

SPIT AND POLISH

PATRON

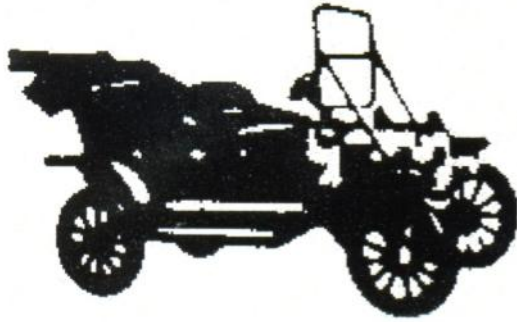
His Excellency General The Honourable David Hurley AC DSC (Ret'd)
Governor of New South Wales

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



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SPIT AND POLISH

WEB PAGE: www.vccansw.org

TABLE OF CONTENTS – February 2016

Committee of Management.....	2
Minutes of January 2016 Monthly Meeting	3
Wanted: Members to attend monthly meetings	4
Events Calendar - Club Events	5
Events Calendar - National Rallies	5
Events Calendar - Invitation Event	6
<u>Coming Events:</u>	
Over the Blue Mountains - Wallerawang	6
1 & 2 Cylinder Rally - Mudgee	6
Combined Sydney - Newcastle Outing.....	6
<u>General:</u>	
Postage of Spit and Polish	7
Change of Address.....	7
AVCCA Website	7
Editorial	7
Vale - Don Grant.....	8
<u>Outing Reports:</u>	
Working Bee.....	9
Sydney Christmas Party.....	10
Newcastle Branch outing to Rathmines.....	12
MaSH Branch Northern Coffee Run.....	13
60th Annual RACV Rally.....	15
<u>General:</u>	
Entry Form - Over the Blue Mountains Tour	17
1916 Model 83 Willys Overland.....	18
<u>Classifieds:</u>	
For Sale, Wanted	21
Services.....	23
Price List of Club Articles & Services.....	24

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

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

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

Cover Photo:-

*Don Grant with his 1911 Empire.
At Max Boardman’s farm at the start of the
MaSH Branch “Run in the Country”
9th August 2014*

(Photo courtesy of Les Watton)

Committee of Management

OFFICE BEARERS:

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		Email: president@vccansw.org		
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LIBRARIAN	David McCredie	9653 2592		

SUB COMMITTEES:

INVESTIGATION & DATING	John Burke	4991 1806		Mob: 0412 821 945
	Peter Adams			Mob: 0418 680 263
	Neil Martin	9632 5047		Mob: 0417 236 495
	Max Roberts	6545 3410	6545 1045	6545 1687
	Ian Streatfeild	9457 8449		Mob: 0488 248 177
	Neville Preston	4352 1533		

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			Mob: 0412 821 945	
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SECRETARY	Graeme Newman	4392 1035		Mob: 0412 138 063
			Email: kazngra@bigpond.com	
MaSH CHAIRMAN	Doug Fulford	4654 5432	4655 7944	
			Email: doug@people.net.au	
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LEGAL ADVISOR	Andrew Aitken	8987 0000	8987 0077	

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

134 Queens Road, Five Dock, 2046

PATRON:

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

Minutes of Monthly Meeting of VCCA (NSW) Inc.

Minutes of MONTHLY MEETING held on Thursday 28th January 2016

ATTENDANCE

Committee: 6 Visitors: 1 Members: 20
Apologies were received from Peter Martin, Louise Yeomans and Geoff Yeomans.
Visitor: Robert Freeland

MEETING OPENED AT 8:10 PM.

PRESIDENT'S OPENING REMARKS

President Peter Martin unable to attend due to work commitments, Doug Fulford stood in as acting President and welcomed all members. . He thanked Phil for taking the minutes.
Recent deaths of club members Don Grant and Veronique Biagi (McCredie) were respected by a minute's silence.

MINUTES PREVIOUS MEETING

Matters arising: Nil
Moved: Graham Weekes Seconded: Laurie Garrod

INWARDS CORRESPONDENCE

Other Club publications:

Small Torque The Vintage Car
Early Auto Veteran Torque
Bulletin (New Zealand) Brass Notes
Bulletin of the Veteran Car Club of South Australia
Matters of the Mount

Other:

Christmas card from The Governor General of NSW David Hurley and Mrs Linda Hurley
Change of contact details from the Buick Car Club
Invitation from Rare Spares to join their Loyalty Club

OUTWARDS CORRESPONDENCE

Letter- Follow up of membership fee, Robert Thompson
Thank you letters- Bob Baxter \$15 donation; Ray Thomas donation of veteran books and reference material; and Ms Huong Nguyen generous hospitality at the Hydro Majestic weekend.
Receipts- Gordon Dewey purchase of the brass mirror
Moved: Greg Roberts Seconded: Barry Shinfield

TREASURER'S REPORT

Balances are:

Paid: The cleaner, hall administration costs and the carpet cleaner
Income: Rent received from 3 large tenants and interest of \$315 from closed term deposit. Donations have been received from Chris Osborne and Bob Baxter. An inspection for fire safety for Canada Bay City Council is being arranged.
Moved: Robert Fordham Seconded: Ian Streatfield

MAGAZINE

Due to the advised potential delays with the Postal Service. It was agreed on a trial basis to arrange delivery of the magazine earlier than normal. Please be aware of this as there could be some confusion as historically the delivery of the magazine was in the same week of the General Meeting.
Robert Fordham advised that due to security reasons the address sheet of the magazine in future will be placed on the front page. He also advised that postal charges have increased and service decreased hence the trial of mailing out the magazine earlier than normal.

EVENTS

MaSH Ramble- Greg Roberts updated the meeting on progress, all looking good for Mittagong Friday 5th February to Sunday 7th February.
Les Watton confirmed details of the Navigators Rally. Advised detailed information was in the magazine.

Graham Weekes advised he did not have all the details of the 1 and 2 cylinder rally being organised by Russell Holden in March. He will follow up with Russell and details should be published in next month's *Spit and Polish*.

Doug Fulford discussed the initiative to improve the attendance at the monthly meetings and advised confirmation of two guest speakers in the coming months with a further two to be confirmed.

