

SPIT AND POLISH

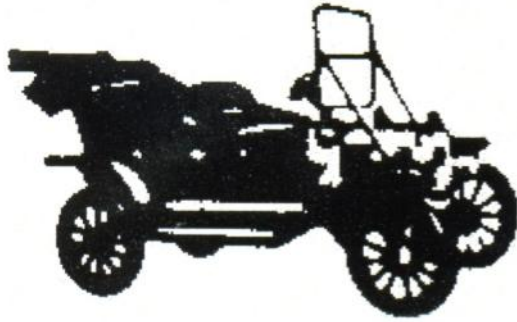
PATRON: HER EXCELLENCY PROFESSOR MARIE BASHIR AC CVO
GOVERNOR OF NEW SOUTH WALES

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:-

Ken Quarmby's 1912 Hupmobile.

Waiting at Mid City Motel Queanbeyan for the entrances in the

Post Bundanoon, Southern Tour 2008

Driver Evan Quarmby

Committee of Management

OFFICE BEARERS:

		HOME	BUSINESS	FACSIMILIE
PRESIDENT	Wilga Coutts	4861 7356 Email: president@vccansw.org		
VICE PRESIDENTS	Greg Roberts	4861 2023	Mob: 0468 831 757	
	Peter Martin	9632 8930	Mob: 0418 865 235	
SECRETARY	Louise Yeomans	9884 9314 Email: secretary@vccansw.org		
TREASURER	Euan Coutts	4861 7356	Mob: 0412 673 585	
		Email: treasurer@vccansw.org		

COMMITTEE MEMBERS:

EDITOR	Neville Preston	4352 1533		Email: spitandpolish@vccansw.org
EVENTS	Bill Heeney	9639 3006		Email: events@vccansw.org
REGISTRATIONS OFFICER	Neil Martin	9632 5047	Mob: 0417 236 495	
HALL LETTINGS	Robert Fordham	9899 4395		Email: hallrentals@vccansw.org
LIBRARIAN				
WEB CO-ORDINATOR	Peter Weir	4262 6595	Mob: 0414 831 872	
		Email: webcoordinator@vccansw.org		

SUB COMMITTEES:

INVESTIGATION & DATING	Peter Martin	9632 8930	Mob: 0418 865 235	
	Bob Hobson	4861 2101	Mob: 0439 03. 934	
	Max Roberts	6545 3410	6545 1045	6545 1687
	Malcolm Garthorn	Mob: 0417 676 912		
	Peter Adams	Mob: 0418 680 263		
	Neville Preston	4352 1533		

BRANCH CHAIRMEN & SECRETARIES:

NEWCASTLE CHAIRMAN	John Burke	4991 1806	6570 3446	6570 3478
		Mob: 0412 821 945		
		Email: Hupmobile@bigpond.com		
SECRETARY	Graeme Newman	4392 1035	Mob: 0412 138 063	
		Email: kazngra@bigpond.com		
MaSH CHAIRMAN	Max Boardman	4655 8510	Mob: 0428 301 031	
SECRETARY	Kevin Boardman	4654 5499		
HONORARY ORDITOR	Graham Steer	9450 1454	9221 8933	
LEGAL ADVISOR	Andrew Aitken	8987 0000	8987 0077	

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

134 Queens Road, Five Dock, 2046

PATRON: HER EXCELLENCY, PROFESSOR MARIE BASHIR AC CVO
GOVERNOR OF NEW SOUTH WALES

President's Report July 2013

Dear Members,

I commenced my June report with "what a beautiful autumn"---that didn't last long! The rain started after the long weekend and didn't stop in most parts of the state until the end of the month. However those who attended the Singleton Rally had a most pleasant weekend of Veteran motoring, on the last dry weekend of the month. As usual we were well looked after by our Newcastle hosts and the Motel staff. Euan and I went modern as the Scat is currently receiving a bit of T.L.C. and enjoyed a lovely day in the back seat of the Marshall's F.N., a most relaxing weekend for us.

Thank you to those members who have paid their fees and returned the form to update our records.

This month we have enclosed a nomination form for Committee positions, Greg Roberts is retiring from Committee, and I will be standing down from the position of President.

Bill Heeney has expressed his desire for some help from a senior club member regarding events. Bill has only been a member for a couple of years and feels he would benefit if he had guidance and assistance from a member who has attended a few more rallies than he has.

Other event news, in August we have a number of opportunities to get our cars out, on the 4th, Les Watton will again test not only our navigation skills but also our mental capabilities, on the 10th the MaSH "Run in the Country" is a one day event this year, (details in the events section of this magazine) and on the 25th the rescheduled VMCC Veteran Day at Maraylya will be held, which was cancelled due to the inclement weather in June.

Don't forget it's not long until the National Rally in Shepparton, so why not use the August events to make sure your cars are Rally ready.

Best wishes,

Wilga.

VCCA (NSW) INC ANNUAL SUBSCRIPTION

ATTENTION ALL MEMBERS

Your 2013/2014 Annual Membership Subscription
To the Veteran Car Club (NSW) Inc.

Is due at 30th June

This year's subscription is \$70

Early remittance of your annual membership would be greatly appreciated,
Assisting the Club in keeping costs down.

Euan Coutts
VCCA (NSW) Inc Hon. Treasurer

Minutes of Monthly Meeting of VCCA (NSW) Inc.

Minutes of Monthly Meeting of VCCA (NSW) Inc Date: 27th June 2013

ATTENDANCE

Committee: 6 Member's family: 2 Visitors: 0 Members: 23 Apologies: 7

Meeting opened at 8:25pm.

PRESIDENT'S OPENING REMARKS

The President Wilga Coutts opened the meeting and welcomed all present at the meeting. She apologised for the late opening of the meeting. Wilga welcomed and thanked Laurie Garrod for stepping in as treasurer while Euan Coutts is convalescing.

The President enjoyed the long weekend rally at Singleton. The weather was very pleasant and especially good for veteran motoring, the company was great.

The President congratulated Neville Preston who had been recognised with the Best Veteran Award at the Orange District Antique Motor Club Rally.

The President reminded the members of the working bee to be held at the clubrooms for a general tidy up on 20 July from 8:30 am. She sought assistance from volunteers to move some chairs from the roof what a tenant had hired.

