

SPIT AND POLISH

PATRON

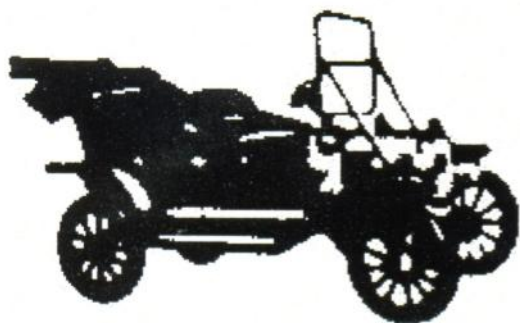
His Excellency General The Honourable David Hurley AC DSC (Ret'd)
Governor of New South Wales

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



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SPIT AND POLISH

WEB PAGE: www.vccansw.com

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

Email: nevpreston@gmail.com or by **Mail:** 18 Byron St. Wyong, NSW 2259

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

Cover Photo:-

*Elizabeth (Betty) Cherry's 1916 Chevrolet.
At the Newcastle Branch Breakfast run,
held at Maria and Neil Heilbrunns' home at Martinsville.
Saturday 8th April 2017*

Committee of Management

OFFICE BEARERS:

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LIBRARIAN	David McCredie	9653 2592	

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	Neil Martin	9632 5047	Mob: 0417 236 495
	Max Roberts	6545 3410	6545 1045 6545 1687
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	Neville Preston	4352 1533	

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MaSH CHAIRMAN	Doug Fulford	4654 5432	4655 7944
			Email: doug@people.net.au
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HONORARY AUDITOR	Graham Steer	9450 1454	9232 5111
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VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) Inc.

134 Queens Road, Five Dock, 2046

PATRON:

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

President's Report

The flow of feedback has grown from a trickle to - well not exactly a deluge but maybe a tiny stream. Some by email, some by phone call, some via second parties and some face to face. I even had some helpful feedback from a non member who had read a copy of "Spit and Polish". Most people seem to agree with the general thrust of my suggestions although naturally some have issues with individual items. I guess whenever changes are proposed there are always going to be one or two people whom it won't suit. I'm really hoping we can largely reach a consensus - these changes, whilst I think they are important, don't need to be rushed. The committee already has quite a bit on its plate - more about that later. We're intending to schedule a committee meeting for a Tuesday evening to see if the traffic really is any less congested. I guess when I re-read my piece when "spit and Polish" came out I felt that I hadn't really made the central thrust of my vision for the club sufficiently clear. That we need to make our club more welcoming, more inclusive and easier to join. I have made so many dear friends in this club, our members are amazing and I feel so happy to be amongst you all, but it can be hard to "break in".

Of your annual fee of \$70 (if you pay for three years) or \$80 (if you pay a year at a time) \$40 goes to printing and posting "Spit and Polish". Distribution via email / the club's web site would not only enable significant savings but mean that the whole magazine can be in colour. I understand that not everyone would be happy to give up getting a hard copy of the magazine in the mail, at least in the short term. I had thought that the club could offer a reduced subscription rate for those happy to get the magazine by email but our treasurer feels that might be overly complex. Since then we have clearly established that the club members want to preserve our club library and make it an accessible asset. So as an initial step I am suggesting that we leave the subscription rates where they are but encourage members to elect to receive their copy of "Spit and Polish" electronically. It costs \$1.15 per copy to mail out your copy of Spit and Polish. Each month (except December) we mail out 200 copies at \$1.15 each. If half the club members agree to receive their copy electronically that's a saving of \$115 per month plus a small amount for sleeves and maybe a slightly reduced cost at the printer. If 75% of members agreed that would be \$172.50 per month which would help to fund what we need to do in the library.

The committee has approved an upgrade of our current kitchen facilities which will include some cupboard space for other car clubs that rent our hall - some in the kitchen and some at the back of the main hall. We have also approved purchase of a new PA amplifier which hopefully will eliminate the buzz that seems to pervade our meetings. Meriden are going to line mark our car park which will hopefully encourage more efficient use of the available space. The library committee has prepared an application for a grant to assess the historic significance of the books etc in our library.

We are custodians of our cars and need to be mindful that both they and our club need a future. I believe that we have started down the path towards grabbing that future and making it ours.

Doug Fulford

Membership fees

A reminder that membership fees for the Veteran Car Club of Australia (NSW) are due at the end of June for membership of 2017 -2018. If you have paid for three years in advance your fees will not be due this time. A renewal notice will be sent in the June copy of *Spit and Polish*.

Members may pay \$80 for a single year or \$270 for three years. You may pay by cash, cheque or electronic funds transfer (EFT). If you pay by EFT you must clearly identify your payment in the description box with your name and membership number. When you pay by EFT please email the treasurer with the transaction details. His email is geoff.yeomans1@gmail.com Bank details are as follows:

Account name: Veteran Car Club of Australia (NSW) Inc
 Bank: Commonwealth Branch: Wynyard Sydney NSW
 BSB: 062009 Acc number: 28023425
 Any unidentified payments will be considered as a donation.

Geoff Yeomans
 Honorary Treasurer

Minutes of Monthly Meeting of VCCA (NSW) Inc.

Minutes of Monthly Meeting of VCCA (NSW) Inc held on Thursday 27th April 2017

ATTENDANCE

Committee: 6 Members: 11 Family members: 3

Apologies were received from Dennis Ballard, Bill Betts, Euan Coutts, Don Liddle, Michael Lowe, Neil and Lyn Martin, Peter Martin, Norm Mitchell, Phil O'Loan, Neville Preston, and Dorothy and Barry Shinfield,

MEETING OPENED AT 8:20 PM.

PRESIDENT'S OPENING REMARKS

The president, Doug Fulford, welcomed all members and family members.

MINUTES PREVIOUS MEETING

Other matters arising: Nil

Moved: Graham Weekes Seconded: Laurie Garrod

INWARDS CORRESPONDENCE

Invitations:

2017 Shannons Melbourne Autumn Classic Auction 8 May

Classic & Enthusiasts Motor Cycle Club of NSW - 17th Debenham winter tour 17-18 June

Flyer/emails

Pull up banners

Other Club publications:

The Edwardian (online) Vintage Drivers Club (online)

Veteran Torque Brass Note (online)

Bulletin of VCCSA Motorlife News

Retronauts (online) Small Torque

The Vintage Car Early Auto

Other:

Newcastle Branch minutes

VCCA(Vic) - defibrillator training; death of Rodrick Banks-Smith

CMC minutes

Rhonda Guthrie

Enid Manhaft - change email

Anne Irish

Robyn and Bill Betts

Sidney Muirhed

OUTWARDS CORRESPONDENCE

Catherine Strutt

Nathan Smith -2 films sent to National Film and Sound Archives

Anne Irish - thank you

Bill Heeney - thank you

Bob Shipway

CMC- Eastern Creek entry

AVCCA - nomination for Lord Montagu Trophy

Moved: Les Johnson

Seconded: Peter Weir

TREASURER'S REPORT

Balances are: \$

It has been a quiet month. Payments have been made to the CMC, the cleaner and the printer. Some rent has been received.