PERMIT TO MOVE

Neil Martin reported following:
37 Concessional certificated issued
25 Cars inspected on the rego day
12 Pink slips issued

LIBRARY

David McCredie raised some interesting questions about the Library and its usage- What does the club want to do with the Library? Do we need to catalogue it? If so who would catalogue it? Do we want to make it a lending Library? These questions created a lot of discussion and it was agreed to raise them at the next Committee meeting for more in depth discussion and direction.

DATING

Louise and Geoff Yeomans were recently issued with hundred year badges for their cars.

MEMBERSHIP

Membership application was received from Robert Freeland. Application to be presented to committee for processing

CMC Nothing to report

HALL

Robert Fordham informed members that the recent Working Bee was very successful and had a great attendance. Robert advised we achieved a lot in a very short time and thanked those who attended.

Rental invoices have been sent out with payments now coming in.

WEBSITE Nothing to report

GENERAL BUSINESS

Techie Talk

Barry Shinfield talked about the Future and the Past. The Future is the driverless car which is currently being evaluated in South Australia, also Mercedes have confirmed they are meeting with the NSW Government about their driverless car. The Past is that Barry has had his 104-year-old clutch spring reproduced to original specifications from Sam at Universal Springs and is delighted with the result. Barry also advised that Mercedes have a concept car that at speed the wheelbase increases. As Barry said, "When the car gets excited it grows". Finally Barry finished with a joke about a BMW gearbox (you would have to be there).

MEETING CLOSED AT 9:00 PM.

Doug Fulford **Phil O'Loan**
Vice President **Rel. Secretary**

MARCH MEETING
A talk by Robyn & Bill Betts
on Period Costumes

WANTED: Members to attend monthly club meetings

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

Doug Fulford
Vice President

Events Calendar - Club Events

FEBRUARY 2016

- 25th Committee Meeting starting at 6.45pm
25th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
26th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

MARCH 2016

- 4th - 6th **Over the Blue Mountains Tour - Wallerawang.** See Page 17 for Entry Form
6th **Sydney North Breakfast Run** *Meet 9am at Bobbin Head*
11th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
13th **Combined Sydney - Newcastle outing at Alison Homestead.** *Meet there at 11am*
15th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
19th MaSH Branch Meeting 2pm Mittagong RSL
24th Committee Meeting starting at 6.45pm
24th Monthly Club Meeting at Club Rooms, Fivedock at 8pm.
Guest Speakers Robyn & Bill Betts on period costume.
25th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

APRIL 2016

- 19th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
28th Committee Meeting starting at 6.45pm
28th Monthly Club Meeting at Club Rooms, Fivedock at 8pm.
29th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

Events Calendar - National Rallies

APRIL 2016

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

OCTOBER-NOVEMBER 2016

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

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

SEPTEMBER 2017

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

Events Calendar - Invitation Events

“Oasis Run” Tuesday 1st March 2016.

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

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

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

Coming Events

OVER THE BLUE MOUNTAINS

WALLERAWANG

4th to 6th March 2016

This year the Wallerawang Weekend is March 4th - 6th, and is again centred at the Black Gold Country Motel Wallerawang. The runs around Wallerawang have a number of steep grades, so any really small cars may struggle, but our Model 20 Hupmobile would cope with the routes quiet readily.

The Rally at Wallerawang 2016 is following the same format as last year, which most entrants found very enjoyable, and we have ordered good weather for this year (we hope).

There will not be a BBQ on the Friday night but we will be using the motel dining-room for meals.

Wilga

Entry Form on Page 17

1 & 2 Cylinder Rally - Mudgee

13th to 15th May 2016

For more information contact Russell Holden

Phone: 0422 219 911

Combined Sydney - Newcastle Outing

SUNDAY 13th MARCH 2016

To be held at the Wyong District Museum - Alison Homestead
Cape Road

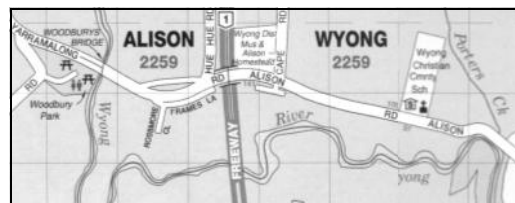
There is an entry fee to the Museum of \$5 Adults

Suggestion for the Sydney Group if they wish to travel in a group is to meet at

Hunt Reserve, Mt Colah,

At the corner of Pacific Highway and Beryl Avenue, Mt Colah, at 9.30am.

The Newcastle Group meet at Alison Homestead at 11.00am



POSTAGE OF SPIT AND POLISH

In the past Spit & Polish has been posted so that it arrives at members homes in the week just before the date of the Sydney meeting. Australia post has changed its delivery arrangements deleting some delivery days. The magazine will for a trial period now will be posted as soon as possible to combat the deletion of the postal service so members who wish to attend the Sydney meeting will need to be aware of the meeting dates as your magazine may arrive after the meeting date.

Robert Fordham

Change of Address

Barry Perdriau
Room 319 Paling Court
Carrington Centennial Care
90 Werombi Road
GRASMERE NSW 2570
Ph: (02) 4655 4949

Graham Weekes
13 Macken Street
OATLEY 2223
Ph: (02) 9594 6323

AVCCA

Association Veteran Car Clubs Australia
Web site connection.
<http://avcca.veterancarclub.org.au>

Editorial

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

A few outings reported on this month, reports from Louise Yeomans on the Sydney Christmas Party, (at least someone reads the magazine), a report from Doug Fulford on the MaSH Branch northern coffee run. Also a brief report on the Working Bee and the Newcastle Branch outing to Rathmines from the Editor. An article from Dianne Marshall on the RACV event in Victoria along with a history lesson on the Barwon Park Homestead they visited during the rally. Also an article from Les Johnson on 1916 Willys Overland. Also thanks to Les Watton for supplying photos for a few of the reports and also for supplying the cover photo of Don and his Empire.

Thanks also to Darren Grant for the vale on his Father - Don.

