

SPIT AND POLISH

PATRON

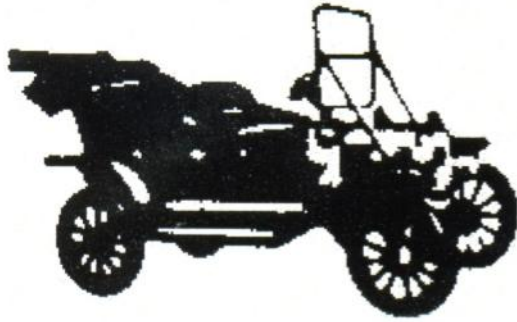
His Excellency General The Honourable David Hurley AC DSC (Ret'd)
Governor of New South Wales

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



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SPIT AND POLISH

WEB PAGE: www.vccansw.com

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

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

Cover Photo:-

*Alan Miller’s 1910 Oakland.
At the start of the Friday run at Mittagong RSL,
during the MaSH Branch Ramble, February 2015*

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

President's Report

(Please note: In my last column I attempted to summarise suggestions that had been put forward in committee and so hopefully the article generally represented the committee's thinking. This month's effort is much more based on my personal view of things and so doesn't necessarily represent the committee's position. I realise that not everyone will agree with my sentiments but whether you agree or disagree please remember that I am expressing my opinion because I am so passionate about veteran cars and this club.)

Well last month I requested feedback on a range of suggestions that had been considered at an extraordinary committee meeting and requested feedback from members. What's more I actually got some, most of it verbal and supportive. Euan Coutts sent a letter which I read out at the last club meeting concerned that there was a proposal to encourage people to attend veteran car club events in vehicles that weren't veteran but were historic. At the outset let me say that I think we are probably all in agreement that we want to have lots of events that cater for veteran vehicles and have lots of veteran vehicles in attendance. We may differ slightly on the best way to achieve that.

I believe we now have more choice in terms of club events for veteran cars than probably at any previous time in our club's history. Check out some old issues of *Spit and Polish* on the club's website if you don't believe me. Some of our runs, such as the MaSH Branch coffee runs are relatively small local runs (typically no more than 50km) with no entry fee and no formal entry. They are of a social nature as much as they are an opportunity to exercise your veteran. Indeed, given how far it is for many members in my area and beyond to get to club meetings, they provide the opportunity to meet other members and people who share an interest in veteran cars that they might otherwise be denied. Whilst we encourage everyone who can, to come veteran to such events we recognise that they are in essence invitation events and if your veteran is off the road or its not practical to drive it all the way to our run for such a small run or you don't own a veteran come in whatever car you like that you can legally drive. To me any car made after 31 December 1918 is a modern if its at a veteran car club event.

As custodians of some very special cars we have a responsibility, I believe, to ensure their future as best we can. So we have invited people to come to our coffee runs in their vintage or classic car if they have a genuine interest in veteran cars. Surely they are the most likely people to convert to veteran owners. My first love is my veterans (actually-Vivian is my first love but you know what I mean) but I also enjoy my vintage cars. I have historic vehicles because I like to drive them. So if you can't bring your veteran I'm certainly not going to say you can't bring another vehicle you enjoy driving because its historic but not veteran. That runs counter to the whole spirit of the old car movement. Indeed we encouraged one such vintage car owning gentleman to go out and purchase a veteran, get it on the road and join us at the recent Bundanoon rally. The car isn't registered with our club for the simple reason that if you acquire a veteran late November and want to register it through our club but aren't currently a member it will be late February before you can register your car - too late for the Bundanoon rally. Don't start me on that one - well not till some future month anyway.

I hear arguments such as "so and so would turn in his grave if ..." Times change and people adapt. Even if we could be certain what they thought back then no-one can truly know what they might think now. When I first joined the club there were generally a few members who drove their veterans to the monthly club meetings. I don't think that has happened for many years now. Log books are here and most members have opted to go onto the logbook scheme. I know that some people bemoan the loss of control that the club had over its members. To me that's not what the club should be about and the less liability the club has with respect of its members the better.

I should add, lest I be misunderstood, that in the case of our longer, more "official events" where we are to some extent showcasing our cars, I would request that members make every reasonable effort to attend in a veteran and if they can't and its practical to park apart from the veterans please do so. It seems that, for these events, the consensus is that a modern is OK if its on full registration but not if its on historic plates. Whilst the logic behind that totally escapes me I pretty much lost the argument in committee. I imagine that the real motive is to prevent any blurring of the line between veteran vehicles and other historic vehicles which is a somewhat different distinction.

My challenge to the zealots amongst us are these: If you are so determined that everyone should come veteran and not in other historic vehicles do you assist those whose veteran is off the road to get it back on the road? And if that's not possible or you know of members or potential members who don't have a veteran do you offer them a seat in your veteran where practical? I was a member of this club for many years and followed runs in my modern. Not one member offered me a lift. When I finally got a veteran my wife and I were the first to offer our then Events Director (who had no veteran on the road at that time but only a long term restoration project) and his family a lift. I felt a little embarrassed doing so because my veteran was far from being sorted (the clutch was pretty much a binary device) and far from being cosmetically beautiful. If you can't confidently answer yes to the above questions maybe a little self reflection is in order. I'm glad to say that at our coffee runs there is often quite a bit of swapping of passengers between cars so that a casual observer might have trouble matching wives up to husbands!

Doug Fulford

Minutes of Monthly Meeting of VCCA (NSW) Inc.

Minutes of Monthly Meeting of VCCA (NSW) Inc held on Thursday 23rd March 2017

ATTENDANCE

Committee: 7 Members: 17 Visitors: 1 (Melinda Kovacs)

Apologies were received from Dennis Ballard, Euan and Wilga Coutts, John Fyrris, Bob and Elizabeth Hobson, Bruce and Kath Kinnear, Don Liddle, Michael Lowe, Peter Martin, Peter Weir

MEETING OPENED AT 8:15 PM.

PRESIDENT'S OPENING REMARKS

The president, Doug Fulford, welcomed all members and the visitor. He tabled the apologies.

MINUTES PREVIOUS MEETING

Apologies to Don Liddle for omitting his attendance at Carnivale on Australia Day.

Other matters arising: Nil

Moved: Graham Weekes Seconded: Barry Shinfield

INWARDS CORRESPONDENCE

Invitations:

Hunter Valley Steamfest Show 'n' Shine 9 April

Machines and macchiatos -9 April

Ken Warburton - Cronulla Motor Show

Flyers

Robert Sanasi - Aria Park

Unique Cars

Other Club publications:

Veteran Torque Small Torque Early Auto

Bulletin of VCCSA. Brass Notes VCC NZ

Retronauts (online)

Other:

Kim Nolan

Bob Shipway - membership form

Ray Ives

AVCCA - Montagu Trophy, 1&2-cylinder rally 2018;22-25 March; photos of presentation to Francis Ransley Valuer General

OUTWARDS CORRESPONDENCE

Catherine Strutt - pre-membership

Jan Burke and Peter Martin - get well cards

Moved: Phil O'Loan Seconded: Les Johnson

TREASURER'S REPORT

Balances are: \$

It has been a relatively quiet month with income received from renters and advertisers in Spit and Polish. Outgoings have been for the printer and cleaner.

Entries for Eastern Creek need to be paid tonight.

Moved: Robert Fordham Seconded: Maxwell Boardman

MAGAZINE

The President thanked Bill and Carole Heeney for packing and posting Spit and Polish. He also thanked Neville for his special touches noting that it is little things that make the difference.