Moved: Robert Fordham

Seconded: Ian Streatfeild

MAGAZINE

More articles were requested on behalf of the editor

EVENTS

Graeme Newman reported on events of last month: MaSH run on 24 March and Combined Sydney Newcastle rally on 25 March. Reports of both are in Spit and Polish. On 8 April Newcastle held a breakfast run and 16 veteran vehicles attended. On Friday is the MaSH Coffee run and on 7 May Northern Sydney Breakfast run to Appletree Bay, 12 May MaSH run (contact Greg Roberts for details), 14 May is the visit to Ron Hattersley's home and 21 May is Newcastle 100th birthday outing for vehicles built in 1917. It is also National Motor Heritage Day. All are welcome. Graeme reminded members of the Singleton Rally 16-18 June and the need to book their own accommodation.

PERMIT TO MOVE Nothing to report

LIBRARY

On behalf of the library committee Louise Yeomans thanked members for participating in the survey. It has helped in writing the submission for an assessment which is due on 9 May. A list of the contents of the library is slowly being completed.

DATING Nothing to report

MEMBERSHIP

Members voted on the application of Bob Shipway and the President welcomed Bob to the club.

CMC

A report of the last CMC meeting can be found as a link from the club's website.

HALL

Robert Fordham reported that the parking at the hall continues to cause problems. Lines will be marked to encourage people to park considerately and a sign will be installed by Meriden. The committee has approved funds to replace the PA system and to update the kitchen. The kitchen plan includes additional storage for tenants.

WEBSITE Nothing to report

GENERAL BUSINESS

Techie Talk

In the absence of Barry Shinfield his report was read by the president.

Treasures from Ron's collections

Ron displayed 12 meat cleavers of various shapes and sizes, and places of manufacture, a selection of human bones on a silver tray, several money boxes and some small pictures made by a drip method. A female mould is made and then left under a drip of calcium carbonate (the chemical in stalactites and stalagmites) for a long time. The picture is taken from the mould. The pictures contained exquisite details of people in pastoral scenes. Ron thinks they are French.

The raffle was drawn.

MEETING CLOSED AT 9:10 PM.

Doug Fulford
President

Louise Yeomans
Secretary

Events Calendar - Club Events

MAY 2017

- 21st Newcastle Branch Birthday run. Meet at John Burke's at 9.30am.
 25th Committee Meeting starting at 6.45pm
 25th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
 26th MaSH Branch Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

JUNE 2017

- 9th MaSH Branch Morning Tea run. *Check with Greg Roberts*
 16th-18th Newcastle Branch Singleton Weekend. *See Page 7 for details*
 17th MaSH Branch Meeting - 2pm - Mittagong RSL Club
 20th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
 22nd Committee Meeting starting at 6.45pm
 22nd Monthly Club Meeting at Club Rooms, Fivedock at 8pm
 23rd MaSH Branch Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

JULY 2017

- 2nd Sydney North Breakfast Run *See Page 8 for details*
 14th MaSH Branch Morning Tea run. *Check with Greg Roberts*
 18th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
 27th Committee Meeting starting at 6.45pm
 27th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
 28th MaSH Branch Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

AUGUST 2017

- 13th Shannon's Sydney Classic at Eastern Creek

Events Calendar - National Rallies

SEPTEMBER 2017

- 17th - 22nd The 11th National Veteran Motorcycle Rally will be: Hosted by The Veteran and Vintage Motor Cycle Club of South Australia, Inc. <http://vvmccsa.org.au>
 Centred on The Barossa Tourist Park, Nuriootpa, South Australia. <http://barossatouristpark.com.au>
 tel. 1800 251 634
 The Barossa Tourist Park has been bulk-booked for the week, so please mention the NVR to receive a 5% discount (a maximum discount applies) off their normal rates for cabins and camp sites.
 24th - 30th National Veteran Vehicle Rally, Clare Valley, South Australia. *See April 2016 Spit and Polish for more detail and Expression of Interest Form*

MARCH 2018

- 21st-25th National 1 & 2 Cylinder Tour. Deloraine, Tasmania. *Expression of Interest Form, April 2017, Spit and Polish*

SEPTEMBER 2018

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

Events Calendar - Invitation Events

JUNE

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

Events Calendar - Invitation Events (cont.)

JUNE/JULY 2017

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

MARCH 2018

15th-18th VCCA (Victoria) Annual 1&2 Cylinder Rally - Cobram. *Expression of Interest Form, April 2017 Spit and Polish*

OCTOBER 2018

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

AUGUST - SEPTEMBER 2019

30th August - 6th September 2019

HCCA International TOUR 2019 BATHURST, NSW, AUSTRALIA

For Petrol, Steam & Electric, Veteran Cars & Motorcycles produced prior to December 30th, 1916.

Hosted by the HCCA 5th Eastern Australia Region Invitation to ALL Veteran Car Clubs worldwide.

Rally headquarters will be the famous Mt Panorama Raceway Pit and Corporate area. With Hotel accommodation adjacent to the raceway.

Any questions, please contact: **Russell & Chris Holden (Rally Directors)**

Ph 61 422 219 911 or email: russell@oldworldlamps.net *Expression of Interest form in June 2016 S & P*

Coming Events

Newcastle Branch - June Tour Singleton

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

Motel

Charbonnier Hallmark Motel, Singleton.

(02) 6572 2333

Dinner Bed & B/Fast packages

mention the Veteran Car Club when booking

John has organised a package deal with the motel of Dinner Bed and Breakfast

Any queries contact John Burke

Ph (02) 4991 1806 (AH) 0412 821 945 (M)

Entry Form in March Spit and Polish

Coming Events (cont.)

Sydney North Breakfast Run

Sunday 2nd July 2017

Pie in the Sky

1296 Pacific Highway Cowan 2081

Come and eat a meat pie or share a Devonshire tea.

Location: 3.5 klms north of Cowan on the Pacific Highway.

Perched on top of the cliff overlooking the M1

See you there from 9am onwards.

MINI TOUR

OF COOLAMON, TEMORA, JUNE E COUNTRY SIDE.

6th to 10th October 2017

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

Further information in the March Spit and Polish

Contact: Bill Heeney, Email: oldbillheeney@gmail.com
or phone 0428 548 111

For updates and a list of accommodation.

Welcome New Member

Bob Shipway & Delmae (1128)
PO Box 185
MEDOWIE NSW 2318
1913 Maxwell

Associate

(M) 0434 897 098

(E) bobsemail@optusnet.com.au

General Information

VCCA (QLD) Inc.

Club Magazine - Veteran Torque

“Access to Veteran Torque no longer requires a password, so life has become a little simpler.

Yes, you'll still need to go to the web site but you've been doing that for quite a while now. The reason?

We want you to take a look around our web site from time to time as it's always changing.

Attention

Members can now access CMC meeting minutes.

Log into the CMC web site <councilofmotorclubs.org.au>

or select links on the VSCC home page,
then select Council of Motor Clubs

From the side panel select "Document Centre",

From the choices select Minutes of AGM's and GM'sm

Select the desired meeting date.

Letter to the Editor

Veteran Car Club of Australia (NSW) Inc
Dear Members,

We are unable to attend the April Meeting.

We would like to comment on the new proposed changes to the Veteran Club's rules. We would be happy to see these progressive changes made ,including the Club's Mission Statement, to include use of.. (veterans)

We strongly support the use of our Veteran cars as often as possible.

