

SPIT AND POLISH

Journal of the Veteran Car Club of
Australia (NSW) Inc.

October 2025



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TABLE OF CONTENTS

Journal of the Veteran Car Club of Australia (NSW) Inc.

All letters, advertisements, articles are to be sent to "The Editor of Spit & Polish" preferably by

email: editor@vccansw.org

Articles are to be received by the FIRST WEDNESDAY of the month.

Club Information.....	Page 2
Minutes of the September Monthly Meeting.....	Page 3
President's Report.....	Page 7
Editor's Report.....	Page 8
Event report: Lunch with the Tigers.....	Page 8
Event report: Community Display Day.....	Page 9
Library Files.....	Page 11
Events Calendar	Page 12
Saving Number 1.....	Page 14
Classifieds - for sale and wanted.....	Page 23



ON THE COVER:

Four of the cars in attendance at the
"Lunch with the Tigers" Event at Luskintyre
Airfield in September.



Club Information

Club Management and Contact Details

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SPIT & POLISH is the journal of the Veteran Car Club of Australia (NSW) Inc. Other Veteran Clubs have permission to copy.

Articles and letters appearing in Spit & Polish reflect the opinion of the Author, which must be listed when submitting to the Editor otherwise it will not be included. They are not necessarily the opinion of the editor or the committee nor are they any indication of club policy.

Minutes

Minutes of Monthly Club Meeting held on 25 September 2025. Conducted at the hall and via zoom

ATTENDANCE

Committee: 7 Members: 18 On Zoom: 8
Member's family - 1 Total club members: 26

MEETING OPENED AT 8:06PM

APOLOGIES: Euan Coutts, Ron Hattersley, Phil Virgona

PRESIDENT'S OPENING REMARKS

The President, Graeme Newman, welcomed members to the meeting at the hall and those on zoom. He was pleased to welcome Phil O'Loan to the meeting. The meeting observed one minutes silence to remember Martin McCarthy (1139). See Obituary in Spit and Polish.

MINUTES PREVIOUS MEETING

Minutes arising from the minutes: CORRECTION - Registration section should read 1908 Buick, not 1912 Buick

Proposer: Jackson Shinfield Seconded: Phil O'Loan

INWARDS CORRESPONDENCE

Denise Bendeich and Edna Cox - thank you for best wishes

Graham Weekes – complaint about TAVCCA register

Murthy – LCD projector left in hall

Neil Johnston – thank you for 40-year badge and certificate

TAVCCA financial report, agenda for AGM

TAVCCA-National Vehicle Index – posted on Vehicle Profile page of the website

Garry Canton – request for replacement 100-year badge

David Norton – adjusted email forwarding addresses for new committee

Max Boardman – request for e copy of Motorists and Cyclists April 1905

VCCA(Q) invitation to 70th anniversary rally 24-28 August 2026 at Bridie Island

Julian McNeil – response to our email regarding the draft FIVA motion

Peter Cockbain – request for 2 100-year badges

Bob Trevan – information on some historic number plates.

Newsletter 3 from TAVCCA National Rally Murray Bridge

Newcastle minutes

October 2025

OUTWARDS CORRESPONDENCE

Denise Bendeich and Edna Cox – get well cards

TAVCCA re Montagu award and proposal to withdraw from FIVA

Peter Cockbain - request for two 100-year badges

TAVCCA –link to TAVCCA National Vehicle Index

Card to Carol McCarthy

Proposer: Graham Weekes

Seconded: Phil O'Loan

TREASURER'S REPORT

The Treasurer's report was tabled. The balances are from 28 August to 25 September 2025. Balances are:

Moved: Garry Canton

Seconded: Mal Garthon

MAGAZINE Rod is the new editor. Lauren will help Rod until the end of the year.

EVENTS

PAST EVENTS

6 September - Display at Westfield Hornsby - Jackson Shinfield reported that it was a good day with lots of interested people. He drove the Mustang with his mother while Ian took the Talbot. Other members were Ian and Jenny Streatfeild, Garry Canton and Geoff and Louise Yeomans.

Newcastle Branch visited Luskintyre to see the tiger moths. Five veterans attended. It also visited the Migrant Camp Museum at Greta and it was an enjoyable outing.

COMING EVENTS

30 November - Sydney Inspection Day - Note the change of date from 7 December

LIBRARY

Max Boardman has requested an e-copy of Motoring and Motorcycling April 1905 to use for research. It was decided that Max could have a copy of it. At the next library meeting it will be copied to a USB

and mailed to him.

Ian Irwin has offered to donate some early copies of the Veteran and Vintage Magazine and the Vintage and Thoroughbred Car. We will let him know after looking at our holdings.

Some large plastic bags are available to members at a bargain price of 10 for \$1.

DATING Nothing to report.

REGISTRATIONS Nothing to report.

MEMBERSHIP No new applications

HALL The lease is being negotiated with Sydney Voice and Robert is waiting for it to be returned. Sydney Voice will use the hall this coming Saturday for a concert. The Citroen Club have requested a locker and Robert is following up. It also complained about vehicles left in the carpark. Members commented on the number of witches hats in the carpark.

CHMC Jenny Fawbert reported that the AGM will be held at Cowra. There are new forms coming from the RMS and she will keep the club updated. The details for historic vehicles use the link.

CMC Nothing to report

WEBSITE The TAVCCA Vehicle Index has been loaded onto the website and can be found on the Vehicle Profile page. Graeme received an enquiry about 5 old badges. One is stamped with Founder No 4 and Graeme has identified the badge as probably belonging to John Maclean. Another badge is stamped with 65. There are 2 Redex badges from 1953 and 1954. The club is willing to acquire the badges if the owner would like to donate them. The club is interested in how the gentleman acquired the badges.

GENERAL BUSINESS

1. Update from Committee

After discussion, the committee has decided to vote for the motion. The committee's main concern has been with the lack of communication from TAVCCA. TAVCCA will need to find an organisation willing to take on the role.