EVENTS

Graeme Newman reported on the Northern Sydney Breakfast Run where despite the weather, six veterans attended. Poor weather did not stop the MaSH Coffee Run on 24 February and won't stop them tomorrow when they plan to have lunch at Bingara Gorge. On 25 March is the Combined Sydney - Newcastle Outing to Somersby Falls and Graeme promised water in the falls! On 8 April Newcastle will have a breakfast run to Neil and Maria Heilbrunn. Notify Graeme if you wish to attend. On 25 April, an invitation has been received to visit Fagan's Park - more information is on their website. Entries are due for Shannon's Sydney Classic at Eastern Creek on 13 August.

PERMIT TO MOVE

Neil Martin reported that 2 renewals had been processed and there were no movements

LIBRARY

David McCredie indicated that a library report was almost finalised. The step is to list the collection. He requested that any information on cars and photographs that members might have be lodged in the library as well. A lot of work and effort is needed to preserve the library and members will be consulted. Les Johnson will donate a USB with information on Overlands. He commented that it is difficult to locate information.

DATING Nothing to report

MEMBERSHIP

Members voted on application from Catherine Strutt and she was welcomed into the club. An application has been received from Bob Shipway which will be voted on at next month's meeting.

CMC Nothing to report

HALL Nothing to report

WEBSITE

Graeme Newman requested any information or photographs on Edwardian motoring dress. This includes photos of members in their Edwardian finery! He also alerted members to the new content added to the website - newspaper clippings from the late 50's.

GENERAL BUSINESS

Library

On behalf of the Library Committee, Louise Yeomans updated members and sought their views on the library and the future of the collection. Members answered three questions and the answers will be compiled for the next meeting. See report in Spit and Polish.

Discussion of the President's Proposals

The President read out an email from Euan Coutts regarding the attendance of cars on historic plates other than veterans attending veteran car rallies. His view is that a Veteran Car Club event is for veteran cars not other vehicles on historic plates. The President felt that he had been misunderstood as his aim was to have as many veterans as possible attending events. He proposed that a "social" event could be renamed an invitation event where non-vetetan cars from other clubs would be invited to participate. He noted his views differed from some other members of the committee. The coffee runs would be invitation events. Some people had contacted him privately to express their support. The President indicated that the committee welcomed feedback and invited other comments from the floor.

Graeme Newman commented that the logbook system had opened events up to other-aged cars and he said that the club needed to give clear directions to members on its expectations and core values. Historically a social event was a dinner and an invitation event included vehicles of other ages. He noted that peer pressure was an effective way of giving a message to those who attended a veteran event in other-aged vehicles (excluding modern cars). He requested that on veteran car events the other cars park apart from the veterans and that members speak with the driver of the offending vehicle.

The President observed that the people most likely to become veteran drivers were owners of vintage and classic cars and it was a way of encouraging more members to join the club. His aim is to have more veteran events and greater participation of veteran cars. He felt that there was agreement about the direction of the club.

Techie Talk

Barry Shinfield spoke about the imminent removal of 91 ULP (unleaded petrol) from the market and the dangers of using other fuels. His report was based on an article by Graham Allum: *Is there an old car in your future?* published in Restored Cars March-April 2017. Currently 91 ULP accounts for 50% of fuel sales. It will be phased out over the next two to five year. 91 ULP contains sulphur (50 parts per million of sulphur) and premium unleaded and ethanol blends will be limited to 10 parts per million in line with European standards. Premium unleaded only is of benefit for newer cars *with high compression ratios that are able to adjust ignition and ignition maps to take advantage of the slower burn rate of high octane fuel.*

E10 and other fuel blends are a mixture of ethanol and petrol which have very different properties. Ethanol is a water-based liquid which is hydroscopic (absorbs water) while petrol is an oil-based liquid. When left standing ethanol and petrol separate. Petrol readily evaporates leaving an ethanol water mixture with petrol residues, including sulphur. The ethanol is slightly acidic and will react with water to produce sulfuric acid. If you don't run an engine everyday this becomes a problem. The sludge will react with any metal parts such as brass (needle and seat), copper (fuel lines and early carburettors), lead and tin as used in solder. It will also dissolve some types of plastics which are used in fuel lines and carburettor floats. The best way to avoid damage from the fuel and sludge is to run the fuel supply dry after use, flush out the E10 with a non-ethanol fuel such as kerosene or paraffin, and to seal the cap on the ethanol fuel supply. This applies to veteran cars and also any small engines such as lawn mowers, whipper snippers, hedge trimmers, generators, compressors, pumps, outboards and so on.

Also of concern is the increase evaporative emissions when using E10. Refineries would need to change their operating systems and it would probably be more economical to process fuel offshore and import it. This would further reduce the shelf life of the fuel and leave Australia dependent on overseas suppliers. It is also anticipated that fuel would become more expensive.

Norm Mitchell offered to refer the loss of 91 ULP to the CMC. The President agreed.

Treasures from Ron's collections

Ron had a large cardboard box filled with antique books, jewel boxes and candle snuffers. The oldest book was an Italian edition about coins, bound in pignskin and printed in 1559. There were about another 20 books with interesting bindings - pignskin, calf leather, silver and plastic from 1941. There were several very small books and one was equipped with its own magnifying glass. Some of the larger books were hollowed out inside to conceal pistols. The four jewel boxes were French and made from rock crystal with bevelled edges and fitted with a silk lining on the base. Ron stores some amazing things in them - teeth, badges and a gold nugget! The candle snuffers varied from very early ones made of steel to some very ornate sterling silver examples, one had its own silver tray.

If you would like to see more of Ron's treasures he is hosting tours. The next tour will be on 14 May so contact Ron if you would like to see more.

The raffle was drawn.

MEETING CLOSED AT 9:50 PM.

Doug Fulford Louise Yeomans
President Secretary

At the April Monthly Meeting

I will be showing my collections of:-

Money boxes, Meat Cleavers, Human Bones, Silicon Pictures

Ron Hattersley Esq

Retired Master Broker, Director, Collector of Material Culture, Farmologist, Gentleman.

APRIL

2017

27th

Events Calendar - Club Events

Committee Meeting starting at 6.45pm

27th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

28th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

MAY 2017

12th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*

14th **Inspection of Ron Hattersly's collection** at his home at 1pm. *See Page 9 for details. Please contact Ron if you wish to attend.*

16th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm

21st **Newcastle Branch Birthday run.** Meet at John Burke's at 9.30am. *See Page 9 for details.*

25th Committee Meeting starting at 6.45pm

25th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

26th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

JUNE 2017

9th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*

16th-18th **Newcastle Branch Singleton Weekend.** *See Page 9 for details*

17th MaSH Branch Meeting - 2pm - Mittagong RSL Club

20th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm

22nd Committee Meeting starting at 6.45pm

22nd Monthly Club Meeting at Club Rooms, Fivedock at 8pm

23rd **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

SEPTEMBER 2017

Events Calendar - National Rallies

17th - 22nd **The 11th National Veteran Motorcycle Rally** will be: Hosted by The Veteran and Vintage Motor Cycle Club of South Australia, Inc. <http://vvmccsa.org.au>
Centred on The Barossa Tourist Park, Nuriootpa, South Australia. <http://barossatouristpark.com.au>
tel. 1800 251 634

The Barossa Tourist Park has been bulk-booked for the week, so please mention the NVR to receive a 5% discount (a maximum discount applies) off their normal rates for cabins and camp sites. There are numerous accommodation options in the region if you're looking for something different - try <http://www.barossa.com/> or the Barossa Visitor Information Centre tel. 1300 852 982.

