

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.com

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All letters, advertisements, articles are to be sent to “The Editor Spit & Polish” preferably by
Email: nevpreston@gmail.com or by **Mail:** 18 Byron St. Wyong, NSW 2259

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

Cover Photo:-

*John Burke’s 1916 Buick.
At the lunch stop at Lake Liddell,
during the Newcastle Branch Singleton weekend June 2016
(Note: it is fitted with a ‘fat man steering wheel’)*

Committee of Management

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

134 Queens Road, Five Dock, 2046

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Governor of New South Wales

Minutes of Monthly Meeting of VCCA (NSW) Inc.

Monthly Meeting of VCCA (NSW) Inc held on Thursday 24th May 2018

ATTENDANCE

Committee: 5 Members: 10 Family members: 1 Visitors: 1

Apologies were received from Doug Fulford, Robert Fordham, Phil O'Loan, Geoff Yeomans, Louise Yeomans, Norm Mitchell, Michael Trethowan, Marilyn Trethowan, Don Liddle, Melinda Kovacs, Michael Lowe and Susan Lowe.

(ACTING) PRESIDENT'S OPENING REMARKS

Acting president Peter Martin addressed the meeting and welcomed all members. With only 15 members present, there was insufficient members in attendance to hold the meeting.

All matters to be held over to the next general meeting in June.

Two applications for membership were received and mentioned, one from Richard Bremner (Grandson of Jim Simpson) and Samuel Movizio.

Graeme Newman talked about the forthcoming 2018 National Rally in Forbes this September.

Barry Shinfield recited several jokes.

The raffle was drawn.

Two slide shows were then presented by Peter Weir

1905 Dunlop Reliability Trial

2005 Dunlop Reliability Trial Re enactment

Acting President

Peter Martin

Acting Secretary

Peter Weir

Membership fees

A reminder that membership fees for the Veteran Car Club of Australia (NSW) are due at the end of June for membership of 2018-2019. If you have paid for three years in advance your fees will not be due this time. A renewal notice will be sent in the June copy of *Spit and Polish*.

Members may pay \$80 for a single year or \$210 for three years. You may pay by cash, cheque or electronic funds transfer (EFT). If you pay by EFT you must clearly identify your payment in the description box with your name and membership number. When you pay by EFT please email the treasurer with the transaction details. His email is geoff.yeomans1@gmail.com Bank details are as follows:

Account name: Veteran Car Club of Australia (NSW) Inc

Bank: Commonwealth Branch: Wynyard Sydney NSW

BSB: 062009 Acc number: 28023425

Any unidentified payments will be considered as a donation.

Geoff Yeomans

Honorary Treasurer

Events Calendar - Club Events

JUNE 2018

- 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*
30th **Closing date for Entry Form to be in for the National Rally - Forbes.**

JULY 2018

- 1st **Sydney North Breakfast Run** *Details on Page 5*
13th **Combined MaSH Branch run/meeting.** *Check with Doug Fulford*
15th **Newcastle Branch Social Day.** Motor Rail ride from Paterson to Dungog. *See Page 5 for details*
17th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm & **AGM**
26th Committee Meeting starting at 6.45pm
26th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
27th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

AUGUST 2018

- 5th The combined Veteran Car Club and Antique & Classic Motor Club Navigator's Social Day
Details to follow.
21st Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
23rd Committee Meeting starting at 6.45pm
23rd Monthly Club Meeting at Club Rooms, Fivedock at 8pm
23rd **Annual General Meeting.**
24th - 26th **President's Rally - Picton** *See page 6 for details*

Events Calendar - National Rallies

SEPTEMBER 2018

- 23rd - 28th For those of you that may not be aware, the Newcastle Branch is organising the **2018 National Rally** which we have decided will be held in **Forbes**. The dates of the event are from Sunday 23/09/2018 to Friday 28/09/2018. Make a note in your diary, iPad, Calendar on the back of the toilet door, or whatever means you use so that you can make arrangements regarding holidays etc, should you be interested in attending.
Expression Of Interest form on our web site and was also in October 2017 Spit and Polish
Entry Form in January Spit and Polish and also on our web site.
More information on Pages 6 **Entries Close 30th June 2018**

APRIL 2020

- 1st - 7th 1 & 2 Cylinder National Rally - Charleville Qld. Hosted by the VCCA (Qld)Inc.
Expression of interest form in May Spit and Polish. Newsletter N^o 1 on Page 21

Events Calendar - Invitation Events

SEPTEMBER 2018

- 15th - 16th Clarendon Classic - Machinery, Truck & Hobby Show. Hawkesbury Showground, Racecourse Rd, Clarendon. please see the web site for more info, and register when closer to the event.
www.SydneyAntiqueMachineryClub.com

OCTOBER 2018

14th - 20th **Willys Overland Roundup 2018** to be held at Orange NSW. The event will be a hub event which avoids unnecessary packing and unpacking etc
Most days we will leave at 9.00am and use country back roads for touring trips to various places of interest. Typical mileage will be 200 kms per day.
See September 2016 Spit and Polish for more information and Expression of Interest Form
or contact Les Johnson Mobile 0419 288 383 Email: frogshollow1@bigpond.com.au

AUGUST - SEPTEMBER 2019

30th August - 6th September 2019

HCCA International TOUR 2019 BATHURST, NSW, AUSTRALIA

For Petrol, Steam & Electric, Veteran Cars & Motorcycles produced prior to December 30th, 1916.

Hosted by the HCCA 5th Eastern Australia Region Invitation to ALL Veteran Car Clubs worldwide.

Rally headquarters will be the famous Mt Panorama Raceway Pit and Corporate area. With Hotel accommodation adjacent to the raceway.

Any questions, please contact: **Russell & Chris Holden (Rally Directors)**

Ph 61 422 219 911 or email: russell@oldworldlamps.net *Expression of Interest form in June 2016 S & P*

Coming Events

Northern Sydney Breakfast Run

1 July 2018

Come and join us on our next breakfast run on 1 July 2018 at Fagan Park, off Carrs Road

This is away from the main entrance.