At Newcastle Branch meeting there was a guest speaker from Norglass paints, that makes a brushing enamel. He could be a possible guest speaker for next year.

2. Presentation to the Hattersley Cup Winner

Phil O'Loan was given a mug to commemorate winning the Hattersley Cup.

3. Presentation of the President's gavel

Phil O'Loan presented the president's gavel to Graeme Newman. Previously Barry Shinfield had given it to Phil. The gavel had been made by Euan Coutts. It will be placed in the display cabinet.

4. Graham Weekes' 1912 Buick features in Restored Cars (Volume 292 Oct-Nov 25)

There is a long article with lots of photos

5. Change to criteria for Paul Butler Bequest

Jenny Fawbert pointed out changes to the eligibility criteria:

All organisations whose purposes align to the purposes of the grant are eligible to apply, noting:

- 1. Majority of vehicles involved – i.e. more than 50% – must be classed as Vintage or Veteran OR*
- 2. Grant support to be based on the percentage of Vintage or Veteran vehicles involved. E.g. if 10% of vehicles meet the criteria, funding is to be allocated to this portion only, as a percentage of overall costs.*

6. Request for calendar dates in advance

Mal Garthon requested that dates for coming events be well publicised in advance to help with planning. He suggested publicising the Gymkhana to be held on 11 April. It was a good point and the committee will try harder to do this.

7. Presentation to Lauren and Will

Lauren and William were presented with a gift from the club for the new baby. Members contributed some individual presents for the new baby. Members wished Lauren and Will all the best for the safe arrival of their daughter. Will and Lauren thanked everyone for their generosity.

MEETING CLOSED AT 8:52pm.

The lucky door prize was drawn. The Lucky door prize was won by David Norton attending on zoom.

Graeme Newman
President

Louise Yeomans
Secretary



Phil accepting his Hattersley Cup mug



Supper

President's Report

By Graeme Newman

We had quite a good roll up at the September meeting, including several members on Zoom. As we have mentioned previously Ian Shinfield is working quietly behind the scenes to overcome the issues with Zoom, which includes him making visits to the hall between meetings to do so. Seemingly every month it throws up a new challenge so hopefully he has found a solution for most of the problems. We understand it is frustrating for those members who join on Zoom when there are issues, but I can assure you that it is even more frustrating for Ian, so please persevere with us.

Louise very generously arranged a 'baby shower' for Lauren and Will which took place during supper after the meeting. As one of the grandparents to be, thank you Louise and thank you to the club and members for their gifts.

Again, we have to acknowledge the passing of a member this month. Martin McCarthy passed away after having a fall at home. Martin was a quite active member in the club in the early to mid 1960's when he also took on the role of club librarian. He owned a number of veteran cars over the years and was also fortunate to drive one of the Rolls Royce's owned by George Green. Martin's work took him to the A.C.T. for many years where he became active in the club there. He re-joined our club in more recent years and attended a number of events organised by the Newcastle Branch and made a number of donations to the club library. To his wife Carol and their family go our condolences.

A number of our members have had their cars out in the first couple of weeks of Spring, attending events both in the Sydney and Newcastle areas. By the time you are reading this magazine many of our members will have travelled to Murray Bridge in South Australia for the National Rally. Hopefully they will experience safe and trouble free motoring. Karyn and I saw Chris Duncan and Catherine Strutt on the road, on day 1 of their journey to S.A and that was on the 27/09 – they are taking the scenic route in the F.N!

NOTE: Change of date for the Inspection Day at Smiley Power – it is now Sunday 30th November.

Best wishes,
Graeme Newman

Editor's Report

By Lauren Newman

Firstly, thank you to the members who very generously presented William and I with gifts for our little lady (who is due to arrive any day now!) at the September meeting. It was very special to be able to celebrate with everyone, particularly given so many members have known both William and I for our whole lives. I only learnt a few years ago that when I was born, Pa (Bob Newman) was away at an event in his Veteran and when dad phoned him to say I had been born, he went and had a celebratory drink with Barry and Dorothy Shinfield (who were attending the same event) - who were able to celebrate our baby with us at the September meeting as well! Thank you Louise for organising such a nice supper.

There is only one magazine to go for the year - please have a think if there is anything you can write about for the last edition for the year. Hopefully we may have an article to read or photos to look at from the National Rally in Murray Bridge - safe travels to those attending. I'm sure it will be a great week of Veteran motoring.

Lunch with the Tigers

Luskintyre Airfield. 6th September 2025. By Catherine Strutt.

On the first Saturday in September members from the Newcastle Branch enjoyed an interesting and varied day out in our veterans at the Luskintyre Airfield for their "Lunch with the Tigers" event. The morning was stunning, weatherwise, as we motored along the back roads of Maitland and Lochinvar enjoying the morning sun and fresh air. We shared the day with members and cars from other car clubs around the district, some travelling quite a distance to the day. On show were vintage, and classic cars from various car clubs around the district including the Motley Crue Classic Auto Club Inc.

Five veteran cars attended the display and we were pleased to be allocated our usual parking under the trees and near the food and coffee vans! It was a relaxed and great day out, not overcrowded, with many interesting cars to wander around and enjoy, not to



mention the vintage aircraft!

If you haven't yet made it to one of these days, come along! It's a very enjoyable day out.

In attendance:

John & Kelly Burke & friends - Essex

John Brumby - Maxwell

Max & Joan Burke - Hupmobile

Chris Duncan & Mick Duncan - FN

Catherine Strutt, Katrina & Georgie Duncan - FN



Community Display Day

Westfield Hornsby. 6th September 2025. By Louise Yeomans. Photos by Janina Shinfield.

When Jackson Shinfield offered to give a report of the Father's Day Display I was delighted and hoped that meant he would write the report for Spit and Polish. However, he planned to report on the event at the next club meeting, No amount of persuasion could convince him to put pen to paper so it's my turn again!