24th - 30th **National Veteran Vehicle Rally, Clare Valley, South Australia.** *See April 2016 Spit and Polish for more detail and Expression of Interest Form*

SEPTEMBER 2018

23rd - 28th For those of you that may not be aware, the Newcastle Branch is organising the **2018 National Rally** which we have decided will be held in **Forbes**. The dates of the event are from Sunday 23/09/2018 to Friday 28/09/2018. Make a note in your diary, iPad or whatever means you use so that you can make arrangements regarding holidays etc, should you be interested in attending.

MAY 2017

Events Calendar - Invitation Events

2nd **OASIS RUN Visit to Camden Museum** John St., Camden. **Entry Donation Appreciated.**
Meet Curry Reserve Meet at Curry Reserve, Camden Valley Way Elderslie (Camden) Next To Tourist Information Centre For B.Y.D. Morning Tea Time. From 10.00am onwards for 10.30am departure. leaving Museum at 12.00 noon we will proceed to Campbelltown Golf Club for lunch
Details. Les Watton 9838 8063 m: 0418 973 866

Events Calendar - Invitation Events (cont.)

JUNE

9th - 12th Wagga Wagga Veteran & Vintage Motor Club Inc. Invitation to their 50th Annual June Rally. For more information and entry form contact Ray Harrison ph: 0407 145 525 or visit our web site www.wvvmcinc.wordpress.com

JUNE/JULY 2017

28th - 3rd Mary Poppins festival VCCAQ Rally Maryborough. The plan is to arrive Tues 27th June and rally Wed 28th - Mon 3rd July. It is proposed to base ourselves at the Wallace Motel & Caravan park, 0741213970 (contact person: Gavin) www.wallacecaravanpark.co.au. They have a range of sites and accommodation types, with sufficient space for trailers and several covered meeting areas. Should you have further questions or need help in any other way please feel free to contact us: Terry and Regie M 0404 647 359 H: (07) 4159 0662.

MARCH 2018

15th-18th VCCA (Victoria) Annual 1&2 Cylinder Rally - Cobram. *Expression of Interest Form on Page 18*

OCTOBER 2018

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

AUGUST - SEPTEMBER 2019

30th August - 6th September 2019

HCCA International TOUR 2019 BATHURST, NSW, AUSTRALIA
for Petrol, Steam & Electric, Veteran Cars & Motorcycles produced prior to December 30th, 1916.
Hosted by the HCCA 5th Eastern Australia Region Invitation to ALL Veteran Car Clubs worldwide.
Rally headquarters will be the famous Mt Panorama Raceway Pit and Corporate area. With Hotel accommodation adjacent to the raceway.
Any questions, please contact: **Russell & Chris Holden (Rally Directors)**
Ph 61 422 219 911 or email: russell@oldworldlamps.net *Expression of Interest form in June 2016 S & P*

Coming Events

Northern Sydney Breakfast Run

Sunday 7th May 2017

This time we plan to visit Appletree Bay in Ku-ring-gai Chase National Park.

There is a small coffee shop.

If it is raining, we can retreat to Bobbin Head where there are several shelters and a bigger coffee shop.

Park entry costs \$12 per vehicle.

You can enter the park from Bobbin Head Road through North Turrumurra, or Ku-ring-gai Chase Road, Mount Colah near Hornsby.

See you there about 9am.

Coming Events

Ron Hattersley's Collection

Sunday 14th May 2017

At 1pm

A visit to have a look at Ron's magnificent collection.

Numbers are limited so be in early.

If there are too many for the first visit another visit can be organized with Ron for a week day.

Please contact Ron if you intend to attend.

(H) 9969 7216 (M) 0422 232 923

Newcastle Branch Birthday Run

Sunday 27st May 2017

Meet at John Burkes at 9.30am for a 11am start.

2 Occident Street Cessnock

We will then travel to Paxton Bowling Club for lunch.

Contact: John Burke 4991 1806 Mob: 0412 821945

Newcastle Branch - June Tour

Singleton

This year the event will be held on the Weekend of the 16th to 18th June. (Friday, Saturday and Sunday) which is the weekend after the long weekend.

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 March Spit und Polish

Shannon's Sydney Classic at Eastern Creek

Sunday 13th August 2017

MINI TOUR

OF COOLAMON, TEMORA, JUNEE COUNTRY SIDE.

6th to 10th October 2017

Expressions of interest should in as soon as possible, or at latest 1st May 2017 to ensure your accommodation. (*Please contact Bill if you are interested*)

Further information in the March Spit and Polish

Contact: Bill Heeney, Email: oldbillheeney@gmail.com

or phone 0428 548 111

For updates and a list of accommodation.

Welcome New Member

Catherine Strutt & Chris (Duncan) (1127)
50 Carolyn Street
ADAMSTOWN HEIGHTS NSW
1912 F.N. 1600
Ordinary Member
(H) 4957 1780
(E) c.strutt@bigpond.com

Application for Membership

Bob Shipway
PO Box 185
MEDOWIE NSW 2318
1913 Maxwell
Associate
Nominated: David McCredie
Seconded: Russell Holden

Voting for the above application for membership
will be held at the meeting on 27th April 2017

Change of Email Address

Enid Manhart
clytha37@bigpond.com
now reads
clytha375@bigpond.com

Letter to the Editor

Dear members,

I have just received the latest copy of Spit and Polish and read the proposed changes to the Club as contained in the President's Report.

I can say that I agree with all of the proposals, except the proposal to encourage members to bring classic and Vintage cars to our events.

I cannot see that there are classes of events, any events organized by this Club are for Veteran Vehicles only. For many years the convention has been, if your Veteran was off the road you came "Modern"; and in fact this has been a widespread practice and the turning up in anything other than a Veteran or Modern was actively discouraged, sometimes robustly. Why any change to this convention will encourage more members to attend events is beyond me, and all I can see is a gradual decline in the use of our Veterans as it is much easier to use a Vintage or post war car. This has happened in other Clubs who were formed to cater for say, Vintage cars and became "30 year" clubs. I have noticed with dismay that these Clubs' events are now dominated by post war type cars, with the Vintage car being left at home

In conversation with members of these club, some have expressed the same concerns and have congratulated our Club for sticking to our Dating.

Surely it is up to people running events to provide a venue and program to attract the use of Veterans, not take the lazy way out of expanding the scope of cars allowed to attend.

On another point the Club wisely decided to restrict some events to "1 & 2 cylinder" cars because it felt that these slow, less powerful and less comfortable cars were not being seen at events, members naturally preferring to take a larger Veteran. This has been a successful policy and 1 & 2 events are very popular and we see some very rare and early cars at these events, which would otherwise be left unused in a garage. This naturally lead to these interesting cars not being restored or purchased for use in events. I agree that there is a case for running events for "small 4 cylinder" cars, how this is to be defined is another subject.

Wilga and I will not be able to attend the next meeting so I would be pleased if you could read this to the members.

Euan Coutts

Letter to the Editor

This report was presented at the club meeting on 23 March 2017 on behalf of the library committee to update members on their progress and consult members on future directions for the library.

The members of the library committee are David McCredie, the librarian, Jennifer Fawbert, a trained librarian with experience in technical libraries and myself as the committee liaison person.

At its first meeting at the end of last year the library was tidied up and Jennifer conducted a general appraisal which has resulted in her draft report to the committee. It raises issues relating to the preservation and conservation of the collection. The room has high humidity as evidenced by the amount of liquid in the desiccators and is not temperature controlled.

At its second meeting a more thorough look at the collection was made. The collection is highly eclectic consisting of books ranging from technical manuals to coffee table picture books, magazines from Australia, Britain and America, club archives and memorabilia. Items range in age from contemporary to almost 120 years old.

This raises another issue to be addressed as over the 120 years the quality of the paper varies and this means there are many different conservation needs. In the present conditions, the collection is unlikely to last for another five to ten years.