The President informed members that Ray and Lois Priest are unwell as is Barry Tullock.

MINUTES PREVIOUS MEETING

Matters arising: Nil

Minutes accepted:

Moved: Warren Irish Seconded: Bob Hobson

INWARDS CORRESPONDENCE

Flyers received

Motor Life Motoring Expo 6/10/13 Clever Products
Burwood Show and Shine Auto Itala Adelaide
Krause & Shine 2013 Coach Tour of Route 66
Liverpool Swap meet 21/07/13

Other club publications

MASH minutes Newcastle Branch minutes- May & June
Motorlife News The Edwardian
Vintage Car Brass Notes
VCC of WA Small Torque
Veteran Torque Motorlife News
RAC invitation to gala dinner Bulletin of VCC SA
Invitation to Motoring Expo 6/10/13

Other

Thank you card from Laurie Schneider, Shannon's - Invitation to classic auction
Trust magazine Dick Tunbridge - change of address
Photos from Leah Foy of Across Australia Rally at Martin Place.

OUTWARDS CORRESPONDENCE

Get well card to Laurie Schneider

Correspondence accepted

Moved: Bill Heeney Seconded: Ian Streatfeild

TREASURER'S REPORT

Balances are:

Ordinary account:	\$ 7301.28
Rally account:	\$ 3003.52
Term deposit 1	\$11,222.30
Term deposit 2:	\$10,000.00

The Treasurer reminded members that fees are due and they could pay tonight. He said that \$3284 had been paid to GIO for insurance.

Moved: Lyn Martin **Seconded:** Robert Fordham

MAGAZINE Nothing to report

EVENTS

Bill Heeney reminded members of two coming events. Firstly, the outing and social picnic to Scheyville National Park on 21 July and the MaSH 'Run in the Country' run on 10 August at Camden. Parking is available for trailers at Max Boardman. Note that it is now a one-day event. Greg Roberts invited members to the MaSH Morning Tea run on 12 July with Christmas in July at Werai (\$25 per person). Les Watton outlined his plans for the Navigator's Rally on 4 August. The run will now start at Silverwater and finish at Marsfield. Members are advised to get to the start well before the 9 o'clock start as it becomes difficult to park. Details will be in July's edition of *Spit and Polish*. The VMCC Veteran Only Day – Maraylya was postponed from 2 June due to the weather has been rescheduled for 25 August. Entrants are requested to re-send their entry forms.

PERMIT TO MOVE

1 new vehicle 2 movements

LIBRARY Nothing further

DATING

Bob Hobson on behalf of Peter Martin presented and congratulated Bill Heeney with a 100-year badge for his car.

MEMBERSHIP Nothing further

CMC

Norman Mitchell updated members on the CMC meeting of May. One hundred and forty clubs are financial. Two new clubs are affiliated. Coming events include Shannon's Sydney Classic at eastern Creek on 18/08/13, Goodwood Revival Tour September, A Special day at Motor Life Museum on 13 October, Cooma Motorfest on 2/11/13 and Tram Museum is having a 1920's day on 30 June. **Contrary to popular belief any driver with a current relevant driver's licence is permitted to drive an HCRS plated car.** A CMC brake testing and vehicle standards is still being addresses with RMS. Garages are available for Shannon's Sydney Classic at \$230 for the weekend. No veteran car entries have been received for Eastern Creek. Members were reminded of the coming 50th birthday celebration of CMC to be held on 15/09/13 at Ryde Eastwood Leagues Club Cost \$50 per person.

HALL

Robert Fordham informed members that accounts have been sent out to the tenants.

WEBSITE Nothing further

GENERAL BUSINESS

The president reminded members of the working bee to be held on 20 July.

Don Liddle informed members of some items for sale indicating that the funds from any sales would be donated to the club.

The raffle was drawn and the President thanked Ron Hattersley for his organisation of the raffle.

Ron Hattersley presented some of the treasures from his extensive collection that included a German hatbox, various hats, powder horns, and miniatures. The President thanked Ron for his presentation.

Barry Shinfield updated the members about automatic breaking systems and read a poem titled JP Justice.

MEETING CLOSED AT 9:10pm

Wilga Coutts	Louise Yeomans
President	Secretary

Events Calendar - Club Events

JULY 2013

- 20th Working Bee at the club rooms, Start 8.30am.
21st Club Outing and Social Picnic Lunch. *See June Spit and Polish for details*
25th Committee meeting starting at 6.45pm
25th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

AUGUST 2013

- 3rd MaSH Branch Meeting, 2pm - Lake Alexander, Mittagong
4th Navigators Day *See Page 9 for details*
9th MaSH Branch Morning Tea run.
10th MaSH Branch Run in the Country. *See Page 9 for Details*
13th Forum Sydney Club Rooms
20th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
22nd Committee meeting starting at 6.45pm
22nd Monthly Club Meeting and AGM at Club Rooms, Fivedock at 8pm

SEPTEMBER 2013

- 10th Forum Sydney Club Rooms
13th MaSH Branch Morning Tea run.
15th - 20th National Veteran Rally - Shepparton Vic. *See National Rallies below.*
17th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
26th Committee meeting starting at 6.45pm
26th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

OCTOBER 2013

- 5th MaSH Branch Meeting, 2pm - Lake Alexander, Mittagong
8th Forum Sydney Club Rooms
11th MaSH Branch Morning Tea run.
15th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
18th - 21st Newcastle Annual Tour. *See Page 10 for details.*
24th Committee meeting starting at 6.45pm
24th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

National Rallies

SEPTEMBER 2013

- 15th - 20th NATIONAL VETERAN RALLY hosted by the Veteran Car Club of Australia (Vic) Inc.
To be held at Shepparton. Kevin Quigley, Tour Secretary, 55 Daly Street, Brunswick West. Vic 3451
E-mail: kwquigley@aapt.net.au *Expression of Interest Form March Spit and Polish*

Registration Forms are available from VCCA (Vic) website.

