the Duntroon Military Band playing a selection of jazz pieces. The G-G spent a considerable time talking to a number of those present and inspecting several of the cars before requesting a ride in one of them. Rick McDonough, the Rally Director, was happy to oblige and soon whisked her away for a tour of the extensive grounds in his 1911 Maxwell, perhaps to the concern of her security staff who seldom let her out of their sight.



A Renault tank from World War I in storage at the War Memorial Annex

From Government House we made our way to the War Memorial where arrangements had been made to display our cars near the entrance while we went inside for lunch and an hour or two of viewing the exhibits. We saw a special display of photos of the "Lost Diggers", a series of some 800 photographic portraits of Australian soldiers from World War I that were taken in a studio in a small village in France. In a lecture by the curator of the display, we were fascinated to learn how the photographer's family had preserved many thousands of glass negatives from that time and that efforts were now being made to identify the soldiers depicted in them.

And so to the last day of the rally, Friday, another day that turned out to be fine and warm and gave us a chance to really enjoy the Renault which was now performing as it should. The two drivers were also becoming more adept with their gear changes and understanding the car better.

The morning run took us to Murrumbateman to visit a private and most impressive collection of stationary engines and other machinery. Several of the engines were started up and chugged away as we enjoyed our morning tea. Then it was back to Gold Creek for lunch before a lucky group of us drove on to the War Memorial Annex, a series of storage sheds where many items not currently on display at the War Memorial itself are restored and preserved under carefully controlled atmospheric conditions. Our guide showed us a complete German V2 rocket and other military weapons, aircraft and vehicles, including a Renault tank with its rotating turret, acknowledged to be the most advanced tank of World War I. All too soon our visit was over and we headed home to prepare for the Final Dinner that evening.

The dinner was held at the Greek Club and was extremely well organised and catered for, not always the case when there are so many mouths to feed simultaneously. Robert was pleasantly surprised to win a raffle prize of an out-of-print book on Rolls-Royce Silver Ghosts, now regarded as a collector's item. We were both more than impressed by the thorough organisation of the rally, the varied and interesting daily routes chosen and the friendly and helpful attitude of all the officials. Well done and thank you!

Those participating from the NSW Club listed in the following report from David McCredie



A dapper young man prepares to enjoy morning tea on the lawns of Government House



The most unusual 1910 Phanomobil from South Australia



John Wards and Euan Coutts debate the finer points of Renaults

CANBERRA & MOAMA ONE & TWO CYLINDER RALLIES

David McCredie

March 2013 provided a feast of veteran motoring and camaraderie for 1 and 2 cylinder cars & bikes. First there was the Canberra rally by the Veteran & Vintage Car Club of ACT followed a week later by the rally run by the Veteran Car Club of Aust (VIC) in Moama. We attended both and had a great time catching up with friends and meeting people who had previously only been names at the bottom of an e-mail. We had the added pleasure of being accompanied by our friends John & Joan McAnlis from Ohio for the Canberra rally. The McAnlis family have a large collection of "Brass Era" cars back at the home in Ohio.

John & Joan were given rides in a number of cars for every leg of the tour and were particularly pleased to enjoy a ride in Mike Shepherd's Detroit Electric, their first electric car ride after 50 years in the hobby. John had a great time inspecting and riding in many of the Renault AX's, he and his 2 sons own five Renault AX 's and I got the impression that unlike Australia they are rare in US and his cars represent about 10-20% of all Renault AX's in US.

It all started on Sunday March 10 in Canberra with the National 1-2 Cylinder rally held to coincide with the 100th anniversary of the naming of Canberra and 50 years of the Veteran Car Club in ACT.

After an introduction and briefing we took a short 20km run to visit Kingsley and Cynthia Southwell's home for an inspection of their farm machinery and cars and afternoon tea.



Driving into Government House Canberra

Monday was a display day at the National Museum of Australia where we lined up in front of the museum to provide a magnificent spectacle for a large crowd on this public holiday. Most entrants dressed in period costume. This is a superb museum to all things Australian.

Tuesday was a longer drive of 67 kms to visit the Arboretum and Cotter dam. I would like to tell you all about the attractions but instead spent the day attempting to rectify a weak spark issue. At the end of the day I was demonstrating the lack of spark to those returning from the day's drive by cranking it with a plug removed. Not only did it spark but started and ran on the other cylinder.