To ensure the collection is preserved is going to require expenditure on controlling the temperature and humidity in the room with ongoing associated running costs, appropriate storage and a program of conservation.

This is where the library committee seeks the views of club members. To preserve and conserve the collection will require a financial commitment from the club as well as volunteer labour. The club is eligible to apply for grants and it would be appropriate to apply for a Community Heritage Grant to assess the significance of the collection, and grants could be applied for to assist in the conservation of specific items. In the long term, the library committee envisages scanning rare items and making them available on the internet to members and other interested people. Three questions were posed for members to consider and answer.

The first question is: **Do you want a library?**

To play the devil's advocate: as the VCCA (NSW) is committed to the preservation and conservation of veteran vehicles, the library supports this aim and acts as a repository for technical information about veteran vehicles. The club is a custodian of the collection for the future. The financial costs are negligible compared to the intellectual wealth that will be saved for future generations for research, reference and general knowledge about the historical development of motor vehicles, particularly in Australia. If members consider that the library is no longer needed then it is unlikely the collection would stay as an entity. It is unlikely the state or national library would take the collection and it would be a disappointment to see this happen. Items could be sold but their value is unknown at this time and there are no guarantees for their preservation and conservation.

The second question is: **How do you think the library should function?**

Libraries have many roles - storage of information in many forms and formats, lending to members, records of past events, and source of technical information, written and pictorial history of the club, research and recreational reading. This library is considered to be an automotive heritage library, probably one of three in Australia. (Birdwood National Motor Museum and Australian Motorlife have automotive heritage library but collect over a longer time span.) Should the library continue to be a lending library? A reference/research library? Plan to develop as an E-library? How should the collection be accessed? Do you want the library to perform any, some or all of these roles?

The last question concerns the scope of the collection. What should be in the library? Currently the library houses items that relate to pre and post 1919 vehicles. There are extensive collections of magazines - some do not relate to veterans and if they do there is usually no index or the magazines are now available online. Should the library be a collection devoted to veterans? While the other resources are interesting to car enthusiasts there are costs associated in their ongoing storage and preservation. If the collection is confined to pre-1919 these unwanted resources could be offered to members, sold or donated to other libraries and funds could go towards the preservation and conservation of the collection.

Following consultation with the members at the meeting on 23 March 2017 their answers have been collated.

1. **Do you want a library?**

All responses supported the club housing a library. Some members commented that:

The library is necessary a necessary part of our club. It needs to be maintained as best it can be.

I think the library is of value to the club.

The library needs to be maintained in a basic form and catalogued for minimal expenditure.

As it stands, there is very little to interest me but if it contained books on Edwardian costume, I may use it.

2. How do you think the library should function?

The responses were varied. Half of the members opted for a reference library and NOT a lending library.

Resource for car owners and anyone looking to restore/rebuild cars to original.

No removal of books. NON-LENDING

For dating and members' research

Members would like the open during meeting times for browsing.

Four responses wanted a lending library with conditions:

Books taken out should be signed out and written in a book.

Ideally both a reference and lending library. If you don't return a book you lose your membership.

Lending non-fragile material.

Valuable books should not be borrowed. Lesser books can be borrowed with a deposit.

Members requested some kind of catalogue system, preferably online, for easier access. Others requested the provision of a scanning facilities and electronic storage and online access.

3. What should be in the library?

Over seventy per cent of responses wanted the library collection to be dedicated to pre-1919 or vehicles built prior to 1918. One member wanted the cut off for material to be 1930 (FIVA cut off). Other comments related to specific content:

Mainly history on members' cars

Info relating to the veteran era and as much technical info as possible.

Preferably reference books; reference books only

No mags

Magazines and manuals

Perhaps a two-stage collection- 1. Valuable and rare items secured

2. magazines more available for reference

A variety of books, tapes and computer material

I would like to thank the members for their feedback and comments which will be useful in planning for the future. The next step for the Library Committee is to catalogue the collection, in general terms at this stage, and to apply for a Community Heritage Grant to assess the significance of the collection.

Louise Yeomans

Letter to the Editor

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

3 outings reported on this month, that being the 1 & 2 Cylinder Rally held at Hamilton, Vic, thanks to Bob Lamond, the Combined outing held at Somersby Falls, thanks to Graeme and the MaSH Branch Northern Coffee run, thanks to Doug. Another article from Les Watton about the Castrol Globe, that once adorned the skyline at the top of Razorback Mountain, thanks Les.

Also a report from Louise, from the Library Committee meeting, also the answers to the survey that was held at the last general meeting.

There is also another 2 page list of cars, that have been dated by our club between 1984 and 2002 and the Dating Officer John Burke, is requesting information on where they are now, so he can update the records. If you have any of this knowledge, could you please give it to John Burke, Neil Martin, Ian Streatfeild or Nev Preston. John had reasonable success with the previous lists.

Coming events for the next month are: the Northern Sydney Breakfast Run, visit to have a look at Ron Hattersley's magnificent collection and the Newcastle Branch Birthday run.

At the moment I have a small supply of material, but it is always handy to have a little extra just incase things get quiet. So if you have something it would be appreciated. Newspaper clippings with pictures are not the best, as the equipment that I own is not real good at reproducing this type of material. Some times people wonder why their information they have sent me has not appeared, but that can depend on how much space I am trying to fill.

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



1&2 Cylinder Rally Hamilton Victoria. 16-19 March 2017

Bob Lamond

The annual 1 & 2 Victorian rally was a great success with over 50 entrants and fine warm/hot weather - Doug Palmer of the Hamilton & District VVC Drivers Club was the rally director and he and his club members did a fantastic job organizing and running the rally and social activities.



The City of Hamilton has a population of around 12,000 citizens and some lovely historic buildings and grand homes. Originally known as “The wool capital of the world” for its high quality fleeces, when the bottom fallout of the wool market most graziers switched to cropping on the finest volcanic soils and large yields are taken nearly every year.

Day one I trailered my 1910 Brush down to Wangarratta Motor Inn to meet up with Geoff Simmons and John Wards, who were trailering Geoff’s 1909 Delage and next day we drove to Hamilton – 1,256kms from Mudgee – only incidents were a puncture on my driver’s side trailer tyre and wheel bearing problems on Geoff’s trailer. Other NSW members attending were Alan Miller in his 1907 Model K Schacht, Robert Fordham in his 1908 AX Renault and Euan and Wilga Coutts in their 1911 RX Renault.

Our shakedown run of 27 kms was very interesting as we drove around the four extinct volcanoes which surround the city – some steep hills, magnificent views and good winding up and down terrain which suits our 1 & 2’s – that night the H&DVVC put on a good Aussie BBQ – which we followed up with a few Irish Coffee’s ! {IC}

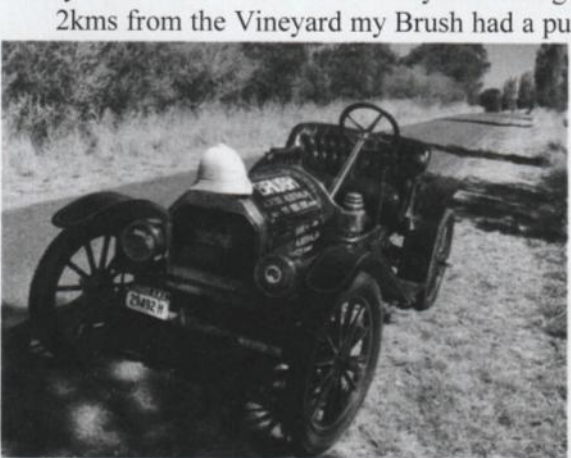


Peshurst Hotel, c.1908

Friday’s run of 96 kms was to the historic village of Peshurst where we visited the Volcano Museum, which had excellent audio/visual presentations of the creation of volcanoes then a walk around the village to view the many historic buildings. Geoff as usual was the first to go and the first back. My Brush had a good run to Peshurst, overtaking all Renaults, except Lyn Brown’s former 2cyl. DeDion, now in



the very capable hands of Brian Scudds. After a picnic lunch we drove to Stonefield Vineyard where we tasted some very interesting red & whites and fascinating labels !



