

SPIT AND POLISH

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

January 2024



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ON THE COVER:

1908 Panhard et Levassor owned by Ken Moss
at Warwick Farm Display in the early 1960's

(from club archives)



Club Information

Club Management and Contact Details

OFFICE BEARERS

President	Phil O'Loan	0439 223 031	president@vccansw.org
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Committee Member	VACANT		

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	David McCredie	David Norton	
	Louise Yeomans		
CMC Delegate	VACANT		
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NEWCASTLE BRANCH

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Minutes

Minutes of Monthly Club Meeting held on 23 November 2023. Conducted at the hall and by Zoom.

ATTENDANCE

Committee: 7 Members: 22 Member's family: 2
Total at hall (17) and total on zoom (11): 29

MEETING OPENED AT 8:05PM

APOLOGIES: Gary Canton, Robert Fordham, Lynette and Neil Martin

PRESIDENT'S OPENING REMARKS

The president, Phil O'Loan, welcomed members to the meeting. He apologised for missing two meetings. He was sick for the September meeting but he managed the rally then came home for 2 days then left for Italy and 5 weeks holiday the home. He thanked the team, especially Graeme Newman for looking after the club business.

MINUTES PREVIOUS MEETING

Minutes arising from the minutes: Nil
Proposer: Graeme Newman Seconder: Ron Cox

INWARDS CORRESPONDENCE

Other clubs: Small Torque, The Vintage Car

Invitations:

Off Centre Dance Company – Car and Motor Show at Hawkesbury Showground on 3 March 2024

Berrima District Historic Car Club – 17-18 February 202

Other:

National Trust – re Paul Butler grants Australian MotorLife - change of address Warren Wilson – resignation

Russell Holden – Pre-05 Rally

Minutes from Newcastle Branch

OUTWARDS CORRESPONDENCE

National Trust – thank you

Elizabeth Hobson – get well card

Ian and Emily Fawbert – thank you

Gunnedah Shire Council – thank you for sponsorship

Russell Holden – emails on Pre-05 Pioneers Rally

John Fryirs – letter re Pre-05 Pioneers Rally

CHMC - input to CHMC recommendations to continue with pink slips and club scrutineers, and the use of log books including not to include club runs.

January 2024

Proposer: Graham Weekes

Seconded: Ron Cox

TREASURER'S REPORT

The Treasurer's report was tabled. Balances are:

Moved: Graeme Newman

Seconded: Ron Cox

MAGAZINE Lauren would like more articles for the magazine. The calendar will be sent out in the January edition of Spit and Polish.

EVENTS

PAST EVENTS

22-28 October - 16th High wheeler Rally – Gunnedah

Rob Duffy gave a first-hand account of the rally. He has an old school friend who lives in Gunnedah who helped organise the rally and was a great help. The rally visited Keepit Dam, a cotton gin, the childhood home of Dorothea Mackellar and an extensive train set- the size of a tennis court.

27 October - North MaSH Coffee Run - no report

28 October - 50th Anniversary of the Model T Ford Club. Peter Martin enjoyed the weekend at Goulburn. The weather was perfect, and although some of the runs were long but they were enjoyable.

4 November - Newcastle Branch visit to the tiger moths at Luskintyre

Graeme Newman reported that the event was organised at short notice from the airport. Its well worth a visit and sometimes you can be lucky enough to fly in plane. He has asked the airport to give some dates in advance so others can come.

12 November - BMC Roger Allan Foy Memorial Luncheon - no report

COMING EVENTS

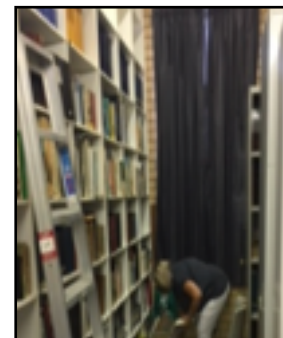
25 November - Sydney Christmas Party - please let Louise know if you are coming and pay the Treasurer.

10 December - Sydney Rego Day

LIBRARY

The library team worked on cataloguing the filing cabinet. David McCredie and John Grant have finished to Wolseley. Karyn Newman and Louise listed the contents of the two upper rows of shelving and transferred the locations to the catalogues. Jenny Fawbert sorted and tidied the compactus. Graeme Newman reframed and re labelled some of the life members. The deposit for the restoring of the motor trade documents has been paid.