We have been in the Car movement for 50 years first Vintage then a Veteran also in later years. We need to encourage younger members. Most like us could not afford a Veteran but started with a vehicle in our price range.

We consider club historic plates to be a privilege with a 'moral' commitment to use our cars not just for our enjoyment but for the public also and to raise funds for charity events when given the opportunity.

We use our Veteran as often as practical and at our local ' Berrima ' club attend more often in 'Amy' than in our Vintage machines.

We attend the Mash Coffee runs at Burradoo and Camden as often as possible in our Veteran. But sometimes we attend in our post Veteran cars rather than not attend. We find comments made about treating us in our other vehicles as being unwelcome as most offensive. What good does this do to the car movement?

We try to encourage other Veteran members to enjoy their vehicles and the friendships made within these circles. Our Mash groups have also encouraged drivers and passengers to wear period clothing on runs, even just a Hat.

We would like to see the Veteran Club members attend more invitation charity events.

We know of other members who after attending Veteran events in their post Veteran vehicles because of club members enthusiasm and encouragement have now purchased their own Veteran vehicle.

Please consider how to encourage not negative reactions.

Bill and Robyn Betts

Letter to the Editor

Dear Neville

I would like to respond to friend Euan Coutts' letter in the April issue of Spit and Polish regarding non veteran vehicles being welcomed on social outings (coffee runs etc.)

Let me state at the outset, I do not suggest that the VCCA become a 30 year Club or should we invite vintage, classic or other vehicles to participate on our Rallies.

However, if we want a strong and inclusive Club we also need a vibrant, friendly and caring social side, able to promote ourselves to our local communities, and invite them to become engaged. We should also allow our members to navigate modern traffic and considerable distances to join other members (in whatever car they wish to drive without being bullied).

I am told that in "the good old days" the Club would have rallies of 50-80 veterans travelling from Bondi, Parramatta etc. to all points including Katoomba. However, the thing that is not acknowledged is that a veteran could hold its own with the 50's and 60's bad pommy cars that masqueraded as modern cars back then. Traffic now

is fast, congested, and aggressive. It is no wonder that our members are not driving their veterans in metropolitan areas.

Euan and I are in agreement regarding 1&2 cylinder Rallies. They were a great idea but NSW has not run a 1 or 2 Rally, I think, for 5 or 6 years (Foster and before that, Wagga Wagga), and the recent Victorian event had only 5 NSW entrants. The future is not great! Our Annual Rallies are also in decline. If we continue to persevere with our old ways and event locations, then the Club seems bent on slow extinction: The facts are:

- The Blue Mountains Rally was flogged to death until last year to be run in the middle of nowhere, no members entered.
- The Camden August Rally is on death watch after last year attracting only 6 entries
- The 2 Newcastle traditional events are suffering a steady decline in entries.

On a positive note, last year's Yamba Rally organised by VCCA Qld. was a great success with over 50 entries. It proves that if we organise Rallies in different and interesting destinations, members will support them.

Our coffee runs are the only events that are attracting increasing member participation. They are not a lazy way to run an event but have proved to be an inventive way for our members to come together and talk about old cars over a cuppa. Those of us who are lucky enough to live a few kilometres from the start of our runs should not look down our noses when members drive long distances to join us in other than a veteran vehicle.

Maybe to appease the pedants, (sorry) traditionalists, in the Club and preserve the unwritten mantra "drive a veteran or come in a modern" the Committee could decree that "for social events, all vehicles produced after 1918 are considered modern".

Let's put our energies into improving the number of members participating in our rallies, rather than pulling down successful social events.

Greg Roberts

Editorial

Thanks to the members for the articles which they have supplied for this edition of YOUR Spit and Polish. Also thanks to Graeme for taking on the job of tying out the hand written article from John Fryirs on the Bundanoon Weekend.

A couple of letters to the Editor, 1 from Bill and Robyn Betts and the second from Greg Roberts,

4 outings reported on this month, that being the "Back to Bundanoon" from John Fryirs, the Newcastle Branch Breakfast Run thanks to Graeme, outing to Fagan Park on Anzac Day from Louise and the MaSH Branch "Northern Coffee Run" thanks to Doug and of course a bit of light-hearted humour from Ron. Some of the articles have photos attached from different courses other than the author, I would like to thank those people. Also an article on magnetos from Bill Heeney.

There is a final page list of cars, that have been dated by our club between 2002 and 2017 and the Dating Officer John Burke, is requesting information on where they are now, so he can update the records. If you have any of this knowledge, could you please give it to John Burke, Neil Martin, Ian Streatfeild or Nev Preston. John had reasonable success with the previous lists.

Coming events for the next month or so are: Newcastle Branch June Tour - Singleton, the Sydney North Breakfast Run.

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

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

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

Enjoy your Veteran motoring
Nev Preston



Back to Bundanoon 3rd to 5th February 2017

by John Friars

Friday 3rd February was a fine day and I was up and waiting for a mate Peter who was coming on the 'Back to Bundanoon' weekend with me. He lives at Stockton and said he'd leave home at 3.00am. When he did arrive we had a cup of tea and chat – for too long.

I'd wanted to get to the Hobson's (where my Ford was) early to help get the car out and ready – but you know what happens when you relax for a mag!

When we did arrive, the Hobson Family – bless their soles – had three Model T Fords in the driveway idling along warmly – so much for my help!

Only time to pack the Fords and away we went – my first longer drive in a Model T and the first rally for the T in, I think, 23 years.



Fitzroy Falls

I was praying for a straight, traffic free run from Bowral to Bundanoon but the first roundabout at Moss Vale had a build up of cars, testing my lack of T driving skills. Again at the set of lights, but once through it was a good run all the way to the motel, where I made a fool of myself pushing the clutch into low gear right towards unit 1. Oh well, gave a few people a good laugh.

A bit of a chat after booking in and a short 27km run to the Heatherbrae Pie Shop at Sally's Corner. What a great confidence building drive, very pleasant. A stop here, a pie, coffee and a chat and fill up with petrol, return to the motel for more enjoyed conversation, clean up and a BBQ dinner at 6.30pm.

Saturday 4th February- up for breakfast and then get ready for the 125km run to Robertson. Leaving Bundanoon we travelled to Moss Vale via Exeter, Werai, Mount Broughton turning left at the main street Yarrawa Road then right to the back road to Berrima. Here we stopped at the park for a hearty morning tea. Leaving Berrima, up the old Hume Highway to Mittagong where we turned after the R.S.L. heading southwest to most rallies favourite "undulating" (eh Greg?) run along Range Road eventually arriving in Robertson for a great lunch at the Robertson Hotel.