Despite forecasts of some rain, it was a brilliant day of sunshine. By 9 am we had finished the weekly shop, hung up two loads of washing and were ready to go to Hornsby. Richard's Wolseley failed to start and he did not have time to diagnose and reassemble the parts in time to make the Westfield entry deadline. David McCredie was concerned about the steep slope out of the carpark with limited brakes so he decided to stay safe!



October 2025



Saturday morning sport meant the roads were busy even though we took the back way on the Connemara to Wahroonga then through to the back of Hornsby to find the entrance to Westfield on the Pacific Highway. A collision across an intersection at Hornsby slowed up progress as the drivers left the two cars involved in the middle of the two roads without any regard to the traffic travelling in four directions.

Once at the correct Westfield entrance, signs directed us to the roof. It was a close shave under the height bar so luckily the hood was down. Already Ian Shinfield, Ian Streatfeild and Garry Canton had set up a display. Ian Shinfield came equipped with a fold up table which had our brochures and banner. Garry Canton restores old gramophones and had a beautiful English wind up one on the table playing some jazz! From the veterans, came the folding chairs as the drivers and passengers settled for the day. John Hewitt was there to greet us.

Not only were veteran cars on display. Jackson had driven a left-hand drive Mustang, and it was parked with some very modern cars – The Thornleigh Car Club members displayed more modern cars like Minis, FJ Holdens, even the latest model Mercedes. Darren Grant had his vintage Austin. The Australian Ex Military Vehicle Collectors Society had two restored jeeps on display. Despite the apparent lack of publicity, the event created much interest, particularly from young families. Some young children were put into the veterans for photos and many loved trying out the horns. Of course, there was a lot of interest in the veteran car judging by the number of phones out taking videos and still shots. Disappointingly, there has been no notification from Westfield as to which cars won the most votes from the public.



There was free coffee and fairy floss! You could dance with a Minion or even pose to have a photo with them. At about 3 o'clock the organiser suggested we go home. Going home we had a dream run – almost all downhill and only three red lights!

Thank you to Graeme Newman and Ian Shinfield who liaised and organised our contribution. Thank you to those who came.

In attendance:

Garry Canton - 1917 Dodge

Ian & Jenny Streatfeild - 1915 Overland

Ian, Janina & Jackson Shinfield - 1916 Talbot

Geoff & Louise Yeomans - 1914 Wolseley

Library Files

By Louise Yeomans.

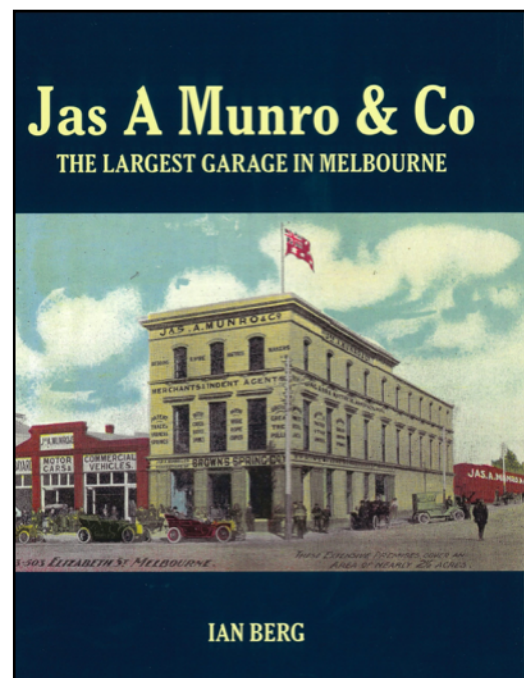
Jas A Munro & Co - The Largest Garage in Melbourne. By Ian Berg.

Published in 2021, the book relates the success of a Scottish emigrant Jas Munro and the emergent motor trade in Australia. Munro arrived in Australia in 1891 and built an empire in his premises adjacent to the Melbourne's Queen Victoria markets.

Ian Berg, a member of VCCA (Victoria) , gained access to the Munro archives when the building was demolished in 2014. Berg has written an engaging account of Munro's entrepreneur business acumen importing cars from Europe and later USA, and then diverging into other businesses to clever investing in property. But it is more than an individual's story it is also a history of motoring in Victoria and Australia.

Berg is a skilled story teller. This book is not a dry history but an account that is easy read and full of information. It is interesting how Munro established his business and promoted himself. It is fascinating to know that some of the vehicles fitted with bodies by Munro are still on the road. The end notes and references are comprehensive if you want further information.

It's a largish book (28 by 23.5 cms) including some superb photographs from the original Munro archives and supplemented with others from Australian and French archives. The photos are of high resolution. With at least a photograph on nearly every page, the book is well worth a browse.



Events Calendar

Club Events

OCTOBER

Sunday 5th-10th

Thursday 16th

Tuesday 21st

Thursday 23rd

TAVCCA National Veteran Vehicle Rally - Murray Bridge, South Australia.

Committee Meeting

Newcastle Branch Meeting - 78 Main Road, Boolaroo. 7:30pm

Monthly Club Meeting - 134 Queens Road, Canada Bay. 8:00pm

NOVEMBER

Tuesday 18th

Thursday 20th

Saturday 22nd

Thursday 27th

Sunday 30th

Newcastle Branch Meeting - 78 Main Road, Boolaroo. 7:30pm

Committee Meeting

Sydney Christmas Party - please let Louise Yeomans know if you are planning to attend.

Monthly Club Meeting - 134 Queens Road, Canada Bay. 8:00pm

Sydney Inspection Day - at Smiley Power. Contact Neil Martin or Mal Garthon for details.

JANUARY 2026

Thursday 15th

Tuesday 20th

Thursday 22nd

Committee Meeting

Newcastle Branch Meeting - 78 Main Road, Boolaroo. 7:30pm

Monthly Club Meeting - 134 Queens Road, Canada Bay. 8:00pm

FEBRUARY 2026

Sunday 1st

Tuesday 17th

Thursday 19th

Thursday 26th

Sydney North Breakfast Run - details to come.

