

SPIT AND POLISH

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

July 2022



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All letters, advertisements, articles are to be sent to "The Editor of Spit & Polish" preferably by **email**:
lj.newman96@gmail.com or by **mail**: 60 Ocean View Road Gorokan, NSW 2263. Articles are to be
received by the FIRST WEDNESDAY of the month.

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ON THE COVER:
The late Arthur Garthon OAM - member
number 114 and former President of VCCA
(NSW) Inc, with his 1912 Delahaye



Club Information

Club Management and Contact Details

OFFICE BEARERS

President	Phil O'Loan	0439 223 031	president@vccansw.org
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	Peter Martin	02 4657 2994	vicepresident2@vccansw.org
Secretary	Louise Yeomans	0488 082 611	secretary@vccansw.org
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	Neville Preston	02 4352 1533	

BRANCH CHAIRMEN & SECRETARIES

Newcastle Branch

Chairman	John Burke	0412 821 945	hupmobile@bigpond.com
Secretary	Graeme Newman	0412 138 063	kazngrae@bigpond.com
Legal Advisor	Andrew Aitken	02 8987 0000	

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

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

Minutes

Minutes of Monthly Club Meeting held on 23 June 2022. Conducted at the hall and by Zoom.

ATTENDANCE Committee: 7 Members at the hall: 16 Members on Zoom: 16
Member's family: 3 Visitors: 10 Total at hall: 16 Total on zoom: 16

Note: Numbers do not reflect the number of people attending the meeting on zoom during the virtual tour of the National Motor Museum.

MEETING OPENED AT 8:00PM

Virtual tour of National Motor Museum with Matthew Lombard, the curator.

The virtual tour covered the extensive collection of cars, bikes, buses, fire engines and memorabilia held by the National Motor Museum. The Museum holds an early steam engine, a replica of Alice Anderson's garage with 1916 Dodge parked outside, the first armoured car made in Australia for Paul Keating; it demonstrates Australian ingenuity and its expertise in coach building but often the timing was too late for the modification to make any further development. Matthew is an enthusiastic and very knowledgeable presenter and was generous with his time. He urged viewers to come and visit the museum. The presentation concluded with the President thanking Matthew at 9:20pm. Members applauded the presentation.

APOLOGIES: Melinda Kovacs, Michael Lowe, Lynette Martin, Peter Martin, Norm and Inez Mitchell.

PRESIDENT'S OPENING REMARKS

The President, Phil O'Loan, welcomed all members to the meeting.

Sadly, he announced the passing of Arthur Garthon and for a previous member, John Hughes.

Arthur William Garthon OAM, Member # 114, joined the VCCA(NSW)Inc on 25/9/1958; he owned Rovers, a Delahaye & a Crossley. From 1968 to 1970 Arthur was the club president leading up to and during the 1970 International Rally. Graeme Newman will be representing club at his funeral. Arthur's funeral will be live streamed tomorrow at 2 pm at www.bancefunerals.com

John Hughes was a former club member and when a member served as secretary & editor of S&P; he was an historian compiling many photographs in two books, Postcards from the Past.; John first owned Model T Fords and then Talbots with his email address reflecting his love of Talbots - talbotman! His funeral will be held on Tuesday at 10 am at Newcastle Memorial Gardens and Neil Martin will be representing club.

One minute's silence was held in honour of Arthur and John.

Members were asked to share memories of Arthur. On behalf of the club, the President sent condolences to both families.

John Hewitt recalled Arthur as a true gentleman who was a very kind and generous man. From the early days of the club, Arthur was a strong and enthusiastic member, ably supported by his wife, Val.

July 2022

For the 2005 rally, Arthur donated the use of a Range Rover to help with the rally. John is very sad to lose a long-time friend.

MINUTES PREVIOUS MEETING

Matters arising from minutes: Nil

Proposer: David McCredie Seconded: Les Johnson

INWARDS CORRESPONDENCE

Filipe Martin – new address

Kidzfix Team Shoalhaven

DIY Autoworks P/L

Rally photos from Francis McDougall

Sydney Royal Easter Show Gordon Dewey posters

CMC - Nomination of Volunteer of the Year

Griffith National Vehicle Tour 2023

Broom from Gordon Dewey

Bill Betts – change of dates for MaSH runs

OUTWARDS CORRESPONDENCE

Rob McCarthy

Rick Thomas

Bill Betts - status of MaSH

Emails: vale Arthur Garthon, meeting reminder, FFAF

Moved: Robert Fordham Seconded: John Hewitt

TREASURER'S REPORT

The Treasurer's report was tabled.

Moved: Les Johnson

Seconded: David McCredie

MAGAZINE

Due to the machinery at the printers breaking down, no magazine has been published for this month on paper. It is available on the website and was emailed in FFAF. Lauren is investigating a new printer for the interim and hopefully S&P will be in the mail soon. She apologised for the delay but the President pointed out that the circumstances were beyond her control and he asked that members be patient.

EVENTS

PAST EVENTS

17- 19 June 2022 June Tour Newcastle Branch Rally Based at Singleton. Entrants enjoyed the weekend. Over the weekend there were 16 veterans at different times. Some vehicles experienced problems but the weather was fine and the routes picturesque.

COMING EVENTS

24 June and 8 July MaSH runs have been cancelled but the run on 1 July will be running.
2 July – Celebration lunch for 60 - year anniversary of the formation of the Newcastle Branch to be held at Club Macquarie. Contact Graeme Newman or John Burke for details.
11 July - All French Day
4-9 September 2022 - Bob Hobson Memorial Rally Entry form on website. Contact Greg Roberts
23 -28 October - National Veteran Vehicle Rally Busselton – see website for details
4-6 November - Premier Rally Blackheath – book your accommodation at the Kyah Boutique Hotel and mention the VCCA for the best rate.
Kidzfix Team Shoalhaven on 7 August will be listed as an invitation event.
6-10 March 2023 - Premier Rally Orange. EOI will be on website
2 – 8 October 2023 - Griffith National Veteran vehicle Tour 2023

PERMIT TO MOVE/REGISTRATION There has been two renewals and no movements were noted.

