

SPIT AND POLISH

PATRON

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

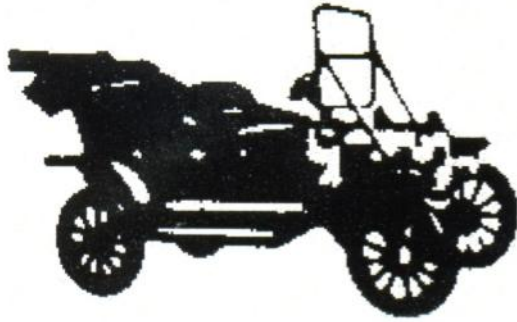
The Journal of the VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC.



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SPIT AND POLISH

WEB PAGE: www.vccansw.org

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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:-

*Neil Martin in his 1913 Crossley, transporting our Patron,
His Excellency General The Honourable David Hurley RC DSC (Ret'd),
Governor of New South Wales and his Wife and Aide
at the Opening of the Camden Show on 20th March 2015.*

Photo by Brett Atkins

Committee of Management

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VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) Inc.
134 Queens Road, Five Dock, 2046

PATRON:

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

Minutes of Monthly Meeting of VCCA (NSW) Inc.

Minutes of MONTHLY MEETING held on Thursday 23rd April 2015

ATTENDANCE

Committee: 8 Member's family: 0 Visitors: 0 Members: 10

Apologies: Apologies were received from Dennis Ballard, Don Liddle, David McCredie, Neville Preston, David Norton, Wilga and Euan Coutts.

MEETING OPENED AT 8:15 PM.

PRESIDENT'S OPENING REMARKS

The President welcomed all members. Club members observed a minute's silence to remember two long-term members, Alma Newman and Ken Quarmby, who died during the last month.

MINUTES PREVIOUS MEETING

Matters arising: Nil

Moved: Lynette Martin Seconded: Warren Irish

INWARDS CORRESPONDENCE

Flyers received:

Bonham's London /Brighton VC Run	Shannon's auction
Cumberland Motor Inn Cessnock	Mile Magalia 201 merchandise
MotorLife National Heritage Motoring Day	EDI Freight Management

Other club publications:

The Edwardian	Early Auto
Matters of the Mount	Brass Notes
Veteran Car in SA	Illawarra Vintage Car Club
MotorLife News	Bulletin of VCC of SA
Veteran Torque	

Invitations:

Addison Road Community Centre
Coe Marches (See Spit and Polish)
39 National Chevrolet Festival Mudgee 2015 (25-28 September)

Other:

CMC report
Graeme Cosier – identification of cars
Julie Williams seeking car rides at Shannon's Classic
Change of address for The Governor
City of Canada Bay – development application for 140 Queens Road

OUTWARDS CORRESPONDENCE

Graeme Cosier
Michael Holding –information for national directory
Emails re Alma Newman and Ken Quarmby
Cards to Sarah Gotley, Wendy Rose, Graeme Newman, Neville Preston, Leon Smith, Quarmby Family and Peter Adams
Flowers to Newman and Quarmby Families.
Correspondence accepted.
Moved: Lynette Martin Seconded: Peter Weir

TREASURER'S REPORT

Balances are: \$
Paid cleaner, printer
Moved: Graham Weekes Seconded: Lynette Martin

MAGAZINE Nothing to report

EVENTS

Graham Weekes has continued to liaise with Bill Baldiston regarding the re-enactment of the Dunlop Durability Trial. It is scheduled for 22 November. The Hydro Majestic will provide a marquee and a guard for cars and will also provide dinner, bed and breakfast to participants. A short run is proposed for Saturday afternoon. Bill has also invited some members of the Vintage Sports Car Club with vehicles prior to 1920. Graham will find out if numbers are limited. Anyone interested needs to contact Graham.

PERMIT TO MOVE

Three permits were processed and 7 movements noted.

LIBRARY Nothing to report

DATING Nothing to report

MEMBERSHIP No new applications have been received.

CMC

Norm Mitchell reported about the last meeting on 31 March. A copy of his full report is posted on the website. The VCCA (NSW) Inc is an affiliated member of the CMC and Norm presented the certificate to the Secretary. There was some discussion about a proposal to introduce logbooks for modified cars, which is not supported by the CMC. Blacktown Swap Meet will be held on 5 July.

HALL

Robert Fordham indicated that the last month had been relatively quiet. There have been some problems with the lease of the car spaces but these have been resolved. Work is needed on the front awning and Robert asked if any members know of a tradesman who might be interested in doing the work. A new fence has been erected at the back of the hall. There appears to be a leak in the hall which Robert will investigate further.

WEBSITE

Peter Weir has posted the CMC report and renewed the host for the next year.

GENERAL BUSINESS

Marrickville Remembers

Robert Fordham described the event. Ron Cox and Ian Streatfeild also participated. Over 900 different entrants including bands, buses, camels, donkeys, groups of children formed part of the parade. Robert enjoyed the day but not the paperwork involved!

Camden Show

Peter Martin related his experiences at the show. The Governor and the Head of Defence attended the re-enactment of the Gallipoli Campaign. He drove his Model T Army tender while Neil Martin chauffeured our patron, His Excellency, General the Honourable David Hurley AC DSC (Ret'd), his wife and aide in the parade in the 1913 Crossley. Doug Fulford attended with his 1915 Studebaker ambulance and Kevin Boardman with his 1914 Douglas motorcycle.

Techie Talk

Barry Shinfield explained how to interpret mounted military horsemen. If the horse has its two front feet off the ground, the horseman died in service. If the horse has only one foot raised, the rider died of wounds received while fighting. If the horse has all of its feet on the ground, the warrior died of natural causes. Barry read a moving poem,

A digger died today, to commemorate Anzac Day.

The raffle was drawn.

MEETING CLOSED AT 9:10 PM.

Peter Martin
President

Louise Yeomans
Secretary

Change of Address

David Salter
53 Buninyong Road
DUBBO NSW 2830
Phone: (02) 6885 2715

MAY 2015

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

Events Calendar - Club Events

JUNE 2015

- 12th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
12th - 14th **June Long Weekend - Singleton.** *See page 8 for details Entry Form in February Spit and Polish*
16th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
25th Committee meeting starting at 6.45pm
25th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

JULY 2015

- 4th MaSH Branch Meeting - 2pm - Mittagong RSL Club
10th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
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

AUGUST 2015

- 14th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
18th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
27th Committee meeting starting at 6.45pm
27th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

SEPTEMBER 2015

- 5th MaSH Branch Meeting - 2pm - Mittagong RSL Club
11th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
15th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
24th Committee Meeting starting at 6.45pm
24th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

OCTOBER 2015

- 4th - 9th **2015 National Veteran Motorcycle Rally** hosted by Antique Motorcycle Club of Australia.
To be held in Ararat Victoria.
For further information contact John Burke National Coordinator

Attention

All members can now access CMC meeting minutes.
Log into the CMC web site <councilofmotorclubs.org.au> or select links on the VSCC home page, then select Council of Motor Clubs - From the side panel select "Document Centre",
From the choices select Minutes of AGM's and GM'sm - Select the desired meeting date.