2kms from the Vineyard my Brush had a puncture and, yes the spare tubes were back at our motel so we boarded the backup trailer for the return to Hamilton – a short distance down th road we came upon Mark McKibbin and his 1909 Sizaire et Naudin who had just experienced the trauma of independent steering when a tie rod lost its ball fitting - luckily there was no passing traffic and there was only some damage to a parked vehicle – my Brush filling the trailer Mark called the RACV. Sadly Euan’s Renault discovered a taste for water in places where no water should go so it was confined to his trailer for the rest of the Rally. A nice dinner for the entrants at our motel, and a few IC’s.

Geoff kindly demonstrated his expertise and fitted the new tube in quick time, thanks Geoff !

Saturday was a drive/walk around Hamilton in the morning visiting Campe’s Motor Museum and after lunch a 65kms run the local area stopping at a lookout which presented great 360 views then visiting a magnificent old – 1850 – homestead now being restored to its former glory. My Brush enjoyed the run and was only passed by Andrew and Frances McDougall’s recently restored 1909 Sizaire – Geoff’s Delage had left well before the field



with John Wards driving.

The final dinner was held at our motel – very tasting menu, a local band playing veteran music – “My merry Oldsmobile” wines and conversations with film of the rally being shown throughout the evening.

The 2018 VCCA Vic. 1 & 2 will be held on the third weekend in March at the excellent RACV Cobram Resort which we have enjoyed on previous 1 & 2's and is easily reached in a day from Mudgee. The National Rally in Tasmania is on the next week so you could enjoy 2 weeks of Veteran motoring.

Happy Veteran motoring

Combined Outing Saturday 25th March 2017

Graeme Newman

This year for the combined outing we returned to the Somersby Falls, having last visited in 2014. Changing the date of the event from early January to March certainly paid off this year. Whilst there were some concerns about the chance of rain and it was still a bit humid, it was certainly much more pleasant than what it would have been in January this year.



Doug & Dianne's F.N. & the Cherry Chev at Woodbury Park

Cherry's 1916 Chevrolet 490 which was back on the road after a bit of a break during which David had done quite a lot of work on it. Kevin and Matthew Spackman made up the 'Cherry' contingent however had travelled modern.

Matthew was offered the chance to accompany John Wards in the Benz, an offer he quickly accepted. If my memory serves me correctly, Sue was in Sydney for the weekend doing some family history research.

As is the case with almost every Newcastle Branch outing, Uncle Neville was there in the Talbot. I was there with Karyn, Lauren and her boyfriend Joshua in our Talbot, although when we first left home we weren't sure we were going to get there as there was

Members from the north met at Woodbury Park Reserve from about 9.30. We had decided to make our way to Somersby this time via Dog Trap Road rather than Bumble Hill which we had used in the past. Dog Trap Rd is a bit narrow in places and whilst it has one steepish section, it is no where near as hard a work as Bumble Hill.

Doug and Dianne Marshall were at the start, but as they were expecting visitors in the early afternoon, they decided they would travel with the group only as far as Ourimbah before heading home again. As a result there were four veterans from the north that made the trip to the Falls. The four included the



Nev's Talbot, John's Benz & Newman's Talbot at Woodbury Park

a bit of a previously unheard knocking noise that seemed to be coming from somewhere between the clutch and the diff. We went for a bit of a drive around the block and as we got back to the end of our street it had disappeared so I decided we would continue. We didn't hear it again so I guess we'll just have to wait and hear if it returns.

John headed off first in the Benz, to avoid being caught behind the slower cars on the hills, however managed to arrive last. When he arrived he was saying something about the GPS being confused as to location.

When we got to the Falls we found the carpark was quite full. This wasn't really a surprise as there was considerably more water going over the falls than there had been for some time due to the rain we had experienced in the previous week or two.

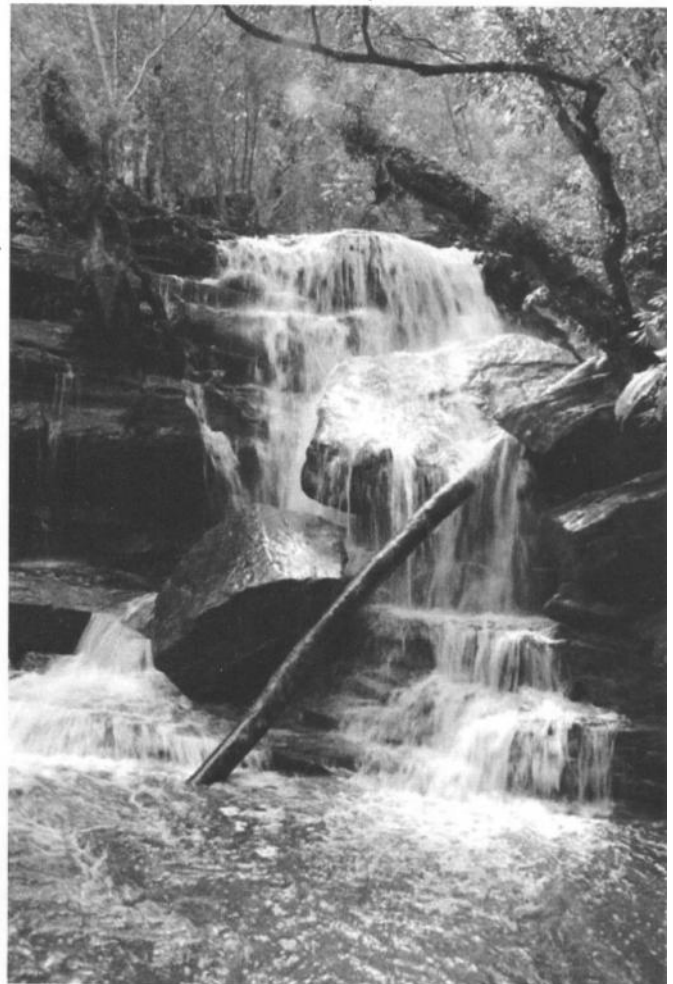
Not long after we had lay claim to one of the picnic tables the Sydney contingent began to arrive. Ian Streatfeild was on his own in the Willys Overland and had taken the chance to enjoy the trip up the 'old road' with the hood down. Barry and Dorothy Shinfield were in 'Tilly', but I think may have travelled a different way, at least for part of the trip. They were giving the car its first longer trip for quite a while. A little while later we got a call from Louise to say that the Wolseley had decided to call it a day near Jolls Bridge, meaning they were on the Motorway obviously having travelled a different way again.

She and Geoff were in a bit of dilemma though, as they had three grandchildren, George, Harriet & Angus travelling with them which was obviously going to present some problems when the tow truck arrived. Thankfully David and Kate Norton, who were travelling modern came to the rescue, delivering Louise, George & Harriett to the Falls whilst Geoff and Angus accompanied the car home on the tilt tray.

Bill & Carol Heeney made a brief appearance but announced they did not intend staying as Bill was possibly suffering from whooping cough and didn't wish to share it with the other members. Marnie, Daniel & Olivia Wren joined the Cherry clan for lunch with proud great grandmother Betty taking the chance to show off the very gorgeous five month old Olivia.