LIBRARY

The library team worked on Wednesday and sorted the contents in the compactus. The holdings of Spit and Polish are being listed to establish what issues are missing. Please check if you have early copies of Spit and Polish:

Vol 1 -9 (Mar1960), 10 (Apr 1960) ,11 (May 1960)

Vol 2 - 4 (Sept 1960) to 11 (May 1961) Vol 3 - 3 (Nov 1961)

Vol 6 - 9 (Feb 1965)

Vol 7 - 6 (Dec 1965)

Vol 9

Vol 10

Vol 11 - 1 July 1969

There are 4-5 boxes of duplicated books and magazine that will be offered for sale tonight. The next step is to secure the compactus, catalogue the items on the shelves and label them; purchase a computer and printer; and investigating how the catalogue could be placed on a website for members to access.

The library team asks that people please don't access the library without one of the library team being present. The reason is that people unintentionally move things around, adding to the limited working

time of the team in the library as it has to re-check what its already done and time is lost putting items back in their right places. Also please don't put donations and returned items on the library shelves - hand them to one of the Library Team or place it in the box on the desk - this saves the team from more lost time figuring out what's just "appeared". The President thanked the team for their efforts

DATING Nothing to report

MEMBERSHIP No new applications have been recieved

CMC

John Hewitt attended a meeting on 31 May. Some people pay their annual registration early and have noticed that the log book is dated with this new date rather than the date the new registration actually starts. Members need to be vigilant and check the dates carefully. Motorsport Australia is offering grants for \$1000 that the club might consider in the future. In regard to Shannons Eastern Creek Classic on 14 August, it was noted that no veterans had entered the Concours. Tickets are still available.

HALL

Robert Fordham reported that the Meccano Club used the hall last Saturday. He has placed a megaphone and some lanyards from 1- & 2-cylinder rally in the club's cupboard in the kitchen for others to use. He is preparing invoices for the last quarter.

WEBSITE Nothing to report

GENERAL BUSINESS

1. Financial managment of rallies - Phil O'Loan

Graham Steer has compiled a spreadsheet which will be given to rally organisers. It includes a section on planning costs including reimbursements and another section on the rally expenditure. Once the budget is approved by the committee, the organiser run the rally according to the budget. If there is an unexpected blow out, the committee expects to be informed with enough warning to be able to work toward a solution. It will be a useful planning tool and is going to the committee for approval.

2. Updating Club Rules - Andrea Holden

The President is most impressed with the way Andrea has proceeded with the process. Andrea feels the team has looked at about 80% of the constitution and has made some tweaks. There are some areas requiring more discussion such as the membership structure and the by-laws. It is hoped to be able to put some suggestions about membership structure to the committee and a full proposal at the August meeting. Unfortunately, the new constitution won't be ready for the AGM this year. It is proposed the document be presented to the committee for approval and then to the members

3. Tickets to Shannons Classic at Eastern Creek - 14 August

Tickets were distributed to Neil Martin (2), Phil O'Loan (1) and Garry Canton (1). There is one remaining ticket. If you wish to go to this event, contact the secretary

4.FIVA newsletter

Jenny Fawbert directed members to the Bush Council's Facebook page for the latest FIVA report and the FIVA Youth Competition that you might like to do with your grandchildren.

5. Andrea - a media sensation!

Andrea Holden appeared on Channel 9 News talking about the solar car challenge. She was articulate and confident. The members applauded Andrea's success.

6. Thank you from the Garthon family

On behalf of his family, Will Garthon thanked John for his kind words about Arthur. He spent some time with Arthur a few days before he died and he was peaceful with himself. Arthur has left a great legacy.

MEETING CLOSED AT 9:50PM.

The raffle was drawn.

Phil O'Loan
President

Louise Yeomans
Secretary

President's Report

By Phil O'Loan

Firstly, I would like to acknowledge the passing of Arthur Garthon and John Hughes. Both these men made significant contributions to the Veteran car movement and were particularly supportive of me in the early days of my membership with the club. John certainly had a love for Talbots, especially my six cylinder Talbot. Our condolences and sympathy to Arthur's and John's family.

Many thanks to John Bourke and his family for organising the very successful June Tour, based at Singleton. The roads were perfect for Veteran Cars, the weather was unbelievable and the company delightful. Both Terri and I had a wonderful time and would encourage other members to participate in this rally next year. Well done John and thanks for making us feel very welcome.

Andrea Holden and the subcommittee has made strong progress in updating the Constitution and the Club Rules. We anticipate that draft will be completed within two to three months and then it will be referred to the committee for approval and then to club members.

The subcommittee for establishing guidelines for the financial management of rallies has also made significant progress. Graham Steer formulated and presented to the subcommittee a spreadsheet/template that will be used for all future rallies. This spreadsheet is very user friendly and will be a valuable tool for future rally organisers.

We are certainly spoilt for choice in the number of upcoming events. I encourage members to review the events calendar and register your interest.

Happy Motoring

Editor’s Report

By Lauren Newman

Thank you for your ongoing patience with the recent delay of the June magazine. Our usual printer has had some issues with her printing equipment and is unable to print at the moment. Thankfully Jenny Fawbert came to the rescue with a recommendation of a printer who has been able to assist us, so thank you Jenny! Hopefully over the next couple of months, things should go back to normal.