There is a huge carpark and toilet facilities are available.

The gardens are always a delight.

See you from 9 am with a plate to share!

Newcastle Branch VCCA

Rail Motor outing

When: **Sunday 15th July 2018** Departing mid morning, returning mid afternoon

Where: Departing Rail Motor Society, Webers Creek Road, Paterson

We will travel from Paterson to Dungog where we will disembark for lunch. Lunch is B.Y.O. picnic or visit one of the local pubs, clubs or cafes

We will be travelling on two 1923 model CPH Rail Motors which can comfortably seat 70 people. Everyone welcome, bring you family & friends.

The cost will be determined by the number of people who attend, so the more who attend the lower the cost.

Please contact John Burke for further details or to make a booking

Contact John at: hupmobile@bigpond.com or on 0412 821 945

Coming Events (cont.)

President's Picton Rally

Friday 24th, Saturday 25th Sunday 26th August.

Based at the Picton Valley Motel
1665 Remembrance Drive Picton NSW 2571

Phone: 4677 2121 Fax: 4677 1922

Accommodation: Picton Valley Motel, has been booked for the event. book direct with Matt.

NEW CATERERS FOR MEALS AT THE RESTUARANT - dinners have been sampled.

Delicious and very well priced. Full programme details will follow in next Spit and Polish.

Viv for Doug(Mr President).

Further information on Page 18

2018 V.C.C.A National Rally

Forbes N.S.W. 23/09/18 – 28/09/2018

The latest newsletter has been sent to those who have entered or submitted an E.O.I. It is also available on our website. For those members who still wish to enter, the closing date is the **30th June 2018**

The meal form, which should only be submitted by those who have entered is also available on the website.

For those who may not have heard, any passengers under the age of 18 are FREE to enter and they will also receive their meal package at NO COST (FREE).

As of the 7th June 2018 we have received 107 entries.

For any enquiries contact me via our email address:

forbes2018@bigpond.com or on 0412 138 063

Graeme Newman

Rally Secretary

Library Report

It was a great relief to beat the deadline for the Community Heritage Grant. David Norton pressed the send button before 2 pm. It was great to have the support of the National Motor Museum Birdwood and the Model T Club with our application. The Library Committee has worked hard compiling the information required. Now we wait for the outcome.

While waiting we will not be idle. The next major task is re-organising the library using the amended Beaulieu System. With funds raised from the Swap Meet, archive label and more appropriate storage for fragile items will be purchased. There are plans to control the humidity and temperature better, update the technology and make the library catalogue available online.

There was a disappointing response to our plea to return the missing items from the library. There has been one kind offer to replace a missing book but no other responses. Please look at home or let us know if you have any clues as to the whereabouts of the missing items. Some are unique and should be saved for posterity like our veteran cars.

Remember you can deliver the items to the club or post them to Neville Preston – no questions asked.

Editorial

Thanks to the members for the articles, supplied for this edition of **YOUR** Spit and Polish.

A few reports on events and other things this month. A report from Louise Yeomans on the library, a report on Keith's 90th birthday party from the Editor and a Vale for Marney Thomas from Graeme Newman. Outing reports from Louise Yeomans on the Sydney North Breakfast run, one from Graeme Newman and Rick Thomas on the Newcastle Branch 100 Birthday outing. A report from Andrew Benoit on the Historic Winton event. Report on the 1&2 Cylinder Rally at Yamba from John Fryirs and Rod Holmes. All very welcome, helps to fill the magazine.

There is also an article from Jenny Fawbert on full registration for vehicles over 100 years old. Also a reprint from 'Cough & Splutter' on the history of the Jerrycan. There is also a photo from Leon Smith wanting to know what make of car? Some light-hearted humour from Ron Hattersley.

Coming events for the next month or so are: The MaSH Branch Morning Tea run and Northern Coffee run. The Sydney North Breakfast run, the Newcastle Branch proposed social day with a rail motor ride from Paterson to Dungog, in July. The President's Picton Rally in August. The National Rally, Forbes with some information on where and what to find on our web site. **Please note that 30th June is the closing date for Entry Forms, after that date there is a late fee.**

Just remember that if you wish to compete for the Hattersley' Cup, articles on outings and a list of those attending must appear in Spit and Polish.

At the moment I have a **very small** supply of material, but it is always handy to have a little extra just incase things get quiet. I would prefer to get more reports on outings attended. So if you have something it would be appreciated. Newspaper clippings with pictures are not the best, as the equipment that I own is not real good at reproducing this type of material.

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

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

Enjoy your Veteran motoring

Nev Preston



Applications for Membership

Richard James Seton Bremner
140 Gormans Hill Road
BATHURST NSW 2795
1908 BSA Tourer
(Chassis N^o:- 122 Engine N^o:- N48301P)
Nominated: Graeme Newman
Seconded: Neville Preston

Samuel Rocco Movizio
71-73 Brolen Way
CECIL PARK NSW 2178
Associate
Nominated: David McCredie
Seconded: Graham Weekes

Voting for the above memberships will take place at the meeting on the 28th June 2018

2018 National Rally Forbes NSW

The link for the on line entry form is
www.vccansw.com/forbes2018

The link for the printable copy of the form is www.vccansw.com/entrypdf
There is also a page on the club website with the information about the rally, which is www.vccansw.com/forbes

Graeme Newman
Rally Secretary

Change of Phone Number

Phil Virgona
9739 6345

Keith's 90th Birthday.

The Editor

I was privileged to be invited to attend Keith Cardens 90th birthday celebrations on his birthday, which was on Saturday 12th May 2018. The celebration was held in the Carrack Community Centre at Broadwater Court, Kincumber, which is within the village where Jean and Keith now reside. A few other members of the Veteran Car Club also attended.

Keith joined the veteran Car Club in June 1963 and is member N^o 272. Keith restored a number of veterans namely Clement Bayards and Hotchkiss, his latest Clem is now with his son, Mark in Albury. Keith was a regular supporter of the Sydney meetings, Tuesday Forums at the club rooms and of course a number of club events.