Coming events are the Over the Blue Mountains Tour, also that same weekend is the Northern Sydney breakfast run. The Sydney - Newcastle Combined outing to Alison Homstead. Also on page 4 a request from Vice President Doug for interest in short presentations on topics of interest to club members that will hopefully make coming to the meeting that much more worthwhile.

The first one will be in March by Robyn and Bill Betts, our award winning couple from the recent nationals, on period costume.

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

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

Remember this is **"YOUR MAGAZINE"**.

Enjoy your Veteran motoring

Nev Preston



Vale - Don Grant

Beyond his family and friends, Dad had three main loves – Golf, restoring Veteran and Vintage cars and the Mighty Cronulla Sutherland Sharks.

He attended and organised rallies with the Vintage Sports Car Club, the Veteran Car Club and the Austin Car Club, and his restorations earned him several awards for quality and accuracy as well as People's Choice.

Born in Wagga Wagga on Valentine's Day 1946, Dad was the second son of Robert and Enid Grant and grew up at 23 Raglan Rd Miranda, attending Miranda Primary School and later Jannali Boys High School which catered for the manual arts subjects of Woodwork, Metalwork & Technical Drawing which suited his desire to become a tradesman.



Don and 'Emmy Lou'

It was during his childhood in Miranda where his interest in old cars began when Col & Paula Bryson moved into the house next door with a 1911 Empire Twenty Roadster fondly known as "Emmy Lou". In 1983, after Col's passing, Dad purchased the Empire, at the time in pieces and requiring additional restoration. He was very fond of this car from a very early age so it gave him a great deal of pleasure to complete what Col had begun. With a more specific interest in mechanics at the time, Brad spent countless hours in the garage with Dad, polishing brass and honing his own mechanical skills.

A 1923 Austin 20 would soon be added to the fleet and it was at this time that Dad's own trade skills were able to shine. From a rusty chassis that had been used as a ute on a farm for many decades, Dad inspected the framework of other

Austin 20's and meticulously hand carved every piece of internal framework from scratch – his joinery skills were second to none.

But it didn't end there. Dad enrolled himself in a metalwork course at TAFE and every week would trailer the latest piece of sheet metal to campus to shape it, and gradually, with an eye for detail, the Austin 20 was transformed into a Concourse winner.

In September 2009 Dad and Jenny relocated to their home in Burradoo, developed close friendships with the MaSH branch and set about extending the existing six car garage to accommodate a workshop space suitable for the hydraulic hoist for Emmy Lou, the Austin 20 and an Austin 12.

In 2011, Emmy Lou exhibited a number of problems at the National Veteran Rally which was held in the NSW Southern Highlands. The clutch failed repeatedly, the car boiled in very cool conditions, and she was generally looking very tired, so it was decided to give her a ground up restoration in readiness for the 2012 National Veteran Rally being held in Ipswich Qld where Brad and I had the pleasure of surprising Dad by flying up from Sydney for the weekend.

With a few teething issues solved after Ipswich, she was running like a dream until Emmy Lou suffered significant damage in an accident on her first local outing. With a bent chassis, damaged radiator and timing case, broken headlight glass and other yet to be diagnosed wounds, she has been lovingly restored and continues to turn heads on every road.

It was late in 2011 that Dad received his diagnosis – Pancreatic Cancer.

Complications from his most recent treatment in Melbourne in September 2015, compounded by the previous four years of ongoing treatment, prevented Dad from getting back to good health and he lost his battle on Sunday 3rd January 2016.

Dad wanted to get to Christmas as his first goal and his 70th Birthday in February as his second. He held on as long as he could and enjoyed Christmas with his family.

Throughout his illness his first thoughts were of others. His mother never knew of his diagnosis. He made sure that Brad was settled in his new home and this included overseeing the addition of a four car garage which would one day be the new home for Emmy Lou. He discussed with me his concerns for Jenny's wellbeing, both during his treatment and beyond. And we discussed at length the designs of the house I will one day build in his absence.

Rallies will never be the same without Dad's pride at the reaction from other motorists at the sight of Emmy Lou, followed by an afternoon SCAN (Senior Citizen's Afternoon Nap). However Brad and I know how he felt, spending time either as driver or navigator, feeling the wind in his face and knowing that Emmy Lou will continue to maintain her place in history, now more than ever.



Don - Winner of Bowral President's Cup 21st June 2014

The messages we have received since his passing is testament to the friendships that Dad held dear and I would like to pass on our thanks for your ongoing friendship and support.

Darren Grant and Family

Working Bee 23-1-16

The Editor

I had a very good run to the club rooms. An hour and 15 minutes, that is the time we used to do many years ago going to the meetings and we didn't have freeways all the way. Robert Fordham was already there when I arrived.

We moved the chairs from the carpet area, and this time we decided to just move them to the tiled area within the hall rather than take them outside, which we did on previous times. The 3 church pews were moved out from the wall but still on the carpet area, the large main table was moved to the tiled area just inside the roller door. Everything was moved in readiness for the carpet cleaner who arrived at 8.00am. The rest of the group did a fine job on cleaning around the outside of the hall. Don gave the main table another polish. Louise and Geoff did a great job cleaning the toilets and the kitchen. Robert busied himself fixing a couple of doors. Once the carpet cleaner had finished the chairs were placed back in the hall.

John Prentice who came all the way from Canberra to give us a hand. That is dedication.

All the work was finished by 10.30am. and we headed for home. Thanks to Louise for the morning tea and to all the helpers who came along. Another successful working bee.

The traffic was horrendous on the way home especially around the Pymble area.

Attendance

Geoff & Louise Yeomans, Phil O'Loan, John Prentice, David McReadie, Michael Bendeich,
Peter Weir, Don Liddle, Robert Fordham, Ron Cox, Nev Preston

Sydney Christmas Party. 22-11-15

Louise Yeomans

After Neville's nudge I would like to report that that the Sydney Christmas Party was most enjoyable. For many of us at Christmas time hours seem to collide and the days aren't long enough! So apologies to Lyn the organiser and our hosts, Sue and Peter Martin, and Vivian and Doug Fulford for the oversight!