Newcastle Branch Meeting - 78 Main Road, Boolaroo. 7:30pm

Committee Meeting

Monthly Club Meeting - 134 Queens Road, Canada Bay. 8:00pm

Future Events - 2026

MARCH

Monday 9th-11th

Premier Event - based in Nulkaba. Contact John Burke or Graeme Newman for more details.

APRIL

Saturday 11th

Gymkhana - combined event with Veteran and Vintage Clubs. Based at Clarendon. Contact Malcolm Garthon for more details.

MAY

Sunday 17th

National Motoring Heritage Day - if you have an idea for an outing or event on this day, please let the Events Coordinator know.

JUNE

Friday 12th-14th

Newcastle Branch Rally - contact John Burke for more details.

JULY

Saturday 25th

Swap Meet - to be held in the Club Rooms. Contact Louise Yeomans for more details.

AUGUST

Sunday 16th

Shannons Sydney Classic

SEPTEMBER

Sunday 6th-12th

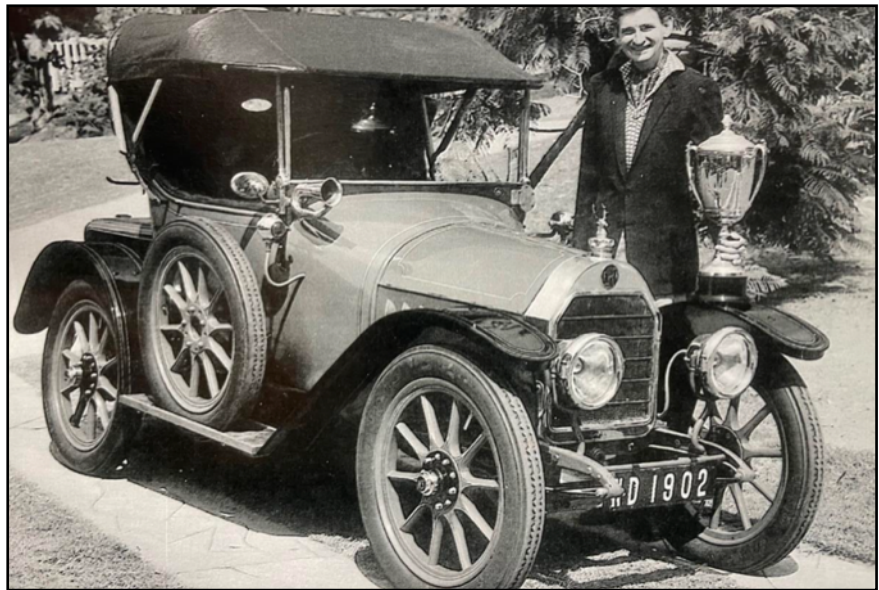
TAVCCA National Veteran Vehicle Rally - based in Cowra, hosted by VCCA (NSW). Expressions of Interest open from 10th October 2025.

Saving Number 1

August 2025. By Catherine Strutt. Photos: Garth Edwards & Catherine Strutt.

How a casual comment on an Instagram post led to a six year obsession to save one of FN's most important surviving cars.

Chris and I, and every other veteran FN car owner, have always known of a small and very rare FN that existed near Johannesburg, South Africa. For years whenever we saw the black & white photograph of it in Doug Marshall's book, *The Fabrique Nationale Survivors* documenting the world's FN veteran car survivors, we would say, "Wow, imagine owning that little thing. What a little beauty it would be" as we green eyed the owner standing proudly beside it in the photograph in South Africa. We knew it was a wild dream and it would never come true but we continued to admire it because it was such a beautiful, neat little desirable thing.



As the reader may know, we have a small collection of the Belgian made FN pre 1915 cars, all much bigger engine sizes. This little car in

South African owner and restorer, Mark Edwards, mid 1960's, after winning VCC of South Africa "Concourse De Elegance" with Number 1

South Africa, a 1914 type 1250 (1250cc) was the last veteran model type ever produced by FN (along with the 1914 type 1950, and type 2700) before WW1 broke out and the FN factory was occupied by the Germans. It was also the smallest model FN ever produced and was the marque's contribution to the world's interest at the time in light car manufacturing. It was the baby of FN. Thanks to the outbreak of WW1 bringing a halt to production mid-1914, only 377 type 1250s were ever built. Today, there are only four left in the world; one in Belgium, one in France, one that was in England but has disappeared, and the South African one.

So why is this particular car one of FN's most important cars? Well, this car was the very first 1914 FN1250 ever produced. It is chassis 1. Adding to its exclusivity, sitting grandly atop the crown radiator cap is a distinctive signature solid brass bust of a stag and unlike any other FN in the country, every brass grease cap is individually beautifully designed with the FN insignia embossed within the face of each cap. As if this wasn't enough attention to detailed beauty, each grease cap along with the hubcaps were once also infilled with blue glass enamel, repeating the blue enamel and brass radiator badge design across the car.

Being the first 1250 chassis, it is possible, though purely speculation, that it was sent to London by FN



in 1913 as a rolling chassis to be put on show, (along with another 1250 that was fully bodied), at the 1913 London Olympia and from this actual

chassis, 300 other little 1250s were sold around the world. I say "possible" that it was on display at the London Olympia as it was bodied in London by Bennett Bros and was sold by the English agent "FN England" in London. According to FN literature, all other 1250 chassis were sent by FN to Lyon to be bodied before being sold and the differences in the build of the London and Lyon bodies are subtle but there. Most noticeably, the box at the back of the tub (which opens out to be a dickie seat), is perfectly horizontal on the London body but on 1250s that were Lyon bodied, the back box slopes downwards. Since this car does have an English body when all other 1250s were thought to be French bodied, it makes sense that this car was the unbodied chassis at the 1913 London Olympia. A possible scenario is that FN sent the rolling chassis to the show in November 1913 then afterwards, instead of

bringing it back to Belgium, left it in London where it was bodied and then sold at "FN England". Perhaps "FN England" bodied the chassis so that it could be used in their showroom to advertise the exciting new, small model from FN? I have no proof of any of this but its English body lends itself to this idea of thought..