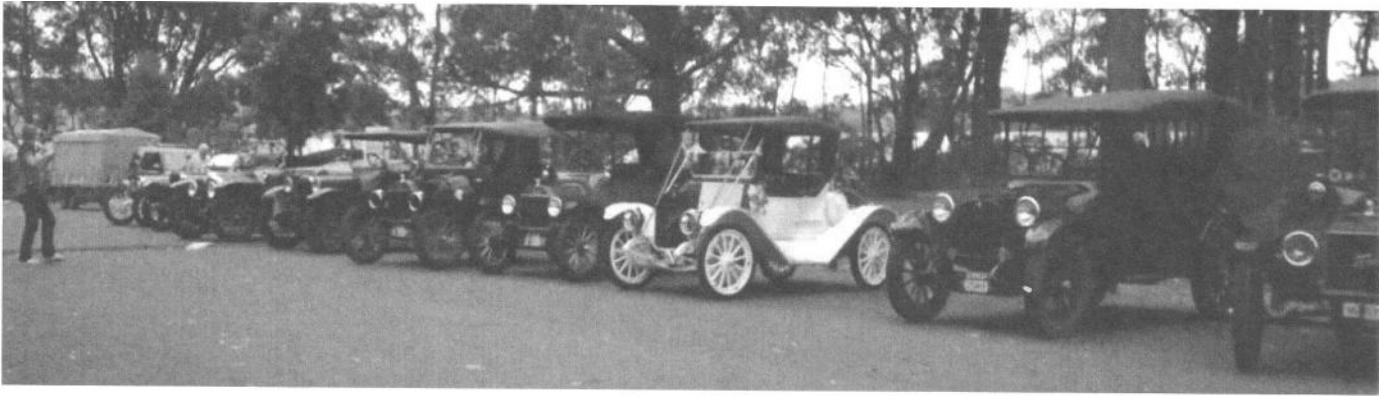


Fitzroy Falls

After lunch I thought I'd ask Andrew Benoit if he'd like to drive the 'T' so my passenger was relegated to the back seat while we drove to Fitzroy Falls via Pearson's Lane and Myra Vale Road. We stopped for a wander around the Grandpa's Shed Old Wares at Fitzroy Falls then I took over the wheel back to Bundanoon, following both the Hobson's 'T's who just happened to go past as we were leaving.

Back at the motel to more socializing and I had a ride in Robyn and Bill Betts' Renault after he'd given it a few adjustments. Then it was time to clean up and head once more to the dining room for a great dinner and a good night.

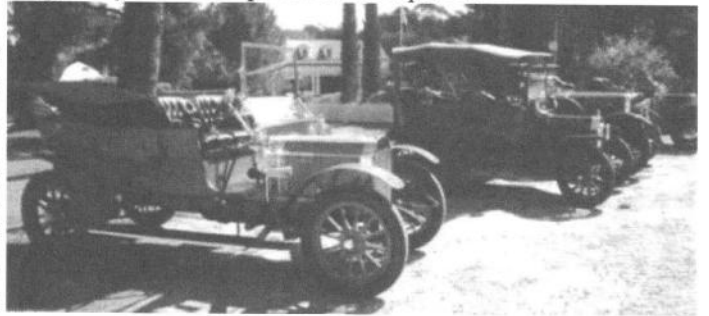
Sunday 5th after breakfast and packing we left at 9.30am for a run to Fitzroy Falls, back through Exeter, Werai, Mount Broughton to Nowra Road, arriving at the Sailing Club for an even more hearty morning tea.



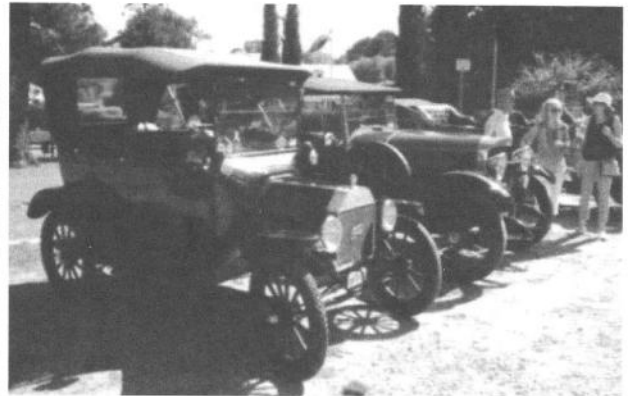
Fitzroy Falls

From here we – Peter and I, left to travel back to Bowral to the Hobson's as Peter had to drive back to Stockton that afternoon. The set out run returned to Bundanoon where the goodbye's and departures took place.

Many thanks to Greg and Jill and their crew for yet another well run and enjoyable weekend, and a really special thanks to the women who made and provided our fantastic morning teas. Weather was excellent, accommodation and food was great and for me – my first rally in my “new” Model T Ford was fantastic. I must sincerely thank Bob Hobson for his help, expertise and time in getting my Ford on the road, and Elizabeth for putting up with me – and feeding me! – during this time. Can't thank you enough.



Berrima



Berrima



At Motel

ENTRANTS FOR MASH 2017 BUNDANOON FEBRUARY RALLY

John & Sue Wards	1916 Benz
Bruce & Kath Kinnear	1912 Austin
Antony Wood	1917 Chandler
Arthur & Val Garthon	1918 Crossley
Mal, William and Jacob Garthon	1909 Scat
Bill & Carol Heeney	1912 Austin
Graham Weekes	1910 Buick
David McCredie	1912 Maxwell
Peter Small	1913 Hupmobile
Alan Miller	1914 Oakland
Bob & Elizabeth Hobson	1915 T Model
Geoff Yeomans & Jim	1914 Wolseley
Doug & Vivian Fulford	1917 Studebaker
Peter Weir	1909 Vauxhall
John Fryirs	1915 T Model
Brad & Darren Grant	1911 Empire Eagle
Greg & Jill Roberts	1913 Talbot
Euan & Wilga Coutts	1910 Scat
Bill & Robyn Betts	1908 Renault
Kevin & Kris Boardman	1914 Talbot
Denis & Jean Tobler	1918 T Model
Rob & Fay McCarthy	1911 Martini
Phillip & Kellie Hobson	1913 T Model
Tyler Hobson & Dakota	1913 T Model
Reg & Annette Wade	1917 Dodge
Jenny Grant	Modern
Robert Fordham	Modern
Ron Hattersley	Modern
Andrew Benoit	Modern



Some of the photos are courtesy of Andrew Benoit

Newcastle Branch Breakfast Outing - Saturday 8/4/2017

Graeme Newman

After being cancelled earlier in the year due to the forecast of a very hot day, the Breakfast Outing was held on what was a very good day for veteran motoring. We had a slight change of venue as Neil & Maria Heilbrunn had offered to host the event at their home, a few minutes up Martinsville Road from the park where we have breakfasted (not sure that's actually a real word) in the past.

Most of the group seemed to be arriving around the appointed time. The Talbot contingent caught up with John Wards and his mate in the Sizaire Naudin between Wyee and Morisset and Doug and Dianne Marshall were just about to turn into Martinsville Road when we arrived at the intersection.

We found our way to Neil and Maria's and after making our way up the driveway, we joined the other cars that were already parked on the grass in front of the house. As we pulled up we noticed quite a bit of steam emanating from the radiator of John's Buick. We soon learned that the steam was making it's way out of a reasonable size hole in the radiator core that had apparently been caused when the bracket holding the horn on top of the engine had broken, allowing the horn to make its way via the fan into the radiator core, before falling to the road.



Some of the cars assembled out the front of Neil & Maria's

By about 8.15am everyone that was expected had arrived and we were called for breakfast. Maria with the assistance of other family members and friends served up a very tasty buffet breakfast that seemed to be enjoyed by all present.