Thank you to the team for their commitment and hard work this year.



DATING Nothing to report

PERMIT TO MOVE/REGISTRATION

No new registrations have been received. Sydney Rego Day on 10 December at Smiley Power from 8 to 11am.

MEMBERSHIP No applications have been received

HALL

Robert has organised for the carpet to be cleaned on Saturday 27 January so a working bee will be held the same day. Phil will clean up at the back of the hall - moving the stones and lowering the pipes. It was pointed out that this is the day after Australia Day and some members may take advantage of the long weekend.

CHMC Jenny Fawbert gave an update from the AGM. Some peak bodies are pushing for pink slips rather than have club scrutineers to assess vehicles for road worthiness. The CHMC will take this position to TfM. Pre 1972 vehicles can be assessed for road worthiness by either a club scrutineer or motor mechanic. The second issue is about the use of log books. CHMC advocate the use of log books continue in conjunction with club runs rather than all outings be entered in the log book. The number of days is adequate. The VCCA(NSW)Inc supports CHMC on both issues.

Some clubs reported problems with public liability insurance. If the club is insured with Gallagher's, it is suggested that the club check if the than company has based the club in SA or Victoria. If it's allocated to Victoria, the insurance is cheaper.

TfM has tightened up on point-to-point licencing. This is for vehicles that can carry up to 12 passengers and do so for money. If the operator is not licenced to do this, he/she will be fined. It is not a club event and the operator is responsible despite the driving, even if the vehicle is hired out for a wedding.

Lars Genild, FIVA vice-president, was in Sydney on business and he came to lunch at Arcadia. There was impressive line-up of veteran, vintage and World War II jeep. He gained a positive impression of

January 2024

the historic car movement in Sydney.

CMC No report was lodged. Still looking for a delegate.

WEBSITE Abbey has another 6 years of Spit and Polish ready to load to the website.

GENERAL BUSINESS

1. Discussion of log books

Euan Coutts commented on the move to increase the log books to 120 days and not include club runs. The President added that most veterans don't use 60 days. Jenny replied that the conditional registration gives limited access to roads. Some peak bodies want more days so should be on full rego. It is related to TfM budget. Euan pointed out that NSW rego is cheaper than other states. Jenny agreed that it is the best rego system in Australia.

2. Driving in Italy

Phil described how-to-drive-in Italy – disregard the speed limit, drive as fast as you can, park wherever your car fits, don't overtake on the left and U turns are OK at major intersections. There were bikes and scooters everywhere. They enjoyed Malta. The food was not as good as on a previous trip but the wine from the supermarket was drinkable! Ron Cox found that the first to toot had the right of way.

The president thanked members especially those in zoom land for attending and wished all members and their families merry Christmas.

MEETING CLOSED AT 8:40pm

The raffle was drawn.

Phil O'Loan
President

Louise Yeomans
Secretary



The festive Christmas supper decorated by Karyn Newman

President's Report

By Phil O'Loan

Happy New Year. I hope everyone had a great Christmas and are enjoying the start to the New Year. Terri and I had a very busy Christmas and New Year, mostly organised around family and friends. It seemed that that we had something on every day of the holiday period. I'm now looking forward to a quieter period and possibly putting my feet up and watching the cricket over the coming weeks. I have a feeling that this maybe sort lived, as Terri has plans for a new concrete footpath and two bathroom renovations.

Our first monthly meeting will be on January 25th , I hope to see you there in person or on the screen. Also a reminder that the annual Working Bee will be in operation on Saturday January 27th.

The Premier Rally in Inverell is not too far away, Wednesday 10th to 14th of April. Expressions of interest have been outstanding, with over 60 cars likely to attend. A special thank you to Rod Holmes and Laurie McGrath for all their efforts in organising this year's Premier Rally.

Happy motoring,
Phil

Editor's Report

By Lauren Newman

Happy New Year to everyone. I hope everyone has had a chance to spend some quality time doing what they enjoy over the holiday period. Hopefully 2024 is filled with Veteran motoring adventures.