The Birthday cake.

It was a very enjoyable day, and great to catch up with Keith and Jean again, even though they attend the Sydney North Breakfast runs on occasions.

I can remember that when Keith turned 80, he said that no male Carden had exceeded 80. Keith you have now ruined that theory.



Jean & Keith with long time friends Bob & Elizabeth.

Congratulations Keith.

Vale - Marney Thomas

Graeme Newman

Members of the V.C.C.A lost a very good friend on the 28th May 2018 when Margaret Ellen Thomas, or "Marney" as she was known, passed away.

Marney was the wife of long term member Ray Thomas (Member 108) who left us about two years ago. Ray and Marney had five sons, Richard, Graeme, Jamie, David and Peter, with Richard being a current member of the Club.

Marney, who for a time was a member of our Club, (during the late 1980's to early 1990's) was a very good ally to Ray in his passion for not only veteran cars, but cars generally. Over the years I heard many stories about the cars they owned and the adventures they shared in them and usually they were both equally enthused about the particular car involved.

Ray and Marney had spent all of their married life together in the Waratah area having met at a church fellowship locally. Whilst the V.C.C.A played quite a role in their life, Marney also maintained life long friendships with people from school, the church and sporting groups with which she was involved. This was evident with the number of people who attended her funeral last Friday (01/06/2018). Marney played a number of sports when young, and continued to play social tennis until quite late in life. She also enjoyed watching her own boys and their children playing various sports.

For a number of years she was responsible for sourcing the apple pie and ice cream for the Newcastle Branch Christmas parties; a responsibility that can't be understated.

Whilst it would be fair to say that Marney and Ray shared some tough times together, Marney always seemed to deal with whatever little hurdles life put in her way with dignity, candour and humour when possible. Marney was very proud of her Scottish heritage as part of the MacGillivray Clan, and to me she personified the well-known British phrase of 'Keep Calm and Carry On'.

Marney will be remembered by her family and friends as being a very caring, understanding, tolerant and generous lady.



Sydney North Breakfast Run 5-5-2018

Louise Yeomans

It was the morning after the night before with an early start and a chance to blow away the cobwebs of the last two days. Over the previous two days I had been involved in festivities to celebrate 50 years since I left school. What was astounding is that one of my dinner partners, who now lives in Queensland, shares a 1911 *Talbot* with her husband. They loved the national rally so much at Clare that they plan to come to Forbes.

A crisp wind reminded us it was indeed autumn and the trees were glorious with their orange, yellow and brown leaves. Arriving at Appletree Bay with a quick circuit of the parking area, Dorothy and Barry Shinfield and some members of the Antique and Classic Car Club had claimed the only table in the sun.

It wasn't long before a few more people arrived: David and Kate, Bill and Carole Heeney, Neville Preston, Graeme and Lauren Newman, Ian, Janina, Max and Jackson Shinfield and Les Watton resplendent in his St John's uniform. Max and Jackson planned to fish and Jackson excitedly did catch one! Just after the veterans had arrived a ranger appeared checking the parking tickets. No problems – we are all law-abiding citizens!

While the women exchanged family news, learnt about an amazing replacement for the soap powder in the washing machine with two magnetic balls, and the Cartier exhibition in Canberra, the men talked about cars! A friend of Dorothy and Barry's visited to enjoy the sunshine and admire the cars. Morning tea was well underway when Laurie Garrod arrived in time to share the last friand!



Jackson with his catch of the day. Yes he did throw it back.



Graeme, Louise & Les.



Dorothy (R) & friend

Well, you never know when there will be a Talbot owner, and there were three today!

Graeme and Lauren Newman – 1913 Talbot
David and Kate Norton – 1915 Ford
Neville Preston – 1913 Talbot
Barry and Dorothy Shinfield – 1911 Talbot
Geoff and Louise Yeomans – 1914 Wolseley
Laurie Garrod – modern
Ian, Janina, Max and Jackson Shinfield – modern
Les Watton – modern
Bill and Carol Heeney – Vauxhall (*with APMC*)

From the *Antique and Classic Motor Club*:

Andrew – Mini
Simon – SAAB



Kate, Lauren, Louise & Graeme



*Bill's Vauxhall, Andrew's Mini & Simon's SAAB
with APMC*



The Veterans on display, David's Ford T, Nev's Talbot, Geoff's Wolseley, Barry's Talbot & Graeme's Talbot.

Newcastle Branch - 100 Birthday Outing. 20-5-18

Graeme Newman

Held on National Heritage Motoring Day our 100th Birthday Run celebrates those veterans that have turned or will turn 100 during the calendar year. Given it always seems to be a well supported day, we will have to come up with a new theme next year given we will be 100 years since the start of the vintage era.



Doug's latest restoration, 1913 F.N. series '1950'
Photo courtesy Joanne Hunt

It has been suggested for the next couple of years we can catch up those cars that may have missed out for some reason when it was their turn, or celebrate new restorations or vehicles that have come into the Club. Yesterday was the maiden run for one such vehicle with Doug and Dianne Marshall in their 1913 '1950' series F.N. This is the third F.N Doug has restored and a fine testament to his handy work.

We had two vehicles celebrating their birthday, the 1918 Studebaker which has been owned by the Adams Family for many years and used by three generations of the family. Since first being restored for the 1970 International Rally the car has done many tens of thousands of miles, many of those with George and Beatrice travelling throughout South Eastern Australia to attend all sorts of events with different clubs. Sadly the car has had to be rebuilt

twice during that time having been damaged in a car accident and also being extensively damaged in a bush fire.

The other centurion was the 1918 Buick owned and restored by John and Max Burke. Having only been back on the road for a few years it hasn't done anywhere near as many miles, so it was looking quite resplendent for the occasion yesterday.

All up we had ten veterans take part in the short tour from Nulkaba to Paxton where we enjoyed lunch at the Bowling Club. Whilst we have long realised that many of our future



John's 1918 Buick



The Adam's family 1918 Studebaker.

members will come from family's already involved yesterdays event was really good example. Of the ten cars that made the trip, four were driven by third generation members, and another two by second generation members. As well as that we had eight children along for the day who are all fourth generation. Hopefully within the next ten years or so a few of them will be driving as well.