Unfortunately since the last magazine, our extended family has farewelled Arthur Garthon - more affectionately known as ‘Fafa’ by his grandchildren. We were able to visit Arthur just before he passed away and when William showed him the cover of the June magazine on the laptop, he opened his eyes and said “I like what I see!” - a very nice memory to have of him, even though he wasn’t feeling his best.

Thank you to the members that have contributed to the magazine this month. Hopefully over the next few months we will be able to have some more event reports to read about.

Stay safe and happy reading.

Letter to the Editor

Received from John Burke. 23/06/2022

I thought I might just send some information re: my 1918 Essex Four Model A car number 35261.

I purchased the complete car from the restorer Mr Harry Wallace’s family a few years ago in Cessnock NSW, Harry had restored the car in the late 70s at which time he had two prominent persons from the VCCA NSW look at the car Mr George Roberts and Mr Len Masser who from the information provided concluded that the car was indeed manufactured during the year of 1918.

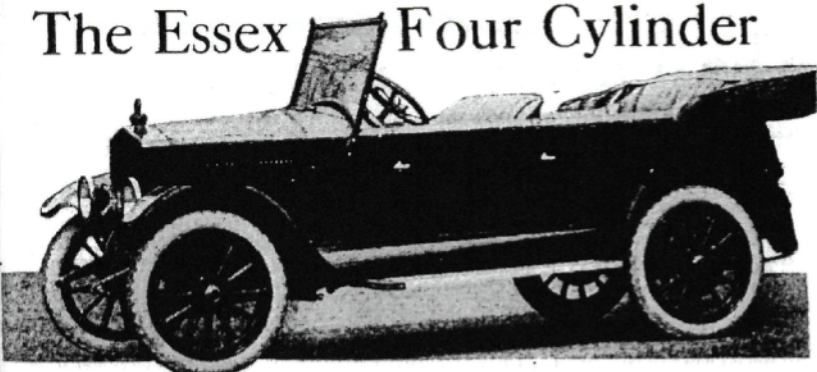


Before purchasing the car I also checked all of the numbers on the engine including the casting dates and the chassis and car number as supplied on the firewall plate, along with front axle and rear axle numbers.

The casting dates on the engine block and the cylinder head are 27th day of the 3rd month 1918. The car number is 35261. According to Grace Brigham's book "The Serial Number Book For US Cars 1900 - 1975 this car is a RHD model A manufactured in 1918.

The electrical component numbers match the numbers for 1918 in the "National Service Manual" of Starting - Lighting - Ignition as edited by James Roland Wright.

The Essex Four Cylinder



The Essex. With Five Passenger Touring Body. Sells For \$1,395. The Cellular Radiator Is Provided With Dash-Controlled Shutters And The Windshield Is Mounted Integrally

MORE than usual interest was evinced a few months ago by the organization of the Essex Motors, for the reason that its directors were also officers of the Hudson Motor Car Company. However, seats are roomy and are high enough to give a comfortable leg position and the backs are also sufficiently high to give adequate support.

Engine features include a counterbalanced crankshaft of sturdy dimensions and with large bearing surfaces, the top of the cylinder head is removable and the manifold carrying the carburetor is bolted directly to the engine head. The flow of mixture from the carburetor is downward into the cylinder tops and it is distributed evenly into each cylinder. Cylinder head and manifold passages are machined and there are no rough obstructions to interfere with the free flow of gas. Intake valves are in the head and exhaust valves in the side.

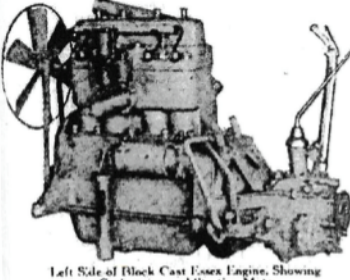
The Essex frame is of unusual design and strength, being reinforced at either end by tubular cross members. It is six inches in depth at the point of greatest stress to enable the car to ride over the roughest roads with sturdiness and solidity.

Spring shackles and other wearing parts may be adjusted readily and the car, as a whole, is designed so that only the minimum of attention by an expert is needed to maintain it in perfect adjustment. Springs are extra long to insure comfort

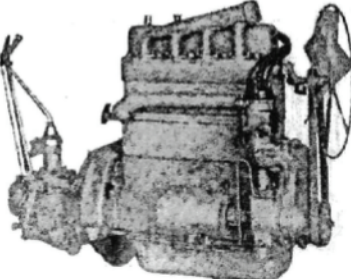
irrespective of road conditions and to further add to luxurious riding, the springs under the seat cushions are described as being more than are ordinarily used in higher-priced cars.

All operating levers are placed conveniently, the driver's seat is comfortably

Left Side of Block Cast Essex Engine, Showing Carburetor and Starting Motor



Right Side of Essex Engine, Showing Ignition



Price, with touring body	...\$1,395
Cylinder number	...Four
Bore and stroke	...3 3/4 x 5 inches
Starting, lighting and ignition	...Delco
Fuel feed	...Vacuum
Clutch	...Disc
Final drive	...Spiral bevel
Wheelbase	...108 1/2 in.
Tires	...32 x 4 inches
Built by Essex Motors, Detroit, Mich.	

commodious and there is ample space for the free movement of his body and legs. A ventilator in the cowl top is controlled from the dash and equipment is complete.

