

# SPIRIT 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.



Print Post Approved  
PP 100005065







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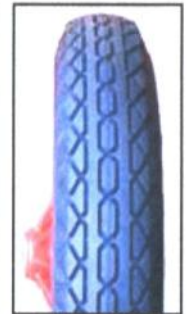
- |             |               |
|-------------|---------------|
| 475/500x19" | 400x23"       |
| 440/450x21" | 450x23"       |
| 525x21"     | 400x24"       |
| 525/550x17" | 450/500x24"   |
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**Articles and Letters appearing in Spit & Polish reflect the opinion of the Author.**  
**They are not necessarily the opinion of the editor or the committee**  
**nor are they any indication of club policy.**

# SPIT AND POLISH

WEB PAGE: [www.vccansw.com](http://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](mailto: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:-**

*Malcolm Roy’s 1910 Hupmobile Model 20.  
At the lunch stop at Wollombi,  
during the Newcastle Branch Singleton Tour.  
June 2018*

**Committee of Management**

**OFFICE BEARERS:**

		<b>HOME</b>	<b>BUSINESS</b>	<b>FACSIMILIE</b>
PRESIDENT	Doug Fulford	4654 5432	4655 7944	
		Email: <a href="mailto:president@vccansw.org">president@vccansw.org</a>		
VICE PRESIDENTS	Phil O'Loan		Mob: 0400 730 071	
		Email: <a href="mailto:vicepresident1@vccansw.org">vicepresident1@vccansw.org</a>		
	Peter Martin	4657 2994	Mob: 0418 865 235	
		Email: <a href="mailto:vicepresident2@vccansw.org">vicepresident2@vccansw.org</a>		
SECRETARY	Louise Yeomans	9884 9314	Mob: 0488 082 611	
		Email: <a href="mailto:secretary@vccansw.org">secretary@vccansw.org</a>		
TREASURER	Geoff Yeomans	9884 9314		
		Email: <a href="mailto:treasurer@vccansw.org">treasurer@vccansw.org</a>		

**COMMITTEE MEMBERS:**

EDITOR	Neville Preston	4352 1533	Email: <a href="mailto:spitandpolish@vccansw.org">spitandpolish@vccansw.org</a>	
EVENTS CO-ORDINATOR	Graeme Newman	4392 1035	Mob: 0412 138 063	
		Email: <a href="mailto:events@vccansw.org">events@vccansw.org</a>		
REGISTRATIONS OFFICER	Neil Martin	9632 5047	Mob: 0417 236 495	
HALL LETTINGS	Robert Fordham	9899 4395	Email: <a href="mailto:hallrentals@vccansw.org">hallrentals@vccansw.org</a>	
WEB CO-ORDINATOR	Peter Weir	4262 6595	Mob: 0414 831 872	
		Email: <a href="mailto:webcoordinator@vccansw.org">webcoordinator@vccansw.org</a>		

-----  
**CHAIRMAN INVESTIGATION**

<b>&amp; DATING</b>	John Burke	4991 1806	Mob: 0412 821 945	
<b>LIBRARIAN</b>	David McCredie	9653 2592		

**SUB COMMITTEES:**

<b>INVESTIGATION &amp; DATING</b>	John Burke	4991 1806	Mob: 0412 821 945	
	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		

**BRANCH CHAIRMEN & SECRETARIES:**

<b>NEWCASTLE CHAIRMAN</b>	John Burke	4991 1806	6570 3446	6570 3478
			Mob: 0412 821 945	
			Email: <a href="mailto:hupmobile@bigpond.com">hupmobile@bigpond.com</a>	
<b>SECRETARY</b>	Graeme Newman	4392 1035	Mob: 0412 138 063	
			Email: <a href="mailto:kazngra@bigpond.com">kazngra@bigpond.com</a>	
<b>MaSH CHAIRMAN</b>	Doug Fulford	4654 5432	4655 7944	
			Email: <a href="mailto:doug@people.net.au">doug@people.net.au</a>	
<b>SECRETARY/TREASURER</b>	Kevin Boardman	4654 5499	Email: <a href="mailto:kboardman13@bigpond.com">kboardman13@bigpond.com</a>	
<b>LEGAL ADVISOR</b>	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.

Monthly Meeting of VCCA (NSW) Inc held on Thursday 26<sup>th</sup> July 2018

### ATTENDANCE

Committee: 8      Members: 14      Family members: 4

**APOLOGIES:** Dennis Ballard, Don Liddle, Neil and Lynette Martin, Peter Martin, Norm Mitchell, Barry and Dorothy Shinfield, Michael and Marilyn Trethowan.

### MEETING OPENED AT 8:15 PM.

### PRESIDENT'S OPENING REMARKS

The president welcomed all members to the meeting. He sadly announced that Glad King had died. She was formerly the club's social secretary.

### MINUTES PREVIOUS MEETING

Matters arising: Nil

Moved: Graham Weekes      Seconded: Bill Betts

### INWARDS CORRESPONDENCE

#### Invitations:

2018 Shannon's Melbourne Winter Classic Auction 16 July

Invitation to All French Day

#### Other Club publications:

Brass Notes	Veteran Torque
Retronauts (online)	Early Auto (2 months)
The VCCNZ Bulletin	The Vintage Car
CMC Preserve (online)	Torque

#### Other:

Apologies for working bee received from Phil O'Loan, Phil Virgona, David Norton, Graeme Newman, Norm Mitchell, Brad Grant, and Les Watton.

Report on Yamba Rally from Rod Homes

Bob Dunk – resignation

Age of Fishes Museum Canowindra

A Rostron – working bee comment

VCCA(Vic) – death of Ian Smith

National Trust - Paul Butler Bequest

Newcastle minutes

### OUTWARDS CORRESPONDENCE

Martin McCarthy and Anne Irish – pre-membership

Richard Bremner and Sam Movizio – membership

Phil Virgona – thank you for donation of photographs

Rod and Ruth Homes – thank you for Yamba Rally

Hy-Craft Home Improvements

Commonwealth Bank

Club emails: working bee, Picton entry form, All French Day

Moved: Phil O'Loan

Seconded: Graeme Newman

### TREASURER'S REPORT

The Treasurer reported on balances.

Balances are:	\$
Ordinary account:	55,532.20
Term deposit 1	29,168.18
Term deposit 2	30,295.89



Payments have been made to the cleaner, printer, Canada Bay Council for rates, GIO building insurance, Hi-craft Home Improvements for the awning and to the solicitor's trust account for locating a copy of the building deeds. Income has been received from rents, membership renewals and interest from the 2 term deposits. Both term deposits have been reinvested with the accrued interest. Some participants have paid for the President's Picton Rally.