As the date for the Sydney Christmas Party changed several times due to clashes with other events, we were lucky to have Lyn volunteer to be the organiser. It was a great idea of Lyn's to have a progressive lunch and the idea grew with planned runs before lunch and between courses. You could start the morning on the run from Mt Hunter, or at the Martins or just come for the main course at the Fulfords.

We decided to come modern, as we were to visit Geoff's mother at Hornsby in the morning. Just before ten o'clock I received a text from Susan Tulloch saying they were in the Armstrong on the M5 just past Heathcote and were running late. Susan was also concerned about the weather, as their car has no hood and rain clouds threatened. It threatened to rain all day. Passing by Mt Hunter Park we noticed several car trailers and arriving at Martins we pleased to see that Susan and Tony had arrived safely. The Betts had arrived frozen in their Renault but dressed for the occasion. The Hobsons and the Roberts drove their veterans. Jill looked magnificent in her dress with a crinoline.

After Sue and Lyn Martin served up drinks and nibbles- cheese triangles, baby quiche, spring rolls and sandwiches, most of the visitors disappeared to Peter's new shed. At 2014 Christmas party the concrete slab had just been poured and a huge magnificent shed now covered this. As one would imagine with Peter, the shed was immaculate with his cars and bikes displayed and an immense well-organised workshop area. When you see all the garage and workshop space you can understand why so many veteran car owners choose live out of the city.

From Martins, we followed the scenic route to Mt Hunter. After a tow from Neil Martin, the Armstrong coughed to life and didn't miss a beat on the way to Fulfords. The Fulford property is quite distinct and the interests of its owners are obvious – an impressive collection of cars was parked on one side while on the other side beside the dam rests a weary drover with his cart.



Bill & Robyn Betts' Renault

On arrival Doug revived his guests with his delicious punch while Vivian ensured her guests were comfortable. The gazebo and terrace looked very festive. Vivian had lavishly decorated both outside and inside with Christmas decorations, including the backs of some of the chairs. The table groaned under the weight of the food. There was hot chicken, cold ham, meatballs, bread rolls, quinoa, beetroot and lentil and green salads, and cole slaw. If you had room left for dessert the choices included a fruit platter, bread and butter pudding, cheesecakes, apple pie made by Sue and ice cream, with cones for the children. If you were still hungry, Robyn Betts baked some slices to share. Lyn thinks of everything – lucky door prizes, lolly bags for the children and gifts for our hosts.

Wilga and Euan Coutts, Jan and Laurie Garrod, Barry Shinfield, Ian and Janina Shinfield and family, Regina and Peter Weir and their family joined us at Fulfords. The Weirs drove their vintage car.

After lunch the men disappeared to check out Doug's workshop, shed and car collection while the women cleared up and chatted, and the children played happily in the large grassy area. Everyone was very replete and happy. We just beat the thunderstorm home.

In the January edition of *Spit and Polish* Doug generously published his punch recipe so perhaps in future editions of *Spit and Polish* those other cooks could share their recipes for the yummy salads, delicious deserts and scrumptious slices?

Apologies if you attended the party and I have not included your name or if I have forgotten or mixed up who drove a veteran car. Again many thanks to those involved- Lyn Martin, Sue and Peter Martin and Vivian and Doug Fulford for such an enjoyable day.

Partygoers included:

Kevin Boardman
Robyn and Bill Betts (veteran)
Wilga and Euan Coutts
John Fryirs
Steve Flemming
Robert Fordham
Viviane and Doug Fulford
Jan and Laurie Garrod
Ron Hattersley and partner
Elizabeth and Bob Hobson (veteran)
Kathleen and Bruce Kinnear
Kate and David Norton and dog
Lyn and Neil Martin (veteran)
Sue and Peter Martin and Harriette (veteran)
Jill and Greg Roberts (veteran)
Barry Shinfield
Janina and Ian Shinfield and 3 children
Donna and Anthony Sinclair
Marilyn and Michael Trethowan
Susan Tulloch and Tony Murone (veteran)
Les Watton and friend
Regina and Peter Weir and 2 children -(vintage)
Louise and Geoff Yeomans



Greg Roberts' Ford T Van



Vivian's Ford T



Tony & Sue on their way to the Christmas Party

Photos courtesy of Les Watton

HELLO DOLLY' RECIPE

Ingredients:

- 1 cup of biscuit crumbs (approx. 125 gr or half a packet) - Morning Coffee biscuits
- 1 cup coconut
- 125 gr melted butter or margarine
- 1 cup chocolate bits
- 1 cup walnuts
- 1 tin sweetened condensed milk (400 gr)

Method:

Pre-heat oven to 180 degrees.

In bowl mix together biscuit crumbs, coconut and melted butter. Mix well and press into cake tin (I use 11" x 7").

Sprinkle over the choc bits and the chopped walnuts.

Pour over the sweetened condensed milk.

Bake in oven 25-30 minutes until golden on top.

Refrigerate, cut when cold.

Enjoy!!

Louise Yeomans

Newcastle Branch Outing to Rathmines. 9 January 2016

The Editor

Newcastle Branch had it's first outing for the year to Rathmines, renowned for the Catalina flying boats. It was just designed to meet at Rathmines for morning tea and lunch.

I met with the Newman family at Wyee and just before we left Bill Heeney went past on his motorbike. Travelling through Morisset, Dora Creek, Myuna Bay, and then to Rathmines, thinking all the way that I should have caught up with Bill. But when we got to our destination Bill wasn't there. He arrived about half an hour later. Apparently his leader made a right turn at the wrong roundabout and they wound up in Mannering Park. Whoops!!

There were a number of cars there when we arrived and a few more arrived after us. Peter Adams arrived as a passenger with Chris in the FN. Morning tea and a good chat seemed to be the order of the day at this point in time. Time seemed to fly and the next thing we new it was lunch time, which was enjoyed in a nice big covered picnic shelter.

After lunch everyone seemed quite happy to just head for home. An enjoyable day and a pleasant veteran drive.

Attendance

Doug, Dianne & Brett Marshall - 1912 F.N.