It was great to see the three Adams boys out for the day with their families - it boosted out numbers considerably.

Attendance

John & Kelly Burke 1918 Buick
Brian, Christie, Hamish & Oliver Adams 1918 Studebaker
Neil, Toni, Conrad & Alexandra Adams 1912 F.N.
Stuart, Kelly, Nicholas & Jack Adams 1913 Renault
Doug & Dianne Marshall & Joanne Hunt 1913 F.N.
Nev Preston 1913 Talbot
Graeme, Karyn & Lauren Newman 1914 Talbot
Max, Joan, Payton & Ruby Burke 1916 Hupmobile
Wayne, Joanne, & Sidney Harris & Friend 1916 Buick
Rick, Isabella & Alex Thomas 1917 Studebaker
Malcolm & June Bailey & Friend Modern
Martin & Carol McCarthy Modern (ex member)



The Adam's family cars, Renault, F.N., & Studebaker.



Neil giving his talk about the Studebaker



Dianne enjoying the sun.



The Birthday Cakes



John giving his talk about the Buick



Line-up of cars at the Paxton Bowling Club



Line-up of cars at the Paxton Bowling Club

Burt's Great Adventure

Rick Thomas

"Burt" the Studebaker has spent the last 3 years in the shed, we had a home invasion and I was knifed. I lost my job and I had 18 months of unemployment.

Finally I got a good job, I've regained the use of my arm and the 100th birthday run seemed like a good time to bring Burt back out.

Alex and I set out from Woodberry with the Studebaker running fine.

We stopped at Beresfield to pay our respects to dad and then headed over to Raworth to pick up one of our daughter Isabella.

The run to Cessnock went great, I was doing what my dad loved so much with 2 of my children in tow! Happy Days !!!!

We were the first veteran to arrive at John Burkes place, and while Alex and Bella played with the pug I checked over "Burt".

Morning tea was great and with the speeches over we headed off to Paxton. Burt seemed a bit sluggish on the way to Paxton and we only had to look at a hill and I was back to 2nd gear. We finally made it to Paxton Bowling Club having only missed 1 turn (Alex was u-tubing and forgot the corner).

We got to check out Doug Marshall's new restoration and once again he has excelled himself.

The meal at Paxton Bowling Club was great, we sat next to Martin McCarthy and his wife who were very good friends of mum and dad's.

When we came out to leave "Burt" didn't want to start but just as someone came over and asked if I needed a push Burt decided he didn't want the indignity and started.

As we turned out on to the main road of Paxton I made a rookie mistake and got reverse instead of second and Burt skidded sideways before I could get him into neutral and we stopped on the side of the road.

Bella was nearly thrown through the windscreen and Alex said a very bad word. "What have I done" I thought I had broken an axle or dropped the tailshaft, but the only thing I found was that I had no clutch. We got Burt rolling then I found 1st, 2nd then 3rd gear.

Someone was looking after us because we got every green light from Bellbird to Cessnock, and soon we were on John Renshaw Drive heading home.

I got Bella to ring Karen and have her clear the driveway and open the gates. As we came into Beresfield I noticed that the "amp" gauge was so far in the negative that it should have been dragging on the bitumen.

Coming across the swamp road into Woodberry the fuel pump started to falter so I turned off the thermo fan.

Bella then said "if this car breaks down now it's just pop messing with us" we were minutes from home.

We turned into our street and as I turned into our driveway I snickered 1st and idled Burt around the house and into the garage.

Bella then told me that Alex was asleep in the back and she hoped that Burt would backfire when I turns him off and scare the crap out of her brother, I turned Burt off and breathed a sigh of relief. Bella got out and said, "damn no backfire".

Just then Burt let rip with an explosion that would have had Vietnam Veterans ducking for cover, as I got out I looked at the photo I have of dad on the dashboard and I'm sure I saw his smile get bigger.



"Burt" far left with a Renault, F.N., & Studebaker.

Historic Winton 2018

Andrew Benoit

The 42nd Historic Winton race meet took place on the 26th and 27th of May. The weather was great and there was a wide range of cars and bikes.



The Le Zebre & 1913 Peugeot Bebe.

cars on display included a Wolseley, a Fiat, an Overland and a few Ford Model Ts.

On the Sunday all of the display cars were invited onto the track for a few display laps. By chance I was paired up with a 1972 White semi, which I guess would have weighed around 20 times the Le Zebre. It was an interesting drive.

The organisers have left an open invitation for veteran cars next year. If you haven't attended the event before it is well worth going to, with or without a historic vehicle.

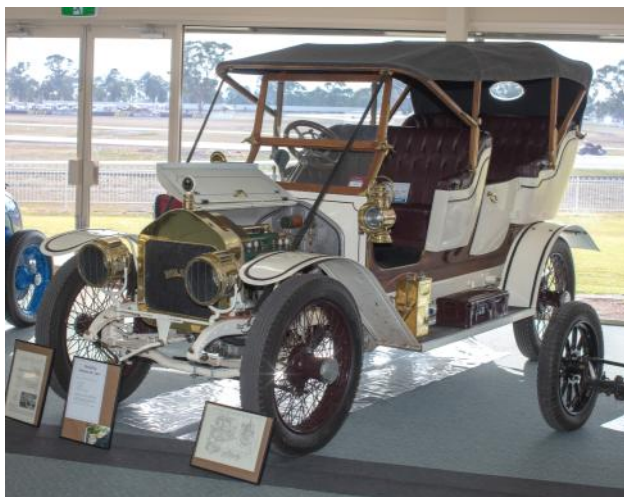
Although the main feature of the weekend is the historic racing, there were static displays covering 110 years of the Ford Model T, emergency vehicles and various other cars celebrating anniversaries.

One of the highlights was a homemade three wheeler powered by a Howard rotary hoe vee-twin. The owner/constructor explained that he had always wanted a Morgan three-wheeler but couldn't afford one so he set about building his own in the 1970s.