After enjoying a leisurely breakfast on what was a beautiful morning, those were interested were invited on tour of Neil's very impressive collection of cars, motorcycles and assorted memorabilia. A few of the group had other commitments during the day so left in order to meet them. Those of us that had the time decided we would go for a bit of a drive together.

I was responsible for giving the quick briefing on the intended route. Realistically it was probably a bit light on for detail, which would explain why a couple of miles down the road some of us met the rest of us driving in the opposite direction. Some of those going the other way turned and joined us for the rest of the run, with a couple continuing on their way home.

The drive took us through Morisset, Dora Creek and Cooranbong before arriving back at Martinsville.

A big thankyou to Neil, Maria and their family and friends for putting on a great morning for us.



Palmer's F.I.A.T. Heilbrunn's Vauxhall and the Burke Buicks



Duncan's F.N, Cherry's Ford & Chevrolet



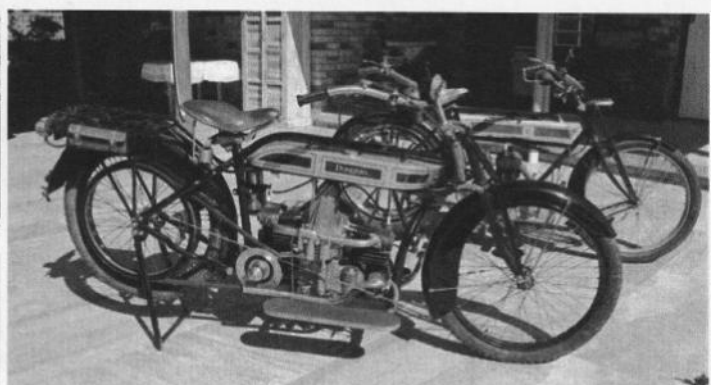
Neville's Talbot & John's Sizaire Naudin

Those attending:

Doug & Dianne Marshall	F.N.	John Burke	Buick
Max & Joan Burke	Buick	David & Betty Cherry	Chevrolet
Kevin & Narelle Spackman	T Ford	John Brumby	Maxwell
Jeff & Kaye Palmer	F.I.A.T.	Dianne & Christopher Gotley	Talbot
Ben, Wendy & Kate Rose	Talbot	Neville Preston	Talbot
John Wards & mate	Sizaire Naudin	Chris Duncan & Catherine Strutt & Isaac	F.N.
Neil & Maria Heilbrunn & family		Vauxhall plus Triumph & Douglas M/C's on display	
Graeme, Karyn & Lauren Newman & Josh Higgins		Talbot	
Kim Nolan	Modern		



Chev & three Talbots



Douglas & Triumph

Fagan Park - Galston. Anzac Day 2017.

Louise Yeomans

Alan Foy is passionate about Fagan Park. Every week Alan works with other volunteers to restore farming equipment. This includes all types of machinery from lawn mowers and ploughs to tractors and vehicles. Alan is very proud of his work particularly in restoring 1932 Leyland truck that was used by the Fagan's to deliver produce. Originally purchased by Samuel Fagan at the Royal Easter Show it was sold on and later found. It has been lovingly restored.



Part of the Fagan Park collection of vehicles

Fagan Park has belonged to the Fagan family since 1880. It was first a citrus orchard and when this became unprofitable the family ran Jersey dairy cattle. In 1977 Bruce Fagan donated the 55 hectares to Hornsby Shire Council. The park was officially opened in 1988 and is very popular for picnics, cycling, and walking. Other attractions at the park include gardens including gardens around the world, Netherby Homestead,

the original Fagan family home, rural and mechanical museums, an eco-garden and large areas of grass and bush.

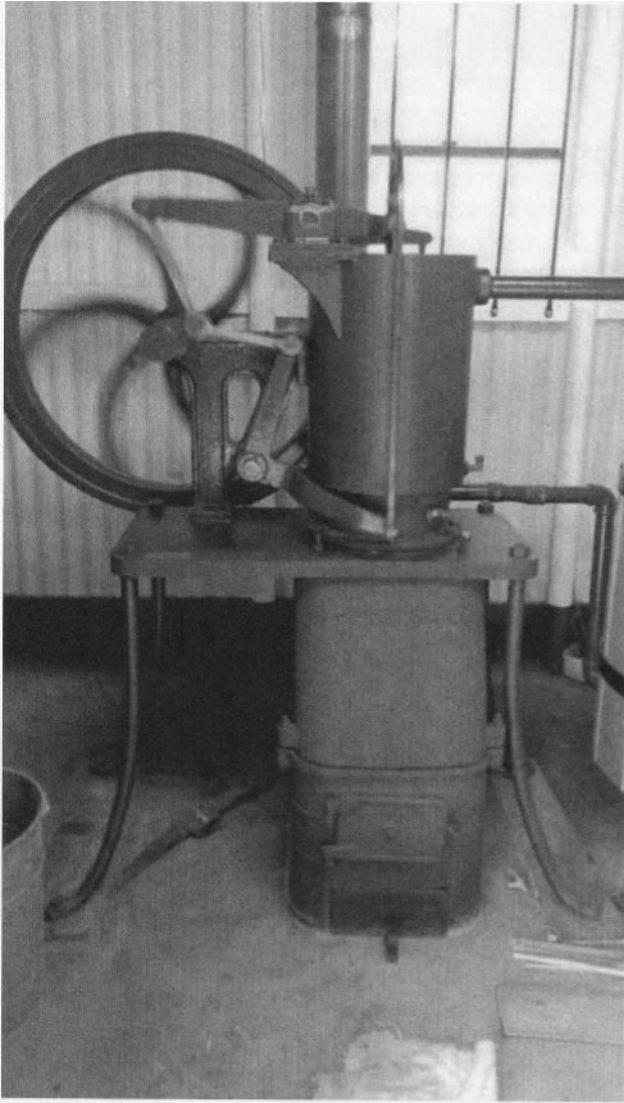
However, none of these attractions were our reason for visiting Fagan Park on Anzac Day. On special occasions the volunteers start up their hot air engine. Alan kindly invited the family to come and see the engine in operation. My father Max Chapman donated the hot air engine to Fagan Park in the 1990s. I vaguely remember the engine sitting beside the carport at home for years and my father working on it. My sons remember Dad testing it but I remember better my mother's delight that the engine had been moved and she had some of the garden back! Originally the engine was used to pump water at Mt Wilson probably



1932 Leyland truck

in a timber mill, but we are unsure of how it came into Dad's possession. He loved all types of engines!

The hot air engine sits in its own annex in the Mechanical Museum at Fagan Park. It was stoked up with a wood fire and quietly turning the fly wheel pumping water.



The hot air engine is an American Ryder-Ericcison 10'' hot air engine probably manufactured in the late 1890s. These engines were used to pump water with the pump suction hose directly hanging in the water. It uses an external combustion source and the principal that hot air expands and cooler air contracts. There is power piston which contains a displacer piston. Both move the air. When the hot air reaches the upper part of the chamber it is cooled by the water and the piston drops down. It achieves up to 100 cycles per minute. While operating the water was also used to cool down the upper chamber of the piston. Before the water leaves the engine, it passes through the water jacket at the top of the cylinder. As an engine, it is very inefficient pumping 4000 litres per hour. The engines are rare as they were replaced by internal combustion engines in the early 1900s. As all the working parts are exposed it is mesmerising to watch.