Thank you to the members that have contributed articles this month. Part 2 of Chris and Catherine's FN touring is included with the final part to appear next month. Thank you Catherine for sharing your motoring experiences with the members. John Burke and Graeme Newman have been busy compiling some of the Newcastle Branch's recent activity, as well as an article from Jenny Fawbert on the recent lunch with the FIVA Vice-President Lars Genild. It was also exciting to see the library be officially reopened at the Sydney Christmas Party by Leon Smith. Thank you Louise for documenting this occasion.

There are a couple of articles ready to go for next month, however there is still room if you have something to contribute up your sleeve. I'm hoping that in 2024 I won't have to remove ANY pages from the magazine due to lack of content... But I'll be needing your help!

Lunch with the Tigers

4th November 2023. By John Burke

Another great day was again spent at the 'Lunch with the Tigers' at the Luskintyre air strip. John and Payton Burke in the Model N Hupmobile with Peter Nevell in one of his Model T Fords enjoyed what turned out to be a good day once the cloud and showers cleared away. Payton even managed to snag a flight in a vintage aircraft which he thoroughly enjoyed.



2023 Veteran of the Year Presentation

5th November 2023. By John Burke



Neil and Stuart Adams receiving a momento for the N.S.W Veteran of the Year, for the fine restoration of their 1914 Fiat.

Newcastle Branch Inspection Day

5th November 2023. By John Burke

The Newcastle Branch Registration Day turned out to be a drought breaker with a huge storm opening just as the first car arrived at Maxon Machinery. As the inspection team were in place and the Adams' family cars were all present, the day was not lost.

Catherine Strutt and Chris Duncan arrived with hoods down but soon made for cover in the workshop where hoods were raised for the trip home. Peter Nevell arrived shortly after with John Brumby completing a thorough inspection.

Word had come from through from the Talbot contingent that due to the rain they were not leaving home.

A new date will be arranged at the January meeting.

Those attending:

Neil and Stuart Adams – too many cars to list

Catherine Strutt – 1912 F.N.

Chris Duncan – 1911 F.N.

Peter Nevell – 1912 Model T Ford

John Brumby & John Burke (Inspectors) - Modern



Chris Duncan's 2400 FN with Catherine Strutt's 1600 behind after taking cover in the workshop (photo by Catherine)



Left: John Brumby inspecting Peter Nevell's Model T Ford

Lunch with Lars

12th November 2023. By Jenny Fawbert.

Several members and families recently enjoyed an informal lunch with FIVA Vice President, Lars Genild. The day had been organised for several months and unfortunately the memorial lunch and BMC anniversary were scheduled for the same day, 12 November.

Lars is also the proactive Chair of FIVA's Legislation Commission. He was on a business trip to Sydney from Denmark, and combines that with a chance to catch up a bit on the local historic vehicle scene. Several of us had first met Lars at the O'Loan's several years ago and pre-COVID for a pleasant lunch and chat.

Despite the weather being very hot, historic cars were driven to Ian and Emily Fawbert's rural property near Galston, where lunch was set up under cover beside the pool, in which the children enjoyed a swim after lunch.



Present from the two clubs were:

VCCA NSW - Graeme and Karyn Newman - 1914 Talbot;

Barry, Dot, Ian and Janina Shinfield - 1911 Talbot;

David McCredie -1912 Maxwell;

Richard, Angus, Harriet and George Yeomans - 1913 Wolseley;

Geoff and Louise Yeomans - modern.

Vintage Motor Club - Ian and Margaret Bradshaw - Sunbeam;

Ian, Emily, Will and Liv Fawbert - Ford GPW and Jenny Fawbert - modern.

Everyone quickly settled into relaxed chattering over nibbles and drinks, while Ian F cooked the BBQ. A fabulous selection of salads and rolls, brought by the VCCA, meant lunch was an excellent repast, followed by chocolate cake, cheesecake and mini pavs, provided by the VMC.

Lars was really pleased to once again meet up with us and he shared a couple of the latest FIVA documents, including a very useful new one on sustainability in the historic vehicle sector. He commented that meeting up with us was not only pleasant but also useful, as he can report some of what happens here back to the FIVA Executive and Commissions.