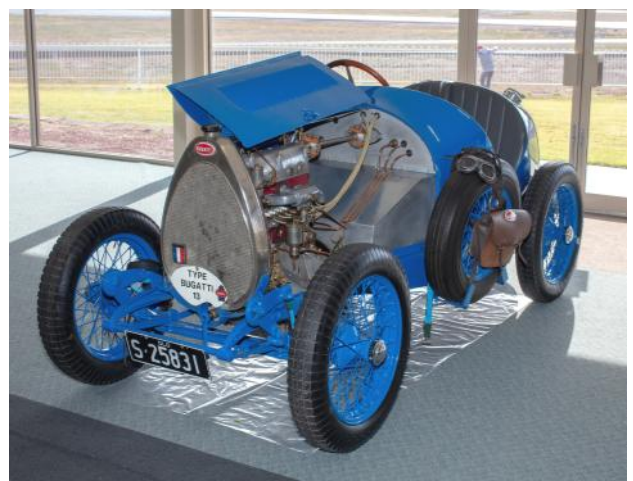
I trailed the Le Zebre down and displayed it in the main hall alongside Mark McKibbin's 1913 Peugeot Bebe. Both cars generated a lot of interest although I think we were outclassed by an immaculate 1920 Type 13 Bugatti from Queensland. Other veteran



1911 Fiat and an Overland



1911 Wolseley



1920 Type 13 Bugatti

Yamba 1 & 2 Cylinder Rally. 25-27 May 2018

John Fryirs

After spending a couple of days seeing friends in Lismore, I arrived at the Calypso Caravan Park in Yamba at around 4pm Thursday 24th May, to find quite a few of the entrants already there, with dinner planned at the hotel up on the hill overlooking the ocean. A good friendly greeting for the start of the weekend.

Friday dawned rather bleak with rain very likely, but everyone was in high spirits.

We were to assemble at 1.30pm at the Yamba Bowling Club car park. I had taken the Renault out of the trailer to go and fill with fuel, and Bill Betts came along so I asked if he'd like a ride, which he accepted, it then began to shower, Bill's response "it's ok let's go" 200 yards away it began to rain, on we went to the petrol station, and the rain was getting heavier and we were getting wetter, we passed a group under cover, Robyn Betts included, laughing at us, as a lot of others did as well. Under cover of the awning I filled the Renault and had the usual talk to people about the car and the rally, then, back into the rain to return to the caravan park, rain never stopped.

I covered the seats with plastic and set off at 1.30pm, the plastic was blowing off by the time I arrived at the car park, so Vivian said she'd come with me on the run "to sit and hold the plastic down on the seat." At 2pm we set off for a short run around Yamba, stopping to look at the lighthouse and enjoy the views along the way. After warming up and drying out we headed to the tent set up by Rod Holmes and helpers in the corner of the caravan park for happy hour followed by a great barbeque.

The friends (Peter, Karen and Daughter Destiny) I'd invited arrived from Ballina at around 7pm and Rod and Ruth cooked them up a meal even though the rest had finished. Many thanks.



Alan's Brush & Bill's Renault.

Saturday a lovely fine day dawned. I am at the bowling club car park, and I wondered how to fit 3 adults and a 7 year into a 2 seater. My friends were in a Toyota landcruiser FJ40 in lovely condition. (it also got a lot of admiration). So it was decided that Peter come with me while Karen and daughter Destiny went in the Toyota.



Rod 'the Rally organiser's' Albion, 'Bluebell'..

A most enjoyable run to Maclean, where we stopped to have a walk around and enjoy morning tea. Here Alan and Denyse Barker in the Darracq got a flat tyre, as it seemed a slow leak Peter got out his pump from the Toyota and pumped it up. We continued with Karen with me and Peter following in the Toyota and Destiny now happily waving to all in the back seat of the Barkers Darracq.

Arriving at the Brushgrove Hotel we had a lovely lunch, and Ruth Holmes gave a talk about the Clarence River and Pullen River Boats that provided the district transport up until 1930, very interesting. We now followed the

river back to Maclean and onto Yamba. A most enjoyable drive.

Tonight it was dinner at the Yamba Bowling Club with most of us in period dress. Entrants were asked to vote for their favoured motor vehicle 1 & 2 cylinder for trophies, which were wooden models made by Rod and Ruth's neighbour in Dorrigo.



Bill's Renault, Rod's Albion & John's De Dion Bouton.

Mary Walker won the motorbike with 1915 B.S.A. Russell and Chris Holden won the trophy with the 1 cylinder 1902 Thomas, and I got such a shock as my 1908 Renault won the 2 cylinder, what a great surprise to me.

Sunday I woke at 6am to rain on the roof, but by 8am it cleared to a cloudy but lovely day. Once again at the bowling club by 9am for a run to Lake Wooloweyah, then onto Angourie Village, then the Blue and Green pools. A really great drive, only 18 klm, but so much to see. Back for lunch, I had lunch with my friends then we went fishing to try and catch dinner, this being unsuccessful we joined the rest of the entrants at the Bowling Club for a happy farewell dinner.

What a well run and happy weekend, many thanks to Rod and Ruth and their friends for making such a wonderful event.

A report from the Dorrigo Farmer and Rally Organiser
Rod Holmes

After weeks of perfect weather, our Yamba weekend weather was grey and showery. This did not deter the entrants who arrived early and had a great weekend.

It was great to see my brother Keith Holmes, Club foundation member # 9. with his 1908 Albion Lorry on show. This was its first club outing since the 1958 Blue Mountains Rally, 60 years ago.

In all we had 18 veterans, (list attached) turn up and participate. My thanks to all of you, we were sorry that Felipe Martin became ill and took his 1903 Darracq home early.