Moved: John Fryirs

Seconded: Rod Holmes

**MAGAZINE** Nothing to report

### **EVENTS**

Graeme Newman reported on the last MaSH Run and Sydney North Run with 4 veterans. The Combined MaSH meeting and coffee run was held last month. On 5 August is the Combined Navigator's Rally from Anzac Park West Ryde to Prospect Reservoir. Les reminded participants to bring their own everything! The Father's Day Breakfast will be held on 2 September. Please let Louise Yeomans know if you are coming by 31 August.

So far there are 144 entries for the National Rally with 4 possible withdrawals and 2 swaggies. There are some late entries although entries have closed. There are 285 participants. The organisers have checked routes, liaised with clubs for catering etc, name badges and signs are printed.

Doug reminded members of the coming President's Picton Run from 24-26 August with different runs from last year. Entry forms to Doug and payments to the Treasurer.

**PERMIT TO MOVE/REGISTRATION** Nothing to report

### **LIBRARY**

There was an article in *Spit and Polish* and again, there is a request for an outstanding books and photographs to be returned.

**DATING** Nothing to report

### **MEMBERSHIP**

Martin McCarthy and Anne Irish were successfully voted into the club as members. The President welcomed them to the club.

**CMC** Nothing to report

### **HALL**

Robert Fordham thanked all those who helped at the working bee. Many of the outstanding tasks were completed. The cause of the leak in Hall 2 was identified as poorly installed the air conditioners. The hand railing and awning are complete. Geoff Yeomans has fixed the microphones and Peter Weir has tuned the sound system and affixed evacuations signs. The rear back door has been fixed so it should shut, especially in hot weather. Invoices have been sent to renters.

### **WEBSITE**

Over 10,000 people have visited the website. Graeme requested any interesting information for the website, People like new things! Future developments are likely to include classified and information pages.

### **GENERAL BUSINESS**

#### **Veterans on the move**

Peter Weir showed two film clips – *The Goodwood Festival of Speed* and *The Beast of Turin*. Some veterans can move fast!

The raffle was drawn.

### **MEETING CLOSED AT 8:50 PM.**

Doug Fulford  
President

Louise Yeomans  
Secretary

**Minutes of 63<sup>rd</sup> Annual General Meeting of VCCA (NSW) Inc**

**VETERAN CAR CLUB OF AUSTRALIA (NSW) INC  
63<sup>rd</sup> ANNUAL GENERAL MEETING  
24 AUGUST 2017  
134 Queens Road FIVE DOCK NSW**

**1. WELCOME**

The meeting opened at 8:40 pm by the President Doug Fulford who welcomed all present.

**2. PREVIOUS MINUTES**

The previous minutes were published in *Spit and Polish*.

Matters arising: Nil

Moved: Barry Shinfield      Seconded: Neville Preston

**3. COMMITTEE REPORTS FOR 2016/2017**

The President, the Secretary and the Treasurer presented their reports.

The report from the Dating Committee was presented by the President on behalf of the Chairman of the Dating Committee. The reports will be published in *Spit and Polish*.

Moved: Phil O’Loan      Seconded: Laurie Garrod

**4. ELECTION OF OFFICE BEARERS AND THE COMMITTEE MEMBERS FOR 2017/2018**

The President thanked all committee members for their support.

The President declared all of the positions vacant.

Bob Hobson, a previous president, took the chair and conducted the elections. Bob asked for nominations from the floor. No nominations were received.

The results were as follows:

<b>Position</b>	<b>Officer Bearer</b>
President	Doug Fulford
Vice Presidents	Phil O’Loan Peter Martin
Secretary	Louise Yeomans
Treasurer	Geoff Yeomans
Committee members:	Robert Fordham Neil Martin Graeme Newman Neville Preston Peter Weir
Dating Chairman	John Burke

The new President, Doug Fulford, took the chair. He thanked Bob for conducting the election.

**5. APPOINTMENT OF HONORARY AUDITOR**

There is no longer a requirement for an audit.

**6. GENERAL BUSINESS**

a. Presentation of Annual Financial Statement as required under Section 26(6) of the Associations’ Incorporation Act 1984.

The Treasurer presented the financial statement as circulated to members in the August edition of *Spit and Polish*.

b. Presentation of Awards:

<b>Award</b>	<b>Recipient</b>
Len Nasser Trophy	Not to be awarded
CT Coggin Trophy	Not to be awarded
Literary Award	Louise Yeomans
Junior Literary Award	Not to be awarded
Navigators Trophy	Louise Yeomans
Veteran of the Year	Not awarded

There being no other general business the President closed the meeting at 9:00pm.

**VETERAN CAR CLUB OF AUSTRALIA (NSW) INC**  
**64<sup>th</sup> ANNUAL GENERAL MEETING**  
**23 AUGUST 2018**  
**134 Queens Road FIVE DOCK NSW**

**AGENDA**

1. WELCOME
2. PREVIOUS MINUTES
3. COMMITTEE REPORTS FOR 2017/2018
  - a. The President
  - b. The Secretary
  - c. The Treasurer
  - d. Dating Committee
4. ELECTION OF OFFICE BEARERS AND THE COMMITTEE MEMBERS FOR 2018/2019  
 All positions are declared vacant. A previous president is asked to run the election of office bearers. Nominations will be accepted on the night  
 Positions: President, Vice President (2), Secretary, Treasurer, Committee members (5) and Dating Committee Chairman
5. APPOINTMENT OF HONORARY AUDITOR AND LEGAL ADVISOR
6. GENERAL BUSINESS
  - a. Presentation of Annual Financial Statement as required under Section 26(6) of the Associations' Incorporation Act 1984.
  - b. Presentation of Awards (see attached list)
  - c. Other general business

Award	Recipient
Literary Award (Neville Preston)	
Junior Literary Award	
Navigator's Trophy (Les Watton)	
Veteran of the Year (Dating Committee)	
Hattersley Cup Trophy	

**VETERAN CAR CLUB OF AUSTRALIA (NSW) INC**  
**NOMINATION FORM FOR 2018/2019 MANAGEMENT COMMITTEE**

OFFICE BEARERS	NOMINEE	PROPOSER	SECONDER	ACCEPTED
<b>President</b>				
<b>Vice-President</b>				
<b>Vice-President</b>				
<b>Secretary</b>				
<b>Treasurer</b>				

**Committee Members**

<b>1.</b>				
<b>2.</b>				
<b>3.</b>				
<b>4.</b>				
<b>5.</b>				

**Note 16 (1)** Nominations of candidates for the election as office bearers of the Association or as ordinary members of the committee

- a. Shall be made in writing, signed by two ordinary members of the association and accompanied by the written consent of the candidate (which may be endorsed on the nomination form), and
- b. Shall be delivered to the Secretary of the Association not less than 7 days before the date fixed for the holding of the Annual General meeting at which the election is to take place.
- c. Nominations will be accepted on the night.