Why then is there photographic evidence of the FN factory ledgers recording chassis #1 leaving the FN factory in March 1914 (and not November 1913) remains a mystery. I would love to be able to go back in time!

After it was sold by "FN England" in London, I am unaware of the cars' English history, not from lack of researching. Amongst the parts of the car that shows some evidence of its English life, I have a brass registration disc containing an original English rego paper dated 1928. The second piece of evidence is a small brass plate soldered to the radiator tank, perhaps after a repair, from "Brighton Motor Sheet Metal Wks". Upon researching the plate, I discovered that this company only went by this name from 1930-33 after which the firm had a slight name and location change. In about 1947 the car left England and sailed to South Africa where its owner at the time, Captain J. Cullimore Allen had arrived to establish a branch of his light agricultural machinery business. A few years after arriving in South Africa, Number 1 was sold to an Ernest Gearing who rallied it in Cape Town before eventually selling it on to Jan Stekhoven and eventually to Mark Edwards around 1958, the envied smiling owner in the photograph in Doug Marshall's book. Mark Edwards co founded the South African Veteran Car Club in 1954 and it is his son, Garth Edwards, who has now sold the car to me.

So how did such a special car come to be in our garage here in Australia..? Make a cuppa and read on!

I'd always fancied having a cute little roadster veteran car and knowing Number 1 FN1250 was unobtainable and only ever going to be a dream, I purchased a little American 1914 Grant locally at a very reduced price and Chris and I got busy making the thing go. Some may remember the progress reports. It was a fun, cute little car but a full-on handful to drive. It was very cheaply made with mechanical parts to match, made and designed for a budget market. It wasn't the quality of an FN but it somewhat satisfied my interest in owning and driving a tiny roadster. Then, things changed.

In 2019, not long after we (Chris with me as his apprentice) got the little Grant going, a chance comment on the Instagram page of the VCCA (NSW) that I co-manage, kicked the air out of my chest and I audibly gasped. On a posted photo of our other FN cars, someone on the other side of the world commented, "There's an FN for sale here in Johannesburg". I absolutely knew there were no other FN veteran cars in South Africa and it HAD to be Number 1, THAT car we'd always admired and desired. I had a conversation online with the person who had made the comment as I tried to confirm 100 percent if it was in fact the car. Yes, it was.

My mind raced...could I afford it? Would they sell it to me? Could I even get it here? Have they sold it already? What do I do?



The car pre blue pain restoration. The small ball in the dickie seat is Garth Edwards.

I knew of the owner of the car, Mark Edwards, but he had passed away and I didn't know his son's name, or even if he had any offspring at all

so I trawled through Facebook searching for all the heads that had the last name "Edwards" and lived in Johannesburg. One turned up. He looked similar to the face in Doug's book, the one posing in the photo with the car. He was in the correct area in South Africa. His name was Garth Edwards. Stalking his Facebook page, conveniently I discovered he ran his own business so I found his email online, jumped in the deep end and wrote to him. Twelve months later, he replied to my email. I had found the right person. I immediately emailed him back asking him if he is selling his father's FN. Twelve months later he wrote back saying he was only thinking about it. I wrote again to remind him that I was interested in purchasing Number 1 if he ever wanted to sell it and requested that he give me first refusal. Twelve months later he wrote back telling me the things that had been recently restored on it and the other problems it had. He still wasn't ready to sell. I wrote again to remind him of me and twelve months later he wrote back promising me photographs. This went on for four years. I never got the photos at that time. I hadn't given up.

Then, one day at the beginning of 2023 while scrolling through Facebook and listening to Stan Bone "FN guru" talking to me on the phone, I lost a heartbeat again when I saw Garth had posted photos of the little FN in the FN Motorcycle Facebook group announcing he was selling the car. He had also sent me an email privately to let me know he had decided and hoped that I was still interested. I gasped

down the phone, "STAN I GOTTA GO!!", my heart racing. I immediately emailed Garth. He replied promptly this time to confirm he was selling but then a month or two of silence passed.

"That's it, I've missed out. He's sold it to someone else...after four years of waiting and writing to him"



I thought, crestfallen. But in fact, the reason for the silence from him was that he was vetting me, stalking me on Facebook to see who I was and why he should sell the car to me. And, as I sorely discovered eventually, nothing happens quickly in South Africa. He had four interested buyers; three of them in South Africa. Two were car dealers, one a private buyer and me...in Australia. He wanted to see the car put back on the road and he knew after scrolling through my photos of Chris and me on our FN trips that thankfully, it would only happen here with us and the FN fraternity here.



And so, he chose me to become the next owner of Number 1. I couldn't believe it.

Things quickly happened from then. I paid for the car (which took an hour and a half of convincing the staff at my local bank that I wasn't emptying my savings into a dodgy South African scam account), found a freight forwarder, filled in import forms, got an Australian VIN, got the car approved for entry into Australia and had all the brass taken off the car and sent ahead to me to avoid any theft on its 14,000km journey here. South Africa is a governmentally collapsed country. Violence and theft are rife.



Number 1 in South Africa

Things were going swimmingly until my freight agent in South Africa informed me that the car had been checked for export clearance by the South African police and they had promptly informed them that the car held a "stolen" status on their records. This is the moment the proverbial hit the fan and the extremely difficult, near impossible, frustrating two year fight to

get the car out of the country began.