Just before midday Alan invited us to ride with him in the Leyland truck around the park. Alexander rode in Annie Lorrie. What a great way to see the park attractions and to realise how popular the park is with families. It was even more special to hear that Max had worked on the magneto for the Leyland truck! His work lives on!

The hot air engine

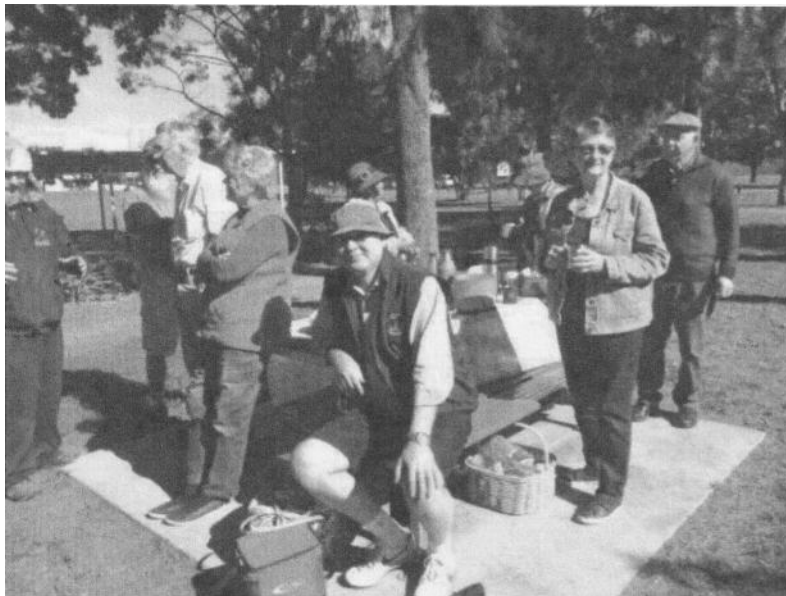
MaSH Branch "Northern Coffee Run" - Friday 28th April 2017

Doug Fulford

At Thursday night's club meeting I proudly announced that the next day's MaSH Branch "Northern Coffee Run" was specifically designed to suit 1 and 2 cylinder veterans to celebrate the fact that Bob and Elizabeth Hobson had entrusted Vivian with the future care of "Clem" (their 1911 2 cylinder Clement-Bayard). I even survived reading out a Barry Shinfield joke and ad libbing a dated political one. So I was feeling on top of the world most of the way on the drive home until a horrid realisation came over me – I hadn't actually got Clem registered. Luckily the (not so) local Service NSW opens at 8:00 am so shortly after 9:00 am I was back at home with Clem's new number plates, registration papers and log book. Kevin had kindly got Clem out and warmed up only to discover a cracked fuel hose (I doubt I can make a warranty claim) which was in an awkward place (of course). So while he replaced the fuel hose I had the easy job of attaching the new plates. It was a day for little gremlins. As we later learned Alan Miller's Oakland also had a fuel leak and then didn't want to start so he was forced to jump in the Chevrolet. Kevin Boardman had two flat tyres on his veteran Douglas (which of course only has two tyres to go flat) and ended up later on travelling with Peter Small who had been painfully reminded by the radiator and a headlamp of why the timing needs to be retarded before cranking. It was great to have Peter and Sally Cable join us for the first time. Peter worked for George Green back when George owned Clem and had



Cars at the start



Morning tea at Curry Reserve

Reserve. Neil Martin, who was under doctor's orders not to do anything too physical, had decreed he was coming veteran if the Crossley started straight away - and of course it did. Vivian, of course had to check out his doctor's handywork - 34 stitches in all. Lyn, Sue and Peter Martin were there in their T Ford plus Les Watton (our official photographer) and Helen, and Kath and Bruce Kinnear who always seem to be in infectious good spirits.

After a delicious morning tea we set off on a complicated and circuitous but hopefully interesting route of 45 km back to where many of us had started from. The start through Cobbitty would have been familiar to our regulars but then we did the Brownlow Hill Loop Road. This, I believe, takes one through an area with lush vegetation due to past igneous activity, which explains the quarry there. There were numerous pot holes in the fairly short dirt section not all of which I managed to miss. No-one seemed to mind as it was an interesting road that even quite a few of the locals had never previously traversed. Then we headed back towards Camden, ducked under the by-pass to drive through South Camden and then onto rural roads back through Mount Hunter to the "National Studebaker Museum of Australia" - well really just my big shed but I needed to stir the Americans up. Nobody passed me - you are a polite bunch - not even the time when I thought that there was something awry with the gear stick but discovered I had grabbed the brake by mistake. Apparently I was cruising around 50 kph and occasionally getting up near 60 which isn't bad for a little 2 cylinder car carrying 2 adults with the hood up acting as a gigantic air brake.



Part of the "National Studebaker Museum of Australia"

driven Clem into the city from Castlecrag which was bad enough then (especially as it was wet) and almost unthinkable now. Robyn and Bill Betts had apparently been spared the gremlins and arrived with Amy (their 1908 2 cylinder Renault) in their caravan come car transporter. Robyn must have been baking half the night as she came armed with high tea for all plus a lovely pasta salad.

It was time to head to the official start at Curry Reserve. I think I might have looked a bit grim as I headed out for what was effectively my first drive of a car with a progressive gear box. There was a certain amount of crunching of gears and I was rather dreading my first down change when we got to the hill on the way out of Mount Hunter. As it turned out that was my one and only near perfect gear change of the day. There was quite a contingent waiting for us at Curry



Peter Small's Hupmobile

Once we reached our destination the men headed to the shed but the women seemed more interested in what was for lunch. Lunch was just about over when Robyn's high tea kicked in. If you weren't there let me tell you, you really missed out on a treat. Then we all checked out Robyn and Bill's caravan come car trailer Mark II. A lot of thought and practical experience has gone into the design. When the Renault's inside you can climb into it and watch movies on the television as if you were at a drive in. Only problem is that the Renault doesn't have a back seat.

Thanks to everyone who made the effort to come. The weather was great and the camaraderie even greater. I suspect that we might throw the occasional garage visit into our coffee run schedule in the future.

Magnetos Simply Explained By F. H. Hutton. Published 1922

Before the war the monthly output of BRITISH magnetos was 100; at the date of the Armistice it was 18,000.

But these bald figures eloquent though they are, tell no more than half the story; for in addition to the fact that the output of complete British magnetos in 1914 was practically a negligible quantity, not one of the chief component parts of a magneto was at the time manufactured in the country, all having become German products. Such was the position when war broke out, and the government, having in the past entirely neglected this vital industry, began to clamour loudly for magnetos, not only for motor cars, but also for the more difficult proposition. The story of how the foundations of the magneto industry were laid by a few energetic firms; how the subsidiary manufactures of necessary materials such as tungsten, enamelled copper wire, varnished silk and paper “stabalite” moulding etc. were established; how foreign magnetos were at first copied with little success; how persistent original failures were gradually overcome; how improvements in design were introduced and designs for aeroplane types evolved; how success was finally won, and vast quantities of magnetos turned out, far superior in design and workmanship to any pre-war machine, constitutes one of the brightest pages in the history of British industry. For it must be remembered that all this was accomplished in a few years under the stress of war conditions. The main British magneto industry is now firmly established in a flourishing and active condition, turning out machines which are unrivalled as to quality. Indeed it is one which seems to suit the national characteristics very well, thoroughly sound workmanship of the highest class being essential.