Friday afternoon was a short run around Yamba, then in true Qld, style a happy hour, this was interrupted by rain that made everyone rush to help erect the gazebos that I had brought just in case. This was followed by fresh Yamba King Prawns and the BBQ of Dorrigo grass fed fillet steak with boiled Dorrigo potatoes and Muttii (sweet corn) & salads. Sweets were Gramma Pie or Peach Pie with cream or custard and icecream with Ruth Holmes pavlovas. The food was served from the back of Keith's Lorry a true table top.



Russell looking for a navigator in his Thomas.

Saturday was a flat run up to Maclean for morning tea then around Woodford Island, through the sugar cane crops to Brushgrove Hotel for Lunch, Ruth and her 96 year old cousin, local Doug Short gave a history and display about Brushgrove and the Clarence River Boats, then home to Yamba. A distance of 83km.

Saturday night was dinner at the Bowling Club with President Doug Fulford presenting the trophies for the entrant's choice of 1 & 2 cyl. vehicles and motor cycles. My neighbour Gordon Brook from Dorrigo had made beautiful wooden models for prizes. Gordon had helped make the body for "Bluebell".

The winners were Mary Walker for her 1915 B.S.A. motorcycle, Russell Holden for his 1902 Thomas, and John Fryers 1908 Renault



Loading Keith's 1908 Albion loaded with tables etc for the BBQ.

The Sunday morning run was through coastal rainforest and heath to Lake Woolewayah for morning tea then to Angourie, with its famous surfing beach and waterholes. Then back to the Calypso Tourist Park to pack up and head home.

A very successful weekend. Thanks to our Qld. Visitors for joining us. There were large crowds inspecting the cars wherever we stopped.

ENTRANTS

- 1902 1 cyl Thomas – Russell & Chris Holden
- 1908 2 cyl Renault – Bill & Robyn Betts
- 1911 2 cyl Albion – Rod & Ruth Holmes Greg & George
- 1909 1 cyl Sizaire Naudin – John & Sue Wards
- 1910 1 cyl De Dion Bouton – John & Diane Farrier
- 1908 2 cyl Renault – Robert Fordham
- 1914 1 cyl Triumph M/C – Bryson Walker
- 1915 1 cyl B.S.A. M/C – Mary Walker
- 1906 2 cyl Darracq – Alan & Denyse Barker
- 1913 2 cyl Swift – Gavin Mutton & Loretta
- 1910 1 cyl Brush – Alan Miller
- 1908 2 cyl Albion – Keith & Heidi Holmes
- 1905 1 cyl De Dion Bouton – Ross & Rhonda Guthrie
- 1908 2 cyl Alldays & Onions – Erik Larsen
- 1912 2 cyl Renault – Les & Bernas Allen
- 1908 2 cyl Renault – John Fryirs + 2
- 1909 1 cyl Reo – Laurie & Marcia McGrath
- 1903 1 cyl Darracq – Felipe Martin
- 1911 2 cyl Clement Bayard – Vivian & Doug Fulford



*Ladies dressed for the trip.
Ruth, Robyn, Vivian & Loretta.*



Alan & Denyse in their Darracq



Bryson & Mary Walker with the Triumph.

To see photos of all the cars go to the link
<https://holtysphotos.smugmug.com/1-and-2-Cylinder-Rally-Yamba-2018/>

or
[Yamba 1 and 2 Cylinder Rally 2018](#)

John Holt followed us around, the photos are low resolution but he said he would provide higher resolution ones if anyone wanted them.

Photos courtesy of Laurie Garrod, Rod Holmes & John Holt.



You are invited to join us for
The President's Picton Rally – 24 to 26 August 2018

The President's Picton Rally is on again this year. Same veteran car and trailer friendly motel but new chefs with better food and lower prices and new things to see and do.

On the Friday afternoon we are travelling to historic Belgenny Farm, originally developed by Elizabeth and John Macarthur, for a farm tour followed by a Devonshire Tea. We have been granted permission to bring our veterans into the farm compound which should make for some lovely photo opportunities. Those travelling from regions north in their veterans might like to visit Belgenny Farm on the way to the motel in Picton. The round trip from the motel is 53km with shortcuts available. Dinner that evening will be at the motel preceded by Happy Hour.

Saturday morning we are heading out to inspect a beautiful garden on a lovely scenic road in Bargo where we will enjoy one of Robyn Betts' famous morning teas. From there we travel by rural roads to the National Studebaker Museum of Australia (which is just a fancy way of saying the Fulford residence). There we will have a P lunch (food items, decorations and prizes beginning with the letter "P") followed by a few demonstrations / presentations on everyday things (cameras, phonographs, toys etc) going back to veteran days. Plus there will be a competition where adults may need the help of children and vice versa. The round trip is 107 km with shortcuts available. That evening dinner will again be at the motel and those that like to dress in historic costumes are encouraged to do so.

Sunday morning we are travelling to Camden to do some op shopping (Treasures on Argyle, the local Lifeline store, is opening especially for us) and wander through the very interesting Camden Museum – free admission. At the same time some of us will be endeavouring to raise some money for Lifeline by letting members of the general public dress up and have a picture taken of them in a veteran car for a small donation. If people who can dress up in period costume do so that might create an ambiance that would help with this endeavour. The distance to Camden is 18 km so its a round trip of 36 km if you are returning to the motel.

It should be an entertaining weekend. The motelier at Picton Valley Motel is once again offering substantial discounts on his already very competitive room tariffs and has reserved the whole motel for us so make sure that you mention you are with the Veteran Car Club when making your booking. This time around, evening meals and breakfasts can be booked to your room. The chefs have requested that I send entrants the then current menu shortly before the rally for you to select what meals you would like on the Friday and Saturday nights. That way you should get the meal you would like the most rather than having to negotiate with your partner with alternate drops or missing out because they've run out of ingredients. Vivian, Robyn, Bill and I have personally tested most of the dishes on the current menu and they were all very nice and great value for money.

I do note that whilst the routes chosen should be OK for 1 and 2 cylinder cars there are a few hills to be conquered.

To book your accommodation call Picton Valley Motel on 4677 2121 and tell them you are with the veteran car rally. We are in the process of finalising catering costs but suggest you book your accommodation now to avoid missing out. For any enquiries about the rally itself contact Doug Fulford 4655 7944 (work) 4654 5432 (home) or email dougf@people.net.au.