May 15, 1918

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YEARS	MODELS	CYL.	SERIAL NUMBERS	ENGINE or other I. O., and continuing Serial Numbers
ESSEX TM - 1926-30 - Studebaker Corp., South Bend, Indiana. * At frame under left front fender.				
1927	50	6	5,000,001--5,016,733	Own engine
1928	50-51	6	5,016,774--5,047,400	
1929	52	6	5,047,401--5,068,000	
1930	52	6	5,068,001--5,073,000	
1930	53	6	5,073,001 & up	Discontinued
ESSEX TM - 1918-33 - Essex Motors, a subsidiary of Hudson Motor Car Co., of Detroit, Michigan. Car became Essex Terraplane in 1933; then Terraplane in 1934. * On dash, right rear frame cross member.				
1918	A Phaeton	4	45,000--54,999	Own engine
1918	A Phaeton RHD	4	35,000--39,999	
1918-19	A Cabriolet	4	50,000--54,999	
1918-19	A Cab. RHD	4	55,000--59,999	
1918-19	A Roadster	4	60,000--62,999	
1918-19	A Rdstr RHD	4	63,000--63,999	
1918-19	A Sedan	4	70,000--74,999	
1918-19	A Sedan RHD	4	75,000--79,999	
1920	SA-7A Phaeton	4	5,000--52,999	
1920	SA-7A PhaetRHD	4	53,000--59,999	
1920	SA-7A Roadster	4	60,000--68,999	
1920	SA-7A RdstrRHD	4	69,000--69,999	
1920	SA-7A Sedan	4	70,000--83,999	
1920	SA-7A SedanRHD	4	84,000--84,999	
1920	SA-7A Cabriolet	4	85,000--89,999	
1920	SA-7A Cab. RHD	4	89,500--89,999	
1921	Coach	4	500,000--504,900	Starting Dec 1, 1920
1921	Coach RHD	4	585,000--599,999	
1921	Phaeton	4	600,000--608,444	RHD: 750,000--759,126
1921	Roadster	4	800,000--801,057	RHD: 835,000--839,999
1921	Cabriolet	4	840,000--841,027	RHD: 849,000--849,999
1921	Sedan	4	850,000--851,131	RHD: 875,000--876,999
1922	Coach	4	604,991--598,999	RHD: 585,000--589,999
1922	Phaeton	4	608,664--749,999	RHD: 750,127--779,999
1922	Roadster	4	801,058--834,999	RHD: 835,000--839,999
1922	Cabriolet	4	841,027--848,999	RHD: 849,000--849,999
1922	Sedan	4	851,131--874,999	RHD: 875,000--876,999
1922	Coach	4	516,884--529,382	
1923	Phaeton	4	622,998--628,660	
1923	Coach	4	629,383--642,897	
1923	Phaeton	6	628,661--630,411	
1924	All body styles	6	100,001--144,376; 103,642--177,750	
1925	All	6	177,751--337,549	
1926	All	6	337,550--442,675	
1926-27	Coach	6	442,676--500,000	Starting July 1926
1927	Coach	6	500,001--619,276	
1928	Coach	6	610,277--706,270	Starting July 1927
1928	Super	6	706,271--923,667	
1929	Challenger	6	928,668--1,165,673	
1930	Challenger	6	1,165,674--1,234,266	

I also have an extract page from the Horseless Age dated May 15 1918 outlining the new features of the Essex Four.

This car is indeed a Veteran, manufactured prior to the 31 December 1918.

Remembering Arthur Garthon

By Malcolm Garthon

Arthur William Garthon

04/03/1929-16/06/2022

After completing a Motor Mechanical Apprenticeship, Arthur acquired his first Veteran car in 1955, the 1912 Delahaye. He and a mate went halves in it and when they produced the 50 pounds, the seller at Newtown also produced the back half of the body and all the brass wear (except the port side sidelight). They had kept the Delahaye as a truck and to tow their vintage Dort home when it broke down.

The car was just roadworthy, but with only the original front seat trim, to be used as a getaway car when he married Valda May in 1958. Both love affairs have lasted over 63 years. He joined the Veteran Car Club in 1958 as well, member No.114. He was one of the oldest members.

Early participation, including a Brighton rally, saw it in dark blue paint work with a modernized radiator shell. My early recollection was the Sydney city parades and of course the Blue Mountains Rallies, which were his favourite despite the challenging gradients, a heavy car and small engine. I sometimes had to pressurise the under seat fuel tank with my lips, and there were times we reversed up.

Following on from his appointment as a Rover and Land Rover Dealer in 1960, he became custodian of the 1905 Single Cylinder Rover. To restore, then own after 12 years. He built a car trailer which was later enlarged to fit the Delahaye. A V Twin Rover Motorcycle also appeared at some stage.

He was president of the Club at the time and actively involved in the 1970 International Rally from Sydney to Melbourne. He and Victor Jacobs did a quick final reconnaissance for this rally in the Fronty Ford at speeds of 70mph. Later his friendship with Victor led to charity day events with their respective service clubs (Vaucluse Lions and Hurstville Rotary), where underprivileged and handicapped children were treated to a day out in the cars. This combining of hobby and service to community had some



part to play in him being awarded the O.A.M in 2002.

He and Mum were proud participants in the first National 1 and 2 Cylinder Rally in Albury in 1980.

Of course there were plenty of weddings made even more special with the addition of Veteran Cars, which helped with funding for the Club Premises.

One of his high school mates was a descendent of the importer of the first car into Sydney (a 1900 De Dion). Together in 2000, they orchestrated an event in Sydney's domain to reenact this arrival.



During retirement he and I continued the restoration of the 25/30 Crossley started by his long time mate John Corby. By this time He and the Dealership had completed a 1947 Series one Land Rover and he was proud that he owned both the oldest Rover car and Land Rover in Australia.

He has proudly left a Veteran car legacy now continued by myself and his grandson William. He made many friendships and we as a family have enjoyed many fun times in the Veteran Car Club.



Events Calendar

Club Events

All listed events are scheduled pending potential COVID restrictions that may be in place at the time. Please contact the organiser of the event if in doubt of the event occurring.