Jeff & Kaye Palmer - 1908 Fiat

John Brumby & Max Burke - 1917 Maxwell

John & Joan Burke - 1916 Buick

Laurie Macey - 1913 Pheonix

Graeme, Karyn, Lauren & Abbey Newman - 1914 Talbot

Chris & Catherine Duncan, Peter Adams & Isaac Strutt - 1911 F.N.

Bill Heeney - 1911 Triumph M/c

Nev Preston - 1913 Talbot

Modern

Kim Nolan, Malcolm & June Bailey, Carol Heeney



About Rathmines Base

Catalina flying boats arrived at the Base in February 1941, and by September 1943 the base comprised 14 Catalinas, two Seagulls, a Dornier and a Dolphin. During training, many personnel brought their families to live in the towns and villages near the Rathmines base which influenced the establishment of other services such a school and post office.

The RAAF Base at Rathmines became the largest RAAF flying boat base in the southern hemisphere. Lake Macquarie was an ideal site as it is Australia's largest saltwater lake and is four times the size of Sydney Harbour with 175km of shoreline.

Following World War II, Rathmines was used as a ground training base, and the Officers' Training School was formed there along with training facilities for senior non-commissioned officers, physical training instructors and national servicemen. In 1962, the Base was sold to the Lake Macquarie Council. Many buildings were privately purchased and removed from the site or used by Lake Macquarie Council as community halls.



MaSH Branch “Northern Coffee Run” Friday 29 January 2016

Doug Fulford

Veteran car enthusiasts are pretty amazing people. We never made our initially advertised destination. In fact very little went according to plan this run – indeed it could be described as a series of minor disasters. Despite that I'm pretty sure everyone had an interesting and enjoyable (at least in retrospect) day not to mention one that will live in their memories for a long time.

It all started innocently enough as we enjoyed Robyn Betts' freshly baked scones with home made jams and cream under sunny skies at Curry Reserve. Alan Miller was even wondering whether he had made the right decision leaving the Oakland at home and coming modern. Reggie, the Betts Renault, wasn't running as well as possible so Bill installed a new set of points as we chatted and enjoyed morning tea.

So we set off to Burratorang Lookout with a planned quick stop to pick up George Eden on the way. Having broken my leg two weeks prior to the run I was consigned to passenger status in the Studebaker, Steve Fleming very kindly having offered to drive. The day became more and more grey as we followed the route of the run. The Studebaker had a couple of minor hiccups causing temporary reshuffles of the line of cars but was generally running fine. Then we hit the rain and shortly thereafter thunder and lightning was added to the mix for good measure.

Wet brakes meant we shot past Les Watton and Helen who had stopped at the entrance to “the garden of Eden”. By the time we turned around with those who had faithfully followed us, Les had continued past George's shed and was headed to George's house. We could see his tail lights in front and so followed unaware of what the track was like. Now I know: Very narrow, steep with a hairpin turn and given that it was raining at the time wet and extremely slippery. By the time we realised that we were committed with the others following close behind. Thankfully Alan Miller at the back of the queue realised the situation and was able to reverse out. That wasn't easy – at one point he opened the car door to check that he was on the track and was rather shocked at what he saw – a massive drop - and perhaps even more at what he couldn't see – that is any sign of the track. By this time he felt his original decision to leave the Oakland at home had been well and truly vindicated. We had no real option other than to crawl down the “terrible descent” in first gear with a gradually improving foot brake and a functional handbrake.



A very wet Doug.

You can't hold an umbrella when you are on crutches



Bill Betts & John Sierra.

This was John's wet introduction to veteran motoring.

Having made it safely down without having to use George's house as a substitute brake we realised our next problem. There was not much more space at the bottom than what was required to turn a single car around. However we had three cars there. Come to think of it there should have been four! Thankfully George was at home and was amazingly calm and helpful as we tried to work out what to do. There was (hardly surprisingly) no mobile phone reception so we had to dispatch people in the pouring rain to find out where everyone was. I was ruled ineligible on account of my broken leg. The news came back via a very bedraggled messenger that Reggie the Renault had decided to die totally on the way down. George had kindly loaned us an umbrella but its main use had been to try to keep Reggie's motor dry. Corinne and all able bodied men were dispatched to find a place where Reggie could be manhandled off the track so that

we could get the other cars back up past him. That eventually accomplished left us with the task of turning three cars around in a space designed for one with by now limited traction. If you have ever played one of those games where you have to move tiles on a board into a given pattern but there is ever only one space available into which



Doug Fulford's very wet Studebaker

you can move a tile you will have some idea of the logistical problem facing us. After a considerable amount of creative driving and a certain amount of wheel spinning we had the two moderns pointed in approximately the right direction.

Mind you the drama wasn't over as the moderns were wheel spinning on the slippery track and considerable effort went into getting a Commodore wheel that had slipped off the edge of the track back on. Reggie was put back on the track and carefully rolled down the rest of the way to the bottom. Steve then turned the Studebaker around with the intention of just getting it onto the formed part of the track and waiting for the weather to improve. But it went so well that he kept going and "stormed" up the track without any of the problems that the moderns encountered. Presumably the better weight distribution of a car with a transaxle

helped eliminate wheel spin perhaps aided by large diameter skinny tyres. That meant George's all wheel drive Subaru was no longer blocked in and George, unflappable as ever, kindly drove me to the top. The key George had brought with him wasn't co-operating when it came to opening up the shed but a trip up and down in the Subaru to get another key solved that.

By this time pretty much everyone else was soaked and standing around in the "garden of Eden" shivering. Then the door of George's shed started opening and it was like heaven opening up. If I might take the biblical allusion a bit further I was thinking "my father prepareth me a table" for there in front of us was a couple of long tables with chairs for all of us. Without the preceding drama it may not have had the same effect but there were massive smiles all round. We carted in our goodies and soon we were drinking hot tea and coffee followed by more delicious picnic fare than we could possibly eat. We had a great time inspecting George's cars and learned a lot from his experience restoring them



Two of the moderns had to leave after our somewhat belated repast. The able bodied man gathered around Reggie trying to coax the little Renault back into life. Their initial conviction that all that was needed was a bit of magic spray to dry out his electrical system. However despite the spray and a good deal of tinkering, Reggie would sometimes fire but flatly refused to run. Kevin Boardman dropped by having been alerted to our problems by the early departers. He established that the distributor wasn't running true in that there was a wide gap, a narrow gap and two intermediate gaps. By setting the points gap at a compromise he got Reggie running so Bill climbed in with Alan Miller, who must have been tired of walking up and down the hill. However, Alan's relief was rather short lived as Reggie decided that it was too hard to go up the hill with two passengers on board.