I chatted with Lars later on and picked up more information about end-of-life legislation for motor vehicles (which on the surface seems an EU thing, but our federal vehicle regulators are watching this one), sustainability initiatives, e-fuels and advocacy tactics. I'll try to include some of that information in

the next TAVCCA-FIVA newsletter in the new year.

He repeated that FIVA would be happy to help us with, and share what they have, on any issues or concerns that we run into, indeed any of the TAVCCA clubs have only to ask.



VCCA Christmas Party

25th November 2023



Attended by:

- | | | | |
|--|---|-------------------------------|------------------------|
| Sarah Gotley | John & Jan Grant | Ron Hattersley | Terry and Nikka Lyness |
| Les, Rosalee, Sharon, Benjamin & Lachlan Johnson | David McCredie | David & Kate Norton | |
| Graeme, Karyn & Lauren Newman | Phil & Terri O'Loan, Archer Sheehan & Olympia Francis | | |
| John Prentice | Barry & Dorothy Shinfield | Ian & Janina Shinfield | Leon Smith |
| Graham Weekes | Geoff & Louise Yeomans | Alex, Hamish & Isobel Yeomans | |

Events Calendar

Club Events

JANUARY

Tuesday 16th **Newcastle Branch Meeting** - 78 Main Road, Boolaroo. 7:30pm
Thursday 18th **Committee Meeting**
Thursday 25th **Monthly Club Meeting** - 134 Queens Road, Canada Bay. 8:00pm
Saturday 27th **Club Working Bee** - 134 Queens Road, Canada Bay. 8:00am

FEBRUARY

Thursday 15th **Committee Meeting**
Tuesday 20th **Newcastle Branch Meeting** - 78 Main Road, Boolaroo. 7:30pm
Thursday 22nd **Monthly Club Meeting** - 134 Queens Road, Canada Bay. 8:00pm

MARCH

Sunday 3rd **Northern Sydney Breakfast Run** - details to come
Sunday 17th-23rd **National 1&2 Cylinder Rally** - Albany, Western Australia.
Contact: Deidre and Harry Pyle
Tuesday 19th **Newcastle Branch Meeting** - 78 Main Road, Boolaroo. 7:30pm
Thursday 21st **Committee Meeting**
Thursday 28th **Monthly Club Meeting** - 134 Queens Road, Canada Bay. 8:00pm
Friday 29th-1st **CHMC Annual Rally** - Parkes, NSW. For details see the CHMC website

APRIL

Wednesday 10-14th **2024 Premier Rally** - Inverell, NSW
Contact: Rod Holmes, Malcolm Roy or Laurie McGrath
Tuesday 16th **Newcastle Branch Meeting** - 78 Main Road, Boolaroo. 7:30pm
Thursday 18th **Committee Meeting**
Thursday 25th **Monthly Club Meeting** - 134 Queens Road, Canada Bay. 8:00pm
Saturday 27th **Gymkhana Day** - details to come

Major Events

MAY

Thursday 2-5th

Pre 1931 Autumn Tour - Orange, NSW. Entry form on page 19 of November 2023 *Spit and Polish*.

JULY

Tuesday 16-19th

VCCCAQ Frostbite Tour

This years Frostbite will be leaving from Keith and Anne Bartley's property outside of Dalby on Tuesday the 16th and traversing through stops at Millmerran, Warwick, Oakey and returning back to Keith and Ann's on the Friday the 19th . The tour will be a progressive tour covering about 520km over four days with regular regroupings and open to all Veteran cars. Travel to Keith and Anne's the day before or early on the 16th July and leave your car and trailer there, before setting off to and overnighing 16th July at Millmerran, 17th at Warwick and 18th at Oakey, and then returning to Keith and Anne's on the 19th July for packing up, and then there will be a farewell lunch back in Dalby. Two backup vehicles and trailers will be following and will help to carry extra baggage etc. Another vehicle will be in front setting up for Morning Tea and Lunch each day.(Covered by Entry Fee) Accommodation, other meals and Farewell Lunch will be at entrant's expense. Entry available In New Year. For more information: lenkelly40@gmail.com or 0418 734 268

NOVEMBER

Monday 18-23rd

2024 National Veteran Vehicle Rally - Launceston, Tasmania

Expressions of Interest are now open on the VCCA (Tas) website: www.vccatas.org.au. Be sure to book your trip on the Spirit of Tasmania ASAP!