Marnie, Olivia & Betty



One section of Somersby Falls

As in previous visits the local wildlife was quite abundant with plenty of birds in the nearby trees and quite a few brush turkeys wandering around. If you ever get a chance ask Barry what he thinks about them, but only if there are no small children around! There was also at least one goanna wandering around no doubt looking for an easy feed.

After a quite relaxing lunch we decided it was time to go as there were a few threatening looking clouds around. Despite not all the cars making it to Somersby it was a pretty good roll up with eight veterans out for at least some of the day. Hopefully the Wolseley problems will be sorted and it will be back on the road again very soon, or at the very least for the Breakfast Run at Appletree Bay in May.

Attendees

Doug & Dianne Marshall	1912 F.N.	
John Wards	1916 Benz	
David & Betty Cherry	1916 Chevrolet	
Neville Preston	1913 Talbot	
Barry & Dorothy Shinfield	1911 Talbot	
Ian Streatfeild	1915 Willys Overland	
Geoff, Louise, George, Harriett & Angus Yeomans		1914 Wolseley
Graeme, Karyn & Lauren Newman & Joshua Higgins		1914 Talbot
Kevin & Mathew Spackman	Marnie, Daniel & Olivia Wren	
David & Kate Norton	Bill & Carol Heeny	



A small waterfall coming from behind the picnic area

The noise in Graeme's Talbot was later found, being caused by a collapsed cage holding the balls in the throw-out bearing in the clutch.

MaSH Branch "Northern Coffee Run" - Bingara Gorge 24th March 2017.

Doug Fulford

Wednesday and it was time to make a decision about the destination for the March MaSH Branch "Northern Coffee Run". I had intended going to Peppercorn Cafe at Mulgoa but they have only limited indoor dining space so there would be a good chance that we would end up having to dine al fresco. Looked up the weather forecast and noted that the bureau gave a 50% chance of rain on Friday. As a result I opted to go to Teas and Greens in Bingara Gorge instead. Checked the forecast again on Thursday shortly before heading to the club meeting. The chance of rain had increased to 80%. Good call I thought. As it turned out Friday was a warm and pleasant day and was the other 20% (or other 50%) possibility with no rain and only white, fluffy clouds.

Raced into Camden early Friday morning to print the route instructions and promptly forgot to grab them from the printer. Old age no doubt. Drove home, boiled water for the thermos and noted that Vivian who had got up at the crack of dawn to catch up on work and teach some medical students had already packed the morning tea essentials. Thank you Vivian. Then Kevin arrived to check that all was well with the Studebaker. Thank you Kevin. Funnily enough it was the Talbot that had caught the gremlins and stopped 20 metres up the road. Steve Fleming arrived but as I hadn't received his message I didn't have a car ready for him (Sorry Steve) so he opted to join Kevin which at that point looked like a brave call. John and Jan Grant arrived to join me (and later Vivian also) in "Marmalade" (the yellow terror). So I guess I could have given one of them a lift if required but the other may have had to walk. Luckily I didn't have to make that call.

Drove to work to pick up the route instructions and who should pull up behind us but Barry and Dorothy Shinfield who we thought were going to meet us at Bingara Gorge. Good, more people for the traditional chat over morning tea. Alan Miller, Peter Small, Geoff Small, and Robyn and Bill Betts were waiting for us at Curry Reserve. Shortly thereafter Kevin and Steve turned up having detoured via Kevin's home to do a quick change of steed! And didn't the pair of them look smug as they sped past us later in the day.

As is usual at these events everyone was enjoying catching up over morning tea so a little nudging was required to get the event proper under way. The drive to Bingara Gorge was largely on undulating rural roads and very enjoyable although I wouldn't object to council reducing the number of pot holes. Arriving at our destination we were delighted to find Bruce and Kath Kinnear waiting for us.

Teas and Greens serves tasty filling meals but service can be a bit slow when you turn up in numbers as their kitchen is relatively small. There was a new menu. Just about everyone decided to order the "Day After Burger" and by the time they arrived they almost were! So many of us ordered the burger that they overlooked the fact that Barry Shinfield, a most unique individual in the nicest possible sense, had ordered something entirely different. In the end Barry settled for a refund plus half of Dorothy's lunch.

After a fairly hard week it was truly refreshing to be able to relax with a wonderful group of friends. A passion for veteran vehicles may have been the catalyst that first brought us all together but its the camaraderie that truly binds us.

The Castrol Globe.

Les Watton

Who remembers the Castrol Globe of the World which stood on the top of Razorback Mountain from the 1930's to the 1960's (approx) near the original Anthony Hordern tree? The sign on the top stated 1020½ Ft. above sea level. I wonder what the height might be now with the rising sea levels?

It was a significant landmark when travelling on the Hume Highway over Razorback Mountain.

Sometime in the 1960's it disappeared for reasons unknown.

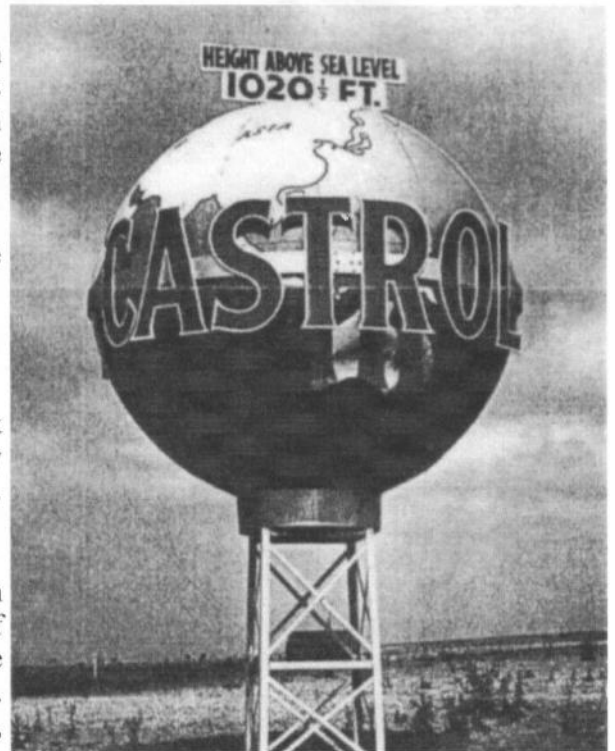
In 2001 the idea of a replica globe was suggested by Mick Fairfax to Wollondilly Council when the replacement Anthony Hordern tree was planted as a Centenary of Federation Project. The idea of a Replica Globe was rejected by the Council.



Half Scale Replica Castrol Globe

In 2003-2004 work on the making of a half scale model of the globe was instigated. The steel frame, stand, fibre glassing, painting & sign writing were all

done locally from a photograph from the Castrol archives. With the backing of The Razorback Crankhandle Association Mick continued to seek support for locating the globe with no positive results.



The original Castrol Globe on Razorback.



Kevin Boardman making a speech at the unveiling.

In 2014 it was suggested that there could be the possibility of locating the globe in the grounds of the Wollondilly Heritage Centre & Museum. This happened & the official unveiling was on Sunday 26th February 2017. Those in attendance were Bill & Robin Betts, Allan Miller, Kevin Boardman, Helen Grant & Les Watton along with many others attending on the day.



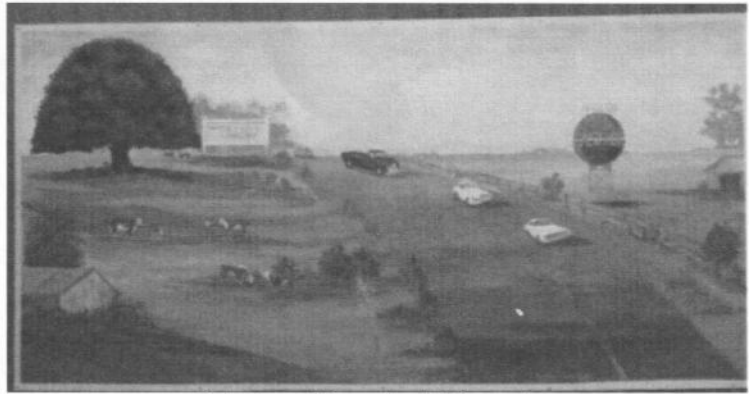
MICK'S VISION HAD COME TRUE!