## Events Calendar - Club Events

### AUGUST 2018

- 23<sup>rd</sup> Committee Meeting starting at 6.45pm  
23<sup>rd</sup> Monthly Club Meeting at Club Rooms, Fivedock at 8pm  
23<sup>rd</sup> **64<sup>th</sup> Annual General Meeting.**  
24<sup>th</sup> - 26<sup>th</sup> **President's Rally - Picton** *See page 8 for details*

### SEPTEMBER 2018

- 2<sup>nd</sup> **Sydney North Breakfast Run.** *See Page 8 for details*  
7<sup>th</sup> **MaSH Branch Morning Tea run.** *Check with Greg Roberts*  
18<sup>th</sup> Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm  
23<sup>rd</sup> - 28<sup>th</sup> **National Rally - Forbes**  
27<sup>th</sup> No Committee Meeting. Due to the National Rally at Forbes  
27<sup>th</sup> No Monthly Club Meeting. Due to the National Rally at Forbes

### OCTOBER 2018

- 12<sup>th</sup> **MaSH Branch Morning Tea run.** *Check with Greg Roberts*  
12<sup>th</sup> - 14<sup>th</sup> **Newcastle Annual Tour.** *Please note this event has been cancelled for this year due to the closeness of the National Rally at Forbes.*  
16<sup>th</sup> Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm  
25<sup>th</sup> Committee Meeting starting at 6.45pm  
25<sup>th</sup> Monthly Club Meeting at Club Rooms, Fivedock at 8pm

## Events Calendar - National Rallies

### SEPTEMBER 2018

- 23<sup>rd</sup> - 28<sup>th</sup> 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**.

### 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.*

## Events Calendar - Invitation Events

### SEPTEMBER 2018

- 15<sup>th</sup> - 16<sup>th</sup> 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](http://www.SydneyAntiqueMachineryClub.com)

### OCTOBER 2018

- 14<sup>th</sup> - 20<sup>th</sup> **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*

## Events Calendar - Invitation Events (cont.)

AUGUST - SEPTEMBER 2019

30<sup>th</sup> August - 6<sup>th</sup> 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

### 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).

*Entry Form in July Spit and Polish*

### Sydney North Breakfast Run

2 September 2018

The annual Father's Day BBQ will be held at Lane Cove National Park at Casuarina Point – the same place as last year. The gates open at about 8:30am.

What better to start Father's Day than spending time with your mates talking about veteran cars!

Please let me know by Friday 31 August if you are coming for catering purposes.

Louise: Mobile 0488 082 611 or email: louise.yeomans1@gmail.com

### 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 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 26<sup>th</sup> July 2018 we have received 144 entries.**

For any enquiries contact me via our email address: [forbes2018@bigpond.com](mailto:forbes2018@bigpond.com) or on 0412 138 063

There is also a page on the club website with the information about the rally, which is

[www.vccansw.com/forbes](http://www.vccansw.com/forbes)

Graeme Newman  
Rally Secretary

## 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 the Editor on the Working Bee, a report on the Newcastle Branch rail motor trip from Sarah (Dianne) Gotley and some photos and brief report on the MaSH branch Northern Coffee run from Les Watton. The Financial Statement from Laurie Garrod, which he spends a lot of time putting together.

Coming events for the next month or so are: MaSH Branch Morning Tea run and Northern Coffee run. The Sydney North Breakfast run. The President's Picton Rally in August. The National Rally, Forbes with some information on where and what to find on our web site.

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.

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

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

Enjoy your Veteran motoring

*Nev Preston*



### Change of Address, Phone & Email

David Miller (958)  
62 Coluche Road  
ARMIDALE NSW 2350  
(M) 0417 427 482  
(E) dimill70@yahoo.com.au

### Welcome New Members

Anne Irish (1138)  
15 Anne William Drive  
PENNANT HILLS NSW 2125  
**Associate**  
(H) 9872 1990  
(E) arosewndal@yahoo.com

Martin McCarthy & Carol (1139)  
121 Parishs Road  
HILLDALE NSW 2420  
**Associate**  
(H) 4995 6197  
(E) martin340@gmail.com

### 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](mailto: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

THE VETERAN CAR CLUB OF AUSTRALIA (NSW) INC.

INCOME AND EXPENDITURE STATEMENT  
FOR YEAR ENDED 30 JUNE 2018

	Note	2018 \$	2017 \$
<b>OPERATIONS: INCOME/(DEFICIENCY)</b>			
Annual Subs		14,180	13,620
Donations		510	50
Stock	6	-	-
Interest		1,668	1,344
Raffles		363	781
Spit & Polish	2	- 7,740	- 7,038
Functions & Events	3	- 1,254	- 41
Property Operations	4	11,454	- 209
Net Surplus/(Deficiency) from operations		<u>19,191</u>	<u>8,506</u>
<b>LESS: ADMINISTRATION &amp; OTHER EXPENSES</b>			
Secretarial		2,489	1,811
Subscriptions		-	-
		<u>2,489</u>	<u>1,811</u>
Surplus/(deficit) for the year		16,703	6,695
Newcastle Branch Surplus/(deficit) for the year	5	- 1,729	962
		<u>14,974</u>	<u>7,657</u>
Accumulated Funds at the beginning of the year		277,963	270,306
Accumulated Funds at the end of the year		<u>\$292,937</u>	<u>\$277,963</u>

THE VETERAN CAR CLUB OF AUSTRALIA (NSW) INC.  
FINANCIAL STATEMENTS  
FOR YEAR ENDED 30 JUNE 2018

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The attached notes form part of the accounts



THE VETERAN CAR CLUB OF AUSTRALIA (NSW) INC.

BALANCE SHEET  
AS AT 30 JUNE 2018

	Note	2018 \$	2017 \$
<b>CURRENT ASSETS</b>			
Cash	1	155,221	118,734
Debtors		9,310	6,390
<b>TOTAL CURRENT ASSETS</b>		<u>164,531</u>	<u>125,124</u>
<b>NON-CURRENT ASSETS</b>			
Premises at Cost, 134 Queens Road, Five Dock		42,057	42,057
Freehold Land (at cost)		102,839	102,839
Buildings (at cost)		-	-
Less: Prov. for Depreciation		<u>144,896</u>	<u>144,896</u>
Library at Cost		27,902	27,902
Less: Prov. for Depreciation		<u>27,902</u>	<u>27,902</u>
Furniture, Plant		77,421	77,421
Less: Prov. for Depreciation		<u>77,421</u>	<u>77,421</u>
<b>TOTAL NON CURRENT ASSETS</b>		<u>172,798</u>	<u>172,798</u>
<b>TOTAL ASSETS</b>		<u>337,329</u>	<u>297,922</u>
<b>LESS: CURRENT LIABILITIES</b>			
Members Subs in Advance		5,740	11,060
Events, Monies (Net of Expenses)		36,422	389
Sundry Creditors		2,230	8,510
<b>TOTAL CURRENT LIABILITIES</b>		<u>44,392</u>	<u>19,959</u>
<b>NET ASSETS</b>		<u>292,937</u>	<u>277,963</u>
<b>REPRESENTED BY:</b>			
Accumulated Funds		<u>292,937</u>	<u>277,963</u>

The attached notes form part of the accounts

THE VETERAN CAR CLUB OF AUSTRALIA (NSW) INC.