JULY

Tuesday 19th
Thursday 28th
Friday 29th

Newcastle Branch Meeting - Westlakes Mining Museum, Teralba. 7:30pm
Monthly Club Meeting - 134 Queens Road, Canada Bay. 8:00pm
Northern MASH Coffee Run - Meet at 10:30am Curry Reserve Elderslie for morning tea and start of run. Contact Bill (0429 333 769) or Robyn (0439 714 431) Betts for details.

AUGUST

Friday 12th

Tuesday 16th
Thursday 25th
Friday 26th

Southern MASH Coffee Run - Meet at 10:30am Winifred West Park (Railway Station end) for morning tea and start of run. Contact Bill (0429 333 769) or Robyn (0439 714 431) Betts for details.
Newcastle Branch Meeting - **CANCELLED**
Monthly Club Meeting - 134 Queens Road, Canada Bay. 8:00pm
Northern MASH Coffee Run - Meet at 10:30am Curry Reserve Elderslie for morning tea and start of run. Contact Bill (0429 333 769) or Robyn (0439 714 431) Betts for details.

SEPTEMBER

Sunday 4th - 8th

Friday 9th

Tuesday 20th
Thursday 22nd
Friday 23rd

25th Sept - 1st Oct

Bob Hobson Memorial Rally - Cowra, NSW
Entry form in February Spit and Polish. Enquiries: Greg Roberts
Southern MASH Coffee Run - Meet at 10:30am Winifred West Park (Railway Station end) for morning tea and start of run. Contact Bill (0429 333 769) or Robyn (0439 714 431) Betts for details.
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National Model T Ford Rally 20T2 Dubbo
www.modeltfordclubnsw.org.au

CHANGE OF ADDRESS

Filipe Martin
29 Albert Street
Prospect
South Australia 5082

Major Events

OCTOBER

Sunday 23rd - 28th

National Veteran Vehicle Rally - Busselton W.A

Enquiries: Peter and Pauline Hume

NOVEMBER

Friday 4th - 6th

2022 Premier Event - Blackeath, NSW

Enquiries: Malcolm Garthon

Membership fees are due for 2022/2023

Just a reminder that your annual membership fees are due at the end of June. You will be sent a copy of your membership details including what fees are due in this edition of Spit and Polish. Please check this carefully as you may have already paid for this coming year.

Do not pay until you have received this information and have checked your membership details.

Geoff Yeomans - Honorary Secretary

Can you help with back issues of Spit and Polish?

After three years of COVID restrictions, your Library Committee has started work again in the library. The compactus will hold club documents including copies of previous minutes, membership details and Spit and Polish. The holdings of Spit and Polish are being listed to establish what issues are missing. Spit and Polish has been bound since 1967 but some of the earlier issues are missing. A generous donation from the Baxter family has supplied some of the earlier additions.

Please check if you have any of these early copies of Spit and Polish:

Vol 1 - issues 9 (Mar1960), 10 (Apr 1960) ,11 (May 1960)

Vol 2 - issues 4 (Sept 1960) to 11 (May 1961)

Vol 3 - issue 3 (Nov 1961)

Vol 6 - issue 9 (Feb 1965)

Vol 7 – issue 6 (Dec 1965)

Vol 9 - all issues

Vol 10 – all issues

If you have any of the missing issues, it would be appreciated if you could give the committee access to any missing issues to photocopy, or even better, you could donate a copy to the library so the library would have a full collection of Spit and Polish for members to access. Please contact me if you can help. Thank you for your help.

Louise Yeomans secretary@vccansw.org

Minutes - AGM 2021

Veteran Car Club of Australia (NSW) Inc . 67th AGM. 26 August 2021

WELCOME

The meeting opened on zoom at 9:17 pm by the President Phil O’Loan who welcomed all present.

1. PREVIOUS MINUTES

The previous minutes were published in November 2020 edition of Spit and Polish. Matters arising:
Nil

Moved: Lauren Newman Seconded: Graeme Newman

2. COMMITTEE REPORTS FOR 2020/2021

The President, the Secretary and the Treasurer presented their reports. The report from the Dating Committee was read by the Secretary.

All of the reports will be published in Spit and Polish.

Moved: Graeme Newman Seconded: Euan Coutts

3. GENERAL BUSINESS

a. Presentation of Annual Financial Statement as required under Section 26(6) of the Associations’ Incorporation Act 1984.

The Treasurer presented the financial statement as circulated to members in the August 2021 edition of Spit and Polish.

Moved: Geoff Yeomans Seconded: John Wards

b. Presentation of Awards

AWARD	RECIPIENT
Literary Award for most consistent contributor	Jennifer Fawbert
Literary Award Editor’s Choice	David McCredie
Hattersley Cup	Neil Martin
Veteran of the Year	1913 Cabiné JAP restored by Max Burke

When presenting the Literary Awards, Lauren Newman commented that since April there have been 26 contributors to Spit and Polish and she thanked them for their contributions. As Events Co-ordinator, Graeme Newman, reminded members that the Hattersley Cup, kindly donated by Ron Hattersley, is to

encourage members to participate in club events. Members need to use their cars, attend meetings, and write an article to share the experience. Past winners for the last 3 years and the Events Co-ordinator are not eligible. Of 192 members, 103 members scored points. Twenty-one members had over 30 points. Neil Martin collected 85 points, Louise Yeomans 62 points and Neville Preston 56 points.

c. Presentation of 50-year badge

Phillip Campbell (member number 532) has been a member for 50 years. A certificate and badge will be mailed to him in recognition of his length of membership.

4. ELECTION OF OFFICE BEARERS AND THE COMMITTEE MEMBERS FOR 2021/2022

The President thanked all committee members for their support.