Events Calendar - National Rallies

Occident St Cessnock NSW 2325

Ph: (02) 4991 1806 Mob: 0412 821 945

Email: Hupmobile@bigpond.com

NOVEMBER 2015

1st - 6th **Canberra's 2015 Shannons National All Veteran Tour.** Based in Goulburn NSW.

Contact: Tour Secretary Roger Gottlob on

(ah) 02 6241 3169, (m) 0418 962 312 or Email: canberrarally2015@gmail.com

Entry Form in October 2014 Spit and Polish

APRIL 2016

3rd - 9th **RACV Veteran Car Club National 1 & 2 Tour** To be held at Lartrobe Valley, Morwell.

Registration form in April 2015 Spit and Polish

or you can register on line at <http://veterancarclub.org.au>

JUNE 2015

13th - 14th **15th Debenham Winter Tour.** Classic and Enthusiasts Motor Cycle Club of NSW Inc. to be held at Moss Vale. *See Entry Form on Page 18*

Events Calendar - Invitation Events

The FIVA World Rally 2015 - Switzerland

From Saturday 27th June 2015 until Saturday 4th July

~~----- More information in the March and April edition of Spit and Polish -----~~

Entry Form and information is on the info website.

Info: www.fiva2015.ch

NOVEMBER 2015

22nd - 23rd Hydro Majestic weekend away. A re-enactment of 1905 return trip from Melbourne to Sydney.

~~----- Initial plans are to trailer your veteran to the Hydro (optional) and have the cars on display at the grounds. We have been offered free B&B at the Hydro for the Saturday night (driver and one passenger only) The cars will be housed in a marquee on Saturday night with a security guard. A short drive will be organised on one day. This event is limited to 20 vehicles only, on a first up best dressed basis.~~

Please advise

Graham Weekes of your intention, 9533 2161

Le Jog Historique - 2016

12th - 22nd June 2016

Members may be aware of the Adelaide to Darwin veteran car run held last year. Joy Rainey, who participated in her 1904 Curved dash Oldsmobile is arranging a Lands End to John O' Groats run in 2016.

Events Calendar - Invitation Events (cont.)

The 2016 Le Jog Historique Rally will take place from 12th - 22nd June commencing at Land's End in the South West of England and running to John O'Groats in the north of Scotland. It will be a non-competitive touring and social event and will be held on public roads where normal traffic rules apply. The route will avoid motorways and use mainly minor roads including some with spectacular scenery over a distance of approximately 1,101 miles.

Entrants will be responsible for arranging their own accommodation on route, however the organizers will provide all entrants with details of hotels and other accommodation in the vicinity of scheduled night stops.

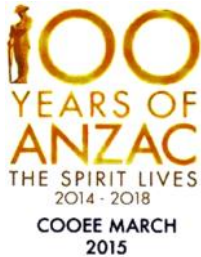
It will be limited to maximum of 40 vehicles either motor car or motorcycle. The closing date for receipt of entry forms is 1st March 2016. If it is oversubscribed the organisers reserve the right to hold a ballot to select entries. The Bugatti Owners' Club's decision on entries will be final.

Entry Form and information available from the website. www.lejohistorique.co.uk

The attached email is pretty much self-explanatory. If you are interested in attending please contact Kim directly for more information, using the contact details at the bottom of the email.

In essence, we are trying to organise the nine NSW world war one recruiting marches under the banner of the first of those marches, the Cooee March. Two of the marches, the Kookaburras from Tooraweenah to Bathurst and the Boomerangs from Parkes to Bathurst are in the early stages of organising to commence on Saturday 31st October and be in Bathurst Tuesday 10th November, and would like to invite your clubs and/or individuals to participate in

COOEE MARCH 2015



our marches; in particular:

- Have the cars in each town as we arrive/depart, to add a world war one flavour to the town...old or young vehicles would be appreciated.
- Consider offering to give a lift to the marchers where they are not allowed to be on foot on the roads, as NSW Police will not allow us to march on some roads. This would be about a 10 kilometre lift on some days between some towns. March numbers are expected to be not less than one and possibly up to 30persons.

From Bathurst it is expected that both marches will travel by train to arrive in Sydney to join the other marches for the Sydney Remembrance Ceremony on Wednesday 11th November 2015.

There is also a possibility that the other marches would also be keen to have you participate:

- Kurrajongs from Inverell via Moree via Narrabri via Maitland to Newcastle, dates and march actually happening not yet confirmed.
- Wallabies from Walgett via Narrabri via Maitland to Newcastle, dates and march actually happening not yet confirmed.
- North Coast Boomerangs from Grafton via Maitland to Newcastle, dates and march actually happening not yet confirmed.
- Men from Snowy River, on foot from Delegate to Cooma, and then mainly by bus to Goulburn.

We are a registered charity and we have hall mark status with the NSW Government.

I can be contacted as below and any participation would be greatly appreciated, including using our marches to recruit new members to your clubs.

Kind regards,
Kim.

Kim Templeton, Secretary Cooee March 2015 Association, 0447 447 458 www.cooeemarch.org.au
kim@cooeemarch.org.au

Coming Event

Newcastle Branch - June Tour

A Change of Weekend and Motel

This year the event will be held on the Weekend of the **12th to 14th June**.
(Friday, Saturday and Sunday)
which is the weekend after the long weekend.

Change of Motel

Charbonnier Hallmark Motel, Singleton.
(02) 6572 2333
Dinner Bed & B/Fast packages

mention the Veteran Car Club when booking

John has organised a package deal with the motel of Dinner Bed and Breakfast
Any queries contact John Burke
Ph (02) 4991 1806 (AH) 0412 821 945 (M)

Entry Form in February Spit and Polish

or from our website under downloads

Editorial

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

Firstly I would like to apologise to Euan and Wilga Coutts and Graeme Newman for their vale reports on Ken Quarmby and Alma Newman, for not mentioning it in my previous report. Also to Catherine Quarmby for the photo she supplied.