NOTES TO AND FORMING PART OF THE ACCOUNTS  
FOR YEAR ENDED 30 JUNE 2018

	2018 \$	2017 \$
<b>NOTE 1: CASH</b>		
Commonwealth Bank	51,553	50,134
~Cheque Account	-	-
~Cheque Account No 2	-	-
~Term Deposits	58,883	58,119
Greater Building Society Newcastle	46	246
~General Account	885	244
~Car Rally Account	36,252	389
~Humobile Rally/National Rally	7,602	9,602
~Term Deposit	<u>155,221</u>	<u>118,734</u>
	<u>\$ 155,221</u>	<u>\$ 118,734</u>

Details of Term Deposits at 30 June 2016

Commonwealth Bank of Australia		Rate	Due Date
Principal	28,883	2.40%	19/07/2018
	30,000	2.40%	20/07/2018
	<u>58,883</u>		
Greater Building Society Newcastle		Rate	Due Date
Principal	7,602	2.80%	23/11/2018
	<u>7,602</u>		

**NOTE 2: SPIT & POLISH OPERATIONS**

Printing (including covers) & collating  
Mailing & Sundries

	5,771	5,246
	2,693	2,742
	<u>8,465</u>	<u>7,988</u>
Less: Advertising Income	725	950
<b>Net Deficit</b>	<u>- 7,740</u>	<u>- 7,038</u>

**NOTE 3: FUNCTIONS & EVENTS**

National Rally  
Trophies  
Christmas in July  
Christmas Party  
1 & 2 Cylinder  
CMC  
MASH Rally

	2,000	-
	74	258
	-	175
	-	59
	399	75
	120	140
	393	-
<b>Net Deficit</b>	<u>1,254</u>	<u>41</u>

THE VETERAN CAR CLUB OF AUSTRALIA (NSW) INC.  
 NOTES TO AND FORMING PART OF THE ACCOUNTS  
 FOR YEAR ENDED 30 JUNE 2018

**NOTE 4: PROPERTY OPERATIONS**

Rent Received:	43,489
<b>Expenses:</b>	
Cleaning	7,075
Consumables	111
Depreciation	3,631
Electricity	22,259
Hall Repairs Including Kitchen.	1,149
Small Hall Agent Fees	4,726
Insurance	4,006
Rates & Taxes	853
Water	43,699
	<u>34,174</u>
<b>Net Income/(Deficiency)</b>	<u>209</u>

**NOTE 5: NEWCASTLE BRANCH - RESULT**

<b>INCOME</b>	251
Interest received	220
Events - Surplus/(Deficiency)	-
Monthly Meetings & Misc	1,112
June Rally	9
October Rally	399
National Rally	6
Christmas Party	2,000
Raffles	115
	-
	<u>1,710</u>
<b>Total Income</b>	<u>1,485</u>

<b>EXPENSE</b>	124
Bank Charges	-
P O Box	35
Club Archives	364
Supper	-
Donation	300
Sundry Expenses	1
Trophy	-
<b>Total Expense</b>	<u>523</u>
<b>Net Surplus for the year</b>	<u>962</u>

**NOTE 6: INCOME TAX**

The Club's income for the year is considered tax exempt under Section 23(g)(iii) of the Australian Taxation Act.

**THE VETERAN CAR CLUB OF AUSTRALIA (NSW) INC.  
 ACCOUNTS - 30 JUNE 2018**

**Certification by members of the Committee**

In accordance with a resolution of the committee of the Veteran Car Club of Australia (NSW) Inc. the members of the committee declare that the financial statements as set out in pages 1 to 5 :

a) present a true and fair view of the financial position of The Veteran Car Club of Australia (NSW) Inc. as at 30th June 2017 and its performance for the year ended on that date in accordance with the requirements of the NSW Act; and

b) at the date of this statement, there are reasonable grounds to believe that the Veteran Car Club of Australia (NSW) Inc. will be able to pay its debts as and when they fall due.

This statement is signed for and on behalf of the committee by:

President..... (Mr Doug Fulford)  
 Treasurer..... (Mr Geoff Yeomans)

Dated at Sydney this 3 day of August 2018

## VCCA NSW Newcastle Branch - 2018 Chairman's Report.

### Brief overview

Another busy year has passed for the branch; we as a group have continued to support local activities, National rallies and interstate events.

Our local runs have been largely well supported, our Breakfast run in February and the 100 year Birthday event in May have attracted a large percentage of our group. Our two major events were a success although numbers were down at these.

Work is progressing on restoration projects, some are seeing the light of day and some cars have changed hands over the last 12 months. This is growth and encouraging others to use excess vehicles when available will add to the future membership and interest in veteran vehicles.

I am pleased to see, that in Newcastle the 60 day private use scheme has not created a mandate for the use of vintage or latter vehicles on our runs, our members have maintained the spirit of the branch. The trial is continuing providing opportunity for additional use of our veteran vehicles. We must comply with the directions from the RMS and fill in the log books when using for private purposes.

I wish to take this opportunity to thank Malcolm for his dedication to the treasury over many years, he has kept us in the black, always ensuring we are getting value for money and we are paying our way.

The National Rally committee, Newman, Palmer and Burke families have been working towards September 2018 and it is now at the sharp end of business, entries closed, meal returns closed and numbers being finalised. I thank branch members now and for their interest and help that will be required whilst in Forbes.

All in all another successful year of veteran motoring and participation from the Branch.

John Burke  
Chairman 2018.

## Working Bee - Saturday 30<sup>th</sup> June 2018

### The Editor

I had a good trip to the club rooms, only took 1 hour and 10 minutes, arriving at 7.40am. Robert and John were already there when I arrived.