Historic Belgenny Farm



Camden Museum

“You can’t get full registration for a vehicle over 100 years old!”

Jenny Fawbert

Let’s get it straight here and now, and this is a direct quote from the RMS Director of Compliance and Regulatory Services - *“The RMS system will allow the registration of vehicles where the compliance date is 1900 or later. There has been no change to the system that would prevent the full registration of a vehicle that is more than 100 years old (i.e. has a compliance/manufacture date of 1917 or 1916).”* (Email to Ray Ives, President of the Council of Heritage Motor Clubs, 26 April 2018).

Apparently, a rumour that *“You can’t get full registration for a vehicle over 100 years old”* has been rolling around in some veteran and vintage circles for the last few months but when concerned delegates at the April Council of Heritage Motor Club’s AGM formally asked Council to investigate the matter was quickly attended to with President Ray Ives raising it directly with the RMS Director.

So, if there’s no problem at the RMS what is the real story behind this rumour?

Council made further enquiries and found that for vehicles 100 years or older on full registration Shannons Insurance couldn’t process a CTP renewal. To renew the age of a vehicle had to be edited on the CTP application by the Shannons operator and then a renewal was issued, although the vehicle is then noted on its CTP as being younger than it is!

Some CHMC Committee members then tested this for themselves in the last few weeks and found that Shannons was indeed unable to accept vehicles over 100 years old for CTP.

NRMA Veteran & Vintage Insurance was also contacted and their Green Slip section said they are unaware of any such issue obstructing their 100 year or older CTP renewals.

The CHMC President then took the matter up with the National CTP executive at Suncorp, as Suncorp operates the software that Shannons and Suncorp’s other insurance agencies - GIO, AAMI and APIA use. The executive indicated that Suncorp will update their systems to allow green slip processing for any aged vehicle, but this may take a little time. Meanwhile Suncorp suggest that until this happens for vehicles over 100 years old the declared build date of the vehicle be indicated as less than 100 years. (Not ideal from Council’s perspective but works for Suncorp while they correct the system).

It has also been suggested that this issue at Shannons, GIO, APIA and AAMI will need correcting before we roll over into the vintage years at the end of 1919 as there are more heritage vehicles on full registration in the post-1919 era.

At this stage CHMC Committee has taken the matter as far as we can with the relevant agencies, though contact with Suncorp will be maintained to encourage them to expedite a solution.

So, when someone says to you that the RMS has stopped registering cars over 100 years old, tell them *“that just isn’t so”*.



German officers carrying a white flag approach a British Brigade headquarters. Their task was to act as guides to the British officers who were taking over after the “cease fire” had been given, and to lead them safely over mine infested areas.

What make of car is it?

Answers to the Editor

Photo courtesy of Leon Smith

The Remarkable History of the Jerrycan

by Nigel Mason

In the early 1930s the German Army reasoned that if they were going to fight a mechanised war they would need a far better fuel container than of the current types. Most contemporary fuel cans were made of thin tinplate, frequently merely soldered together. This made them fragile and easily damaged by rough handling. They also often had screw-on caps that could get lost and needed a special spanner to loosen. The cans were often an odd shape that made them hard to stack and awkward to carry, would not pour without sloshing and gurgling, which meant that usually needed a large funnel or at least a separate spout and last but not least, if they were filled right up and left in the hot sun, the petrol would expand and burst the can.

The Germans came up with a design that was made entirely of steel plate and essentially pressed in two halves. The halves were welded and the weld was inside a sunken gutter that protected the weld from damage. The flat sides of the can were stamped with deep large X shape to stop the sides from bulging. The bottom corners were well rounded to minimise damage, the can was so that it did not bump the legs when being carried, was tall enough to not require excessive stooping to pick it up and was rectangular in plain view to make them stack side by side efficiently. The cans were designed to hold twenty litres of petrol and to weigh twenty kilograms when full. This made life easier for the loadmasters.

Originally, the insides of the cans were coated with a plastic compound developed for beer containers. The idea was that the cans could be rinsed out and used for water, but this did not prove a success and instead cans for water had a large white cross painted on each side.

The can has a spout that is designed to allow pouring without the need for a funnel. The cap is fixed on a hinge so that it cannot get lost. The hinge is designed to allow the cap to stay open without being held, thus freeing up both hands to hold the can while pouring. The cap is opened and closed by means of a lever device that can be quickly operated with one hand. The lever enables the cap to be tightly closed.

There are three handles on the top, which at first glance, looks to be two too many. The can is normally carried with the centre handle while the outer handles allow a can to be carried by two people. If two empty cans are placed side by side they can be picked with one hand by grasping the two adjacent handles. So, one man can easily carry four empty cans, two in each hand. If he was the burly type, he could carry four full cans! The main use of the outer handles is that they make it very easy to pass the cans from hand to hand. So that a line of men can set up a 'bucket brigade' and quickly move hundreds of litres of fuel. The handles also make convenient tie-down points.

The handles are made from the same steel as the main body of the can and they are rolled to make a handle of comfortable diameter. Anyone who has carried one of the old four-gallon kerosene tins with handle seemingly made from coat hanger wire will appreciate that particular design detail! Behind the handle the top of the can rises to a distinct hump. This creates an air pocket that ensures that the can cannot be filled completely up. Inside the spout is a breather tube that leads into the air space and prevents gurgling when pouring. The air pocket makes a chamber to allow the petrol to expand if left in the hot sun and stops the can from bursting in the heat. The space also means that when the can is full of petrol and it falls in the water it will float. The Germans mass produced the can in secrecy by the thousands and stored them in a guarded hangar at Tempelhof airport.

In WW2 the British first came across the can in the Norway campaign, quickly saw that it was much superior to their own and collected up all they could find for their own use. British soldiers usually called the Germans 'the jerrv's', so the German cans quickly became jerrycan. The British quickly began to mass produce the jerrycan, essentially identical to original German design. After a couple of false starts the Americans also started to make it, again to the original design. In preparation for the invasion of Normandy, the British literally millions of jerrycans.