A report from Ian Streatfeild on the attendance of 3 veterans at the Marrickville Remembers event. Well done for 'flying the flag'. Lauren Newman for her report on the Wallerawang event. Maybe this event should be held when it is a little warmer. The participants who helped write a report on our Autumn Tour, Wilga & Euan, Jan & Laurie, Dianne & Doug. An enjoyable few days of veteran motoring in the country. Then there were 6 veterans that attended the event at Orange. Thanks to Dianne for helping with the article on the Orange event. No report on the Newcastle Branch event to Paterson.

Articles from Barry Gillings, Neil Martin and Ray Thomas. The article from Ray about Don Barker, unfortunately there would not be too many left who would remember Don.

Information on coming events, there is the Newcastle Branch June weekend, noting that there is a change to the weekend and the accommodation in Singleton. No other events are planned at this stage.

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

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

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

Enjoy your Veteran motoring

Nev Preston



Marrickville Remembers - 2015

Ian Streatfeild

The Veteran car club was requested by the Marrickville Council to participate in their Pre ANZAC march on Sunday the 19th of April, just under 1 week before the ANZAC celebrations.

3 Veteran cars were present from our club.



Ron Cox and Son - 1914 Overland, Ian Streatfeild - 1915 Overland, Robert Fordham - 1915 Model T Ford

I met up with Robert at the parking area in Marrickville just before 9am as he had trailered his Ford to the start.

We then proceeded off to find Ron who obviously knew the area better than us and was waiting at the start which was still an hour away.

After setting our cars up in an orderly fashion, (not sure what that was). It was time to find a coffee shop and relax from the trip in from home.

The weather was nothing like it had been predicted the day looked great; I even had the top down. The only other vehicles to participate in the march were a 1958 Holden taxi and a double decker bus around the early 60s.

Robert must have been the only one to get the Memo about Period costume he looked great and really impressed the locals. We ran the cars up the main street honking the horn and thrilling the locals. I think we were a hit.

Many children, Camels Horses and even a Donkey participated in the march with a short service at the end. Many locals enjoyed photos with and in our cars.

Around 11.30 the weather looked like the heavens might open up so I decided it was time to head for home.



“Over The Blue Mountains” - Wallerawang - April 2015

Lauren Newman

This year's 'Over the Blue Mountains' run again took us to Wallerawang, some 230kms from home. The event seemed to come around quite quickly for the extended Newman family, particularly considering Aunty Dianne's Roadster was in need of a new hood, which had been somewhat pushed to the side with everything that had been happening. Up until about 18 hours prior to us leaving at 8 o'clock Friday morning, the Roadster was hoodless, but nevertheless, Dad (with Mums assistance) got there, and I can say, the hood looks good!



Lauren and Christopher giving the brass a touch up

The two Talbots left our house, running late as usual, about 8:15am, set to meet Uncle Nev at the Ourimbah rest area for nine o'clock. Every man and his dog just happened to be at the Southbound Twin Service Station where we stopped to get fuel, but we eventually got to Ourimbah about 9:15.

A good trip down the motorway got us to Thornleigh McDonalds just after 10:30am for a coffee. We stopped for lunch at the information centre at Blaxland, after travelling the M2, 7 and

4. Apparently the Marshalls were also stopped at the park. We soon discovered upon arrival in Wallerawang, that sadly they were FN-less for the weekend.

We had a couple of other roadside stops between Blaxland and Wallerawang, as both our car and the Roadster (obviously not Uncle Nev's) seemed to be having a few issues with temperature control. We also discovered when refuelling in Lithgow that the Roadster seemed to be using a lot of go-juice compared to the others, having used about 20 litres of petrol more than us. Arrival at Wallerawang at 3:30pm saw quite a few other cars to be already at the motel. In total, 12 veterans attended the event, with an impressive representation from the Talbot crew, with five cars in all – don't know what happened to the rivalry with the T Models – they were putting up a bit of a decent show at one stage.

A very nice dinner was had by all in the motel dining room, also giving everyone the opportunity for the usual catch-up around the dinner table.

Saturday morning saw clear skies and gave us the opportunity to attend the local



ANZAC Day march at Wallerawang

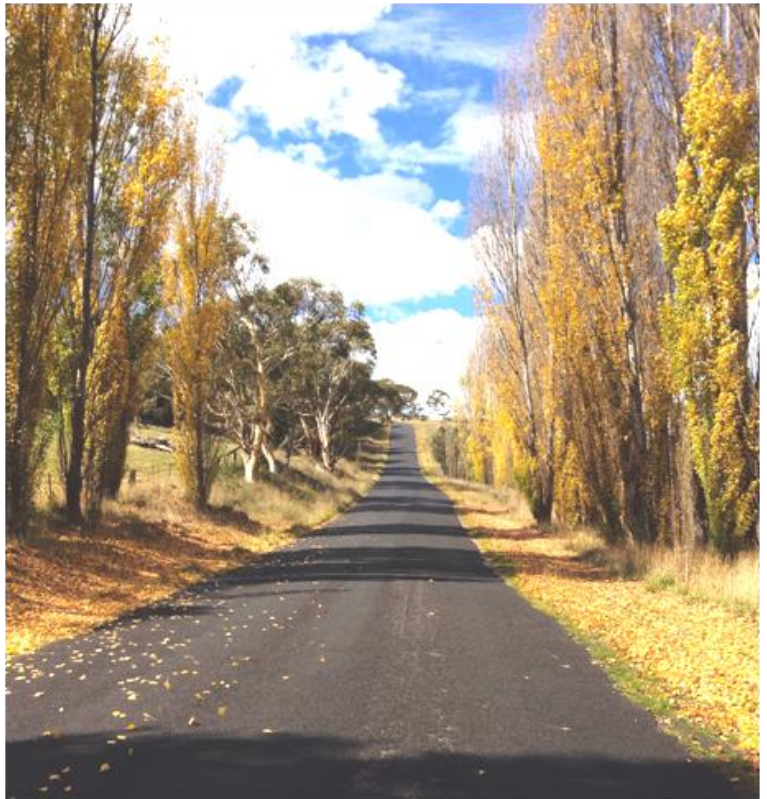
ANZAC service in town. It was quite a nice service, and I have to say, it was quite special to be able to spend the 100th Anniversary of the landing in Gallipoli in a 101-year-old car.