It was well supported by members and many outstanding tasks were completed. Geoff fixed the microphones. The ceiling was propped up in the corridor, thanks to Barry. Peter installed emergency evacuation plans at strategic locations throughout the building and fixed the audio-visual system to play sound. Robert fixed the rear back door. The kitchens and toilets were cleaned, perhaps I shouldn't say this but Mike was seen mopping the floors and also helped with weed removal around the outside of the building. Graham and David cleaned the guttering at the back of the hall of leaves and installed some gutter guard. Graham also brought along an extension chainsaw and gave the offending neighbor's tree a good haircut. While the rest of us were busy removing weeds from around the building and cleaning up leaves and general rubbish left by others that use the hall. Geoff made a decision that the weeds growing behind the retaining wall be given a good dose of weed killer rather than pull them out. Of course not to forget to mention the general cleaning that Louise does so well.

Not only is Louise good at cleaning she also supplied a very nice morning tea and I am sure that all the workers will go along with me and thank her very much for her efforts, much appreciated, Louise.

We were able to admire the new completed awning on the front porch at the main entrance to the hall with the handrails having now been installed.

There is a leak over the small hall which is caused by the poor installation of the air conditioners (tradesmen?) and needs to be fixed.

Workers:-

Robert Fordham,	John Grant,	David McCredie,	Graham Weekes,	Louise Yeomans,
Geoff Yeomans,	Barry Shinfield,	Peter Weir,	Michael Bendeich,	Noel Cather,
Nev Preston.	(I do hope I haven't missed anyone)			

Apologies received from:-

Phil O'Loan,	Graeme Newman,	Brad Grant,	Phil Virgona,	David Norton,	Norm Mitchell.
Les Watton.					

In all a successful morning's work by all.



## Newcastle Branch - 'Tin Hare' - Rail Motor Trip.

Sarah (Dianne) Gotley

In July, it is customary that the Newcastle branch organizes a social outing due to the fact that it is winter. This year, we went on a vintage rail motor, from Paterson to Dungog & back. So on Sunday 15th July, we were greeted with a beautiful sunny but chilly morning.

My partner Brett, had arranged to bring his three grandsons for the trip. We left Charmhaven bright and early, our next stop was for breakfast at Morrisset McDonalds. It was here that the youngest grandson enlightened me with his eccentricities. I learnt that a Lebanese cucumber is a viable alternative for breakfast ! Thankfully Brett had packed the food bag supplied by the daughter-in-law, which is where I found several cucumbers. After cutting both ends off, I watched the 9 year old devour the cucumber, while his two older brothers enjoyed bacon & egg muffins.

Soon we arrived at the Paterson Rail Motor Society, which is located in the old Goods Yard adjacent to Paterson Railway Station. The site houses the society's rail motor fleet, a large 3-track storage shed, maintenance facilities & the old station Master's cottage, which is now the museum. After parking, we were advised of the museum & headed for it. I have to say it could have easily been mistaken for a walk-in-freezer, rather cool inside! The museum had an interesting array of photographs, assorted railway mechanical items & memorabilia all dating from 1923 through to 1961.



Our 'Tin Hare' for the day.



Arriving back at Dungog.

Our departure time was 10.30am, and right on time we were on our way, aboard the 1923 CPH rail motor. There was a lot of talking between members, their families and friends. We ordered our choice of drink (tea, coffee, juice or water) for morning tea, which also included a jam drop. Travelling on a single line meant we had to spend some time stopped in sidings to allow for faster trains to pass. Our timetable meant that we passed Dungog Railway Station, travelling approximately ten

more minutes north to Stroud Road. During another scheduled stop in a siding, our driver & conductor/navigator/time recorder were able to move to the southern end of the rail motor. Once we had a green signal we were heading south, back to Dungog.

Soon we arrived at our lunch destination and everyone disembarked. The group then leisurely strolled up to the main street, where there was a choice of cafes and pubs to dine in. Some chose to pack a picnic and lunch in the local park, which the weather was perfect for.



Sign on shop in Dungog.



Cow catcher & roof radiators.



After lunch, I managed to sneak into a couple of antique shops by myself, while Brett headed to the park with his grandsons. Another interesting shop was “Dungog by Design” which consisted of very original handmade and interesting items. The bench outside was decorated in a multi-coloured continuous knitted cover.



*Multi-coloured continuous knitted cover.*

At 2pm we rejoined the rail motor and proceeded back to Paterson. Going up we were seated in the very last seats, which meant going back we had front row seats. The boys (and myself) enjoyed looking into the driver’s compartment, and also being able to look straight down the train track. Before we knew it our journey had ended and we had arrived back to where it had all begun.

It was great to see multiple generations enjoy a train ride from the past, which no doubt brought back fond memories for some, and a new experience for others. Thank you to the organisers and participants for a most enjoyable day.



*Brett & his 3 Grandsons & Dianne.*



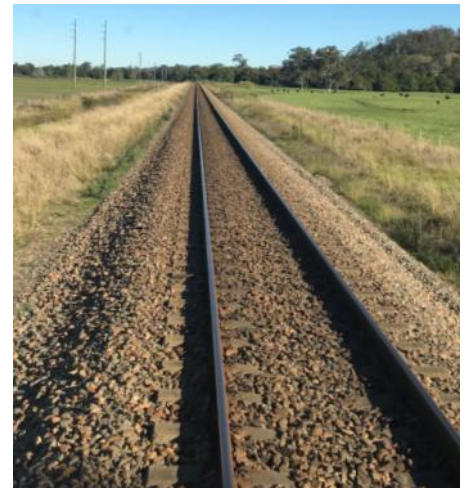
*Crossing the Paterson River at Paterson.*



*Paterson Railway Station*

Passengers

John & Kelly Burke  
Max & Joan Burke  
Matthew Burke & Yvette Bugeia  
David, Emma, Paton & Ruby Burke  
Wayne & Joe Harris  
Betty & David Cherry  
Kevin & Narelle Spackman  
John Brumby & Mr & Mrs Hicks & Mr & Mrs Hayes  
Nev Preston & Evelyn Gorton  
Graeme, Karyn, Lauren & Abbey Newman  
Jeff & Kaye Palmer + 4 Adults & 5 Children  
Dianne Gotley & Brett, Kaelan, Liam & Ewan Corrigan  
Allen, Kate, Eliza & Rosie Davis  
Michael & Denise Bendeich + 2 Adults  
Robert Fordham & Mate  
Louise, Geoff, Richard, Alexander, Angus, Harriet, George & Hamish Yeomans  
Doug & Dianne Marshall  
Allen Dunlop  
Neil & Lyn Martin  
Jeremy, Robyn, Maggie & Charles Dunlop  
Warren & Sue Melling.