The magneto depends entirely on the principal which was discovered in 1831 by that most distinguished ENGLISH scientist and electrician, Michael Faraday. The son of a blacksmith, and himself starting life as a bookbinder’s apprentice, he became engrossed in study of pure science, becoming associated with another great English scientific man, Sir Humphrey Davy.

Among the numberless discoveries made by Faraday, upon which many of the amenities of civilised life depend, was the one which we are now concerned with, and which is called electro-magnetic induction, or simply induction for short. Faraday’s discovery was that by moving a magnet within a coil of wire a tiny electric spark could be produced between the ends of the wire; and this principal, worked out in detail, is that which is used in the present-day magneto to produce the spark at the plug. It is the principle of induction, by the influence of magnetism and reverse. It occurs not once only, but several times, at each sparking operation of the magneto.

Faraday having discovered the principle in 1831, the next event of practical importance was construction of a dynamo based on this idea, in 1860. It is a curious fact that this dynamo has close resemblance to the fly-wheel magneto used in Ford cars today. (until 1927)

The first H.T. magneto was made by Frenchman M. Boudeville, who unfortunately spoiled his invention, from the practical point of view, by neglecting to use a condenser.

The magneto from then unfortunately lapsed into German hands, where it was worked up to a successful commercial machine, and Stuttgart remained the home of magnetos industry for many years.

The dramatic (and nearly disastrous) event since 1914 as outlined above, have resulted in bringing the magneto industry to Great Britain, where it should have been established from the first.

Another instance of our curious habit of letting other nations work out our inventions into commercial productions occurs in the case of a later kind of magneto, known as the inductor type, of which more is likely to be heard in the future. The invention was due to Dr T.B. Murray, who, with the Albion Motor Car Company, took out a patent for it in 1906. Beyond making magnetos for their own cars, however, the invention was not proceeded with here, and it was left to America to develop it, large quantities of inductor magnetos being produced there. During the war, however, our British firm specially devoted itself to this type of magneto for use on aeroplanes, bringing out some new designs giving four sparks per revolution instead of two. These machines have proved successful and have been very largely used in Air Services for 8- and 12- cylinder engines, among other records held being the historic event of the first successful airship crossing of the Atlantic by H.M. Airship. R34.

(Bosch made magnetos in America about 1912 or 13)

Thanks to Bill Heeney for the above article.

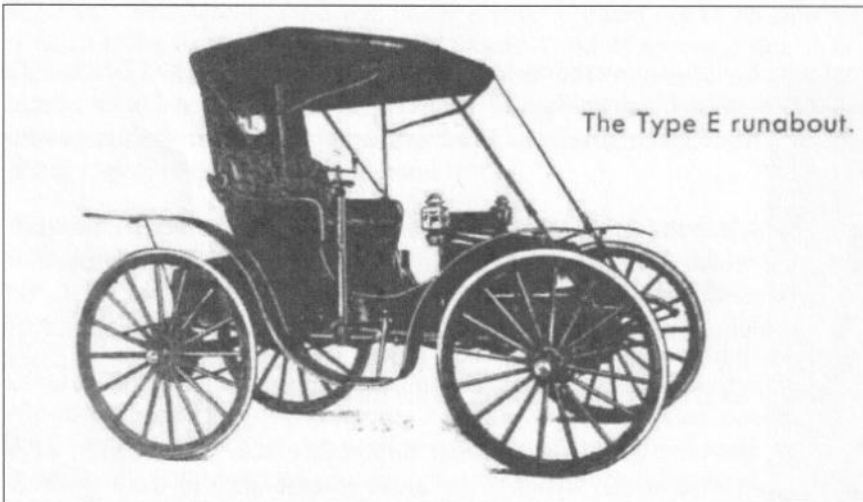
A Brief History - Reliable - Dayton

William Dayton claimed his vehicle to be "The First Real Successor To The Horse" It may well have been although it had a very short production run commencing with the release of the 2 cylinder 2 stoke air cooled model C and D with the engine mounted under the seat in 1906. and finishing with the more advanced 2 cylinder water cooled 4 stroke models E and F in 1909 this vehicle was more contemporary with a Renault style bonnet covering the out front engine. The vehicles were well constructed and William Dayton had moderate success with his buggy style vehicle. He was so confident of their performance he titled them the "Reliable" Dayton.

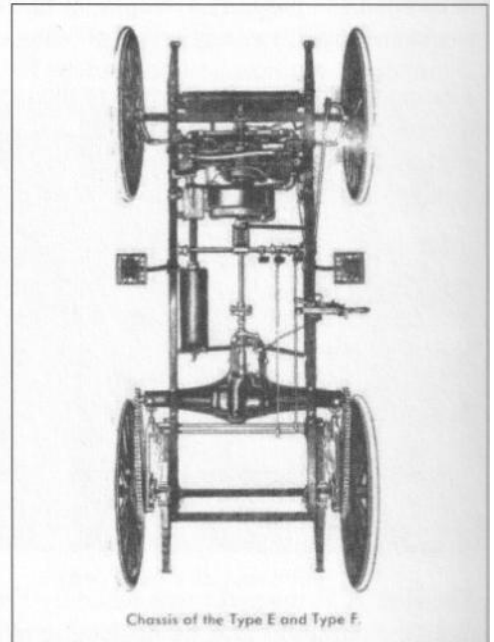
William Dayton chose Chicago Illinois to build his Reliable as he was the director of the Dayton and Mashey Automobile Works in that city. It is unclear what the Dayton and Mashey Auto works produced other than the engines for the Reliable Dayton Motor Buggy. The \$600 buggy produced in 1907 was of a high standard. It was advertised as a practical, efficient, reliable car, free from fads, theories and experiments. It had no belts, ropes or pulleys to cause trouble; it featured double chain drive (1 Inch chain to both rear wheels) through a Tran's axle and solid tyres with two handle Tiller steering.

The Reliable Dayton buildings were taken over by Fauntleroy, Averill and Lowe (F.A.L - Car) in 1909 to build their "A Car Without A Name" thus ending the production of the Reliable Dayton.

William Dayton the Reliable Dayton's founder was also associated with Matrix, Dayton, Crusader and New Era automobiles.



The Type E runabout.



Chassis of the Type E and Type F.

John Burke
April 2017

Light-Hearted Humour

Ron Hattersley

Arriving home, a husband was met by his sobbing wife. Tearfully she explained, "The Chemist. He insulted me this morning on the phone. I had to call multiple times before he would even answer the phone." The husband drove down to confront the Chemist to demand an apology. Before he could say more than a word or two, the Chemist said "Now, just a minute...Mate, hear my side of it. This morning the alarm failed to go off, so I was late. Without breakfast I hurried out to the car to realise I'd locked the house with house and car keys inside. I Had to break a window to get my keys." Driving a little too fast, I got a speeding ticket, about three streets from the store, I had a flat tyre." "When I finally got to the store a bunch of people were waiting for me to open up. I started waiting on these people, all the time the damn phone never stopped ringing. Then I had to break open a bag of one and two dollar coins against the cash register drawer to give change and they spilled all over the floor. I had to get down on my hands and knees to pick up the dollar coins and the phone was still ringing. When I came up I cracked my head on the open cash drawer which made me stagger back against a showcase with bottles of expensive perfumes on it. Half of them hit the floor and broke. Meanwhile, the phone is still ringing with no let up.. And I finally got to answer it. It was your wife.