A quick trip back to the motel for some morning tea gave prime opportunity for Dad and Uncle Nev to do some fiddling on the Roadster in hope to get it running like it should. There seemed to be a lot of head scratching and “but why?” going on for a while, but eventually they got to the conclusion that it was a timing problem. Some slight modifications, and we were in business. Since we were behind the pack by quite a bit, and it was nearing lunchtime, we decided to do the shorter afternoon run in reverse to make up time. The climb up the hill on the way to Tarana was proof the roadster was back to normal – climbing the hill with ease (in low gear).

Lunch in Tarana Pub was nice, and quite a few of the locals were able to have a look at the cars. Not long after lunch however, we overheard a woman talking to her friend about the hail that they’d just driven through which seemed to be on its way...The hoods went up and we all set off!

We decided to do the morning run in reverse instead of continuing home the same way we came. This took us for a very pleasant drive through Locksley and Wambool before stopping at Yetholme for an ice-cream. We then continued through Sunny Corner, where it was indeed sunny,

enjoying the drive through the kilometres of pine forests and through Portland and back to Black Gold Cabins. We got a few spots of rain along the way, but other than that we seemed to avoid the weather.



Some of Saturday's scenery



Nigel, Clancy & Mikhaela (in the carpark)

Dinner for the night was a BBQ with everyone eating together on the veranda of Camp Newman. It was very enjoyable to be able to all eat together around the same table and talk, particularly seeing that we weren't able to come to the event last year.

We woke to a rather cold morning on Sunday, with the weather report telling us that it was 6 degrees, but the “feels like” temperature was 2 degrees. The days run was set to take us to the Mayfield Gardens and Oberon, so we decided to head straight for home given the distance of the run, and the weather forecast for the afternoon. Unfortunately, Brett's back was playing up that morning, causing him great pain, so we did a quick stop at the Lithgow

hospital to receive some medical assistance on the way through. Since he'd driven himself to Wallerawang on Friday night having worked on Friday, Mum chauffeured him home in his car.

We got some showers on the way home, and even at 11 o'clock, it was only 8.5 degrees in Katoomba, with the wind chill factor making it a bit cooler in the veteran. Apparently it was also quite cool, or maybe even cold, in Oberon at the lunch stop, with a few members only making it a quick visit. We got home around 4 o'clock after a pretty good run with a few stops along the way. From Wallerawang, some of the members set off on the Western Tour and then later onto the Orange weekend, which I'm sure we'll hear about.

A big Thank You to Euan and Wilga and their team for organising another great weekend of Veteran motoring.

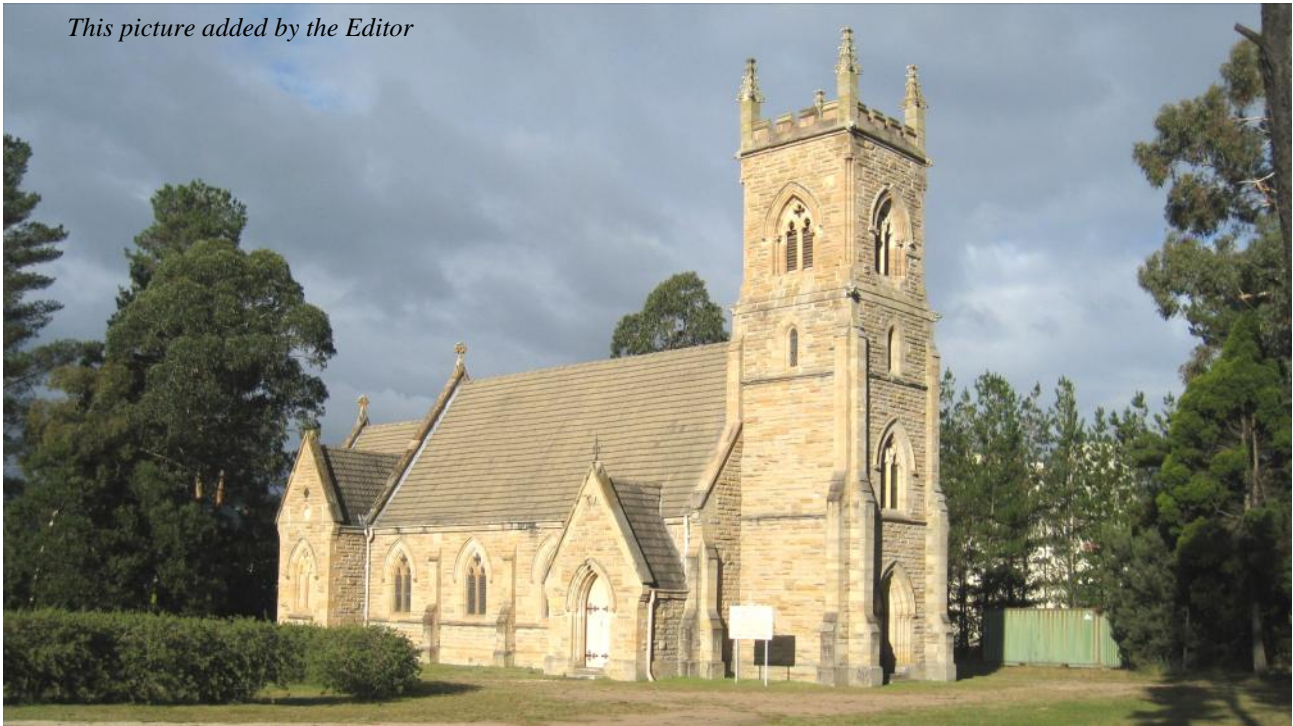
IN ATTENDANCE:

Graeme, Karyn, Lauren and Abbey Newman.....	1914 Talbot
Dianne and Christopher Gotley, & Brett Corrigan .	1914 Talbot
Neville Preston	1913 Talbot
Phil and Terri O'Loan.....	1910 Talbot
Barry and Dorothy Shinfield	1911 Talbot
Euan, Wilga and Lachlan Coutts	1910 S.C.A.T
Nigel Coutts.....	1910 Hupmobile
John and Sue Wards.....	1916 Benz
Don and Jenny Grant	1911 Empire
Neil and Lyn Martin	1913 Crossley
Doug and Vivian Fulford.....	1918 Studebaker
Peter and Jim Weir.....	1908 Vauxhall
Doug and Dianne Marshall.....	Modern
Laurie and Jan Garrod	Modern
Angela, Mikhaela and Clancy Coutts	Modern
John Fryirs	Modern



At Tarana - note the threatening weather

This picture added by the Editor



The Church of Saint John The Evangelist - Wallerawang.