OCTOBER 2014

- 19th - 24th 2014 NATIONAL VETERAN RALLY hosted by the veteran Car Club of WA (Inc)
To be held in the Kalgoorlie - Boulder area Western Australia
Correspondence to Committee:
Secretary John Wood Email: wood1941@bigpond.com 7 Eleanor Court CRAIGIE WA 6025
Chairman Harry Pyle Email: hdpyle@bigpond.net.au
Expression of Interest Form February 2012 Spit and Polish

List of Other Events

CMC NSW Sunday 15th September 2013 At Ryde Eastwood Leagues Club - 50th Anniversary Luncheon and Roof Top Car Display. *No contact details.*

National Trust Centenary of Canberra Rally 19-20 October 2013

Rally entry forms now available. Entry forms to participate in the once in a 100 years National Trust Centenary of Canberra Rally are now open and will remain open until 31st August 2013.

The rally vehicles will start at Jervis Bay on the morning of Saturday 19th October 2013 and travel via Nowra, Nerriga, Tarago, Bungendore and Queanbeyan in to Canberra. For those unable to start from Jervis Bay, options are available for starting at Tarago, Bungendore or Queanbeyan.

Entry Forms and further details can be obtained from the National Trust (ACT) office or website at: www.nationaltrust.org.au/act/rally

further information contact:- Graham Gittins 0419 249 109 email: gittins@inet.net.au

National Chevrolet Festival

The Chevrolet Car Club of NSW Inc invites all owners and enthusiasts to our 37th National Chevrolet Festival being held in Goulburn NSW from 20th - 23rd September 2013.

For any more information you can email us on www.nswchevclub.com or selrod {1}optusnet.com.au

Kind Regards

Rodney Elsley 0408 111 025

Chairperson National Chevrolet Committee

Robert and Jenny Aitchison
Licensee: Northern Highland Travel Pty Ltd
T/A: Northern Highland Travel
3 Woodford Place THORNTON NSW 2322
PO Box 3222 THORNTON NSW 2322
Email: holiday@nht.com.au Web: www.nht.com.au
Phone: 1800 623 068 or 02 4923 5923 Fax 02 4923 5999

My name is Phil Bromley. I am a qualified mechanic and Coach Operations Manager for Northern Highland Travel, and previously Scenic Tours. I would like to ask if you could circulate to your members a Classic Road Trip along Route 66 that I will be personally hosting early next year.

My passion is classic vehicles, which I have been collecting and restoring for the last 30 years and have held a position on the board of the Hunter British Ford Group since its foundation.

The itinerary of this tour has been exclusively adapted for Northern Highland Travel to include more meals, include some extra attractions for car enthusiasts, with lots of great scenery and native American heritage included. For those who don't feel comfortable driving on the wrong side of the road, it is a great opportunity to take this iconic road trip. For those who might later undertake a self drive trip, it is a great chance to familiarise yourself with all of the highlights.

We will be departing from the Hunter flying out of Sydney on the 26th April flying to Chicago. If you are from elsewhere our travel agents can organise your pre or post accommodation in the Hunter, or if you are from interstate, we can arrange flights to Sydney or directly to Chicago depending on your preferences. The airport transfers from the Hunter region to Sydney are free.

The tour is for 19 days at a price of \$7,440 per person twin share. Single supplement is \$1,086. This is great value, and up to \$2,000 cheaper than we have seen other operators advertising, and includes all your flights!

Once again thankyou on advance for passing this info onto your fellow members and I look forward to catching up with you either on the trip or at a car show soon. Please feel free to call FREECALL 1800 623 068 or me personally on 02 4923 5905 during business hours or my mobile: 0438 623 068 to further discuss.

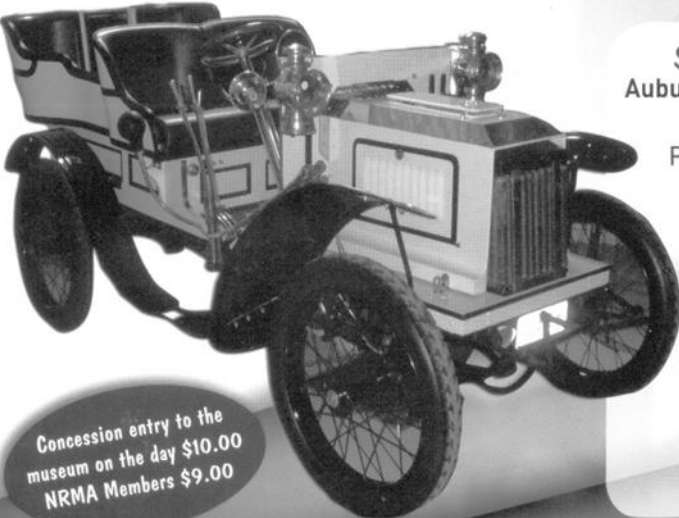
Celebrate the Joy of Motoring

At the 4th Annual

Motoring Expo

The Australian Motorlife Museum
Integral Energy Recreation Park
Darkes Road, Kembla Grange (Wollongong)

**Sunday 6th
October 2013
9.30am - 2.30pm**



**Special Guest Club
Auburn - Cord - Deussenberg**

Trophies
Presentation 1.45pm
Hot & Cold Food
and Drinks All Day
Carriage Restoration
& Building Display
Motoring Book Sale
Metal Spinning Demos
Best Rally Bags in
the Business!
Live Music

Concession entry to the
museum on the day \$10.00
NRMA Members \$9.00

Gates open 8AM, with free trailer parking onsite until 9.30am

Visit www.motorlifemuseum.com.au or Phone 0408 211 844

ENTER YOUR HISTORIC CAR OR MOTORCYCLE Pre-entrance fee is \$15 per vehicle (\$10 refunded on the day),
Entrance fee \$10 on the day (some space limits will apply).

Name: _____ Email: _____

Mail Address: _____ Phone: _____

Vehicle: _____ Make _____ Year: _____

Club (if applicable): _____ Total entrance fee payable \$: _____

PLEASE DETACH AND RETURN TO THE AUSTRALIAN MOTORLIFE MUSEUM
INTEGRAL ENERGY RECREATION PARK, DARKES ROAD, KEMBLA GRANGE 2530

This year our featured display will be from the Auburn, Cord, Duesenberg Register, with a 'coffin nosed' Cord being confirmed already along with several Auburns. As well Neil Wilson will be conducting wood working demonstrations including the making of wooden wheels suitable for all vehicles including cars.