Wednesday was a 104 km round trip to Bungendore for lunch and a stroll around this quite country town. The drive included a long steep climb that had the best of the cars grinding along in low gear. Some passengers had to get out and walk. That night Rick McDonough presented a collection of early motoring photos that he had collected for his yet to be published book, "Queensland's Motoring Dawn".

Thursday was a highlight day starting with morning tea at the Governor General's residence where we were treated to a silver service accompanied by some fine musicians from the military band and a stroll through by the Governor General who was introduced to a number of the entrants. At the end of the visit she requested a ride in one of the cars and was taken for a long tour of the grounds by Rick McDonough in his Maxwell. Apparently causing serious concern for her security staff who had no idea where Rick had taken her. After that we had a short drive across to the War Memorial where after a tour of the museum we attended an extremely interesting presentation on the Australian section of a huge collection of World War 1 photo negatives recently discovered in France. Over 4000 negatives had been discovered in good condition. All photos were taken in a studio; they graphically showed the horror of war. The museum staff are actively seeking to identify many of the soldiers photographed and have had some success to date. The presentation was a moving experience.

Friday was the final day with a 70 km drive to a property owned by Ron & Gail Hartshorne to inspect their huge shed filled with stationary engines of all sizes. It was an easy flat drive on quiet country roads. The shed was the envy of everyone as we speculated what we could do with one that large. As someone was overheard to say there is no such thing a shed that is too big!

After that we drove to Gold Creek where we were able to buy lunch. After a short drive we arrived at the War Memorial museum warehouse where we broke up, into small groups for an escorted tour of some of the planes, vehicles and weaponry held by the museum. We drove back with plenty of time for the evening presentation dinner. A great evening of high spirits, fine period dress and much merriment.



1905 Cadillac (at Moama)

This rally was superbly organised by Rally director Rick McDonough and his team of helpers. I understand that the visit to the Governor General's residence took many patient years of work by Rick.

There were 69 entrants. Many entrants dressed in period costume each day. Most of the tour was on good flat roads with some very steep exceptions. A back up vehicle followed us on each drive.

Andrew and Nicola Howe -Davis with son Henry from UK, who are members of VVCA NSW, participated in the Renault that they drove on the Across Australia tour in 2012. Ivan Taylor from NZ participated as a passenger.

The following were the NSW entrants at Canberra:

- Peter Adams & Kim Nolan 1913 De Dion Bouton
- Alan Barker 1906 Darracq
- Bill & Robyn Betts 1908 Renault
- Alistair Clarke & Tony Wood 1907 Clement Bayard
- Euan & Wilga Coutts 1911 Renault
- Robert Fordam & Warren Irish. 1908 Renault
- Rod & Ruth Holmes 1911 Albion.
- Doug & Dianne Marshall 1913 GWK
- David McCredie & Veronique Biagi 1912 Maxwell
- Alan Miller 1910 Brush.
- David & Helen Revell 1906 Alldays & Onions.
- John & Sue Wards 1909 Sizaire Naudin.
- Andrew, Nicola & Henry Howe -Davis.. 1912 Renault

Before we had time to come back to earth from our time in Canberra we arrived in Moama for 4 more days rallying.

Day one on Thursday 21 March 2013 started in the afternoon with a short drive to The Great Aussie Beer Shed where our host Neil Thomas took us on a tour of his huge collection of beer cans, Neil was a great character.

The weather turned bad on our return when the heavens opened and we missed a turn because we could not see the signs for the rain. We pulled into a service station for shelter and started filling the car until a blackout closed the pumps. We learnt later that we were on the fringe of a tornado that flattened the caravan park and removed roofs in nearby Mulwala. After that the weather was perfect.



1914 Perry with broken stub axle

Day 2 on Friday was a 55km drive to Torrumbarry Weir and Murray River, a delightful picnic area where we had plenty of time to meet and talk to other entrants, or just enjoy the ambience. Lindsay Vinen was backing the 1913 Perry into the parking spot when his stub axle broke off. He was able to get it temporarily welded for transport home but it could have been a much more serious accident had it occurred on the road.



Frank & Adrienne Cerruti who dressed in period correct outfits every day at both rallies.

Day 3 was a run to Kyabram Fauna Park for morning tea and lunch in the town of Tongala. An easy and enjoyable run followed in the evening by the presentation dinner where entrants were encouraged to dress up in any style with a preference for "Ridiculous". Prizes were awarded for the most ridiculous outfit. Like Canberra it was a great night of fellowship and merriment.

Friday was the final day of the rally. The cars were lined up for a public display at the Echuca Port in the morning while we enjoyed a cruise down the river in a steam powered paddle steamer. We returned to port for a leisurely stroll around town and lunch at the pub. After that it was time to pack and make our way home.