Thanks to a lazy South African police officer somewhere over the years and thanks also to the Edwards' unfortunately letting the rego slip, an actual stolen car, a Landcruiser, had been allocated "1"

as a VIN on police records, on the assumption there wasn't a car with a VIN of 1 already in the country. This caused a total and utter bureaucratic mess because the FN is actually "1" and has been for over 100 years and as much as I tried, I could not convince them that a 1914 FN looked anything like their 1963 stolen Landcruiser and was therefore not stolen. To prove to the police that the car was not stolen, Garth was instructed to take the car to an inspection compound for the police to inspect it and clear it for export. When he arrived and the police inspected the car, discovering the "VIN" (VINs didn't even exist in 1914. Only chassis/engine numbers) of 1, they demanded that he release the car to them where they would check it further or confiscate it and if need be, destroy it...this rare, "one of only four in the world" car, the first ever built, still in existence. Important Belgian history. Just destroyed because of police laziness!



The genuine FN ID plate with "1"

With a bucket of KFC to satisfy their requested bribe and a lot of sweet talking, Garth was able to take back the car and get the hell out of there before they changed their mind.

We were hopelessly stuffed. There was no solution. I began to feel the whole thing coming undone. I'd lost my savings. That was it. I was in an impossible situation. We discussed sending Chris to South Africa to fully dismantle the car and send it back as parts to demolish the idea of it being a car and in doing so, make the registration problem go away. We discussed Garth bringing the car to Australia to "attend a rally" and then just leaving it here, no South African authorities here, problem solved. But both ideas had big problems with further expense to me, so we dropped the ideas.



Our handmade reproduction FN ID plate with "FN/1"

Meanwhile, Garth crashes his bicycle breaking his collarbone and is put into hospital bringing a halt to the whole project for a month. Once repaired, he comes up with a way out of the mess. There was certainly no help from anyone in authority. It was down to Garth and me. He has a plan. He contacts a friend who has a friend who works in car registration. Maybe they could help? The idea was to get the car reregistered through the use of affidavits and Mark Edwards' Will to demolish the problematic "1" by creating a new VIN and releasing it from stolen status. Too long a story about this to go into but it was a very long way around, a glimmer of hope, and the only option that the authorities would accept. The process began. It was a straightforward job that here, would take about half an hours' wait in a NSW Services centre. In South Africa it took 18 months.

I happened to have blank reproduction FN identification plates that I'd found on eBay so Chris and I scoured the internet for antique number and letter stamps in order to produce an authentic looking 1914 FN ID plate that we could then send over to South Africa for it be attached to the car to "trick" the police into believing that the car didn't have an ID of "1". We found the stamps. Stan Bone made a jig for stamping accuracy and between us we created a very convincing ID plate with a fabricated new VIN of "FN/1". We belted it around, rubbed black "dirt" into the numbers and sent it over to Garth to screw onto the car.

Complicating matters, Garth's earlier collar bone surgery fails and he's unfortunately forced back into hospital halting progress again for another month. To frustrate things further, his contact who knew someone who might be able to help us with a new car registration goes silent. Another brick wall comes up. Desperate, I contact everyone I know who's ever dealt with South African authorities for advice and a way through the mess. Everything falls through, conversations go quiet, some people don't even respond. Beaten, I ignore everything to do with the import for a while and get on with normal life.

After Garth gets out of hospital, he contacts yet another friend who knows someone who works in registration who may be able to help us. This person has had a lot to do with exporting old cars out of South Africa and navigating their collapsed, incompetent governmental system and things finally start to look positive again. But after many weeks of trying and actually starting to get somewhere, this person too loses interest and goes silent and we were back to where we were. Nowhere. As if things couldn't get any worse, devastatingly, Garth's wife is suddenly diagnosed with terminal cancer and he goes off the radar for six months until her passing and then afterwards for another two months, with no further movement forward on the export. When the dust settled a little, I got back in contact with him, this time, with losing patience. I was done with the incompetence of South African authorities and frustrated at our endlessly hopeless situation. It was an awkward and difficult situation. I needed to have forward movement on the export yet at the same time I was very conscious that Garth was still heavily grieving the loss of his partner.

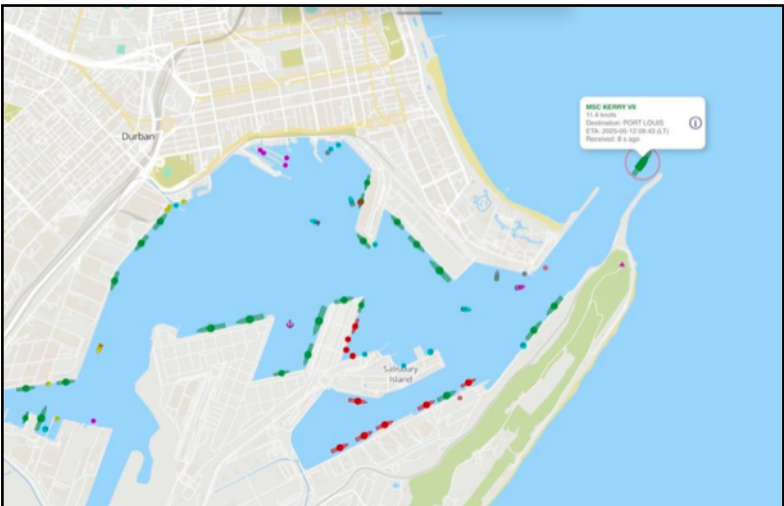
It was over 18 months and I still hadn't seen the car I had fully paid for. I was very aware that if the worse would happen to Garth, the whole deal would be over. Lost savings, no car. He was my only contact with the car and his silence from the other side of the world festered overwhelming desperation within me.

Meanwhile, things progressed here in Australia and I sold my little 1914 Grant to pay for the FN's eventual freight to Australia and make valuable space in our garage.