Just after D-Day President Roosevelt went before congress and said:

"They were among the first supplies landed on the beaches of France. When the US 1st and 3^d Armies broke out of Normandy it was in these jerrycans that the petrol our tanks and lorries needed to keep going was sent forward. Without these cans it would have been impossible for our armies to cut their way across France at a lightning pace which exceeded the German blitz of 1940. Cargo planes and even combat planes were loaded with them and carried them to the airfields.

Lorries of every size, jeeps, armoured cars - everything that rolled on wheels-loaded up with jerrycans and rushed them to front lines. They were tough enough to be dropped off lorries in motion without bursting open. They could even be dropped from the air into rivers and streams, or they could be dumped overside from ships, because they have air pockets at the top which make them float even when filled"

At the end of WW2, it was estimated that about twenty-one million jerrycans were scattered around Europe.

Today the jerrycan is made world wide (my own was made in Croatia!) and is the standard issue for NATO countries, the Israeli military, many African countries and many of the Warsaw Pact countries. It is still made essentially to original design eighty years later.

So next time you are down at Super-Cheap and you see jerrycans on display and you don't already own one, buy one, even if you don't need it. You can put in your garage and tell yourself that you own an iconic piece of history. A classic piece of twentieth-century industrial design.

Outback Adventure ... *Charleville Western Queensland*
2020
1 & 2 Cylinder Rally

Wednesday 1 - Tuesday 7 April • Hosted by Veteran Car Club of Australia (Qld) Inc.

Newsletter

Number 1 May 2018

Rally Headquarters: To be announced

Members of the Queensland Veteran Car Club have recently visited Charleville the chosen destination for the next 1 & 2 Cylinder National Rally in 2020.

We have explored many places, roads and visited many interesting venues. We are planning an "Outback Adventure".

The support from the local people, the Mayor and the Council has been very encouraging. We certainly have fired up a lot of excitement in the town. The bush telegraph worked like a bush fire. Most locals knew who we were and the reason we were in town.

Most encouraging.

As we all know, the farmers & country towns are all doing it tough these days and this is one way we can help our country friends.

We have 2 years to get everything finalised. You also have 2 years to have your vehicle ready for this exciting experience.

The committee has chosen a very diverse and interesting program for you to enjoy during the next National 1 & 2 Cylinder Rally. So why not complete an Expression Of Interest form and email it through. We are waiting to hear from you

Don't forget to apply for leave from work or hobbies as this will be an Adventure not to be missed.



This is part of the old Cobb & Co track. Cobb & Co had a factory in Charleville so it is a big part of Ctiatteviite's history. Barduthulla was a horse changing station and pub, 27 miles out on the Augathella Road. Virtually nothing is left but some scattered rubble and the old bridge over the Warrego River.

If we can get to visit Gowrie Station a working property on that Augathella Road we may visit parts of this track and see Barduthulla. We are still making enquires.



2020 Committee • Graham & Irene Donges • Merv & Margaret Thompson • Ross & Rhonda Guthrie
Graham & Irene Donges • Rally Directors • 10 Havenhill Court Murrumba Downs Q 4503
Graham 0417 718 617 • Irene 0419 751 324 • charvillerrally2020@gmail.com

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We are looking for people who may be able to assist at Forbes with some of the daily duties. This may be assisting with entrant registration, helping with parking vehicles, assisting at meal venues or various other tasks that will arise.

Our hope would be that we could get these jobs done and still enable people to participate in the daily runs in their veteran.

We are also keen to identify businesses that may be able to assist us with sponsorship or by providing items suitable for inclusion in the rally bags. These might be some type of food or drink products, or other lifestyle or motoring products that are relevant to our vehicles or people.

If you are able to assist in some way, please contact me via the rally email address: forbes2018@bigpond.com, by phone: 0412 138 063 or 4392 1035 (AH) or talk to me at a club meeting.

Graeme Newman
Rally Secretary

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[6-18]



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[6-18]



Wanted

T Ford 1913 motor block.

Contact: Adam Marwood 0401 653 871 or email marwooda@yahoo.com.au
[5-18]

A set of hood irons for a Buick E45. (1918)

Contact: David Salter. 0428 952 899. Email: da5053@outlook.com
[6-18]

Hi Folks - I'm trying to trace the new owner of a **1904 Humberette** that was purchased from a deceased estate in South Australia in the last couple of years. I knew the car and I have some information that the new owner may well find useful. I think it's in the Blue Mountains somewhere. Thanks Alan Boman

Contact: Alan Boman 0408 014 234 email: alan@boman.com
[6-18]

Wanted for our Web Site

Early rally flyers (entrant lists) of major rally's such as the Blue Mountains event for events prior to 1960. We have a number of old photo's of cars in events. It would be nice to be able to identify the events the cars were taking part in.

'Before and After' photo's of any veteran vehicles members may have restored, along with some details of the car and restoration. We want to add a section to the Website to highlight what can be achieved with the persistence and talent (or money) our members possess.

Any other articles or ideas to publish on the website.

Please contact us on the details below or talk to me at a Club meeting.

Contact: Graeme & Abbey Newman Ph: 4392 1035 (H) 0412 138 063 (Mob)
kazngraeb@bigpond.com or events@vccansw.org or contact us via the website.

Light-hearted Humour

Ron Hattersley

Two guys, one old, one young, are pushing their carts around Wal-Mart when they collide. The old guy says to the young guy, "Sorry about that. I'm looking for my wife, and I guess I wasn't paying attention to where I was going." The young guy says, "That's OK, it's a coincidence. I'm looking for my wife, too... I can't find her and I'm getting a little desperate.

The old guy says, "Well, maybe I can help you find her... what does she look like?" The young guy says, "Well, she is 27 yrs. old, tall, with red hair, blue eyes, is buxom...wearing no bra, long legs, and is wearing short shorts.

What does your wife look like?"

To which the old guy says, "Doesn't matter, let's look for yours."

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