Contact: Ben (0404 917 366) or Jill (0448 678 291) - Rally Directors

Opening the VCCA (NSW) Inc Library

25th November 2023. By Louise Yeomans

The opening of the VCCA library has been years in preparation and along the way there are many people to thank who have given generously of their time.

About 11 years ago when I joined the club as secretary, or was shanghaied into the role, at each club meeting the agenda item of Library elicited no response except a long silence. Eventually, David and Berenice McCredie volunteered to be librarians. It was a monstrous task as there had not been a librarian for many years. The collection was a mess. The library itself a humid hot box. A large safe limited access. A bookcase stored anything that didn't fit on the shelves or in the safe. Where to start?

David needed help. So, a team formed: David Norton for his IT skills, John Grant for his knowledge of cars and myself. We started listing the contents of the shelves, replaced the curtains. Then Jenny Fawbert, a motor historian and librarian, joined the club and the library committee. She did a thorough appraisal of the library and if the collection was going to survive, we needed to take immediate action.

Firstly, it was decided to improve the storage conditions of the books. Peter Weir arranged for the huge safe to be moved and sold. Doug Fulford and Bill Betts painted the library. Ian Shinfield installed a new dehumidifier. Peter Martin donated compactus, and he and Neil installed it. A tambour cupboard added secure storage. a computer and printer, and desk were purchased. COVID halted work for 12 months.

While this was happening, the collection continued to be listed and items stored in a spreadsheet. The more valuable and rare items were locked in the tambour. Club archives were stored in the compactus. After much thought and discussion with other heritage motor libraries, it was decided to use the Beaulieu cataloguing system to sort the collection. Jenny sorted the shelves and put books in the right shelves. The contents of the filing cabinets were sorted and stored in two new filing cabinets.

Then a decision needed to be made about the filing cabinets belonging to the Dating Committee. They were old and rusty with a steel bar to secure its contents. We welcomed Graeme and Karyn



Newman to the team. Graeme sorted the Dating Committee's files into a new filing cabinet. Then a request from Peter Kable leads us into the hall's loft where pictures from the small hall had been stored. There was a wonderful collection of old photos and prints with veteran cars. Other discoveries included the motor trade documents and old copies of Spit and Polish. The club now has a complete set of Spit and Polish but is still missing some of the earlier editions of its forerunner.

David McCredie patiently spent several meetings hanging the pictures in the meeting room, committee, room, library and small corridor. Graeme after sorting the Dating Committee's filing cabinet has been updating the Veteran of the Year and Life Member photos.

John G and David M with David N have been sorting through the filing cabinets with the technical information and adding detailed descriptions to the catalogue. The location of the books on the shelves is gradually being included in the catalogue as a patient Karyn climbs the shelves and reads to names and locations to me. Jenny is continuing to sort the archives.

The catalogue is a spreadsheet that will be available to members online. We are investigating the best way to make this accessible to members. In listing the collection an earlier catalogue was found and it was discovered that many items from the library have gone missing from the library. If you have any please return these items – no questions asked. Also, it has been heartening to have the support of members who make donations in kind and with financial support over recent years. This has enabled us to embark on the restoration of the motor trade documents. Thank you for your support.

It's amazing what can be achieved by 5 volunteers who meet once a month for 3 to 4 hours. I now know why librarians are reluctant to have their books borrowed – the work in a library is never finished with items coming and going! If you wish to use the library, come on the third Wednesday of the month from 10 am or contact me to make a time to visit.

One of the library's strongest supporters is Leon Smith. Leon, as the member of the club with the longest membership was asked to open the library at the Christmas Party on 25 November. He thanked the library committee for their work, then cut the ribbon to open the library.

Thank you to the volunteers who improved the library physically, the team who have worked continuously on the collection to make it useful, to those who have donated items to the collection and those who generously support the library each year with donations.

Newcastle Branch Christmas Luncheon

Sunday 3rd December. By Graeme Newman

After many years of self catered BBQ lunches for our Christmas get together, we decided to have a change this year by having lunch at Club Catalina – Rathmines Bowling Club. Weather permitting, the plan was to meet around 10.00am in the nearby park to go for a drive together before lunch. Thankfully, unlike many of our planned events earlier this year the weather was very veteran motoring friendly.