Acknowledgements:

The Razorback Crankhandle Association, Mick Fairfax, John Neuman, Larry Wood, The Oaks Historical Society, Wollondilly Heritage Centre & Museum
Les Watton



Les and the Half Scale Replica Castrol Globe



Painting of Razorback Mountain.
Anthony Horden's tree on the left with a sign
'WHILE I LIVE I GROW'

Expression of Interest Form - Cobram 1&2 Rally


After a four year absence from this location the annual single and twin rally will be returning to Cobram.

Interstate owners who come to the run in Cobram will be able to stay at the RACV Resort an extra night on the Sunday evening (accommodation for this night being provided at half price by the RACV), prior to driving down to Melbourne on Monday to catch the evening ferry. This then ties in neatly with the Tasmanian welcome on the Tuesday.

Specific details and an entry form for the Cobram event will be issued later in the year, around October. This will provide an outline of the runs and venues, detail accommodation options and costs (which are being held at this year's rates) and meals and their associated costs. All evening meals will be at the RACV Resort.

In the mean time it will be appreciated if you can signify your interest in participating in the Cobram run by completing the expression of interest form, below.

Andrew and Frances McDougall
Rally Directors

Expression of Interest		
VCCA (Victoria) Annual 1&2 Cylinder Rally		
Cobram – 15th to 18th March 2018		
		
Name:		
Address:		
Postcode:.....	Phone:.....	Fax:.....
Email:		
Affiliated Club:.....		
Car or Motorcycle (details):.....		
No. of Passengers: Adults:.....	Children:.....	
There is no money required at this time.		
Send to:		
Andrew and Frances McDougall		
424 Wellington Street, Clifton Hill, Victoria, 3068		
Email: amfi@dunollie.com.au	Phone/Fax: 03 9486 4221	Mobile: (F) 0417 310 852; (A) 0427 220 249

Expression of Interest Form - National 1&2 Rally - Tasmania

EXPRESSION OF INTEREST

Tasmania does it again!

Following on from a most successful 2016 National Tour, the **2018 National 1 & 2 Cylinder Tour** will again suit your veteran vehicle down to the ground .

The Tour is open to cars and motorcycles built before 1st January 1919, and will be travelling on minor sealed roads for most of the time.

We will visit interesting areas, see inspiring views, and enjoy the fruits of the region, all around the area of the township of Deloraine, which is located half way between Devonport and Launceston.

Make it double, by crossing the strait after attending the Victorian 1 & 2 event to join in the **2018 National 1 & 2 Cylinder Tour in Tassie!** - What a holiday? Veteran Motoring at it's best!

Expressions of Interest in the 2018 1 & 2 Cylinder Tour to be held between the *21st & 25th March 2018* are now invited.

Registration for this event is by completing all the details in the area below, and return to the **Tour Committee** at **P. O. Box 182, Launceston, Tasmania 7250** at your earliest convenience.

You will be added to the mailing list and advised regularly on the progress of the Tour as it moves closer to the 2018 date.

Name:

Address:

Postcode: Phone: Fax:

Email: (If available)

Car or Motorcycle :

No. of Passengers : Adults : Children

Please find enclosed my non-refundable payment for \$25 (to be deducted from my entry fee), payable to : V.C.C.A. (Tas.) Inc. Northern Section

Method of payment (Please tick) : Cheque Money Order Direct Deposit

By Direct Deposit BSB: 067-601

Acct No.: 28018164

Acct name: VCCA (Tas) Northern Section.

IMPORTANT: Please put your **FIRST INITIAL & SURNAME** as the **reference** (DON'T FORGET)

Signature:

Date :



Tour Committee
P. O. Box 182,
Launceston,
Tasmania 7250

Dating Committee - Where are they now?

I am trying to up date our records. Any information on where these cars are now would be greatly appreciated. Information can be forwarded to me or given to Neil Martin, Ian Streatfield or Nev Preston.

John Burke

Chairman Dating Committee

Ph: 4991 1806 Mob: 0412 821 945 Email: hupmobile@bigpond.com

	Year and Make	Date / Owner Then	Owner Now/ State	Note
158N	1911 Overland	1984 L. Ocrame		
159N	1910 Buick	1984 Ian McEachern		
160N	1913 Metz	1984 Neil Collins		
161N	1910 IHC	1984 Ian McEachern		
162N	1917 Chevrolet	1984 Stanley Cox	R Thomas, G Gillott NSW	
163N	1910 F N	1984 Greg Daley	Belgium	
164N	1912 F N	1984 Barry Roberts	Belgium	
165N	1912 F N	1984 Simon Beeston	R Thomas now in Japan	
166N	1916 Ford	1984 R. Bruce Knight		
167N	1915 Ford	1985 Ron Clarke-Bruce		
168N	Talbot 1909	1985 Neil Johnston		
169N	F N 1910	1985 Stephen Walker	U.K.	
170N	1903 Oldsmobile	1985 Bryan W Inder		
171N	1911 Star	1985 Robert Beeston		
172N	1913 Sheffield-Simplex	1985 Museum Applied Arts		
173N	1903 Napoleon	1986 John & Ann Simmons		
174N	1909 Delage	1986 Geoffrey Simmons		
175N	1912 Gregoire	1986 John W Hancock		
176N	1910 Rolls Royce	1986 Ian Irwin		
177N	1910 Ford T	1986 Robert Trevan		
178N	1910 Ford T	1986 Robert Trevan		
179N	1910 Brush	1986 A.F.Ransley		
180N	1903 De Dion Bouton	1986 John Simmons		
181N	1903 Oldsmobile	1986 Keith James Wherry		
182N	1913 A C	1987 Robert Trevan		
183N	1906 Ford "N"	1987 Robert Trevan		
184N	1905 Ford	1987 A.F.Ransley		
185N	1907 Ford "K"	1987 A.F.Ransley		
186N	1915 Ford T	1987 Ron Cox		
187N	1903 Cadillac	1987 Stan Rumble	R Rumble NSW	
188N	1912 Ford T	1987 Peter Martin	P Martin NSW	
189N	1916 Madison	1987 Bob Winwood Smith		
190N	1915 Ford T	1987 Michael Sarkis		
191N	1912 Austro Daimler	1987 John Riley		
192N	1912 Renault	1987 Ray Hill		
193N	1912 Renault	1987 Bill W Trollope		
194N	1915 Ford T	1987 Robert Hobson	R Hobson NSW	
195N	1906 Orient	1988 William Ron Hattersley	R Hattersley NSW	
196N	1914 Wolseley	1988 Dorothy Steer	Graham Steer NSW	
197N	1912 Hupmobile	1988 Ken & Joan Quarmby	E Quarmby NSW	
198N	1911 Renault	1988 John Pickup		