Further info as well as the entry form is available on our website. www.motorlifemuseum.com

Members wishing to take their Veteran to any of the above events listed under 'other events' are to notify the Registration Officer - Neil Martin

Coming Events

COMBINED NAVIGATOR'S SOCIAL DAY SUNDAY 4th AUGUST 2013 "BOMBS AWAY" "YLLAR ESREVER EHT"

- START:** Blaxland Riverside Park Car park at the end of Jamieson St. Newington
- TIME:** 9.00am Limited Parking after this time. Restricted parking. Rangers Patrol. Why not come early & buy your breakfast at the cafe or pick up a snack at the canteen or just bring your thermos & breakfast & chairs & sit on the grass or wharf & enjoy the views.
- VENUE:** Opens at 9.30am Free Admission
- TRAIN RIDE:** "NOT TO BE MISSED" \$5.00 per adult. First Train Trip 10.30am & then 11.00am
- DEPART:** For lunch approx 11.45am. Short run under 35k
- FINISH:** Marsfield
- IMPORTANT:** Be on time or earlier at the start *CAR PARK FILLS UP QUICKLY AFTER ABOUT 9.15am*.
- NO QUESTIONS:** But "THE BOX" will be there. Join in for a bit of fun & learn a bit of history. Everyone welcome, Veteran, Vintage, Classic, Bikes, Modern or anything else & visitors. Bring your camera.
- DETAILS:** LES WATTON Ph: 9838-8063 Mob: 0418-973-866

MaSH Branch 'Run in the Country' Camden 10th August 2013

Start: Max Boardman's
103 Dowle Lane,
Bickley Vale
(Dowles Lane is off Burragorang Road, 1st west of Cawdor Road)
Plenty of trailer parking
The run will go to Doug Foulford's,
Calf Farm Road, Mount Hunter
for BYO lunch
and
Return to Max's for afternoon tea

NEWCASTLE ANNUAL TOUR 2013

FRIDAY 18th to MONDAY 21st OCTOBER

Based at

Molly Morgan Motel

New England Highway
East Maitland
(Cnr New England Highway & Chisholm Road)

Phone (02) 4933 5422

BOOK YOUR OWN ACCOMMODATION

We have made a provisional booking at the motel so it will be necessary to mention you are with the V.C.C.A when booking.

Single - \$115.00 per night Double - \$125.00 per night Triple - \$140.00 per night
Quad - \$155.00 per night
2 Course Dinner - \$28.00 Children - \$15.00

To avoid confusion with both accommodation and meal reservations, I have spoken to 'Julie', one of the office girls at the Molly Morgan and suggested that it would be helpful if entrants could send an email to the motel confirming their requirements.

I would suggest that entrants might give the motel a call, make the reservation (which would include confirming the tariff) and then arrange to send an email to confirm the booking.

When making the booking, make sure you let the motel know you are with the Veteran Car Club as they have set aside 20 rooms for us at this stage.

The contact details for the motel are:

Ph: (02) 4933 5422 Fax: (02) 4933 2762

Email: reception@mollymorganmi.com.au

Graeme Newman

Any queries contact
Graeme Newman (02) 4392 1035
Neville Preston (02) 4352 1533

ENTRY FORM IN JUNE SPIT AND POLISH

Also on our website under downloads

Coming Events (Cont.)

This month I have been absent without leave, so I have little that I can say except that the MARAYLYA day was a wash out, which is a pity as there was a really good turn up, but the rain never stopped.

Due to bad weather the motor cycle club has rescheduled this event.

To get an entry form please email williamheeney@bigpond.com and I will send you a copy,

If you have entered and paid for the JUNE run should re-enter state that you have already paid.
Or you can enter on the day.

BIIL HEENEY

Vintage Motor Cycle Club of Australia (N.S.W) Inc.

(Affiliated with The VMCC of The United Kingdom)

Veteran Rally - Maraylya
25th August 2013

Once again the VMCC is running a Veteran Only day, starting at Maraylya at 10 a.m. & we would again welcome your participation. We would also appreciate if you could pass on an invitation to any other interested people.

The Rally will start at the Park, Boundary Rd, Maraylya. There is a nice area for children to play & plenty of parking. There is a \$10 entry fee

Lunch will be served back at the park for \$4 each.

Number of lunches required by you & your family.....

(This is to help with catering & does not need to be exact.)

VETERAN CAR CLUB OF AUSTRALA (NSW) INC

NOMINATION FORM FOR 2013/2014 MANAGEMENT COMMITTEE

OFFICE BEARERS	NOMINEE	PROPOSER	SECONDER	ACCEPTED
President				
Vice President				
Vice President				
Secretary				
Treasurer				
Committee Members				
1.				
2.				
3.				
4.				
5.				

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

Shall be made in writing, signed by two ordinary members of the Association and accompanied by the written consent of the candidate (which may be endorsed on the nomination form), and

Shall be delivered to the Secretary of the Association not less than seven days before the date fixed for the holding of the Annual General meeting at which the election is to take place.

Editorial

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

On page 11 is a nomination form for the **AGM**, we are looking for a President and a Vice President. Also Bill Heeneey for Events is looking for someone to give him a hand as he is only new to the job and the Club. But he is doing a good job. He is concerned that he puts on an event and he gets little support. This unfortunately is a sign of the times.

The article on the 1 & 2 cylinder Rally in Canberra written by a visiting American John McAnlis, interesting to have a report from an outsider. The story from Antony Wood on his purchase of the Chandler. A couple of other fill-in articles from Don Liddle and Bill Heeneey.

Information on coming events, Navigator's Day, the MaSH Branch 'Run in the Country' at Camden. The rescheduled Maraylya Day and the Newcastle Branch Annual Tour in October.

At the moment I am holding very little fill-in articles so I would really appreciate some more that can be used when things are quiet. As you can see I used a few this month to fill the magazine. Just remember a short article can be made into a page presentation with a couple of photos as I have stated before.

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

Enjoy your Veteran motoring
Nev Preston



Change of Address

Dick Tunbridge
17 Orchard Drive
Anglican Retirement Village
Old Northern Road
Glenhaven Green NSW 2156
Phone Number is the same



New parking arrangements at Broke

Singleton Long Weekend 8th to 10th June 2013

The Editor

I departed home at 7.55am and arrived at Max and Joans' at 9.25am in time for Joan's usual morning tea, not realising most people had had their breakfast and only wanted a cup of coffee or tea. But the cakes etc looked very inviting.