We arrived just after 10.00am to find Catherine and Chris parked under a shady tree in Catherine's F.N. John Burke had sent us a message to say they were running a bit late, so Catherine, Chris, Karyn and I continued to enjoy the shade and breeze coming off the nearby lake whilst waiting to see if any other veterans made an appearance.



The Burkes arrived a while later, along with John Brumby minus his Maxwell. No one seemed to be too concerned about going for a drive so we continued to chat whilst awaiting others to arrive. Not long before midday we were joined by David and Betty Cherry, Dianne Gotley, Wendy Rose and Neville Preston. After a bit of further chat we made our way the short distances up the road to the club where we enjoyed a very nice lunch.



Attended by:

John, Kelly, Max & Joan Burke – 1916 Hupmobile
Catherine Strutt & Chris Duncan – 1912 F.N
Graeme & Karyn Newman 1914 Talbot
Modern: John Brumby, Dianne Gotley, Wendy Rose, Neville Preston, David & Betty Cherry, Richard Thomas, Allen Dunlop, Peter Cockbain & Kay Good



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Three weeks in an FN2400

25th Sep–13th Oct. By Catherine Strutt. Part 2

After farewelling Griffith, we headed north west on the hunt for a tiny station homestead in the central west of NSW. It was a structure that was over a hundred years old, slab built with low, wide verandahs, grey corrugated iron roof, surrounded by Wilga trees and old palms and it was the original home of our smaller FN (FN1600). Doug Marshall who restored our FN, took the car back to the homestead some thirty or so years ago, parked it in front of the old house and snapped a photo. We have known of this photo for quite a few years and it was the only reference we had to help guide us to the homestead out in the NSW scrub. Sadly, we couldn't ask Doug for the exact homestead location as he is now living with dementia and no longer even

recognises the FNs he restored let alone the adventures he enjoyed in them. So with the photo, a station name of "Dandaloo" and five days ahead of us, we set off into the scrub to see what we could find. Since we took the high mountains way down to Griffith, we decided to take the inland track home. The day was becoming very hot and aiming for Euabalong for the night seemed like far enough for our first day back on the road after the rally. It was roughly 160kms from Griffith to Euabalong, only half of what we would normally drive daily in the FN, but we were both a bit exhausted from the rally and heat of the day and so we looked forward to stopping early and taking it easy.



*Doug Marshall's photo of the 1912 FN1600 at Avoca Station, early 1990's.
(From the book, "The Frabrique Nationale Survivors")*

We motored along Rankin Springs Road, a route we'd already driven on during the rally. Rugged Cypress pine and Bimble Box forest hugged the left side of the road while the right side was blanketed in a neat crop of young wheat, the pastel green of the plants contrasting with the bright orange red of the rich Griffith soil. Further along we turned onto the Mid Western Highway and drove along for another 65kms arriving at Rankin Springs where we had a stop in the shade for a cuppa and a drink. After our rest, we turned left in the village onto Rankin Springs Rd again leaving the Murray Irrigation Area (M.I.A.) behind us.

The landscape changed again and we were driving through Cypress pine scrub. Grey, hot grass covered the hard rocky and barren ground. It looked just like the edge of the outback scrub around Narrabri, NSW, and we were surprised we had not yet spotted an emu. Typically seen in the NW NSW scrub, black wiry haired carcasses of wild pigs hit by cars or trucks, lay putrid and humming with bush

flies in the hot sun at intervals along the road. It wasn't long until we rolled into Lake Cargelligo. With its huge, still lake it was like an oasis in the baking heat of the midday sun and we stopped by the cool water's edge and had lunch. The town was silent and seemingly paralysed. Either everyone was at work



or they were having siestas from the heat inside air conditioned houses. The most active place in town was the local primary school as we passed it looking for a fuel station. We found a servo and refueled the FN. It was silent like the rest of the town except for a lazy nylon flag advertising "HOT food" flapping with much effort in the afternoon heat. We pulled out and back onto the Lachlan Valley Way where the sky opened up and the land flattened out. We were entering the Cobar Shire, the start of the outback.