She wanted to know how to use a rectal thermometer.

And believe me, Mate, as God is my witness, all I did was tell her."

Dating Committee - Where are they now?

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

John Burke

Chairman Dating Committee

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

This is the final list.

Year and Make	Date / Owner Then	Owner Now / State	Notes
1912 Buick	2002 G. Weekes		
1916 Morgan	2003 J. Pickup	Catrina Sargent VIC	
1904 Sarolea	2005 R. Baxter		
1904 Ariel	2005 M. Baxter		
1910 Hupmobile	2012 R. Dunk	M. Roy NSW	
1902 Thomas	2006 R. Holden	R. Holden NSW	
1914 Oakland	2006 A. Miller		
1904 Innes	2007 J. Simmons	Motor Life Museum	
1908 Cadillac	2007 John Hewitt		
1914 Hupmobile	2007 A. Lowe	Bevars Binnie NZ	
1909 De Dion	2008 G. Roberts		
1913 Talbot	2008 G. Roberts	G. Roberts NSW	
1915 Buick	2008 G. Roberts		
1918 Studebaker	2008 R. Bransgrove		
1909 Reo	2008 P. Bagnall		
1907 Triumph	2008 G. Froud		
1906 Triumph	2009 D. Tobler		
1909 Triumph	2009 G. Froud		
1913 Ford T	2009 P. Hobson		
1909 Triumph	2009 D. Tobler		
1909 Schacht	2009 A. Miller		
1909 Talbot	2010 L. Hardman	L. Hardman NSW	
1911 Hupmobile	2012 J. Burke	J. Burke NSW	
1911 Triumph	2011 G. Froud		
1908 Renault	2012 G. Dewey		
1913 Hupmobile	2012 R. Dunk	<i>P Small NSW</i>	
1908 Renault	2012 R. Fordham		
1912 L.M.C	2012 G. Froud		
1912 Bradbury	2012 G. Froud		
1908 Albion	2016 K. Holmes	K. Holmes NSW	
1911 Albion	2016 R. Holmes	R. Holmes NSW	
1913 Clement Bayard	2016 M. Carden	M. Carden NSW	
1914 AKD	2016 G. Froud		
1908 Reliable Dayton	2017 N. Martin	N. Martin NSW	

Classifieds

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All States please copy!

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

For Sale:

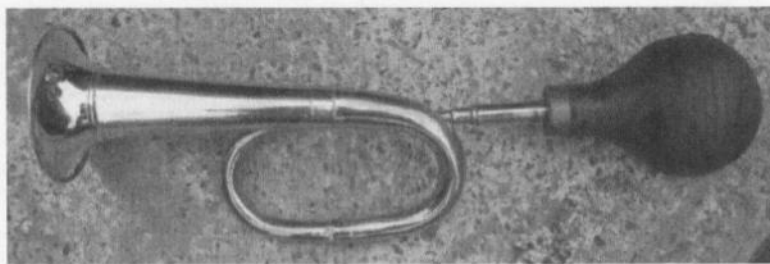
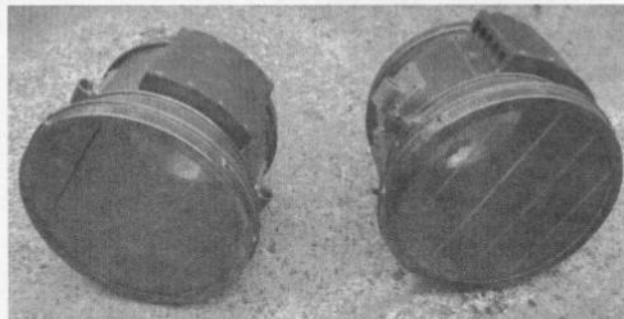
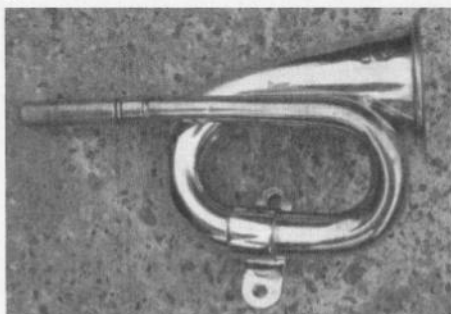
Two 7" Rushmore Head Lights Good condition - \$1500 ono

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

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

Contact: Don Liddle 0409 041 474 or 9631 7971

[2-17]



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

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

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

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

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

or use my mobile 0409 712 101

Bob Lamond 0409 712 101

"Solbakken" 267 Upper Piambong Rd

Piambong NSW 2850

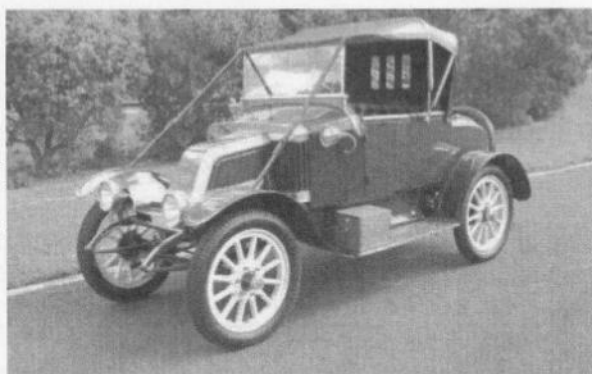
[3-17]

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

Asking Price \$45,000 ONO.

Contact: Ray Ives 0427 421 513

[4-17]



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

Price \$20,000 ONO Mudgee

Contact: Bob Lamond 0409 712 101

lamond2@bigpond.com

[4-17]



Wanted:

Wanted to Rent: Garage to house Buick and trailer. Preferably outside metropolitan area.

Contact: LAURIE 0428 254 029 to discuss.

Give Away:

Car books and magazines to give away.

Automobile Quarterly dating from vol 1 no 1 (1962) to vol 52 plus indexes. A few missing.

Road & Track dating back to 1964 or maybe earlier.

Modern Motor, from 1955

Wheels from 1954

Various other car magazines

Contact: Anne Irish on 9872 1990

[4-17]

Wanted for our Web Site

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

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

Any other articles or ideas to publish on the website.

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

Contact: Graeme & Abbey Newman Ph: 4392 1035 (H) 0412 138 063 (Mob)

kazngrae@bigpond.com or events@vccansw.org or contact us via the website.

Services

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

Please remember support those that support the club!

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NRMA	Insurance		1300 665 482
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McFeeters	Motor Museum	Jill Kay	02 6852 3001
Motorlife Museum	Motor Museum		02 4261 4100
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Wire Wheel Works	Spokes and Wheels	Garry	02 4977 3878
Old World Tyres	Tyres	Russell	0422 219 911

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