Erected as a memorial to pioneers, James and Robina Walker of "Wallerawang" by their daughter, Georgina Barton. Opened in November 1881, with Presbyterian and Church of England asked to supply services and in 1952 both made tenants in common.

Closure forced in 2001 because of need to repair the tower. St John's was reopened in May 2006, with the Presbyterian Church and The friends of St John's now tenants in common.

Autumn Tour - April 2015

Monday 27th. (Wilga & Euan)

After a very cool but enjoyable weekend in Wallerawang we readied ourselves for the autumn Tour. Neville left before us and we had agreed we'd stop for morning tea at a suitable spot. Garrods and Marshalls were able to sleep in as they were travelling modern.

Travelling was cold but fine as we retraced roads we'd travelled during the weekend, ~ Rydal, Tarana and O'Connell, where Garrods caught up with us, but no Neville.

So we pressed on through Perthville, and on to Newbridge, where the Marshalls had also caught up ~ but still no Nev. By this time we'd been on the road over 2 hours and morning tea became urgent! We found the showground and a spot in the sun and enjoyed tea - coffee and left over Anzac biscuits.

Pressing on through Barry we eventually found Neville at Neville! Sightseeing? We then all continued on for lunch at Mandurama, and then on to Cowra. By now the sun was really shining and the roads and country, beautiful. As we entered Cowra the Autumn colours were spectacular.

Dinner was at the Bowling Club, just a short walk from the motel and was a most enjoyable evening.



Nev's Talbot at Neville

Tuesday 28th. (Laurie & Jan)

We left our nice little motel in Cowra and proceeded left and left around the block to pick up the road to Darby Falls. No, this is not a waterfall (I mean Darby Falls) apparently it's where Darby fell of his horse!

So that's an interesting fact you would never have known, anyway we also stopped to see if we could be of any assistance to him, however it happened about 150 years ago so we could not help, unfortunately, so we decided to have our morning tea instead.



Morning tea along the road past Darby Falls.

I should mention the sky was Buick Blue and it was a picture perfect day. Everyone seemed very relaxed and talkative so morning tea extended to about 40 mins.

We packed and then proceeded to Frogmore and then to Boorowa, however rather than rely on electronic help from mobile phones and Tom Tom (sexist) so ours is Sarah and George, I decided to confer with a local, a really friendly Emu.

Doug and Dianne had previously spoken to him/her (not sure when it comes to Emus) But it had lovely eyes. Back to the story, the Emu confirmed we were on the correct road to Borrowwa, even though it was awhile since the Emu had visited Boorowa (mainly because Boorowa had no IGA).

We enjoyed a pie at Boorowa for lunch and proceed to Young in time to check in to the motel and have a look around town. Motel was owned by the RSL and we also dined in the RSL.

Lovely scenery and a very enjoyable day.



Shop window in Boorowa

Wednesday 29th. (Nev)

Departed Young about 9am and headed north out along Scenic Road through Monteagle to Iandra. A brief stop to have a look at the old church, part of the Iandra Castle property and Laurie pressed on to find a morning tea stop.



Is it a mail box? Just after passing Iandra Castle.



St Saviours church, Iandra built 1886

Morning tea was had on the village green at Greenthorpe. After morning tea, back out the way we came in and straight ahead to the T intersection and turn right and join Henry Lawson Way. Now if you didn't follow the correct road when you got to the T intersection and turned right you were heading to Cowra not Grenfell. Someone did that, no not me.

Following Henry Lawson Way to Grenfell, now the others were either in front or still coming on the wrong road, Marshalls and I stopped at Grenfell and Dianne informed us of a nice pie shop in town so it was pies in the park for lunch for us. We then headed to Forbes via Warraderry and Mulyandry and found the others at Bill McFeater's museum. So a cup of coffee was the go before inspecting Bill's museum.



Morning tea on the village green at Greenthorpe

The group walked across the road to the RSL for our evening meal.

Thursday 30th. (Dianne & Doug)

We followed Neville to Eugowra and I noticed about 5 or 6 foxes draped over a farmers' fence warning others of the threat to their lambs.

The level fields of brilliant greens appearing after the rain had come at last and young lambs were in other paddocks. We also saw cattle grazing the road sides of the "long paddock" being looked after by the Drover and his dog, they looked to be in good condition.

We paused for morning tea at Eugowra where two old timers homed in on the Talbot. Yellow flowers were still attached to the Bridge in remembrance of the Teacher who had been murdered just prior to her marriage day.

Found a section of muddy road in Canowindra and had lunch once again at Mandurama. Afterwards found another section of road works (not muddy) which didn't stop us from getting to Millthorpe in good time. Wilga was OK after her fall at Forbes and we had a good meal with fellow travelers.

So ended another Autumn tour and thanks to Wilga and Euan for organising the event.

- Euan & Wilga Coutts 1910 S.C.A.T
- Nev Preston 1913 Talbot
- Laurie & Jan Garrod Modern
- Doug & Dianne Marshall Modern

Orange District Antique Motor Club - Autumn Tour - May 2015

Dianne Marshall & Nev Preston

Friday 1st.

Departed the motel at Milthorpe and only a short drive through Spring Hill, past the Orange airport and to the Orange District A.M.C. club rooms in the old Bloomfield School (1899).

Morning tea and registration and have a look at the cars already there. The event had 90 vehicles entered. After lunch a short drive around the outskirts of Orange. Along part of the old Gnoo Blas motoring racing circuit and then out on to the Pinnacle Road. If you were adventures you could drive to the top of Mt Canobolas. I gave that a miss as I have driven my Talbot to the top before. Following some of the cars we turned right at the next T intersection when we should have turned left and wound up back in Orange. So missed the drive through Borenore.



Malcolm Roy and Nigel Coutts Hupmobiles Model 20's

Saturday 2nd.

Saturday was the main event with our drive going through Spring Terrace, Four Mile Creek to Panuara. Along the next section of road one could see the workings of the Cadia open cut Gold mine. Bit like the coal mines of the Hunter Valley, but much neater and tidier. I believe they are now underground mining.

On to Errowanbang and the major event was a visit to the Old Errowanbang Woolshed and a delicious morning tea of scones jam and cream. The present owner gave a short talk about this large heritage building of a rather unusual design being over four levels.