It was only 26kms to Euabalong. The FN purred along the well maintained bitumen unperturbed. Families of tumbleweeds began to appear on each side of us and now more than before, surely we would see some emus. A little white P plated hatchback covered in red dirt flew past us with the passenger side window down and a chubby faced girl videoed us as she squinted into the sun.

At 2:30pm we arrived at Euabalong. We drove slowly around the handful of streets of the tiny, old village and back to where we drove in. We were aiming for the caravan park that had amazing reviews on the WikiCamps app. As it turns out, it was so small and totally deserted that we had missed it! But having a better look we discovered that it was actually the old primary school and yard. It consisted of one timber school house, a bank of picnic tables under cover, loaded with red back spiders, a small brick amenities block and two huge peppercorn and white cedar trees on a lawn of beautiful lush, cool green grass. The park operated on an honesty system with a box, in which to pay your \$15 per night, attached to the amenities wall. There was power, water and a clean shower. It was just brilliant and we couldn't believe our luck. "That'll do us!" we said and we parked the FN up on the concrete of the school yard and collapsed onto the cool



grass under the trees. Across from the banks of the Lachlan River and on the corner of the town, it was absolutely perfect. We set up our camp, made dinner and watched the TV news on my iPad while the sun disappeared over the box tree scrub and left us in quiet darkness with the insects. We had the

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whole place to ourselves all night and it is one of the best places we have camped in the outback. We woke to the usual cacophony of birds and as I lay in our tent listening to the aural smorgasbord of sounds, I picked out the familiar nattering of the Brown/Spotted Bowerbird somewhere in a nearby tree. He cleverly tricked me into thinking there was a Whistling Kite circling high above us overhead but then the high pitched whistle morphed into the timid meows of a prowling feral cat before changing again into the harsh rattle of his native call. We were packed up and back on the road at 9:30 and stopped by the local cemetery for a poke around before joining Booberoi Rd on the outskirts of the town. It was a backroad heading towards Condobolin and it looked interesting on the map as it ran beside the Lachlan River. As we came to the junction to start the road there were two options signposted: Sealed road to Euabalong West/Condobolin or unsealed "dry weather only" to Condobolin via Kiacatoo. We chose the unsealed road. The bitumen ended and we bumped down onto the gravel surface. It was in brilliant condition and for the next 20 or so kilometres we enjoyed one of the most enjoyable drives of our trip yet.



We motored through fenceless north west scrub lands of box trees and Cypress bush and tough grey grass loaded with prickles covering rust red soil. It was wild pig and emu country again, my favourite kind of scrub. The gravel road became bitumen and still no less of a road through interesting scrub. Every now and then, Chris pulled the FN to the side to avoid a sun baking lizard or shingle back and before long we entered the outskirts of the small town of Condobolin. From Condobolin we turned onto Fifield Rd. It was a choice of road that was busy with road trains carting goods and cattle. The landscape had changed to dry, uninteresting cattle grazing paddocks dotted with the occasional grey iron farm sheds. We motored on through a couple of villages until we arrived at the railway siding village of Tullamore, no doubt nothing at all like its namesake in Ireland!



It consisted of a bunch of concrete silos and tin sheds, a Rotary park a handful of tired, empty shops and a BP servo. A woman in her early 70's emerged from a parked caravan and 4WD passing through the town and walked slowly over to the servo where we were parked. "Lovely caaarrrr..." she said admiringly, "You had us intrigued with your yellow flashing light. We had about

six goes trying to work out what you were and you didn't turn out to be any of them ha ha ha ha.." We thanked her for being cautious of us on the road as the light does really work well in alerting the traffic a long way from behind us and she pushed open the door of the shop and walked in.

We fuelled the FN, fuelled us, and got back on the road, next stop Dandaloo.