*Travelling back to Paterson*



*Your Editor enjoyed the trip.*

**A Bit of History about Rail Motors**

Rail motor CPH 18 has heritage significance because it demonstrates the successful application of a comparatively comfortable and efficient form of passenger transport to the extensive country rail branch line network in the state. The CPH class pioneered the use of self-propelled passenger trains powered by internal combustion engines which remain the mainstay of country passenger services today. Rail Motor CPH 18 is aesthetically significant as it displays aesthetic and creative significance in the marriage of timber carriage-building techniques with mechanical components based on road vehicle technology to provide an attractive, somewhat diminutive passenger rail vehicle. The internal layout principles have been successfully applied to subsequent designs of rail passenger vehicles used in the state. The rail motor is technically significant as it is built on a modified Warren truss steel underframe, fabricated entirely by electric open-rod welding, claimed to be the first such use of this technique on a railway vehicle in Australia. There is considerable technical significance in the adaptation of relatively small engines and transmissions to rail use. The fitting of a one-off diesel engine in 1939 (removed in 1953) makes CPH 18 technically significant as the first diesel-engine rail vehicle in NSW. It is considered rare as it retains, without modification, some features of these rail motors as built (notably the crown lights and the tongue & grooved board ceiling), and is recognized as being the nearest to original example of a rail motor car extant. In its restored state it is representative of the CPH class of rail motors that operated successfully and economically on the NSWGR for over 60 years.

**EXTERNAL**

The vehicle is a small diesel-powered rail vehicle approximately 42 feet long, carried on two four-wheeled bogies. It is built on a modified Warren truss steel underframe, fabricated entirely by electric open-rod welding, in which two trusses are used longitudinally, with transverse members, cantilever arms, solid sills and headstocks welded into position.

The body of the car is of timber construction, using mostly Queensland yellow-wood, pines and cedars, and is finished externally with tongue and grooved timber below the window line and is painted in clear varnish. Three access doors are provided in each side. Standard sized passenger entry doors are provided at each corner in the sides (four doors), with a larger, single sliding door on each side in the centre allowing entry to the guard's compartment. Side windows are provided in the outside body adjacent to all seats, in all doors and in the front and rear of the car. The driver's window is in the centre of the front (and rear) of the car and each of the adjacent passenger seats, either side of the cab, has a smaller front window.



#### INTERNAL

The car is fitted with one first-class and one second-class compartment either side of a central guard's compartment. Accommodation is for 21 first-class and 24 second-class passengers. In addition, two passengers could be accommodated in seats adjacent to each driver's cab. Seats are grouped as facing pairs in a 3+2 seating arrangement. The guard's compartment separates the first-class passenger compartment from the second-class compartment, and extends the full width of the vehicle. Apart from accommodating the guard, parcels and mail and other small items of goods, nine second-class passengers could be seated on fold-down wooden seats. The accommodation of a standard 'forty-two footer' was 48 passengers, a driver, a guard and a quantity of parcels and mail.

A dry-hopper type toilet is provided at the second class-end of the vehicle, this small compartment also containing a wash basin. Originally, no running water was provided, and a large watering can, filled by the guard from the tank in his compartment, was used for necessary flushing.

#### MECHANICAL

The car is fitted with a General Motors 6-71 series, six-cylinder diesel engine of 165 hp, coupled to a Twin Disc torque converter, driving the inside axle of the bogie at the second class-end, via a Cardan shaft and final drive. The engine and transmission are mounted on a sub-frame which was bolted between the trusses of the underframe. Two radiators (originally mounted under the floor) are mounted on the roof at the No. 2 end of the car.

In the years leading up to WW1, experiments were carried out with various types of self-propelled rail vehicle on a number of the railway systems of the various states, but the New South Wales Railways did not participate in these attempts. In 1919, under the Commissioner's direction, a five ton truck body was converted into an experimental rail motor by Eveleigh Carriage Works. The rail motor (known as Rail Motor No.1) successfully completed its trial on the Illawarra line in 1919 and was then shipped to the isolated Lismore line where after six years of continuous service, the vehicle was withdrawn and converted for other use. In 1922, a second attempt at providing a self-propelled rail passenger vehicle saw a suburban passenger car enter Eveleigh Workshops for conversion to a rail motor. Rail Motor No.2 entered service in October 1922 with seating for 53 passengers. In a remarkable demonstration of the engineering capability of the NSW Railways, it was powered by a six-cylinder petrol engine, completely designed and built by Eveleigh Workshops. The car entered service on the Tamworth-Barraba service, but in 1925 was sent to the Narrabri area where it provided service on the Pokataroo branch line. The car proved to be not as reliable as was hoped and it was withdrawn from service later in 1925. The car reverted to service as a locomotive-hauled passenger vehicle. The experiments with Rail Motors No.1 and No.2 provided valuable design input, with the result that a new design of rail motor entered service on 17 December 1923, after completing trials in early December of that same year.

Tin Hare is the nickname given to the wooden bodied rail cars introduced on the New South Wales Railways in the 1920's at around the same time that many greyhound tracks were converting to mechanical hares.

To the railway crews and passengers alike, these fast-running, self propelled trains were the next fastest thing to the greyhound racing hares. The name stuck with them throughout their 50 years of railway service.

The official name for the 'Tin Hare' rail cars is CPH rail motor, or 42 foot rail motors. Between December 1923 and 1930, there were 37 CPH rail motors built.

CPH rail motors began service on country New South Wales rail lines in 1923 and they lasted well into the mid 1980's, providing 60 years of service and today there are only approximately 10 CPH rail motors in running condition throughout NSW and the ACT.

'Tin Hares' have windows at the ends of the car which give passengers a drivers-eye view of the scenery ahead of the carriage. They have good old fashioned cow catchers and (for most of their working lives), roof-mounted radiators which give them their distinctive quaint appearance. The side windows open wide, providing that nostalgic fresh air cooling.

The Rail Motor Society of Paterson provide the Rail Motors and CPH excursion services for Hunter Valley Steamfest and lovingly restore and maintain them throughout the year.

Since its foundation in 1984, The Rail Motor Society has been dedicated to preserving NSW's railway heritage. Thanks to the passionate efforts of the society's volunteers, these historic vehicles are here for everyone to enjoy.

**MaSH Branch Northern Coffee Run. 27-7-2018**

Les Watton

MaSH Run 27-7-2018, just the usual members plus Bill Bishop & his 1914 Napier & Anthony Sinclair came for lunch. Kevin Boardman 1936 Indian & sidecar. Peter Small Alfa Romeo. Doug Fulford 1915 Studebaker. Bill Betts Renault. Morning Tea Curry Reserve.

Burraborang Lookout. 1914 Napier. Oakland, Renault, Indian. Drone that nearly scalped me, thank goodness for the inbuilt stop sensor. Kevin, Bruce Kinnear & Bill. Peter Small, Bill Betts, Doug Fulford & Anthony Sinclair. Alan & the Oakland. Bill Bishop & the Napier.