The President declared all of the positions vacant.

John Wards, a previous president, took the chair and conducted the elections. As all positions had nominees, he declared the positions filled nominations as follows:

Position	Office Bearer
President	Phil O'Loan
Vice Presidents	Graeme Newman, Peter Martin
Secretary	Louise Yeomans
Treasurer	Geoff Yeomans
Committee Members	Robert Fordham, Andrea Holden, Neil Martin, Abbey Newman, Ian Shinfield
Dating Chairman	John Burke

John congratulated the new committee members.

The new President, Phil O'Loan, took the chair. He thanked John for conducting the election and congratulated the new committee members.

5. OTHER GENERAL BUSINESS

Nil

The meeting closed at 9:45pm.

Phil O'Loan Louise Yeomans
President Secretary

Dated: 26 August 2021

VCCA (NSW) Inc 2022 AGM

VETERAN CAR CLUB OF AUSTRALIA (NSW) Inc
68th ANNUAL GENERAL MEETING
25th August 2022

AGENDA

- 1. Welcome
- 2. Previous Minutes
- 3. Committee Reports for 2021/2022
 - a. The President
 - b. The Secretary
 - c. The Treasurer
 - d. Dating Committee
- 4. General Business
 - a. Presentation of Annual Financial Statement as required under Section 26(6) of the Associations’ Incorporation Act 1984.
 - b. Presentation of Awards:

AWARD	RECIPIENT
Literary Award	
Veteran of the Year	
Hattersley Cup	
 - c. Presentation of 50 and 60 year badges
 - d. Other general business
- 5. Election of Office Bearers and the Committee members for 2021/2022

All positions are declared vacant. A previous president is asked to run the election of office bearers. Nominations will be accepted on the night

Positions: President, Vice President (2), Secretary, Treasurer, Committee members (5) and Dating Committee Chairman.

VCCA (NSW) Inc Nomination Form

Nomination form for 2022/2023 Management Committee

Office Bearer	Nominee	Proposer	Second	Accepted
President				
Vice-President				
Vice-President				
Secretary				
Treasurer				
1. Committee Member				
2. Committee Member				
3. Committee Member				
4. Committee Member				
5. Committee Member				
Daiting Committee Chairman				

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

- a. Shall be made in writing, signed by two ordinary members of the association and accompanied by the written consent of the candidate (which may be endorsed on the nomination form), and
- b. Nominations will be accepted on the night.

June Tour – Singleton

17th–19th June 2022. By Graeme Newman

As most of us know, the success and enjoyment of a veteran car outing is quite often determined by the weather. This year we were pretty fortunate with what we experienced for the three days of the Singleton weekend. Karyn, Lauren and I travelled in ‘Emma’ our 4CT Talbot this year as the universal joint problem we experienced, in our other Talbot travelling home from Orange in early May is still to be investigated and repaired.



1916 Maxwell and 1912 Hupmobile

We met up with Dianne and Brett in her Talbot at a service station at Charmhaven where we both filled up with fuel and where Dianne had intended to check the tyres, only to find there was no longer an air hose provided – there quite often isn’t too much ‘service’ provided at fuel outlets these days.



Lunch at Lake St Clair

After a visit to another fuel outlet a bit further up the road, we continued to the start at Nulkaba. We took our usual route through Cooranbong, where our progress was slowed somewhat by numerous road work zones and all the school drop off traffic. Nonetheless we made it to the Burke residence in time for a quick cuppa before John said a few words and rally bags were distributed. There were 14 veterans at the start,

including Chris Duncan and Catherine Strutt in the 2400 FN who were only able to join us for the drive to the lunch stop as they had a musical commitment in Sydney over the weekend.

With the amount of rain we have experienced, the drought is a distant memory in the Lower Hunter making for very scenic veteran motoring. We travelled through the Lovedale, Keinbah and Bishop’s Bridge area to



Lunch at Lake St Clair



1915 Model T Ford

Lochinvar where after a short stint on the New England Highway we travelled through some further very picturesque rural areas on the northern side of the Highway, to our lunch stop at Branxton.

Not far from the start, Allen Dunlop who was driving one of the Burke's Buick roadsters experienced some fuel problems, so he returned to the Burke residence where he swapped the Buick for the Essex.

Upon arriving at the lunch stop we learned that Neil and Maria Heilbrunn, like the Baudelaire orphans had experienced their own 'series of unfortunate events' in the Renault. One of the headlights fell off, which they then ran over causing extensive damage. The clutch was not properly disengaging and worse still, it was found there appeared to water entering the combustion chamber. (I believe there is an add in this Spit and Polish which gives further details of the replacements needed, please help if you can).

There were a few cars that weren't performing to their usual standard during the morning- with contributing factors being stale fuel and associated blockages and general lack of use due to the number of events missed due to wet weather in recent times. From the lunch stop we made our way via Elderslie and Glendon to Singleton in weather that was great for veteran motoring.

John Burke's 1916 Buick was not performing well, so after some fiddling in the motel car park he took it home, returning with one of their first Model N Hupp in its place. John commented at dinner that it had been some time since he had driven a veteran any distance in the dark, aside from 'gaslight parades' at National Rally's. After pre-dinner drinks we enjoyed a very nice meal in the dining room. Very tasty and very generously proportioned.



Morning Tea at Glennies Creek Dam

Saturday morning wasn't as clear as it had been on the Friday, however it looked like we might get a few patchy showers at worst, which as it turned out was what was experienced by some.