Finally, Garth resurfaces and starts to make the export a priority and he again finds someone else who knows someone who knows someone who works in car registration. This time, we get further. This time we have success and unlike in any other country in the developed world where there is a registration office in every town, in my case, Garth could only go to collect the much needed registration certificate from one office only, in Pretoria, a 40 minute drive from his home. He sets off to the office but on arrival is told that the printer has run out of the official letterhead paper to print the registration on and he

turns around and comes home empty handed and told to try again in two days. Two weeks later, the printer has paper in it again and a courier is sent to go and collect the registration. Finally, progress! But on the way back to Johannesburg from Pretoria after collecting the certificate, the courier goes missing...with the much needed registration certificate, never to be heard of again. I'm flattened once again.

Some weeks, maybe months later, it's a blur of "too long", Garth contacts me to let me know he now has the registration certificate with our fabricated VIN of "FN/ 1" recorded officially on the certificate and things can move forward. He had found yet another mysterious person to help him get what we need and furthermore, he's also obtained the export certificate and police clearance certificate. Hooray! We are now legal and now I can go back to where I stopped with my freight forwarder nearly 20 months ago and get this show on the road.



The moment Number 1 left South Africa

Due to our strict no tolerance to asbestos policy here in Australia, the next hurdle was to get the brake linings removed. If asbestos is found on anything coming into Australia the fines are heavy, \$10,000-\$210,000 plus confiscation of the item. I won't lie; this had me #@*! scared. I had read many horror stories of others importing vehicles being interrogated and slapped with huge fines due to strict Australian Border Force regulations. I spoke to others who had imported veteran cars for advice. Garth finally had the brake linings removed and the car was now ready to leave South Africa. I very quickly arranged the container transport of it from Johannesburg to Durban, a seven hour drive, and the little FN was strapped down securely into its container. Locked and safe, we were on our way!



The FN's 14,000km journey

A few days later in near disbelief, I watched the minute the container ship with Number 1 on board pulled away from Durban wharf and momentarily left South Africa after 78 years on 23rd April at 8pm. It was an historical moment and after six years of difficult and frustrating effort, I savoured every moving and satisfying minute of it.

The ETA into Port Botany was 15th May. I was very excited. I only had

three weeks to wait until I saw this little FN that I had chased for six years. The route was Durban-Mauritius-Sydney. I watched every day. On day three or four when I saw it sail right by Mauritius heading northwards not eastwards, I panicked. Where was it going?? When the ship docked, it was in Sri Lanka. Why on earth was it up there? To intensify the stress, the FN was fully offloaded and there it sat in its container for over a week. My freight forwarder, as far as keeping me informed, was hopeless. I informed myself by downloading and learning to use merchant shipping apps and I soon learned that the FN would sit at Sri Lanka until it was loaded onto a second ship and taken back down to Mauritius. Thinking it would dock at Mauritius, pick up more containers and then leave for Sydney, my guts dropped when I discovered it had actually been offloaded a second time, at Mauritius, and hadn't remained on the ship. There it sat for a further week until yet another ship arrived on route to Sydney. Relief came when I watched my shipping app info change to "loaded" and the ship left and got on its way across the Indian Ocean. But something didn't feel right and when I studied my shipping and tracking apps further, to my horror, I learnt that the FN had actually been left behind on the wharf at Mauritius instead. I was devastated. FIFTEEN very long days later, another ship arrived: the humungous, MSC Adelaide. It was like the second coming of Jesus Christ arriving to save me and the FN from this mess. The sun shone from heaven and the waters parted! FINALLY, this time, the FN was loaded for the last time. I watched her leave Mauritius and sail across the Indian Ocean and out of satellite range for twelve nerve wracking days (ever watched YouTube videos of containers falling off cargo ships?) until her ship finally entered Australian waters nearing the WA coastline.

Then, on the 30th June after two months at sea and eleven ETA changes, I watched the little FN arrive live into Port Botany at 3:30am, NSW. Four days later in a warehouse in Sydney, she breezed through the terrifying quarantine and border force process in under two hours with no interrogation whatsoever. I laid eyes on Number 1 for the very first time at 7pm on the 4th July when Chris and I collected her from a filthy quarantine shed and finally brought her home. What an incredibly long and complicated journey she had had, and here she was. Right before me. It was almost unfathomable. She had sustained some heavy cosmetic damage from rough handling during her trip and she has a list of mechanical issues 14,000kms long but she is safe.



Finally home

With the arrival of the 1250, Australia is now in the enviable position of having an example of every model of veteran era car that FN ever produced (excluding the 2000 model). From smallest to largest engine size (Years 1908-1914): 1250, 1400, 1500, 1560, 1600, 1950, 2100, 2400 and 2700. Owning

October 2025

Number 1 is no longer a dream or a photo in a book but an incredible privilege and an extraordinary reality right before my own eyes. She took some serious effort to secure and I would like to acknowledge the encouragement shown to me by the Newcastle Branch of the VCCA, our small FN fraternity here in Australia, Stan & Maggie Bone and my ever supportive, Chris Duncan. I would also like to acknowledge Garth's incredible effort in dealing with his authorities and working hard with/for me to get the car out of South Africa. Neither he or I knew how ridiculously troublesome the whole export was going to be when we started. I could not have imported the car without his committed collaboration and I am very grateful to him for this. When the car is back on the road he has promised he will buy a flight to Oz just to have a ride in her once again. I had never imported anything before in my life. After this very stressful and difficult drawn out experience, I doubt I ever will again nor will I ever have business dealings with South Africa again, in fact I strongly advise against it at all. But on the upside, I have gained a healthy education about the fascinating and complex world of merchant shipping and the process of importing a vehicle into Australia...and I have saved one of FN's most important, desirable and unique veteran cars.

Can't wait to take her for a drive!



Ready for her repairs with the FN Specialist Surgeon, Chris Duncan!

Classifieds

Please note ALL ADS MUST include the price and if you wish ONO. Advertisements will only run for 3 months then will be removed unless requested otherwise. If selling a vehicle or engine, please include all known numbers and details. All states please copy.