	Year and Make	Date / Owner Then	Owner Now/ State	Note
199N	1911 American Underslung	1988 Keith John Ross		
200N	1918 Buick	1988 John Gerdtz		
201N	1911 Argyll	1989 Graham Steer		
202N	1904 De Dion Bouton	1989 Martin McCarthy		
203N	1912 Stoewer	1989 Thomas Crawford		
204N	1908 Clement Talbot	1989 Donald Wright		
205N	1913 Little Giant	1989 Peter Nissen		
206N	1912 Renault	1989 Norman Gullick		
207N	1908 Talbot	1991 Ian Shinfield		
208N	1906 Ford "N"	1991 Stephen Walker		
209N	1913 Delage	??? John Riley		
210N	1901 Argyll	1991 Don & Colleen Liddle		
211N	1913 Triumph M/c	1991 Peter & Sue Martin		
212N	1912 Talbot	1991 Lyndon Benham		
213N	1913 Rover	1991 Raymond Hancock		
214N	1911 Wolseley	1992 Max Roberts		
215N	1916 Buick	1992 Don Liddle	Laurie Garrod NSW	
216N	1916 Oakland	1992 L. Sorenson		
217N	1913 Fiat	??? Kevin Ryan		
218N	1915 Ariel M/C	1993 Ray Hill		
219N	1914 Talbot	1993 Robert Hobson	Jim Weir (Gone England)	
220N	1915 Overland	1994 Noel Lilienthal		
221N	1915 Ford T	1994 Robert Fordham		
222N	1910 Hupmobile	1994 Euan & Wilga Coutts		
223N	1913 Crossley	1994 Austin Grellman	Lynette Martin NSW	
224N	1913 Crossley Shelsley	1994 Austin Grellamn	Lynette Martin NSW	
225N	1911 Hupmobile	1994 Richard Thomas		
226N	1912 Calthorpe	1995 Bob Baxter	Ron Byrnes Qld	
227N	1915 Humber (Humberette)	1994 Kevin Ryan	Kevin Brooks Qld	
228N	1916 Talbot	1994 Reg Thornton		
229N	1906 Cadillac	1995 Ray Hill		
230N	1909 Maxwell	1995 Ted Cragg		
231N	1910 Buick	1995 Jim Eisenhauer		
232N	1910 Diatto	1995 Doug Marr		
233N	1913 Berliet Lyon	1996 Bruce Tudgey		
234N	1909 Argyll	1996 Peter George Adams		
235N	1911 Panhard	1996 Max Roberts		
236N	1912 Rolls Royce	1997 Keith James Wherry		
237N	1898 Brierre	1998 Ray Hill		
238N	1910 Talbot	1998 Phillip O'Loan		
239N	1913 Vinot & Deguingand	1998 Glyn & Diane Hackshall		
240N	1914 Wolseley	1999 Max Chapman		
241N	1910 Renault	1999 Keith Edwards		
242N	1907 Reo	1999 Don Liddle		
243N	1911 Douglas M/c	2000 John Pickup		
244N	1904 Oldsmobile	2002 Russell Holden		
245N	1914 Cadillac	2002 Russell Holden		

Classifieds

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

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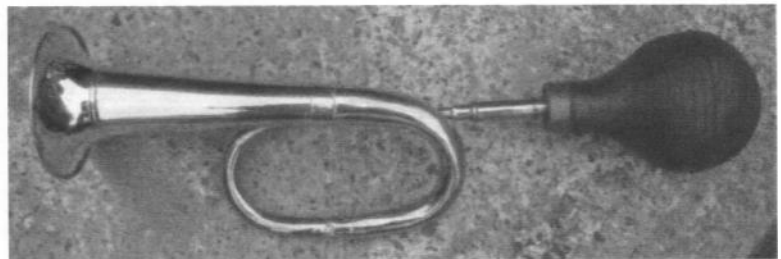
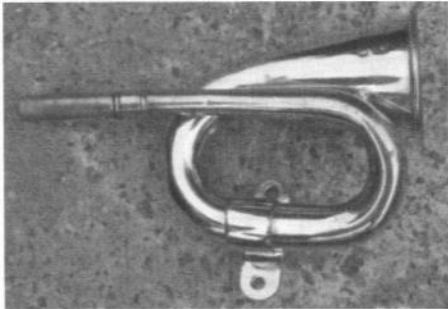
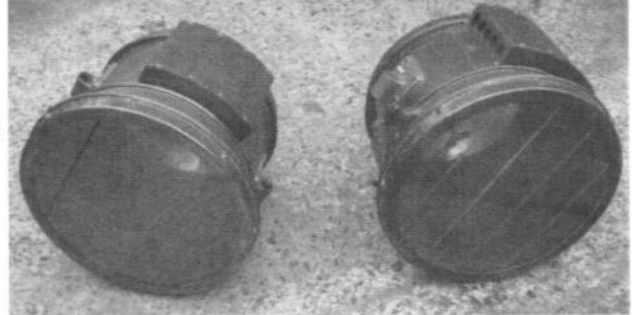
For Sale:

Two 7" Rushmore Head Lights Good condition - \$1500 ono

1 Single Twist Horn (restored) No bulb - \$250 ono

1 Single Twist Horn and Bulb - Restored - \$250 ono

Contact: Don Liddle 0409 041 474 or 9631 7971
[2-17]



Book for sale: First Motor Crossing of Australia -1912 & 2012 Centenary Expedition "Across Australia"

My first Not for Profit print of the 278 A4 page book on the above was taken up by Brush enthusiasts in a month.

My thanks for the very kind messages of congratulations. I did enjoy producing a "truer" history of this historic motoring event.

In response to more requests my printer has kindly printed a further 20 copies for the same cost and these are now available at Aus.\$60 including postage.

Bank transfers to RA AM Lamond 082726 509038191 or PayPal to lamond2@bigpond.com

or use my mobile 0409 712 101

Bob Lamond 0409 712 101

"Solbakken" 267 Upper Piambong Rd

Piambong NSW 2850

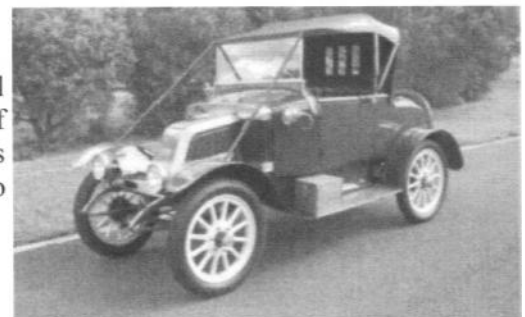
[3-17]

1913 Phoenix 11.9 hp Roadster. Recent full restoration with all receipts covering expenditure available. Very rare vehicle and one of only seven of this model known worldwide, and the only one with this body style. Electric lighting and electric start. Moving house so have to downsize.

Asking Price \$45,000 ONO.

Contact: Ray Ives 0427 421 513

[4-17]



1917 T Ford Roadster Engine fully reconditioned and balanced in 2014 - with A Crank, Stipe 280 camshaft, Ruxstell diff, rear disc brakes, Kevlar bands, spent \$15,000 - for highly successful 10,000 kms Francis Birtles Centenary Rally incl. VCCA Vic Adelaide to Darwin Rally as reported in Club Magazines. Side curtains and full tonaux cover.

Price \$20,000 ONO Mudgee

Contact: Bob Lamond 0409 712 101

lamond2@bigpond.com

[4-17]



For Sale: (cont.)

De Dion - Bouton Industrial Journal 4 Page Newspaper. 660mm x 470mm. Printed weekly in France. 164 copies between August 1908 - December 1911. Weight Kg. 8 \$500 the lot.

Contact: Max Roberts Ph: 0407 708 981
[2-17]

Give Away:

Car books and magazines to give away.

Automobile Quarterly dating from vol 1 no 1 (1962) to vol 52 plus indexes. A few missing.
Road & Track dating back to 1964 or maybe earlier.

Modern Motor, from 1955
Wheels from 1954
Various other car magazines

Contact: Anne Irish on 9872 1990
[4-17]

Wanted for our Web Site

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

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

Any other articles or ideas to publish on the website.

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

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


Services

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

Please remember support those that support the club!

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