1910 Talbot

From Singleton we travelled to the Glennies Creek Dam for morning tea. Whilst the weather wasn't great, it was considerably better than when we last visited a few years ago. From there we retraced our steps along Old Carrowbrook Road, before continuing along Carrowbrook Road to the Lake St Clair campgrounds where we had lunch. The line-up

July 2022

of cars certainly attracted quite a lot of attention from many of the campers and picnickers enjoying the location.

After a quite leisurely lunch we travelled back to Singleton via the same route as the morning's run. The Cherry Chev was suffering spasmodic power loss and appeared to be emitting some steam from the exhaust so David might have quite a bit of work to do there to get it back on the road. That evening we had another very pleasant time in the dining room with pre dinner drinks and another very nice meal. Following dinner John made some presentations, including a 'first timers' gift for Phil and Terri O'Loan in the Talbot.



1916 Chevrolet

The Sunday run took us through Mount Thorley, Bulga and Milbrodale to Broke where we stopped for morning tea and the official end of the run. The morning drive took us past both open cut coal mines and wineries, the two main industries of the area and very contrasting in their appearance.



1913 Hupmobile

Everyone who attended seemed to enjoy the weekend, even those who suffered various degrees of car troubles. Thankyou to the Burke family for their work in organising the event and making their home available for the start and as storage for the tow vehicles and trailers. Thanks to the other ladies who assisted with providing morning tea and to Betty Cherry for donating a beautiful hand made blanket for the Saturday night raffle.

Attended by:

John and Kelly Burke - 1916 Buick & later 1916 Hupmobile Max and Joan Burke – 1912 Hupmobile
Matt Burke – 1913 Hupmobile John Brumby – 1916 Maxwell
Allen Dunlop – 1918 Buick & 1918 Essex (accompanied by Barbara Barski on the Saturday run)
Phil and Terri O'Loan – 1910 Talbot
David and Betty Cherry – 1916 Chevrolet
Rod Holmes & George – 1915 Model T Ford
David and Zac Salter – 1916 Buick
Michael & Denise Bendeich - 1913 Chalmers
Neil & Maria Heilbrunn - 1913 Renault
Dianne Gotley & Brett Corrigan - 1914 Talbot
Chris Duncan & Catherine Strutt - 1911 F.N.
Graeme, Karyn and Lauren Newman & Will Garthon - 1913 Talbot
Modern: Geoff and Louise Yeomans, Peter Cockbain and Kay Good



1912 Hupmobile

Premier Rally 2023 EOI

Espression of Interest - Veteran Car Club of Australia (NSW) Inc Premier Rally

FOR VETERAN VEHICLES

Monday 6th March to Friday 10th March 2023

We are seeking expressions of interest to attend the Premier Rally to be held in Orange on the above dates.

General format will be a 'Hub' event with arrival on Monday 6th March for check in and evening meal. Tuesday, Wednesday and Thursday will consist of tours in the Orange area with departure on Friday morning after breakfast. We can promise beautiful weather with touring on quiet undulating roads, and interesting scenery and sights. Orange is renowned for its food and wine.

We would like to get an idea of numbers to ensure a successful rally. Entry fees will be kept to a minimum.

NAME: _____

EMAIL: _____

PHONE: _____

MAIL ADDRESS: _____

PASSENGER(S): _____

VEHCILE: _____ YEAR: _____

CLUB: _____

Please return to: Euan and Wilga Coutts

euanwil@bigpond.com or PO Box 8134 Orange East NSW 2800

Ph: 02 6365 1274

The First Automobile fitted with Pneumatics

Part 2. By Rodney Anderson.

The *Michelin* – No. 46 - the last to start in the *Paris-Bordeaux-Paris Course* of 1895 was also the last to reach *Bordeaux* on 13 June at 1.10 pm - 27 hours behind the *Panhard et Levassor* - No. 5. And far too late to receive the welcome organised by the *Bordelaise* including the *Maire de Bordeaux*, other notables, the curious and the sportsmen who had come from Paris by train.

With the burners still roaring the indefatigable *Andre* and *Edouard* turned around and headed back agreeing '*an unconvincing performance that could only be overcome by successfully reaching Paris!*'

The story continues ...

On the return leg of the course, they had to undertake the usual tyre and spoke changes. It is also reported that the gearbox had packed it in losing 2nd gear by *Poitiers* and not long thereafter, 3rd gear. Using 4th gear going downhill and on the flat, otherwise 1st gear.

At *Tours*, it is reported that '... a race steward compounded their misery:

'... you are disqualified.'

'Why?' *Edouard* innocently asked.

'For using spare parts attained elsewhere. Where you changed your spokes.'

'Say what you like, but I'm not stopping. I'm going to Paris.'

Art. 12. Any repair along the way, of any kind whatsoever, may be made only by the personnel mounted on the car and with the repair equipment carried by each car; any infringement will result in disqualification.

[Art. 12 Aucune réparation en cours de route, de quelque nature qu'elle soit, ne pourra être faite que par le personnel monte sur la voiture et avec ressources du matériel de réparation emporte par chaque voiture ; toute infraction entrainera la disqualification. Règlement de la Course des Voitures Automobiles du 11 Juin 1895]

Then 'at *Blois* during refuelling, their overheated motor caught fire. They managed to put it out swiftly without damage.' Fires and explosions were not uncommon given the ignition system used on the *Daimler* motor. The 'hot tube' system comprises a pump to pressurise the petrol in a separate tank that is connected to the burners positioned under the porcelain or platinum tube protruding from the

cylinder block [not unlike a spark plug that in time replaced the tube]. Alcohol is put in a saucer at the base of the burner that is lit to warm the burner before the tap at the bottom of each burner is opened (to allow the petrol to spurt out) with one hand while trying to stand back as far as possible and reach out to the top of the burner with the lit taper in the other hand and woosh! At times it is necessary to crouch to avoid the flames that gush out from under the cover over the motor and upwards, when reaching in yet again to adjust the taps until the colour is right and the burners are roaring! The motor thereafter will continue to run without much fuss. The danger with this system is that the flame is vulnerable to being extinguished by the wind or impurities. And if that happens going along on the flat with all the attendant sounds, including the clunking of the chains, it is difficult to pick up that a burner has gone out. Difficult that is until the fumes from the petrol still coming through fill the void surrounding the motor – then boom!