Morning tea over, the rally bags with route instructions were handed out and John gave a brief talk on where we were going, particularly handy for those who can't read and drive at the same time.



All the cars at the start.

Departed on our run to Singleton about 10.40am, along Wine Country Drive and then into Palmers Lane, which has a couple of nice little hills, into McDonalds Road, Deasy Road and then into Hermitage Road. Making use of the newly constructed railway overpass, just before the New England Highway, so as one doesn't have to wait for coal trains to pass, which can be lengthy if you strike it when there is one going west and then one going east. On to the New England Highway and head towards Branxton with a deviation through Lower Belford, which



The group at the Museum (Photo thanks to Catherine)



Lunch at Lake Liddell

made for some quiet driving of the busy highway. Rejoined the highway and a short drive into Branxton and our lunch stop in Branxton Park. Some went for a walk into the main town centre and Mike came back with a special plane he found in a second hand shop and just couldn't resist buying it. Designed for planning internal or external curved surfaces and he even beat him down on the price. Carrot had a few problems with his bike but Euan and Wilga who were travelling modern managed to act as 'tail end charley' and they finally made it to lunch.

A brief shower of rain just as we were leaving to head to the Australian Army Infantry Museum. Up the highway towards Singleton and then onto the Golden Highway and then into the Army Base. This high tech building has just been completed and is just outside the main perimeter of the Singleton Army Base. A very impressive display although nowhere near as much equipment on display as there was in the old museum, but very well set out. We were taken on a guided tour of the ground floor display and it was then time for afternoon tea, scones, jam and cream, very nice, before our second guided tour of the upper level of the display. Again Carrot had further problems and was late arriving at the museum with the Coutts as backup. Carrot now has further re-restoration work to do on the bike.

From here we continued along the Golden Highway and then onto the Putty Road and head to our accommodation for the weekend in Singleton.

To end a great day of veteran motoring we enjoyed our evening meal in the motel dining-room.

Sunday 9th.

With a good fog about, we found our way to the motel dining-room for a nice breakfast to start the day. We headed off about 9.30 and the further we got along Bridgeman Road the fog got very thick and in one section visibility was very limited. The further we went it started to clear and we were able to find the 'Big Post', where we turned left to head to our morning tea stop at Mt Pleasant Public School. Now this was a lengthy break as we were enjoying the warm sunshine. Euan and Wilga were passengers in the Marshall's F.N. for the day.



Peter feeding the geese at Lake Liddell

From here we continued through Falbrook and Glennies Creek, only names on the map, although there was an old church at Glennies Creek. We then turned right onto the New England Highway and followed to Ravensworth where we turned right off the highway and 200 yards down the road is a railway crossing where we had to wait while a kilometer long loaded coal train went past. Continued on around through Hebden to our lunch stop at Lake Liddell Recreation area. This area is now quite popular and there were a lot of caravans and campers there, along with a lot of geese. Lunch was enjoyed in beautiful sunshine.

From lunch we continued along Antiene Road to the New England Highway and turned left. Through Ravensworth and then not far past Ravensworth we turned right into Lemington Mine Road, now this is a super highway with no traffic. There has got to be good money in coal, but the rough bit at the end where you cross the Hunter River is very rough. We then joined the Golden Highway and headed to Warkworth for a break and if desired, afternoon tea. From here we continued to Mount Thorley and the Putty Road and then headed back into Singleton.

Back at the motel I was talked into going for a walk with the Marshalls, I should have known better after our trip to Orange, where I found Dianne loves walking. We walked up to the Redbournberry Bridge across the Hunter River which is 2 kms away and back and we missed the entertainment by Chris and Catherine Duncan and Peter Adams on their musical instruments.

Dinner was enjoyed in the Motel Dining-room which was closed to the public as it was booked by the Veteran Car Club. During dinner prizes were awarded for different categories. I think the Rally Director works it out so as almost everyone gets a prize.



Winners:

- | | |
|------------------------|----------------------------|
| First Timers | Chris and Catherine Duncan |
| Coldest | Euan and Wilga Coutts |
| Warmest | Ian and Jenny Streatfeild |
| Tour Director's Choice | Nev Preston |
| Motel Choice | Matthew Burke |
| Cleanest Car | Catherine Duncan |
| Hard Luck | Carrot Wheeler |
| | Peter Adams |
| | Alan Davis |
| Wrong Way George | Max Burke |
| Oldest Combination | Doug Marshall |

Raffle Winners:

- Kelly Burke
- Nev Preston
- Eliza Davis
- Mary Dunlop
- Rosie Davis

(Wrong Way George came about because George Adams always seemed to be going the wrong way, and Max got lost on the same road that George many years ago, lead a few of us up, till it petered out in a farmers front yard.)



Monday 10th.

Again breakfast in the dining-room before heading to Broke, through Mt Thorley, Bulga, Milbrodale and across the quite road to Broke and our morning tea stop. This was the end to our weekend tour.

From here we headed our own way to home. I travelled through Wollombi and have never seen so many cars and people in the small historic village. There was obviously some kind of fair on and you couldn't get a parking space within 1 klm of town.

Thanks to John for organising a great weekend and to Joan for her morning teas.

Starters

John & Kelly Burke	1916 Buick
Matthew Burke & Neil Gill	1913 Hupmobile
Doug & Dianne Marshall	1912 F.N.
Max & Joan Burke	1916 Hupmobile
Michael & Denise Bendeich	1913 Chalmers
Ian & Jenny Streatfeild	1915 Overland
Allen, Kate, Eliza & Rosie Davis	1914 Cadillac
Peter Adams & Kim Nolan	1918 Studebaker
Chris & Catherine Duncan	1911 F.N.
Nev Preston	1913 Talbot
Carrot Wheeler	1912 Peerless M/c
Euan & Wilga Coutts	Modern
Allen Dunlop	Modern

Sunday Visitors

Helen & Mary Dunlop
Mick Duncan
Jeanette Bendeich & Andrew Davidson.



Chris, Catherine and Kim



Peter, Mike and Ian

Children at play on the climbing apparatus in the park at Broke

What is a Chandler?

Antony Wood

What is a Chandler? That was a question I asked a year ago when I saw a 1917 Chandler advertised on the internet and I started to do a bit of research.