Dandaloo was just a place name on the map with a marker for a church, a cemetery and "Dandaloo Station". Our small FN (1600) car came from Dandaloo, and what we thought was Dandaloo Station so we were excited to see what we could find further down the road. The drive was nothing to talk about, scrubby thick bush, most likely loaded with snakes. Occasionally the vegetation even looked like coastal heath scrub. More pig carcasses decorated the side of the road and we swerved to miss running over a black snake, sunbaking in the middle of the road. We'd seen quite a few snakes this trip and we'd see more yet out here on the edge of the outback. We finally arrived at Albert, just down the road from Dandaloo. It was a tiny place with a pub called The Rabbit Trap, some dongas and cabins for accommodation, 3 or 4 houses, a public toilet, church and a tiny playground. It was situated on the edge of a railway and the road crossed it just outside the pub. We had a comfort and cuppa stop and



then moved on, finally arriving at the right hand turn to Dandaloo. We'd had enough of the hot sun and stopped to erect the hood before we turned onto Dandaloo Road. Dandaloo Road was terrible for a veteran car. Half rough gravel, half broken down bitumen. We drove cautiously along in the humid hot day, clouds gathering heavily on the horizon in preparation for a storm, while I followed our blue dot on Google Maps. It didn't take long to see the blue dot go right past where I thought we wanted to be. We pulled up, turned around and then came back into the "village". We had literally blinked and

missed it. It was just two totally run down messy houses and an old buggered bus with a bush camp of junk built around it. We turned right down a skinny road and in a few meters, came across the well marked sign: "Dandaloo Station", right under the blue dot on my map. We'd found it. As we were sitting wondering what to do next, a dusty Ute came bouncing down an adjacent dirt road towing some green farm implement. I got out of the FN with my iPad under my arm and the driver slowed and stopped.

"Ow ya garn?" I asked the young dusty cocky. He had two muster dogs in the tray of his ute and another two inside the single cab with him. They waited patiently while we talked, tongues hanging out from the heat. "Ow ya garn?" He replied. This was Tom. He was born in 1993 and was a stocky bloke in a faded red work shirt. Gripping the steering wheel was a pair of chubby farm hands, tanned where

they reached out from his shirt sleeves. His head was sweaty and his pale green eyes were friendly. "Sorry, can't turn me engine off...flat battery". "Bloody farmers!" Chris joked.



On Dandaloo station

"Yeah, good" I answered, and told him what we were doing. He was extremely friendly and helpful and typically outback laidback and couldn't do more to help us. I showed him the photograph in Doug Marshall's "The FN Survivors" book of the 1600FN parked outside of a log shack, taken by Doug, and asked him if he recognized the old building on his property. The chubby hands took my iPad and gripped it, leaving sweaty palm prints at the edges of the screen. He said he reckons he did recognise the building but it was not on his station. And everything he said next made total sense with what Doug had recalled in his book. The young farmer believed that the photo was taken at

"Avoca" Station, which was once part of Dandaloo Station, now owned by the "McCrae's", but was back down the road to Albert and then turn right and follow the road against the railway.

"You can't miss it. It's got a sign like this (pointing to his station sign) saying Avoca". "Ya's gunna go and have a look at the church? It's just up the road here. If ya's wanna have a look inside I'll get the keys and open her up for ya? And the cemetery's just over there. See that bit of a fence? Just there" He said. We chatted a bit more about the photo in Doug's book and about the Martels, the family who originally owned the 1600, thanked him for his help and he reversed and took off to go and check on his sheep.

We did go and look at the old cemetery and we did go and look at the church, a Cobb & Co stop built in 1888, and to our surprise we discovered that the church was built by the father (Stephen Alfred Martel) of the original owner of our FN (Albert Martel). We had an extremely interesting exploration of the church grounds and learnt a considerable amount of facts about the Martel family of Dandaloo who are the only people buried in the church grounds and who once owned an FN.



We drove back to Albert and on the directions of the young farmer, found the gravel road beside the railway track and followed it for so long we thought we'd made a mistake. It was late to be out in a veteran car, 4:30pm. The sun was low in the sky and we still had to get back to Albert and make camp but we pushed on determined to at least find "Avoca Station" so that in the morning we could get on

the road early, confident of knowing where to go. I kept checking the map. The road was petering out and drowning our confidence that we actually were on the right road but that little blue dot assured us that there was no other road. We were about to do a three point turn and head back to the village when the road suddenly made a 90 degree turn across the railway and forked on the other side. As we crossed the railway, there stood an understated small, green, metal sign: "Avoca", with an arrow pointing the way. We'd found it. This time, we thought, we're correct and we turned the FN around and headed back down the old gravel road to Albert in the dying daylight. Tomorrow we would be back.



The Martel family, original owners of our 1912 FN1600



Our camp at Albert beside old police cell



The road to Avoca Station

To be continued...

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