Old Errowanbang woolshed

Built stepping down the hillside, Errowanbang Woolshed is unique in Australia in being built over four levels. This creates a complex but highly functional structure where each stage of the shearing and sorting process from



Stone Piers

penning the sheep to sorting, baling and storing has its own distinctive space. Boasting 40 stands and the capacity to house 3000 sheep undercover, Errowanbang Woolshed is one of the largest woolsheds in the Central West. Of these stands, 26 have never been adapted for mechanical shearing, providing clear evidence of two major phases of shearing practices in Australia. The original stands retain virtually all of their original fabric providing a clear picture of the working of hand shearing. Designed by Watts and constructed in 1886, it is one of a number of wool sheds designed by architects in the late nineteenth century. The quality of workmanship in the construction of Errowanbang Woolshed is of the highest quality. The massive stone piers supporting the trusses of white cypress pine over the sorting area have contributed to the long term stability of the shed.



The penning wings and plunge dip are undercover forming large wings off the centre of the shed. The shed cost £5000 and is believed to have used 5 tonnes of nails and bolts. In 1886 owner Francis Hopkins oversaw 90,000 sheep shorn including those from neighbouring stations in one season. Old Errowanbang woolshed is still a working shearing shed in a smaller capacity today.

Old Errowanbang Woolshed was the first woolsheds in the district and is one of the most interesting of the Central West region of New South Wales.

The property's owners, the Harries family, have spent the past 12 months working towards refurbishing the grand old building

From the woolshed on through Burnt Yards to Mandurama then on to Neville for our lunch stop at the Neville Siding buildings. A nice lunch in the main building of pumpkin soup and then sausage and onion sandwiches.

The judges were busy inspecting all the vehicles. The best Veteran vehicle was judged to be the 1913 Talbot owned by Neville Preston who we faithfully follow because of his excellent navigation skills.

After lunch the weather was changing to a few spots of rain so there was movement at the station to head back to Orange, travelling through Blayney and Milthorpe. A good shower of rain between Neville and Blayney.



Morning tea in the woolshed

Saturday night was the Presentation Dinner at the Orange Ex-Services Club. A fitting end to the event.

Sunday 3rd.

I departed Orange at 6.30am and my trip home had varying weather conditions. The first 20 klms there was a very heavy fog and that cleared to sunny conditions through Bathurst. Then the fog came back again at Yetholme with some drizzle that lasted through to Hartley. Then some finer weather to Mt Victoria and then the crook weather returned again until just past Leura and then it cleared. The Marshalls caught up with me and we stopped for morning tea at Bulls Camp.

Continued down the mountain in much better weather along the M4, on to the M7 then the M2 and then Pennant Hills Road and onto the M1. Off at Mt Colah for our lunch stop in Hunt Reserve. Then continued on the M1 to home. The last 10 klms it really bucketed down. I arrived home at 2pm.

An enjoyable 10 days of veteran motoring, a little cool at times.

Veterans at Orange

- Euan & Wilga Coutts 1910 S.C.A.T.
- Nigel Coutts 1910 Hupmobile 20
- Bill & Robin Betts 1908 Renault
- Malcolm & Julie Roy 1910 Hupmobile 20
- Bernie & Elizabeth Schell 1913 Hupmobile 20
- Nev Preston..... 1913 Talbot



A couple of Austin Sevens

Donald Hamilton Barker - Ex Member 107

Don was the only child of Walter (Wal) Barker and Dorothy (Dot) Barker. Wal was known for his long time ownership of a 1912 left hand drive Metz. One day Marney and I attended a house warming party for two friends. It was here we met Don. He mentioned his father's Metz and next day Don took us to see Wal. The rest is history.

Don helped me recover my first veteran, a 1914 Fiat with a huge panel van body attached. He had no hesitation in borrowing Wal's Metz trailer to bring it home. It was this that kindled Don's interest in veteran cars. The next weekend we drove to Blandford at the bottom of the Murrurundi Range. Don picked up a 1915 Model T Ford Roadster in complete condition – except for all the woodwork which was completely rotted. We towed it home to where Don and his first wife Val were building a new home. Don and Val welcomed their only child David at that time. In between building the home and restoring the Ford, Don commenced a study on Henry Ford. So engrossed with this study was Don, that a member stated that "Don is possessed with the ghost of Henry Ford". Don and Val attended many rallies with the Ford. Val's untimely death concluded another chapter in Don's life.

Several years later, he met and married Annette Lynch. Don and Annette separately bought two joined together, two storey 19th Century stone houses. Don was in his element again – restoring old buildings. A bonus was a large tin garage at the back of the house which became a workshop, storage and garage for Don's 1997 Daihatsu Move. Don was then struck by another cruel blow, the disastrous "Pasha Bulka" storm, which sent a metre of storm water through his home and garage. His car and garage were left as he and Annette started the huge cleanup of the home.

Eventually Don deregistered his car and handed in his licence, (he unselfishly gave me the car). Next door was a 7 storey apartment complex where Don and Annette purchased the sub-penthouse apartment. This gave them views of the harbour, the Stockton Bight and buses at their door. Don took delight in telling me he could use his binoculars to see the back rooms of our house.

One side of Don's life was kept quiet. This was his great philanthropy activities. Large grants were given by him to the University of Newcastle, The Maritime Museum and a retirement home.

Soon after moving to their new home/apartment Don was taken to hospital and diagnosed with pneumonia. On discharging him, the doctor said he also had a very serious lung infection and he must see a specialist. Many months went by before he could get an appointment. Sadly, there was nothing that could be done and Don spent his last months being cared for by Palliative Care Nurses who came every day to his home.

Don passed away this week and is survived by his wife Annette, son David and Daughter in Law Elaine.

The Funeral was held at 2.00 pm Friday 8th May 2015 at Pettigrew's Funeral Parlour, Maitland Road Newcastle West.

I shall miss you my friend.

Ray Thomas – Member 108

WHY?

(With apologies to our American friends!)

Why did a Bonnet become a Hood ?	Why did a Pair of Jeans become Levis ?
Why did a Mudguard become a Fender ?	Why did a Bumper Bar become a Nudge Bar ?
Why did a Running Board become a Stepside ?	Why did a Panel Beater's Shop become a Chop Shop ?
Why did an Engine become a Motor ?	Why did a Telephone become a Cell Phone ?
Why did a Tourer become a Phaeton ?	Why are Rego Labels a thing of the past ?
Why did a Roadster become a Soft Top ?	Why do I have to have a driving test every couple of years ?
Why did a Gear Lever become a Stick Shift	Why did I become a nit picking cranky old bugger ?
Why did a Dickey Seat become a Rumble Seat ?	Why do I lay awake at night wondering why ?
Why did a Sloper Sedan become a Fast Back ?	
Why did a Bloke become a Guy ?	Please tell me why?
Why did a Sheila become a Doll ?	
Why did a Red Head called Bluey become a Ranga ?	<i>Ray Thomas</i>
Why did a Glass of Whiskey become a Shot ?	
Why did a Cattleman's Hat become a Stetson ?	