The story really starts with Lozier which, in the first ten years of the last century, was one of the most expensive and best quality cars in America and probably the world. They were successfully building big fours and sixes, both with engines in the region of 9 litres, and costing \$5,000 plus. They gained a good reputation in competition, mainly endurance events, with their standard cars. Unfortunately, things started to go wrong after outside shareholders were brought in during 1910 and the company invested heavily in increased production capacity, which they then floundered around trying to find ways to utilise.

In January 1913, eight senior executives left to set up Chandler. Among them were Fred Chandler (general manager), Samuel Regar (treasurer), John Whitbeck (engineer), and Charles Emise (sales manager and publicist).

The intention was to build a lightweight six cylinder and not surprisingly, they produced a car which would not have looked out of place as a cheaper Lozier. Even the radiator is a similar shape. They managed to produce a prototype for display at the Chicago show in February 1913. I have no evidence for it but suspect that the design could well have come from Lozier and perhaps even the prototype as well. Otherwise that would have to be a record, even if the show car might have had a few bits missing. Cars were already being built by July 1913. Contemporary literature describes it as the Chandler Lightweight Six, and Lozier had just introduced a Light Six at \$3,250.



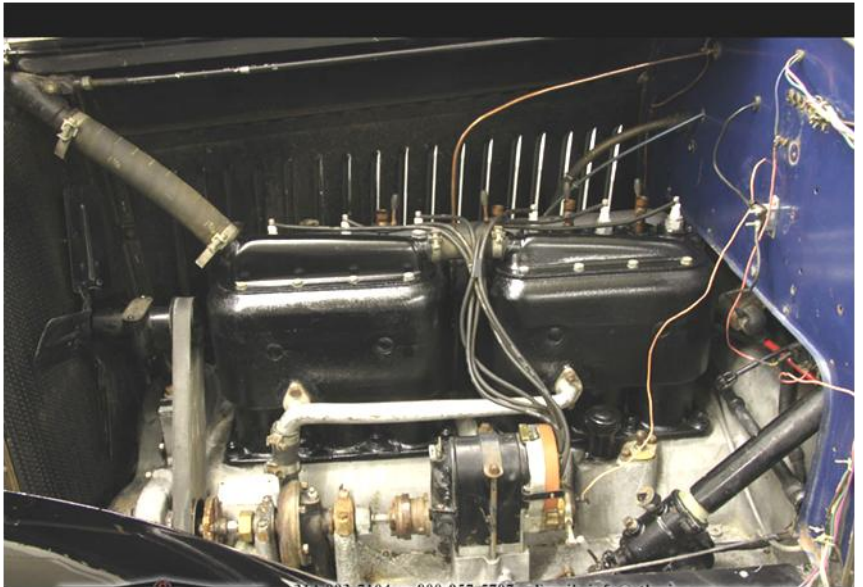
Contemporary literature describes it as the Chandler Lightweight Six, and Lozier had just introduced a Light Six at \$3,250.

Despite all this, the Chandler was not a Lozier, although unlike many of its rivals, the major components were manufactured in-house. It had a fairly conventional L-head six cylinder engine with two blocks of three on an aluminium crankcase and fixed heads. The crankcase was a massive casting, stretching from the cam drive at the front to the bell housing at the rear and incorporating flanges to seal off the road from the under bonnet area and mounts for such things as magneto and generator. Cylinder dimensions were 3.375 x 5 inches, making 268 cu. in. or 4.4 litres. The crankshaft had three bearings and the gearbox three speeds. The price was \$1,785 (or three times the cost of a Model T) for a five seater touring car.

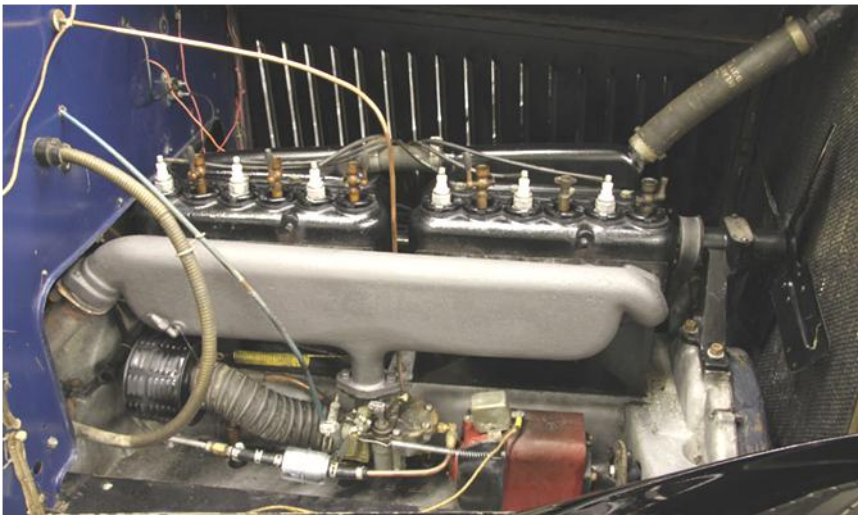
They continued to produce the same basic car until 1922, modifying it as necessary to keep up with the opposition. It gained an electric starter and the cylinder bore went up to 3.5 inches to give a capacity of 289 cu. in. or 4.7 litres. Three quarter elliptic rear springs were replaced by semi-elliptics and a larger standard touring car was introduced with seven seats and an increase in wheelbase of three inches to 10 feet 3 inches. By 1918, the seven seater tourer cost \$1,595 or about three and a half times the cost of a Model T. Like the Model T of legend, Chandlers came in one standard colour, in their case blue with black guards and bonnet.

They were quite successful and gained a reputation for hill climbing. By December 1918 they had reached car number 65,000, but not all numbers may have been used. Certainly in the early 1920's, they were exporting 2,000 cars a year and were at one time the seventh largest U.S. exporter of cars.

In 1919, the Cleveland Automobile Company, which was nominally a separate entity but was to all intents and purposes owned and managed by the same group of people, introduced a smaller six cylinder. Things carried on much the same for most of the 1920's, with Chandler concentrating on larger six and eight cylinder cars and Cleveland producing a smaller six. In 1928, the founders sold out to Hupmobile and within a year the Chandler and Cleveland names had been dropped.