*Even wetter members.
Vivian, Robyn, Alan & Steve
Soaked to the skin, but still smiling,*

We said our goodbyes, profusely thanked our most wonderful impromptu host, George Eden and headed home. Vivian rang around to check that everyone did in fact make it home. I suspect we had used up our quota of excitement for one day.

Photos courtesy of Les Watton

60th Annual R.A.C.V. Rally

Dianne Marshall

With over sixty entries the Rally was held over November 19-22 in Colac. Seven entries came from Queensland, one each from NSW, Tasmania, Western Australia and also one visiting from New Zealand.

Thursday Rally directors Michael and Claudia Holding had meticulously planned every detail and the event went to "Top of the list" of successful rallies. After our briefing at Rally Central we departed for a shakedown run. Visiting an Aged Care Home and a local school which gave us our bearings for the following day, it also showed us where the final dinner would be.

Friday At Simpson we learned a little about the history of the area which was cleared in the 1950's - 60's with giant steel balls; a project of the Bolte Government. The students of Simpson school had the morning off to enjoy their visitors and cars. The entrants had a very easy run of 25 kms. to lunch then returned by a different routes with magnificent views and challenging climbs or an alternate route set for one and two cylinder vehicles.

Saturday A very large crowd gathered at the start to view the cars and many entrants made a fashion statement in period costumes. The drive to Deans Marsh was well sign posted and a dangerous crossroad was manned by two safety officers. The local Red Cross Ladies group had prepared another spread with a wide variety of luscious goods. Ian Berg addressed the entrants with the club megaphone and firmly stressed the need for safe driving with such a variety of vehicles participating. A rolling start sent us on to the Barwon Park Mansion at Winchelsea, a property managed by the National Trust.

Sunday We departed Colac driving through the town past the cricket ground with children waving at every street corner and farm gates. We were heading to the volcanic Red Rock lookout overlooking Lake Corangamite at Alvie where a local historian shared with us the historical aspects of salt lakes. A short drive later found us at the Beeac Hotel where the rally concluded.

Barwon Park Mansion

Barwon Park was a combination of three original runs. The 42 room bluestone was built for Thomas and Elizabeth Austin who had lived in the Western District at Barwon Park since their marriage in 1845. Thomas Austin had first settled there in 1837 and the present home not built until 1869-71.

Colonial houses in the early 19th century were still very British in appearance and usually masked by verandahs that also made houses look more impressive.

The relatively simple local bluestone facade of Barwon Park Mansion is embellished by the ten foot wide single story verandah around three sides of the main part of the home and this rises to around two stories around the front door forming a grand entrance.

The interior of the home was planned according to strict rules peculiar of British societies. The ground floor was for living rooms and the more public rooms used for entertaining visitors. The first floor was for private family rooms.

The Austins came from around Bath, Wells; the villages of the Glastonbury district in the west of England. They had five sons and four daughters. The eldest son John born 1773 followed by James 1776. James was the first Austin to come to Van Diemens Land and was transported for stealing, arriving on 21/2/1804. He later became a very successful and wealthy man. He never married in consequence he sent for two of his nephews to be his family and heirs to his estate. They were Solomon and Josiah sons of his brother John, who arrived at his property Roseneath in 1828.

Thomas Austin 1815-1871 was about 15 when he came to Van Diemens Land with his Parents John and Nancy, two brothers and a sister. There are conflicting stories of how the Austin brothers came to Port Phillip, but it was around 1837, with the party of Hugh Murray, the founder of Colac.

Progressing inland in easy stages they arrived at a point on the Barwon River near the current township of Winchelsea. Being well satisfied that the surrounding countryside was suitable for sheep, they drew lots to decide who would settle in the area. The Austins were successful in obtaining two sheep runs and later gained a third.

The three runs were Toulon and St Leonards on one side of Barwon River and Waterloo Plains consisting of 17,000 acres on the opposite bank of the river. Thomas later became the sole owner of the three runs.

Thomas imported Lincoln sheep, partridges, Pheasants, rabbits, blackbirds, sparrows, starlings and draught and blood horses.

Of course Thomas is most remembered for the rabbits. He was not the first or only one to do so, but the Barwon Park rabbits are the ones that apparently acclimatised best.

Elizabeth Phillips Harding 1821-1910 (later, Austin) left Middle Chinnock, Somerset in England for Victoria with her brother William Harding on her 20th Birthday. She resided with William at Murdeduke, until her marriage to Thomas Austin on 14 August 1845 at St James' Church Melbourne.

They were parents of 11 children, three of whom died young. Legend has it that Elizabeth Austin was quite severe to her sons and turned them out at an early age to make their own way, but giving them encouragement and having the financial means to help them do so.

She was wonderfully kind to the destitute and those in need of care and attention. She was responsible for the building of the Austin Hospital for incurables in Melbourne and the Elizabeth Austin Cottages for widows in Geelong as well as other charitable work.

The Austin Hospital was founded when a valued servant of Mrs Austin's became incurably ill and Mrs Austin was horrified to learn that the only place she could be cared for was in a prison hospital.

Elizabeth Austin died at Barwon Park, Winchelsea in 1910 aged 89, forty years after her husband.



Over The Blue Mountains Tour

**ENTRY FORM
OVER THE BLUE MOUNTAINS TOUR**

Friday 4th March-6th March 2016

Open to all Veteran Vehicles

Name..... Mobile No.....

Passengers Names.....

Address..... P /Code.....

Make of Vehicle..... Year..... Plate No.....

Club of Issue.....

Full Day run Saturday; Shorter run Sunday.

Entry Fee \$20

Please return this form with entry fee to Wilga Coutts 15 Isabella Way Bowral NSW 2576 or hand to me at meeting on 25th February.