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Sunday start at 10.00 AM. New runs are being checked out.

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INDEMNITY STATEMENT: In consideration of acceptance of my entry and participation, I agree (1) To be bound by all rules, regulations and directions of the Classic and Enthusiasts Motor Cycle Club of NSW Inc("the Club"); (2) That I enter and participate at my own risk;(3) That my machine/s carry full or conditional registration; (4) To indemnify and keep indemnified jointly and severally "the Club" its members, organizing committee and its sponsors from and against any and all liability, for personal injury and or damage to property whether out of or in connection with my entering and participating in the tour.

Entrant's Signature: Date:

Quantas By George

Barrie Gillings

To all VCCA and other members who knew George Roberts, I attach the paragraph I wrote about him, which appeared in the October, 2014 issue of the Australian Dental Association News Bulletin, in a column I write for this publication. Any car magazine editors who would like to use all or part of it, feel free to do so, but please acknowledge that I wrote it. He was a particular friend of mine, and I cherish his memory.

This is the name of a book by Paul Byrnes* (Footnote: ISBN 0 949284 52 1) and has the sub-title 'The remarkable story of George Roberts'. (Your Annalist's copy is signed "To Barrie, Best Wishes, George Roberts, 14/11/2000"). He was a friend and fellow old car nut). With Qantas so much in the news these days, this book is an interesting, reflective and often amusing recollection of a true Australian icon, and also the history of George, one of its outstanding employees. He was born in Ipswich (4305) in 1909 saw his first aeroplane, a Curtiss Seagull in 1919, when he and his brother Norm helped push it off a sandbank. As a reward, they were given a joy-flight, which set their futures. Their father ran a car dealership in Ipswich, and George could drive a car at age seven. In the 1920s, George and his brothers became experts at repairing and improving motorbikes and cars, especially Model T Fords.

George and his brother Norm built their first aircraft, a glider, in the 1920s and motor-biked to Eagle Farm aerodrome to witness Bert Hinkler arrive from England in March 1928 and Kingsford Smith and Ulm arrive from the USA in the Southern Cross three months later. On May 29, 1930, Amy Johnson became the first woman to fly solo from England to Australia. Qantas, by now a well-established airline, sent a plane to escort her from Darwin to Brisbane. George and Norm were at Eagle Farm to welcome her and, by chance, were nearby when her Gipsy Moth clipped a boundary fence and then turned over. They were the first to reach her, hanging upside down, and freed her from her harness.

George and Norm decided their future was in aviation and became licenced pilots in 1932. In 1934 Norm was hired as a ground engineer for the now modestly successful QANTAS airline. In 1936 George joined his brother, and became responsible for the airline's instruments and electrical components at a salary of four pounds per week. After a week, he approached his boss, Arthur Baird, and said there was no need for the time-wasting and expensive business of sending faulty magnetos to Prouds Ltd in Sydney. He would repair them all and fit them if his salary was raised to five pounds per week. His offer was accepted.

By 1937 George was repairing and installing aircraft instruments at the flying boat base in Brisbane, and later at Rose Bay, Sydney. A little later, QANTAS was to provide the Sydney-Singapore leg of the flights to the UK using new aircraft fitted with the recently invented autopilot. This instrument failed on the first craft to arrive and George's boss Baird (see above) asked whether George could "fix the thing". George had never seen one before, but did so. When this 'plane returned later, George exchanged the repaired unit with a new one, and kept the old one, which is now on display in the QANTAS museum.

During WWII George's instruments overhaul section grew rapidly, and aircraft instruments were arriving by whole planeloads, especially when the US Air Force entered the war in the Pacific. Many watchmakers and jewellers, plus 30 local women, were trained to work on the instrument overhaul line. George developed multiple outlet test equipment to speed up the servicing. His reputation grew, and some say that the nickname "George" for aircraft autopiots was coined because of his activities.

In 1970, George retired from QANTAS at age 60, the compulsory retiring age at that time. He had set a company record for attendance: not one sick day in 34 years. Retirement allowed him to enjoy his veteran and vintage car activities. George was an early member of the Veteran Car Club, which he joined in 1955, and was the co-director of the First Australian Bicentenary (1970) International Rally for Veteran and Vintage Cars, took part in all three Redex Car Trials around Australia, and was extremely active in the old car movement around the world. His children have continued his QANTAS associations, and the Roberts clan have logged 132 years with the airline. In his later years, George was a significant contributor to the organisation and maintenance of the QANTAS museum and historical collection. At age 99, he was certainly the oldest living QANTAS employee.

He used to say that if he ever reached 100, he would drive one of his cars at 100 kilometres per hour through the Sydney Harbour Tunnel. He didn't quite make it, but the 400+ co-workers, friends, relatives (and your Scribe) who attended his funeral are confident that had he become a centenarian, he would have tried and succeeded. We all would have applauded.

Computers verses Ford

For all of us who feel only the deepest love and affection for the way computers have enhanced our lives, read on:-

At a recent computer expo.



Bill Gates reportedly compared the computer industry with the auto industry and stated, “If Ford had kept up with technology like the computer industry has, we would all be driving \$25 cars that got 1,000 miles to the gallon.”



In response to Bill’s comments, Ford issued a press release stating:

If Ford had developed technology like Microsoft, we would all be driving cars with the following characteristics (and I just love this part):

1. For no reason whatsoever, your car would crash twice a day.
2. Every time they repainted the lines in the road, you would have to buy a new car.
3. Occasionally your car would die on the freeway for no reason. You would have to pull to the side of the road, close all of the windows, shut off the car, restart it, and reopen the windows before you could continue. For some reason you would simply accept this.
4. Occasionally, executing a maneuver such as a left turn would cause your car to shut down and refuse to restart, in which case you would have to reinstall the engine.
5. Macintosh would make a car that was powered by the sun, was reliable, five times as fast and twice as easy to drive - but would run on only five percent of the roads.
6. The oil, water temperature, and alternator warning lights would all be replaced by a single “This Car has Performed An Illegal Operation” warning light.
7. The airbag system would ask, “Are you sure?” before deploying.
8. Occasionally, for no reason whatsoever, your car would lock you out and refuse to let you in until you simultaneously lifted the door handle, turned the key and grabbed hold of the radio antenna.
9. Every time a new car was introduced car buyers would have to learn how to drive all over again because none of the controls would operate in the same manner as the old car.
10. You’d have to press the “Start” button to turn the engine off.