For *Andre* and *Edouard* time was running out – they had to be in Paris by 5:00 pm on 16 June when the allotted 100 hours were up and the officials of the Touring Club would finally be able to pack up and leave the *Restaurant Gillet*, that had been their HQ for the last five days.

Time was up when a rumour began to circulate that the *Michelin* brothers were not far away.

Four hours and 30 minutes after the official deadline, the ordeal came to an end with the arrival of No 46 – one of the most heroic feats of endurance in the annals of the automobile.

The Officials at the time are said to have ‘hung on to salute their feat of human and technical prowess’.

The ordeal over, *Edouard Michelin* was in prophetic mood claiming to say

‘... In 10 years, all cars will be running on pneumatic tyres.’

As it turned out ten years on, all cars were indeed running on pneumatic tyres. Further, in 1905 the *principales victories* of all the main races save for the last one - the Vanderbilt Cup in America - were running on *Michelin* tyres.

In 1989 *Michelin* reconstructed a replica of No. 46 to revive the memory and enrich the history of the automobile with a unique piece – *the Michelin - the first automobile fitted with pneumatics nicknamed ‘L’Eclair’* – ‘sa reconstitution ravive la mémoire et enrichit d'une pièce unique le patrimoine automobile’

In 1995 a complete set of *Michelin* pneumatics, the same as those fitted to Entry No. 46 in the 1895 *Paris-Bordeaux-Paris* course, was made by *Hubert Vedry* in a small work-shop – described as a ‘time warp’ – attached to the *Conservatoire de Pneumatiques* at *Michelin* located on the *Rue Henri-Barbusse* in *Clermont-Ferrand* using the same method and equipment including the actual moulds used in 1895.

On Sunday 11 June 1995 a commemoration to mark the centenary of the *premiere demonstration pneumatiques du monde* bewildered the crowds making their way from the station along the *Place*

d'Armes to the Chateau de Versailles.

Then at the same time as the start on 11 June 1895, a member of the *1ere Association Francaise des Collectionneurs de Voitures Anciennes Les 'Teuf-Teuf' Fondée en 1935* was waved off to the applause of the crowd that had gathered to witness an attempt to commemorate the centenary of the *Paris-Bordeaux-Paris* course – something the organisers said was impossible 100 years on! The 'official' celebration of the centenary of the *Paris-Bordeaux-Paris* course took the form of a rally that departed Bordeaux in time to arrive at the headquarters of the *Automobile Club de France* on 11 June 1995.

Like the rumour circulating in *Paris* on 16 June 1895, another rumour was circulating in the environs of *Place de la Concorde* and the *Automobile Club de France* on Sunday 11 June 1995 soon after the 'official' procession arrived in Paris from Bordeaux.

The press reported on the rumour as follows:

'... At the headquarters of the *Automobile Club de France*, at the arrival of the commemoration of the *Paris-Bordeaux-Paris*, an incredible rumour was circulating ...' that an attempt was being made to commemorate the *Paris-Bordeaux-Paris* on their own and without assistance.

[Au siège de l'Automobile Club de France, a l'arrivée de la commémoration du Paris-Bordeaux-Paris, une rumeur incroyable circulait ...' se serait rendu à Versailles - comme Emile Levassor il y a cent ans mais sans sa Louise Sarrazin - pour gagner Bordeaux seul et sans assistance].

When it became known that it was true that someone had commemorated the centenary of 'the world's first automobile race' on their own without assistance, the rumour that had been treated as a joke was then described as being a 'miracle'. *[Penser à une « stupid joke » une mauvaise blague - mais o miracle].*

The following year *Michelin* used the same equipment and moulds to make a set of pneumatics for their entry in the centenary celebration of the 1896 Motor Car Club Tour from London to Brighton that carried '*Bibendum*' across the finish line on Madeira Drive Brighton riding on air!

The replica of No. 46 is on display at *L'Aventure Michelin* in *Clermont-Ferrand* opposite the *Marcel-Michelin Stadium*.

Grateful acknowledgements to various contributors to a presentation copy of *Paris Bordeaux Paris* inscribed 'Best wishes to Rodney Anderson from Bordeaux Robert Panhard 3-7-07' and *La Vie de l'Auto* for the excerpts used in this story – along with *Le Sport Automobile en 1905* [*Michelin et Cie 1905*] and a souvenir booklet titled *Michelin Premiere Automobile sur pneus* [n.d.]

Classifieds

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



FOR SALE: 1911 Mors (see left and below)

NX 10-12. Chassis Number 120693 - not registered. Original Touring body by Munro of Melbourne. Originally restored in the late 1960's. Recent new tyres, new hood. Engine work - new valve and valve guides and piston rings. \$45,000

Contact Peter Cooper - 0408 204 432



FOR SALE: 1911 Star (see right)

Travelled many miles on many rallies. Needs a new home and some TLC. Please contact my son Carl on 0419 255 500.

\$28,000

Penny Stanbridge



WANTED:

- For a 1913 Renault DG - 2.6 litre motor or block due to cracked block
- CAV model F 11" brass headlight due to headlight falling off then running over it

Contact: Neil Heilbrunn

0428 435 475

heilbrunn5@bigpond.com

Veteran Car Club of Australia (NSW) Inc.

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