Although the car I was looking at had title papers stating a year of manufacture of 1917, it turned out to be a 1918 model, but as it still qualified as a veteran, I bought it anyway. It was restored in the 1980's and I have very little information on it before that. In 1994 it was purchased by the Nethercutt Collection in California and owned by them until bought by the dealer from whom I got the car. It does not seem to have had much use in that time and when I started to use it, the throttle linkage was set up so that it would not open more than about a quarter of its range and the electric fuel pump (which it should not have had anyway) kept cutting out. More seriously, there was a knock in the engine which steadily got worse and I stripped it down for a rebuild. The centre main bearing was allowing the crank shaft to move backwards and forwards and the big ends were a mess. That has all now been rectified, the bores honed and new rings fitted (one had a gap of an eighth of an inch). While the engine was out I had the gearbox pulled apart and am getting a new second gear cut to replace the noisy one which came with the car.



one which came with the car.

That is the risk you take when you buy sight unseen, but I still believe it has good potential, being a powerful car with light steering and an easy gearbox. In normal driving, it is happy to accept second gear at 5 m.p.h. and top at 10, after which it is rare to have to change down again for a hill. I am looking forward to getting a proper run with it. (Is it cheating to have an easy time of it - not even any brass to clean - on a veteran car club run?)



Finally, a comment from the original sales brochure which does not inspire confidence: "The Chandler Six is not a racing car.....The Chandler offers possible speed greater than nine hundred and ninety nine out of any thousand men would ever want or dare to use".

Shannons 2013 National 1 & 2 Cylinder rally - Canberra

By John McAnlis

The Australian National 1 & 2 Cylinder Tour of the Veteran Car Clubs was held at that nation's capital, Canberra, March 10-15, 2013. It was a high privilege for Joan and I to be invited and able to participate. This unique experience could not have been more enjoyable.

The Veteran Car Clubs of Australia are organized on a per-state basis (New South Wales, Queensland, Victoria, Tasmania, Western Australia, South Australia, and ACT (Australia Capital Territory)). Each club is autonomous and belongs to a Federal Body or Association of Veteran Car Clubs. Each state is required to hold one national All Veteran Rally once a year and one 1 and 2 Cylinder Rally each two years on a rotation. The ACT Club was asked to host this National 1 & 2 Cylinder Tour to coincide with the centennial celebration of Canberra as the nation's capital.

Prior to 1901, there were six individual crown colonies. In that year, the six states and the Northern Territory combined to form the Commonwealth of Australia, a federal parliamentary democracy and constitutional monarchy, headed by the British Empire Sovereign. New South Wales ceded lands to form the Australia Capital Territory with the creation of a new capital city, Canberra. Ironically, the city was designed by Walter and Marion Griffin, a husband and wife team of architects of Chicago. The highest ranking Australian government official is the lovely Quentin Bryce, the first female Governor General, appointed by the Queen as Her Majesty's representative in the Commonwealth.

The tour was sponsored primarily by Shannons, a prominent provider of insurance for motoring enthusiasts. Shannons is widely based, offering business and home insurance as well as various financial services. They conduct a variety of auto related activities including vehicle auctions. Additional sponsors were Carways Motor Vehicle Transporters, Penrite Oil and the Canberra Motor Village.

The Tour itself was conducted by the VCC-ACT Club. The Committee was headed by Rick McDonough and Roger Gottlob, and assisted by many ACT members who were everywhere in their bright orange jumpers and slightly newer cars. There were daily morning meetings, full of chatter and instructions for the day and always drawings for door prizes and Penrite Oil. Joan and I were without a car and rides were accommodated for us for every mile of the tour. The entire group welcomed us and could not have been more hospitable. There were some sixty registrants, only three without automobiles. Renaults headed the pack with ten, nine of which were AXs. There were seven De Dions, five Maxwells and three motorcycles. We were privileged to ride in a number of cars, often separately, and each experience was totally delightful. The star of the tour, for us, was the 1917 Detroit Electric of Mike Shepherd, who offered that the Electric had a range of about 150 miles per charge. We know personally that he could have easily passed any veteran on any hill and could have attained some 50 mph on the flat. Another superb experience was riding with Ken Hall, of Tasmania, in his 1910 De Dion, with his daughter, Frances, whizzing by on her 1917 Bennett and Barkell motorcycle. Of the Renaults was the unusual 1912 AX touring car of Andrew Howe-Davies, with his wife Nicola and son Henry. The most unusual entries were a 1906 Phoenix Tri-car and a 1910 Phanomobile. There were several cars which, last year, had done the trans-Australia, 4000 KM, Perth to Sydney Run, including the 1912 Maxwell of our hosts, David and Veronique McCredie.

The opening day was a Sunday run for afternoon tea at the farmland home of Cynthia and Kingsley Southwell. The evening was enjoyed at a lovely social gathering at the Canberra Motor Village during which visitors, such as ourselves, were formally introduced and warmly received. On Monday we ventured to the National Museum of Australia, overlooking the splendour of the City of Canberra, for a public display of our vehicles as part of the Centennial Celebration. It was a national holiday so an appreciative public was present in abundance. It was also a great opportunity for us to visit with the other participants.

Tuesday was a comprehensive day of travel, first to the National Arboretum, recently developed on land previously ravaged by extensive bush fires. As we travelled around Canberra, always in view was the lofty Telstra Communications Tower looking like a bit of art deco fantasy to complement the beauty of the capital. Lunch was provided in a picnic setting at the base of the Cotter Dam which is currently being restored. The afternoon return was a most hilly route with Mike Shepard displaying the spectacular attributes of his Detroit Electric.

Wednesday found us heading for the quaint old village of Bungendore. I was riding with the Howe-Davies family in the Renault touring. The mighty AX did extremely well with three adults and Henry in tow.

Thursday was the highpoint of our experience as the entourage ventured to Government House (the Australian White House) for a car display and tea hosted by the Governor General, Her Excellency, Quentin Bryce. Joan and I were privileged to be introduced and chat briefly with Mrs. Bryce. Tour Director McDonough then took Her Excellency for a ride in his 1911 Maxwell, much to the consternation of her secret service personnel. The day continued with a visit to the Australia War Memorial. This spectacular memorial museum is a grim reminder of

man's inhumanity, but a supreme tribute to the magnanimous military contribution of both Australia and New Zealand. These two countries contributed more than a million troops to the two great wars, of which more than 115, 000 were killed. I remarked on this at the closing banquet and expressed gratitude on behalf of all Americans. Friday took us to Murrumbateman to the private petrolania and gasoline engine collection of Ron and Gail Hartshorne.