The rally director was Brian Love who was everywhere all the time making sure that everything was running smoothly. Alan was assisted by his wife Maria and a small group of others who made the whole event a pleasure for the entrants. Rally headquarters was the Moama on Murray Resort, an ideal location.

There were about 70 entrants from nearly every state in Australia. Alan & Mary Travis were there from US in a 1907 Darracq they had just purchased. Alan said that a similar 1-2 cylinder tour in US would only attract about 20 vehicles. It certainly was a memorable collection of 1 & 2 cylinder cars and bikes all being driven and enjoyed.

The following were the NSW entrants at Moama:

- Geoff & Anna Simmons 1909 Delage
- Andrew, Nicola & Henry Howe-Davis 1912 Renault
- Lynn Brown 1909 De Dion
- Doug & Dianne Marshall 1913 GWK
- Bob Lamond 1910 Brush
- Geoff Wolfgang & Des Turnbull 1910 Brush
- Euan & Wilga Coutts 1911 Renault
- Bill & Carol Heeney 1911 Triumph M/c
- John & Sue Wards 1909 Sizaire Naudin
- Bill & Robyn Betts 1909 Renault.
- David McCredie & Veronique Biagi 1912 Maxwell

Unlike Canberra there were no hills around Moama.



Frank & Adrienne Cerrutti from Townsville looking "ridiculous" for the Moama final dinner.

MOAMA ECHUCA 4 Day RALLY 21-24 March

Dianne Marshall

Our **GWK** has not been well behaved recently so is out of action and we attended in our modern vehicle after deciding to arrive on Thursday. We missed the shakedown run on Day 1 after lunch so we settled in @ Moama on Murray, the Rally headquarters.

Most of this information came from the Official Visitor Guide for Echuca Moama with permission from the Visitor Information Centre, Echuca.

Both Echuca and Moama have a long history and were founded by ex-convicts. Cattle dealer James Maiden came to Moama nearly 10 years before Henry Hopwood's arrival in Echuca. In 1845 Maiden established a punt and an inn on the northern side of the Murray, in an area soon known as Maiden's Punt. The area became known as Moama in 1851. After Hopwood was emancipated he served as a policeman. He arrived on the southern side of the river in 1850 and set up a rival punt and pub in 1853. This became known as Echuca in 1854, a term meaning 'meeting of the waters', Hopwood was the most enterprising of the former convicts. His suggestion of a river port which was paramount to the economic development of the nation, opening up inland Australia for settlement.

Echuca soon became Australia's largest inland port and the main ship building centre for the river transport industry for many years catering for a growing demand for red gum for wharf piles, rail sleepers and building materials. Echuca Moama prospered; barges and boats graced the river, plying their trade. The district soon had a dozen sawmills in the 1870s cutting more than 1,000 logs a week.

The expansion of the railways from Melbourne to most parts of Victoria and improvement of roads lessened Echuca's importance; by 1890's the paddle steamer fleet was in decline. An economic depression and several Banks' collapse virtually ended Echuca's role as major economic centre and the population began to disperse. The Echuca ports restoration began in 1973 and has become a tourist destination since then. In 2010 work began to completely refurbish the Echuca wharf, \$14.2 million is being invested by Australian Government, Victorian Government and the Shire of Campaspe to restore the wharf and create additional infrastructure.

Day 2: Departed 8.30 for a 55km trip to Torrumbarry Weir where we spent an interesting day at the information centre. Torrumbarry is a popular spot for fishing, camping and water-skiing but it also showcases a major feat of engineering which has harnessed the river and provided an important fish ladder. A lock operates at the weir, allowing passage for boats travelling up and down the Murray. The original weir was replaced in 1996, but major parts were preserved of the original steel trestles, which were winched out of the river in times of flood.

Day 3: 47kms Visit to Kyabram Fauna Park with all the usual Koalas, Roos, Wallabies, Wombats roaming Emus and caged birds. Four dingoes were pacing continuously in a large enclosure. The wetland birds enjoying their freedom to range, and several aviaries of our colourful birds as well as a large aviary for a mixture of larger birds where visitors were invited inside.

Day 4: Across the Murray to Echuca for our Paddle steamer 1 hour cruise aboard the P S Pevensey and later an inspection of the progress of the wharf area restoration. Built at Moama in 1911, the Pevensey is powered by 20hp twin high pressure steam engine and was restored at Port of Echuca. Up front were imitation wool bales for seating and were quite comfortable The engine was greatly admired and our short journey ended all too soon.