Entries Close 26th February 2016

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BRING YOUR THERMOS PLEASE.

The 1916 Model 83 Willys Overland

Les Johnson



The Overland

The Willys Overland Model 83 for 1916 was introduced by early June 1915 far in advance of a normal introductory announcement, thanks to the West Coast Exposition Fair.

Over hill, over dale, over rough and rutted trail, over gully and the sands, and deep grass on the prairie lands. These places held one thing common: they were conquered by the Overland, a product of the Willys Overland company of Toledo, Ohio. The car was tough, ready to risk wheel and rim to get its driver and passengers to their destination. Reliable, too. And when the

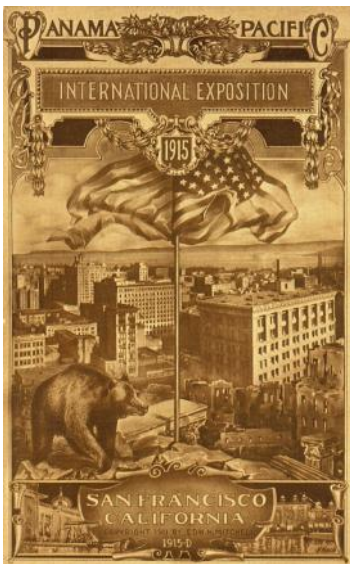
price for a new Overland touring car dipped to \$750-00 at introduction time for the 1916 models, it was newsworthy.

That introduction was delivered via print media by early June 1915. Quite an advanced introduction, considering the year still had seven full months before it ran its course and bowed to 1916. Regardless, Overlands execs tooted the trumpet for sales. "\$325 LESS than last year" said one ad "This 1916 Overland is essentially the same as our 1915 Overland-- the famous Model 80 that sold for \$1075. It is the largest four-Cylinder Overland that will be produced this season"

We can imagine the corporate office was apologetically removing its figurative hat to buyers of the 1915 Model 80, if that happened; it was about all they received. *Sorry, folks, but that's the way business runs.* Those buyers could have consoled themselves with the clear fact that they at least had several more months of driving enjoyment and reliable transportation than did buyers who caught the lower price in mid 1915. Perhaps little consolation for some, but at least it was something.

For \$750, the 1916 Overland had one, difference: it was designated Model 83. The car offered 35 Horse Power. High-Tension Magneto ignition, Five-Bearing Crankshaft, Thermo-Siphon Cooling, Underslung Rear Springs, Demountable Wheel Rims (**with one extra, which was not a common addition back then**), Electric Starting and Ignition, Headlamp Dimmers, a One-Man Top and Cover, Magnetic Speedometer and Left-Hand drive which was carried by its earlier predecessor. Yes most American cars prior to 1915 used right-hand drive.

But in a farewell salute to the British trend. America severed that tie and was rushing to left-drive Vehicles.



One reason the 1916 Model 83 was introduced so early was due to an event, it was a big one, and the Overland would not miss its shot at being there with its spanking new Model. THE PANAMA PACIFIC EXPOSITION stretched from February 20th to December 4th 1915. Held at San Francisco, the event showcased a rebuilt city formerly devastated by the legendary earth quake of 1906. The event was a World's Fair and the car to be displayed at the exposition. Certainly the aura of the sparking event would reflect well on the all new Overland.

In an era of men's spats adding class to mundane shoes, the new Overland sported all-white tyres that measured 33 inches by 4 inches. true, it would be challenging for any owner to keep them clean, but for advertising and promotion purposes, they certainly dressed up a fairly common-looking car.

"The lines have been refined but not materially altered," said an observer. Riding on its 106 inch wheelbase, the 1916 Model 83 boasted cylinder dimensions of 4-1/8" by 4-1/2" inches. Adhering to its old practice, the maker cast each cylinder separately.

Promoters noted how the windshield could be placed in eight positions from straight up to folded forward. Opening the bottom or top panes offered different flows of air. tilting the frame of the top glass pane allowed for degrees of deflection and less wind drag.

One reporter noted , *"The Model 83... is a large touring car with body seating five grown persons comfortably" While the motor was the same as the previous Model 80, the new car had weight reduction that increased its performance. The body was of " streamline design" as its predecessor. " the shell is of a single stamping which joins the engine hood without a break in lines, the exterior of the car is entirely smooth." the car had crowned fenders, a spiffy motif for the era. door hinges were hidden and door handles on the open car were located inside to " carry the effect of the exterior smoothness . The roomy seats are provided with comfortable backs and have divan upholstery cushions which are built on deep coiled springs, with a covering of waterproof grey cloth."*

Another observer noted. *"A feature that was introduced last year and proved very popular is the switch box for electric control which is attached to the right side of the steering wheel column two inches below the wheel . Through this switch box , the electric horn, front, dash ,and tail lights , and the ignition may be operated without stooping from the driving position. The keys are removable , thus locking the switches. the instrument box serves as an extra anchorage for the steering column ,to eliminate vibration."*

The motor held two gallons of oil for lubrication by means of the splash principle, a common trait for cars of that vintage. A float gauge showed the amount of oil in the crankcase. "Circulation of the oil is indicated by an instrument of special design." said an official. *"It contains a small revolving wheel which is kept in motion by the flow of oil and therefore always clearly shows when the oil is circulating."* it was on the "cowl board" near the speedometer.

All things considered, the early Chevrolet Model Four-Ninety had a similar (if not identical) type of oil flow gauge . The new Chevrolet was hailed as a 1916 model and similar made its public bow when the exposition was relatively young, well advanced of the new year.

The name "*Overland*" was revered in the car Industry as a sales leader, the name John North Willys had been know in bicycle production, then gained fame in the car business. While the first Overland was made in Terre Haute in 1902, the company quickly located its production in Indianapolis.

A financial panic hit the nation in 1907, and the Overland operation nearly collapsed had it not been for Mr Willys. He contributed money and energy as an Overland dealer to safeguard his investment, and in reality became overlord of Overland. Once creditors were neutralized, he moved production into the old Pope Manufacturing Companies plant in Toledo (perhaps you heard of the Pope-Toledo). Mr Willys took that plant for \$285,000 and positioned Overland as one of this nation's premier brands.