*Doug's 1915 Studebaker*



*Morning tea at Curry Reserve*



*Kevin, Bruce & Bill Bishop*



*Peter, Bill Betts, Doug & Anthony*



*Bill Bishop's 1914 Napier*



*Alan and his Oakland.*



*Napier dashboard*



*The Drone in flight.*



# 1913 Rambler Cross Country

*By Paul Ponsel.*

Rambler was the name of a bicycle produced in Chicago prior to the turn of the century by Thomas B. Jeffery, the second largest such organisation in America. Car production commenced in 1897 and gradually increased. In 1910 Jeffery died and his son Charles took over the running of the company, and it was he who, in 1914, changed the company name to Jeffery, and they entered the commercial vehicle market.

My first reaction when I saw the stunning 1913 Rambler Cross Country was that it must have been built around 1909/1910. The owner, Viklit Jorgensen, told me that I was wrong, the precise year of manufacture being 1913. We agreed, however, that appearances can be deceptive, and that, when compared with its European counterparts, the bodywork must have looked old-fashioned even when it was first introduced.

Technically, the Rambler was an ultra-modern car for the period. The well-known make, produced in Kenosha, Wisconsin, U.S.A., offered some revolutionary features which greatly assisted motorists in those early days. The increased simplicity of the motor-car encouraged more Americans than ever to take up driving, and their numbers grew significantly. For example, instead of having to deal with troublesome carbide lamps, the driver was now able to press a button to illuminate even the darkest country road with a strong light from the drum-shaped electric headlights. The most revolutionary aspect of the car - especially from a ladies point of view, was the 'gasoline-electric motor' as it was described in the Rambler handbook, more simply an electric starter!



*Brass-age car with nickel trim all over - the owner does not have to polish to keep the stuff shining. I've been told that nickeling was quite fashionable in 1913. On the near-side what the Danes call a 'snijdedor' (cheating door) - there is no door!*

Owners of more recently produced cars would find it difficult to imagine the problems involved with cranking a cold engine from the pre-Great War era. Injuries were frequently sustained to hands and arms when the engine refused to fire, and spat back. The Rambler was not the first American car to feature an electric start, this honour fell to Henry Leland's Cadillac that appeared in 1912. Cadillac used what was later to be known as a Dyna-motor. Rambler engineers employed a system consisting of an electric generator, an automatic current regulator and an oil switch with a 24-

volt storage battery. The generator replaced the flywheel, being attached direct to the crankshaft, enclosed by an aluminium case. When the starter button was pressed the generator spun the crankshaft at 200rpm and when the vehicle's engine commenced running the generator provided current to charge the battery. A 'foolproof' system, boasted the sales catalogue, but since it was complicated and difficult to repair, it was abandoned after a couple of years.

I was able to take the car for a drive with Viklit through Holte, one of the northern suburbs of Copenhagen. Access to the driving seat (all Ramblers were right hand drive) was complicated as there was no door on the nearside. This allowed greater carrying capacity to transport the large variety of equipment needed for a journey in this type of car, including impedimenta such as cans of water, oil, petrol and a tool box. The seating position was high and it was a delight to feel the original, diamond-pattern leather upholstery, which had been well preserved. The large wood-rimmed steering wheel was fitted with advance and retard and hand-throttle levers

which were conveniently located on the steering boss. Enthusiasts who like an impressive array of instruments would be disappointed, for apart from the ammeter there is only a speedometer.

Beneath the bonnet the situation was rather different. The impressive four cylinder 4.8-litre, L-head engine produced 42bhp at 1,600rpm. What it lacked in liveliness it more than made up for with pulling power, which was enormous. The appearance of the unit was impressive too, especially the brass oil tank which had sight level glasses. The Rambler featured a 'combination positive feed and splash lubrication with lubricator' (as in the catalogue), i.e. an oil pump. Separate copper pipes fed oil to the main and connecting-rod bearings, flow being determined by adjusting screws. Viklit Jorgensen claimed it was tricky - too much oil and the car was enveloped in smoke'

Starting the car was not difficult, all one had to do was to retard the ignition lever, provide a little fuel with the hand throttle and tread on the start pedal. The engine fired right away and idled roughly - pure music to the ears of an enthusiast. As the THE AUTOMOBILE, JUNE 1992 engine was unbalanced and directly bolted to the chassis frame, all vibrations were transmitted to the body and the mudguards shook in sympathy!

The conical clutch, conventional for the period, was difficult to master. The pedal action required great care and precision when releasing (instruction manual: 'with a fraction of a second') to prevent the Rambler shooting forwards. The three-speed gearbox, with gate change, was much easier to handle, almost as simple as that on my Model A Ford. No crash- box behaviour here!

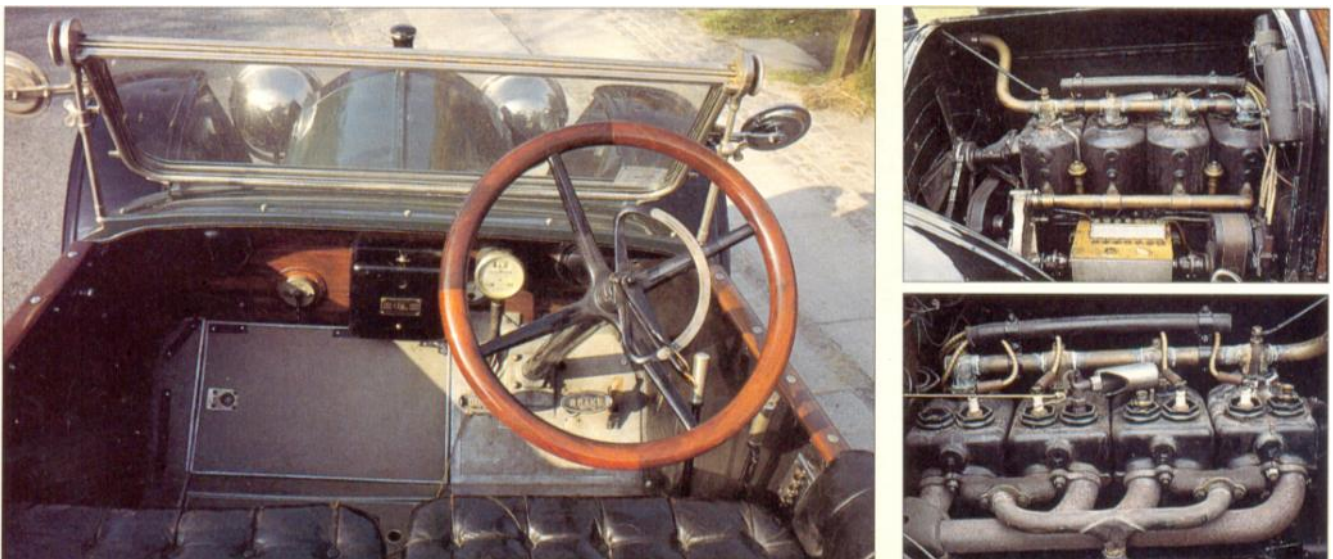
Acceleration was not the Rambler's strong point, and the cruising speed of 40mph was attained gradually. The vibrations and creaks were noticeable, but that is a low price to pay for the pleasures of early motoring. The engine noise was a pleasant rumble, which indicated that all was working comfortably.