Jim Simpson's Hood

Peter Kable

After attending the February meeting and talking old times with Peter McKeowan and Terry Cook it became obvious that even though it was only 40 plus years ago a lot of the history and the cars involved in the VCCA are missing in action. Of the nearly 70 plus cars George Green owned many photos and traces of the cars have been lost. Also lots of stories of events and people are maybe not lost but have not been recorded or passed on.

This is one story, it hasn't been told because at the time those involved insisted that it be kept secret. As the main players involved are no longer with us I thought it should be told before all traces of it are lost.

In 1964 when I joined the VCCA NSW one of the clubs keenest members was Jim Simpson who owned a 1912 B.S.A. Touring. This was a very complete original car but having never having been restored was fairly well worn out. To Jim this was half the challenge, keeping her running come what may. Jim's mechanical knowledge was sound but his repairs were "shade Tree" at best. Jim was at his happiest when he had the old girl actually running on all 4 cylinders and nothing needed to be wired or tied up to stop it falling off.

Jim and his wife were then fairly elderly and Jim even though he was obviously well educated and wrote eloquent stories for the magazine had been through hard times and was forced to work when he should have been happily retired. George Green took Jim under his wing and employed him in his wool store in Glebe. George having so many cars which he liked to have fitted with the older style black and white plates with the GG prefix, gave Jim a Ford Prefect to drive. This he had to buy outright as the owner would not release the plates unless the car was sold with them. The Prefect not only enabled George to get the plates but Jim now had transport to work, though George had to convince Jim he was actually helping him hold the plates by using them and the Prefect needed to be kept running. Jim was extremely proud and refused all efforts by people who offered help him with anything especially the B.S.A..



Jim's BSA

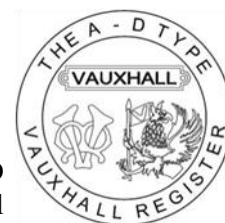
Every rally the club put on Jim and the B.S.A. would be there and somehow mostly manage to complete the outing. As the years moved on it was more worrying to us all when the B.S.A. would turn up, especially on a Katoomba run, when it was pouring rain as the B.S.A.'s roof was no more than a set of hood bows with canvas shreds drooping from them. Usually the bows were folded down but when up provided about the same, if not less protection, as the canvas remains seemed to direct the water onto its occupants. The Simpson answer was of course to use an umbrella which worked in the hot sun but in wet weather it always ended up with Jim and Mrs Simpson arriving at the finish line soaked to the skin. All attempts to coax Jim to have it fixed failed, for he just didn't have the finances to have it remade.

At that time George had all his trim work done by Fred Thomson in Five Dock and whilst delivering one of the cars there to be worked on I asked Fred how much it would cost to make a new roof for an English Touring car. At that time it was \$150. After talking to George we decided that Jim would refuse to allow him or anyone else to pay for the roof on his behalf so we had to think of another way to go about it. I contacted Fred and explained the problem and asked if he would go along with a plan we had come up with. The B.S.A. was to be a perfect example to use as a before and after photo shoot to show off Fred's work.

George contacted Jack Jeffries and Ross Marshall and the three of them tossed in \$50 each for the roof. I then approached Jim and asked if he would do a favor for George's trimmer as he had asked me if I knew of a Veteran car he could get for advertising his business and I thought his B.S.A. would be ideal if Jim would agree to have him use it. If he let Fred take photos of the B.S.A.'s hood before and after Fred would do the job for free for letting him use the car. Jim agreed and when he took the B.S.A. to Five Dock one of Fred's friends who had a fancy camera made out he was taking shots of the car and the old roof was replaced with a nice new waterproof canvas one. From that day on the B.S.A. and its passengers never had to use the umbrella again.

Only a few members knew what happened and Jim never suspected a thing!

THE A - D TYPE VAUXHALL REGISTER



LETTER TO THE EDITOR

At a wet VSCC Prescott last year we celebrated the centenary of the introduction of the D Type Vauxhall and out of this event came the idea to launch a new Register to cater for all those Vauxhalls, except 30-98s, that were driven in motor competition by the Company and private individuals over the Edwardian era. At that meeting it was also agreed that the new Register would include the derivatives of these cars, particularly the 23-60 OD Vauxhall, but not those cars introduced in the vintage era and never driven in competition by the Company.