Over debts, over sales, over deep financial wails, over obstacle and dip, and depression's fatal grip, the 1916 Overland made it in style.

1916 Model 83 Willys Overland Cars in Australia.



Phil Powers (QLD) 1916 Model 83B



David Crisp (NSW) 1916 Model 83

1916 Overland Model 83 with Detachable Limousine Top .



Instructions: It is but a matter of minutes to mount the Limousine Detachable Top'On, the touring car body. It fits exactly, and is held on securely by four bolts.

When a new Model 83 Touring or Roadster was ordered from the factory with detachable top , the car was shipped with the Detachable Top full length doors in place, open car top, windshield and doors were packed and shipped inside the car. detachable Tops were painted black and trimmed inside in matching upholstery.



Wanted

My Name is Richard Dover and I'm the owner of a 1912 12/14hp Alldays & Onions and I'm trying to recreate or find the Alldays & Onions 'Register' that was started many years ago in New Zealand and has since, I suspect been lost. If you own an Alldays, of any type, whether that be bicycle, motorbike, car or tractor, or if you know someone who does, please can you contact me on rdover@alldaysonions.me.uk so I can add your vehicle and details to a new or updated Register. There will be no cost, personal details will not be shared without permission, mostly this is about sharing and updating information on any remaining Alldays vehicles (or parts, piles and collections!) I am also trying to organise a gathering of Alldays vehicles at the HQ of Alldays Peacock in Halifax, UK, which I don't think has been done before. Thanks Richard Dover [+44 \(0\)7946 605067](tel:+4407946605067)

Richard Dover, Managing Director
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(Large Brake Drum) With Ruckstell internals \$600 (no Photo)

Contact: Stephen Gamble, North Ryde NSW
H. (02) 9484 5087 Mob. 0400 245 976
[11-15]

1911 Le Zèbre Type A Series 3. The time has come. Recently my wife, Patricia and I moved to Carrington Centennial Care in Camden and it has become necessary to reluctantly part with this unique car. The front cover of the January 2016 edition of Spit and Polish featured a photo of my car and on page 18, can be found a full description and its history.

1911 LE ZÈBRE ENGINE

Makers HP 4 HP @ 1200 rpm
Cylinders 1 x 600 cc
Cooling Water
Ignition H T Magneto
Bore & Stroke 85 mm x 106 mm

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Clutch Multiplate
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Brakes expanding
Wheels artillery converted to 3.25" x 19"



The price is \$34,000 which includes a two year-old, fully galvanised single axle trailer with disc brakes and a capacity of 1500kg.
The car is temporarily housed here at Carrington.

If interested, please contact Barry
Contact: Barry Perdriau on 4655 4949
[2-16]

For Sale: (cont.)

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

Contact: Jim Weir (02) 9651 1770

[11-15]

1913 Hupmobile HR Roadster. Photo is attached. Motor and Gearbox requires rebuilding. New parts already brought. Other spare parts available. Have photos of initial rebuild also most of the Hupmobile Register newsletters. The car has been dated and has the 100 year badge. Price \$22,500 Negotiable. More information contact Bob Dunk

Contact: Bob Dunk 0427 002 947

[2-16]



Lucas 722 RHS sidelamp, good overall condition, complete except for clamp screw, has incorrect handle, \$190 1
Rotax "Clearway" brass double twist horn, firewall mount, has reed but no bulb stem or bulb, some minor denting in body, \$175 2

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Split rim spreader in excellent condition, \$250 4

Contact: Jeff Palmer (02) 49591256 or email jasper.1912@bigpond.com.

[2-16]



Wanted:

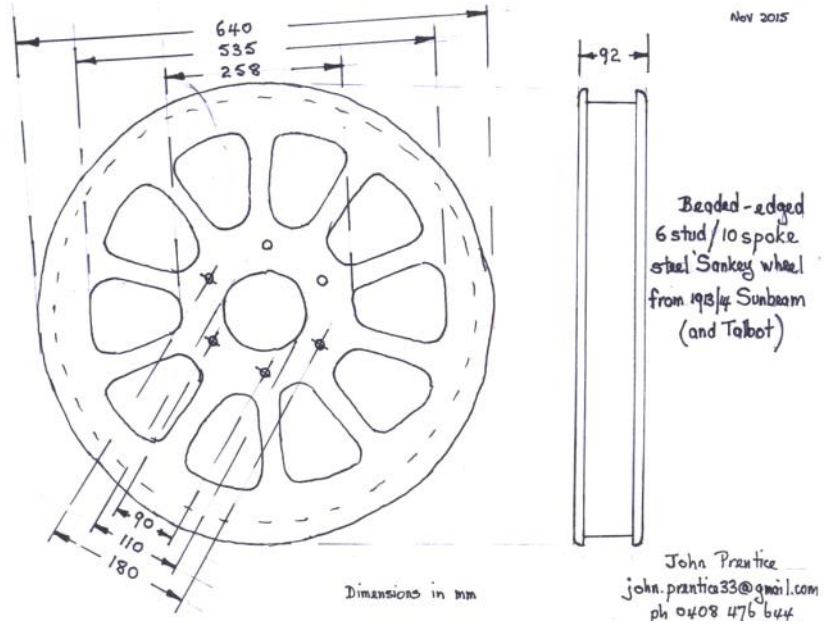
Swivel drive and cable for Jones speedometer. I have a Stewart swivel unit and speedo in useable condition available for swap if appropriate.

Contact: Jeff Palmer (02) 4959 1256 or jasper.1912@bigpond.com
[2-16]

T model two piece windscreen frame.

Contact: Malcolm Ph: 0418 462 005
[1-16]

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



Contact: John Prentice 0408 476 644
Email john.prentice33@gmail.com
[1-16]

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This page will automatically have our supporting advertisers as a bold listing as part of their yearly advertising cost. Other businesses or people who provide a service can place a listing here for only \$20 per year or part there of (August to July). If you know someone who provides a service that may be of benefit to club members please encourage them to partake in this section as it will help them, other club members and the club itself. I've started the list with our current supporting advertisers.

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