FOR SALE: 1910 Brush

1910 D26 Brush Runabout with the only BRUSH 2 Cylinder-2.5 lire-Rotary Shaft Balanced. The only one in the world. Designed and manufactured by Alanson Brush. I am searching for a VETERAN Car Enthusiast in Aussie or NZ , preferably one who is young and dreams of enjoying owning and driving such a Historic Brush.

My Brush and I have enjoyed long distance drives, twice Perth to Sydney, a Brush was the first automobile to drive 4,100 kms in 1912 -Fremantle to Sydney, The BIG DRIVE - Around Australia - 14,700kms, 80 days, 20 on expedition for the Centenary of Federation, 60 days with help from Family and friends. Ave 40 +kms.

I bought my Brush in 1980, shortly before my retirement from KPMG as National Chair. Audit, and enjoyed the various weekend events of our Australian Clubs. I am 91 and have two inoperable Knees which is why I am searching for a Veteran Car enthusiast.



My Price is \$50,000 to \$60,000 - happy to negotiate on numbers only - I am not interested in museums or O/S interest. I will inform overseas enthusiast in January 2026 of the sale price of \$100,000 if an ANZAC has not been found.

Please ring me on 0409 712 101 if enthusiastic, I have pack of info on Brush 2 Cylinders Etc.

Contact: Bob Lamond Ph: 0409 712 101



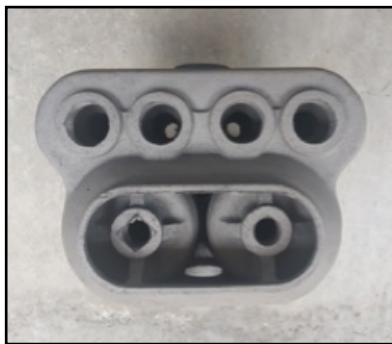
October 2025

FOR SALE: Water Inlet and outlet connections to suit AX Renault

The castings are as cast and require machining. The internal centre holes also require drilling and machining as they are solid. These castings are as original.

\$300.00/set plus P/P

Bill Trollope wwt@bigpond.com



EXPRESSIONS OF INTEREST: Cylinder block castings (un machined) for AX Renault

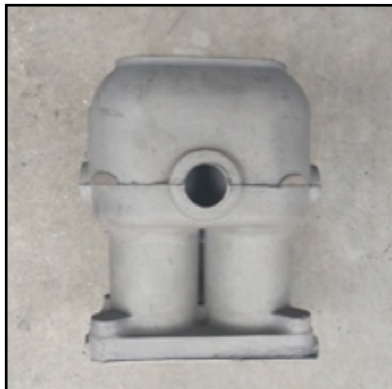
I am looking at doing another run of AX Renault engine block castings (un machined). See photos.

As the pattern for these blocks are almost past their use by date, this is possibly the last time they can be used.

Please let me know if you are interested.

\$2,950.00 ex Sydney (Excluding packing and freight).

Bill Trollope wwt@bigpond.com



For Sale

1909 IHC 4 SEATER MOTOR BUGGY - **\$55,000**

- Original body plate
- Original paintwork
- Original Upholstery
- Original Hood
- Tyres good
- Updated 1911 better transmission - Drives well

The Fogwell brothers (of Ellengowan, near Casino, NSW) owned this 1909 IHC (International Harvester Company) Motor Buggy throughout their lives.

"It has come time in my life for the selling on of my favourite veteran car." - Bob Trevan

For further details (and history) contact
Bob Trevan
Lismore NSW Telephone: 0416 214 902



FOR SALE: 1915 Ford Model T Roadster

Reliable car, starts and runs well.

Restored mostly by John Hancox (Qld) who owned the car from 1965 to 2006. Reconditioned engine, runs on unleaded fuel. Canadian engine probably 1916 but original car 1915. Ruckstell 2-speed differential. Three kerosene lights from 1915 Town Car. Laminated windscreen.



Restored colonial radiator, all coils restored, Kevlar bands, oil screen, accessory linings in parking brake, Anderson timer. Original turtle deck and running boards. Rootlieb for other tinwork. Interim timber tub, have nearly all parts for standard tub - seats and hood (Clastique Upholstery, Minnesota), hood frame, wood kit (Ray Wells, California) - missing tinwork for rear of tub. Odds and ends including accessory dashboard, speedometer (not working).

On NSW historic rego. Need space in garage. Located in Sydney. \$19,500 ono.

Contact: David Norton 0411 705 405 (leave a voicemail if unanswered)

FOR SALE: 1908 Talbot 4DB Restoration project

Very complete original engine, gearbox, diff, chassis, steering box, some original body work. Spare engine, headlights and sidelights, tyres including wire wheels. Car will make a beautiful large touring car. VCCA (NSW) dated.

\$25,000 ono

Contact: Ian Shinfield Ph: 0411 214 495
email: ivselectric@optusnet.com.au





1903 CURVED DASH OLDS. Older restoration, very original and correct, excellent entrant for the Per '05 Tour or the prestigious London to Brighton Run. #7450 **\$70,000**



1909 CLEMENT BAYARD. Four cylinder Touring car. #7452 **\$69,000**

EST 99

THE VETERAN Garage

0422 219 911

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1908 BSA Touring. 1910 Buick.

1917 Chevrolet 490 Roadster.

1916 Cadillac Touring - Needs restoration.

1912 Cadillac - Mostly restored.

SOLD 1904 Cadillac - Restoration project. ~~\$55,000~~

COMING SOON

1908 Cadillac - Restoration project. \$35,000

1903 Stanley - Restored.

SOLD 1913 Crane Simplex - Original unrestored. ~~\$POA~~



1905 MINERVA. Big impressive T head four cylinder touring car. #7451 **\$195,000**



1909 CADILLAC. Touring, new upholstery, engine recently refreshed, correct lights, good runner, 1st stand alone year for the 30hp four cylinder Cadillac. #7442 **\$90,000**

Reconstructing Australian motoring history - one car at a time

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