At the inaugural meeting, it was also decided that the new Register would not only celebrate the sporting success of these cars, but also the distinguished military accomplishments of the D Type and the fine touring cars produced by the Company after the First World War, all based on the earlier models.

Hence, the new A-D Type Vauxhall Register was born to cater for all Edwardian Vauxhalls from "Old Blue" in 1908 through the A Type series, including the Prince Henry cars derived from the A11, the one surviving six cylinder B Type car, and the D and OD cars. I am pleased to report that the introduction of the new Register has been widely welcomed world-wide and very many owners have made contact with us about their cars: be they complete, re-made or still in bits!

The purpose of my letter is to report through the pages of this journal on progress with the new Register, but also to ask those few owners of these cars who have not spoken to us about their vehicles to make contact.

The Register is organised by individual model, so Ian Parsons collates all the information on the A Type series, I cover the Prince Henry cars, Alex Hayward collects all the information about the D Types and Dave Kirke does the same for the OD 23-60s. The level of interest has been very encouraging: with owners from the US, Eire, Holland and Switzerland, Australia and New Zealand as well as the UK have all volunteering information about their's and others' cars.

To date, Ian has information on nineteen A types, excluding Y2, the sole surviving six cylinder B Type, my A/D Type roadster, the Vauxhall Viper and at least three 16-20s now masquerading as 30-98s. I have information on all the sixteen extant Prince Henry cars, collected for this cars' centenary in 2010, Alex has information on seventeen D Types, including the sole pre-WW1 car and two Edwardian military D Types, while Dave knows about twenty-one 23-60s, including two from Eire, and one each from the Netherlands, Switzerland and Canada. So, to date we have in the Register details of eighty cars, but it here that we need you help.

To this end, Ian (on ianhparsons@yahoo.com) would like information from any owner of A Types that has not been in contact with him: Alex (on alex@butterlaw.f2s.com) wants information about D Types and Dave (on davidjkirke@hotmail.com) has a list of 23-60s he wants to contact, including OD 378 (SP 7953), OD 410 (XO 8420), OD 976 (NE 2471) and OD 1207 (last known in Ontario), and hopefully all these cars still exist in their original form.

We plan to hold our first gathering at VSCC Shelsley Walsh in 2014, the hill climb where so many of the sporting successes of the early Vauxhalls were achieved and hopefully this will become an annual event, in the same way that the 30-98 Register meets each year at VSCC Prescott. However, we plan to publish the first edition of the Register in hard copy at VSCC Prescott this year, and through the good offices of Dave Kirke and Denis Chick, the cost of publication is generously provided by the Vauxhall Motor Company - thank you for this support.

Since its publication, Nic Portway's splendid book(s) on the Edwardian Vauxhalls has done much to establish the competition history of these cars before the First World War, when the 30-98 was in its adolescence and produced in very small numbers. However, as more information emerges about the early history of the Vauxhall Motor Company, the true place of these cars in both sporting competition and as high quality touring cars will become more widely known as cars that were truly acknowledged as "The Car Superexcellent" in their time.

It is for this reason that the new A-D Type Vauxhall Register was created.

Yours sincerely,

Alisdair Lockhart - Chairman

Braeside House, Etrick Terrace, Selkirk, Scottish Borders, TD7 4LF.

Chairman - Alisdair Lockhart (email: alex3098@btinternet.com); **Deputy Chairman** - David Kirke (email: davidjkirke@hotmail.com); **Secretary** - Ian Parsons (email: ianhparsons@yahoo.com); **Registrar** - Alexander Hayward (email: alex@butterlaw.f2s.com); **Registrar (Australia)** - Peter Weir (email: weir@learth.net) and **Registrar (New Zealand)** - Phil Jelfs (email: sandyandphil@clear.net.nz).

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[2-13]



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[4-13]



For Sale: (cont)

I received the following advertisement for a car in US which may be of interest to our members. The car is mechanically very similar to my 1912 Maxwell and has a large 2 cylinder engine of 4.5" bore x 4" stroke.
David McCredie

1907 Maxwell 2 cylinder Model RL #1957. Car is complete except for fuel tank (details & dimension are available). Chassis said to be runnable, older restoration. Seat is upholstered in black leather. Front mudguards are good originals, rears are new (old ones are also there). 4 new tyres tubes and rust bands. 4 new hubcaps and 3 rough ones. Bonnet is new, I have hardware and side covers. Radiator appears very good. Lamps and horn are correct. I have literature, manual copies, suggested paint formulae & title etc

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Contact: Bob V. Erasquin
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Contact: Tony Chapman
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