The final banquet was a gala affair with most participants in period attire. Accolades were in abundance as participants from the various VCC State Clubs bubbled about their activities and tours coming up. I expressed our personal thanks to the VCC-ACT, Director Rich McDonough, the Tour Committee and to the many gracious new friends that we had made and will continue to enjoy as our years remain in the hobby.

John McAnlis, Wadsworth, Ohio. Prepared for the Gazette of the Horsesless Carriage Club of America April 2013

The above article was forwarded to me by David McCreadie.

. To Age Gracefully

*Lord, thou knowest better than I know myself that I am getting older
and will some day be old.*

*Keep me from the fatal habit of thinking I must say something
on every subject and on every occasion.*

Release me from craving to straighten out everybody's affairs.

Make me thoughtful but not moody; helpful but not bossy.

*With my vast store of wisdom, it seems a pity not to use it all,
but thou knowest Lord that I want a few friends at the end.*

Keep my mind free from the recital of endless details; give me wings to get to the point.

*Seal my lips on aches and pains. They are increasing, and love of rehearsing them
is becoming sweeter as the years go by.*

*I dare not ask for grace enough to enjoy the tales of others' pains,
but help me endure them with patience.*

*I dare not ask for improved memory, but for a growing humility and a
lessing cocksureness when my memories seem to clash with the memories of others.*

Teach me the glorious lesson that occasionally I may be mistaken.

*Keep me reasonably sweet; I do not want to be a saint - some of them are so hard
to live with - but a sour old person is one of the crowning works of the devil.*

*Give me the ability to see good things in unexpected places,
and talents in unexpected people.*

O, give me, O Lord, the grace to tell them so.

Amen.

Above article supplied by Don Liddle

FOR ALL THOSE BORN PRIOR TO 1950

We are the survivors, consider the changes we have witnessed;

We were born before television, before penicillin, before polio shots, frozen foods, Xerox, contact lenses and the Pill. We were before radar, credit cards, laser beams and the ball point pen; before pantyhose, dish-washers, clothes dryers, electric blankets, air conditioners, drip dry clothing and before man walked on the moon.

We got married first then lived together, How quaint can you be! We were before househusbands, gay rights, computer dating, dual careers and computer marriages.

We were before day care centres, group therapy and nursing homes, We hadn't heard of FM radio, television, tape decks, walkmans, electric typewriters, artificial hearts, word processors, yoghurt and blokes wearing earrings.

For us, time sharing meant togetherness — not computers or condominiums; a chip meant a piece of wood to heat water for the bath, hardware meant hardware and software wasn't even a word.

In 1950 'Made in Japan' meant junk and the term 'making out' referred to how you did in an exam or interview

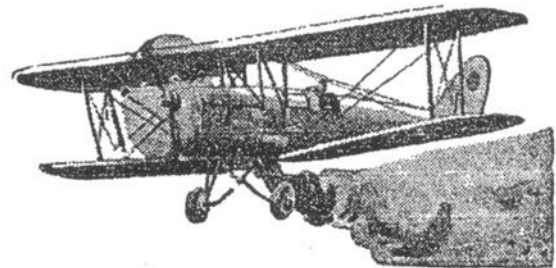


Pizzas, McDonalds, instant coffee and tea bags were unheard of. Chicken was a luxury at Christmas after dad chopped the head off one of the chooks and mum spent hours plucking it.

In our day cigarette smoking was fashionable, grass was mown, coke was a cold drink and pot was something you cooked in. Rock music was Grandma's lullaby and AIDS were the helpers in the Headmaster's office or a type of nurse.

We were certainly not before the difference between sexes was discovered, but were surely before 'sex changes'. We made do with what we had and were the last generation so dumb we thought you needed to have a husband to have a baby.

No wonder we were so confused and there is such a generation gap, but we survived!

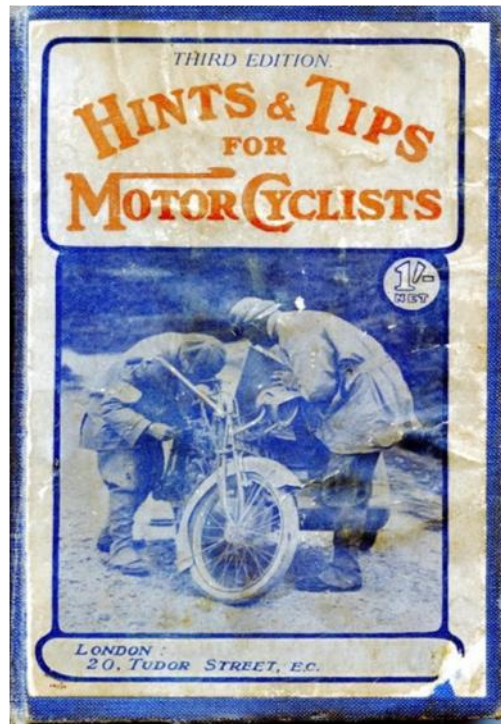


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Usefull help and hints for TRIUMPH 1911 riders from the above.

No.7. It is your business to sacrifice yourself in the last resort, rather than to kill somebody else. I hope you will never have to do it, but should the choice ever lie between killing some other person and charging a stone wall at speed, be a man and take the wall. In bad smashes, should the brain act and the time permit, we can always save ourselves by slipping backwards over the carrier and letting the machine take the brunt of the smash

“So I suppose that means don’t put anyone or anything on the back of your bike, as it may be in your way when bailing out.”

Supplied by Bill Heeney

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Contact: Bob Millard Ph: (02) 4878 5300

[5-13]

For Sale: (cont)

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I am asking \$9000 ono for the lot or make an offer on individual parts which I can quote on, also provide photo, if anyone is interested.

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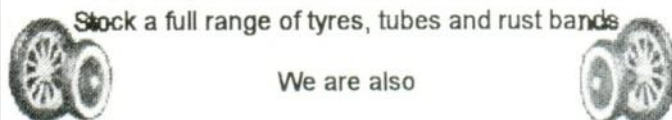
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