PS - I’d like to add that when all else fails, you could call “customer service” in some foreign country and be instructed in some foreign language how to fix your car yourself!

Please share this with your friends who love - but sometimes hate - their computer!

This article was forwarded to me by Neil Martin

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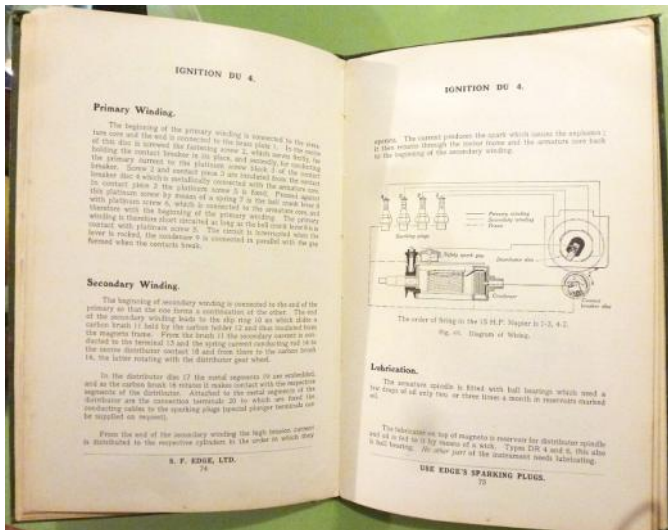
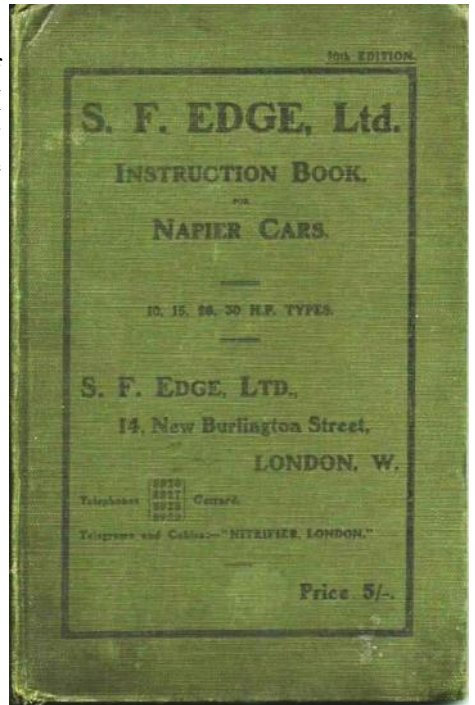
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Contact: Joe Timkiv Ph: (07) 3389 0736
Mob: 0448 961 393
Email: vispomana@gmail.com
[4-15]



Manual for 1912 Napier My father-in-law, who is well into his eighties, recently handed me an original manual for the Napier cars of 1912 to see if it was sale-able. Before looking at putting it up on ebay or similar, I thought I would make this contact first to see whether there might be any interest by Napier car owners you may know of. Would make a nice addition to the glove box I think. It is in very good condition.

Contact: John Abell. Email; john@abell.ws Mob: 0466 104 500
(No price given)
[4-15]



For Sale: (cont)

1 pair Corcoran Side Lights complete \$250.00

Contact: Gordon Dewey Ph. (02) 6947 2772
[5-15]



Veteran Motorcycle 1905 PEUGEOT. 500cc Single 3 1/2 HP. Very rare motorcycle. Has been given its 100 year badge by the Veteran Car Club of Australia. The bike is on Club plates (to be returned to ACT Rego). The Bike has been regularly run in club events and was at the Parkes Veteran M/C Rally 2013. It has new tyres and the magneto completely serviced by Peter Scott. It has a B&B Carby and comes with service tools and Restored original seat. Price \$34,000.

Contact: Geoff 0415 228 877.
[5-15]

Wanted:

1 Pair of electric headlights (Small and fork mount), **1 Pair Side Lights**, (electric) **1 Tail Light** (electric)
All above are for a small vehicle (1913 Phoenix) and would prefer CAV but not essential.

Contact: Ray Ives Phone (02) 6742 1513; 0427 421 513; email: rjives1@bigpond.com
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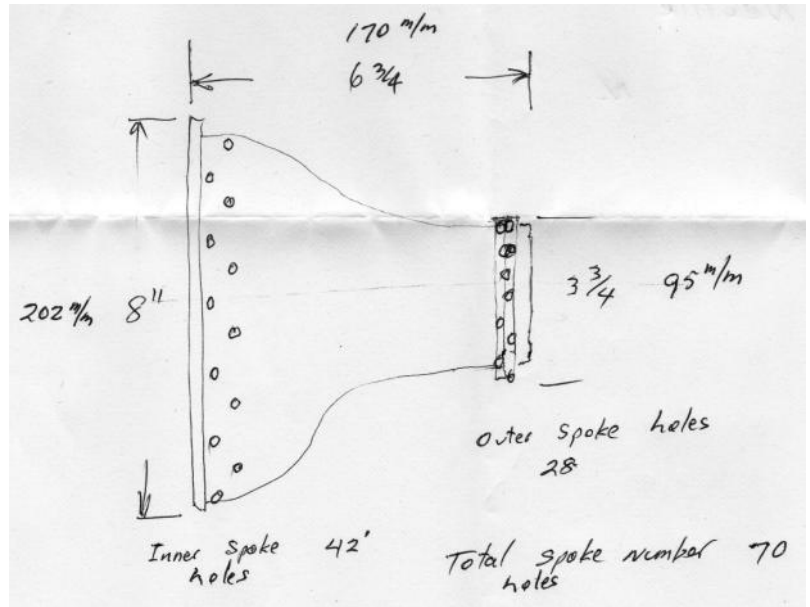
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 Total = 70
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Contact: Neil Martin Ph: (02) 9632 5047
 Mob: 0417 236 495

Email; veteranmotorman@gmail.com
 [4-15]



Beaded Edge Rims and locking rings for Firestone 30×3½ de-mountable wheels. Wanted, will buy or trade.

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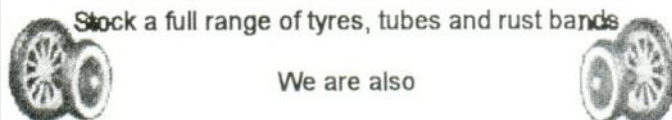


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