The steering was somewhat imprecise and required distinct muscle power, as did the two- wheeled brakes (rear). There was no question of feathering the pedal, it was more a matter of treading as hard as one could, but then, the brakes' efficiency was on the impressive side considering the Rambler's age. It took 52 feet to stop the car from 20mph - claimed the handbook. It seemed this was not exaggerated. When raining, however, the brake effect disappeared almost totally, due to the infamous contracting band-brake system. The car was fitted with enormous 37" detachable road wheels, this system having been pioneered by the company in 1907.

Three-quarter elliptic rear springs and semi-elliptical front springs gave a satisfactory ride so long as the road remained smooth and level. On uneven surfaces the Rambler had a strong tendency to roll and both Viklit and I agreed that the car would certainly benefit from some sort of shock absorbing device. In 1913 even some luxury cars were not equipped with shock absorbers, let alone those in the medium price range.

The centre-door sedan (Gotham limousine) was priced at \$2,750 and the five-passenger Cross Country phaeton was listed at \$1,700. Much vital equipment was specified as being optional: a hood cost an additional \$70; a spare wheel, less tyre, an extra \$30; and a windscreen was listed at \$30. Rivals even regarded headlights as extra, but they were standard on the Rambler.

One may wonder why the Rambler 5-passenger phaeton was called 'Cross Country' as an integral part of the name. It was created by Jeffery-employee Ned Jordan, who later was to become famous in the motor car advertising world. Jordan's choice of name speaks more for the spirit of motoring at the time, than for the Cross Country's abilities as a cross-terrain car. However, with its enormous torque and road wheels it was well able to defend its name. Mr C. Young from Anchorage, Alaska, a Rambler Cross Country owner, was very enthusiastic about the off-road performance of his car. In a letter to the factory he wrote that he 'drove through an area which appeared to be impassable, with the car up to its axles in mud'.



*Article copied from 'The Automobile' June 1992*



## Classifieds

**Please note ALL ADS MUST include the price and if you wish ONO  
All States please copy!**

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

### For Sale:

Brass Rushmore gas lights, Brass side lights, Brass bulb horns, Veteran Jones speedos, klaxon horns, Magnetos, etc. Veteran FIAT parts

				
..\$50,	..\$100	..\$100,	\$150 ea.	\$100
				
\$50	\$150	\$500	\$1,500	..\$1,500
				
..1,500	\$750	..\$50	..\$50	..\$1,500
				
..\$750	\$250	..\$250	..\$250	\$30
				
\$20.	..\$20.	..\$50.	..\$50..	..\$750.
				
..\$75..	..\$150.	..\$55	\$30.	..\$50..
				
..\$75	\$200	..\$100..	..\$500.	..\$50

**Contact:** Max Vormister Phone 0419 985 871 Email me for photos [maxv1@optusnet.com.au](mailto:maxv1@optusnet.com.au)  
[8-18]



**For Sale: (cont.)**

**1909 FIAT type 51.**

Fully reconditioned engine, new radiator, reconditioned differential, new paint. New fuel tank, leather upholstery, new brakes, new tyres and tubes, lots of other refinements too many to mention. Reluctant sale as there are not enough weeks in the year to justify owning two veterans. \$45,000

**Contact:** Barry Shinfield  
(H) 9653 1265 (M) 0429 123 377  
(E) [barry@shinfield.com](mailto:barry@shinfield.com)  
[8-18]



**Enclosed Trailer suit small Veteran.**

Inside dimensions 3.9 Metres X 170 Centimetres 145 Centimetres  
Five years old with very little use. - Registration renewed on 26/3.  
Professionally built for transporting an Austin 7. Interior lighting - Combined tailgate and ramp. Located in Picton area. PRICE \$7,400

**Contact:** Rob McCarthy Ph: 4886 4472, Mob: 0428 461 431 or Email: [libbery@bigpond.com](mailto:libbery@bigpond.com)  
[6-18]



**Wanted:**

**For 1908-09 4 cylinder 10 hp Renault motor.**  
Cast sump and manifolds also clutch parts.

**Contact:** Adam Marwood 0401 653 871 or email [marwooda@yahoo.com.au](mailto:marwooda@yahoo.com.au)  
[6-18]



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

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



**Wanted: (cont.)**

**Brass Wibroc mirror(s)** 100mm (4") in diameter of the type our Club sold many years ago. Ideally I would like two to fit to the car I am trying very hard to have finished for the Forbes Rally.

**Contact:** Graeme Newman Ph: (M) 0412 138 063 (H) 4392 1035 (E) [kazngrae@bigpond.com](mailto:kazngrae@bigpond.com)

[8-18]

Hello from New Zealand. I am a member of the NZ Vintage Car Club and am about to commence a full restoration of 1918 Davis Phaeton which has been disassembled and in storage for 60 years. Do you have any members who own a similar vehicle that I could contact? I also own a fully restored 1920 Oakland 34C Cabriolet Roadster.

**Contact:** John Lynn Email: [elaine.john@xtra.co.nz](mailto:elaine.john@xtra.co.nz)

[8-18]

Hi, I am in the UK. I am hoping you maybe able to help me in my quest for detail information on 1914 Humberette's. I believe you have a few member's with Humberette's. Could any of these members please help me with photos of the leather upholstery and hood details on the 1914 water cooled Humberette. The car was in barn storage by the same owner who bought the car in 1922 and stored it from 1926 until 1995. The previous owner died before he could finish restoring the car. In the interim period, before I purchased the car, the interior and hood have been thrown away! Any photos and information would be of great help to me.

**Contact:** Mike Macartney Phone: 01263768802 Email: [mikemacartney1946@outlook.com](mailto:mikemacartney1946@outlook.com)

[8-18]

**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)

[kazngrae@bigpond.com](mailto:kazngrae@bigpond.com) or [events@vccansw.org](mailto:events@vccansw.org) or contact us via the website.

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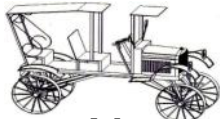
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