

SPIT AND POLISH

JOINT PATRONS

Her Excellency The Honourable Margaret Beazley AO QC
Governor of New South Wales
and Mr. Dennis Wilson

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

TABLE OF CONTENTS – October 2019

Committee of Management.....	2
Minutes of September 2019 Monthly Meeting	3
Events Calendar - Club Events	5
Events Calendar - National Rallies	5
October Meeting Guest Speaker	5
<u>Coming Events:</u>	
Working Bee	5
Sydney North Breakfast Run	6
Sydney Christmas Party.....	6
Sydney Registration Day	6
Newcastle Branch Christmas Party.....	7
<u>General:</u>	
Editorial	7
Our New Joint Patrons	7
Applications for Membership	8
Welcome New Member	8
New Address.....	8
New Email Address	8
Resignation	8
Change of Email Address	8
Photos from September Meeting	8
Montagu Trophy recipient	9
<u>Outing Reports:</u>	
7th HCCA International Tour - Bathurst 2019	11
<u>General:</u>	
Silver Stream.....	14
Light-Hearted Humour	19
Loss of Penny Stanbridge's Home.....	20
Handing On Your Vehicle	20
<u>Classifieds:</u>	
For Sale, Swap or Sale	21
Wanted for our Web Site	23
Services.....	23

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:-

*Graeme Newman's 1913 Talbot, Type 4CT.
At the Newcastle Branch outing at Cams Wharf.
March 2019*

Committee of Management

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			Mob: 0412 821 945	
			Email: hupmobile@bigpond.com	
SECRETARY	Graeme Newman	4392 1035	Mob: 0412 138 063	
			Email: kazngraec@bigpond.com	
MaSH CHAIRMAN	Doug Fulford	4654 5432	4655 7944	
			Email: dougf@people.net.au	
SECRETARY/TREASURER	Kevin Boardman	4654 5499	Email: kboardman13@bigpond.com	
LEGAL ADVISOR	Andrew Aitken	8987 0000	8987 0077	

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

134 Queens Road, Canada Bay, 2046

JOINT PATRONS:

Her Excellency The Honourable Margaret Beazley AO QC
Governor of New South Wales
and Mr. Dennis Wilson

Minutes of Monthly Meeting of VCCA (NSW) Inc.

Minutes of Monthly Meeting of VCCA (NSW) Inc held on Thursday 26th September 2019

ATTENDANCE

Committee:7 Members: 16 Family members:3 Visitors: 3 (Guy Langford, John Radzevicius and Warren Wilson)

APOLOGIES: Dennis Ballard, Don Liddle, Lynnette and Neil Martin, Peter Martin, David Norton, Phil O'Loan, Dorothy and Barry Shinfield, Michael and Marilyn Threthowen.

MEETING OPENED AT 8:15 PM.

PRESIDENT'S OPENING REMARKS

The President welcomed all members and our visitors. On behalf of club members, he sent best wishes to Dorothy and Barry Shinfield for speedy recoveries and to Penny Stanbridge who lost everything in the bushfires at Tenterfield.

MINUTES PREVIOUS MEETING

Matters arising: Nil

Moved: John Grant Seconded: Graeme Newman

INWARDS CORRESPONDENCE

Invitations

Lions Club of Gerringong Motorfest – 15 February

Concours elegance 10 November, Warwick Farm

Other Club publications:

Small Torque	Brass Notes
Veteran Torque	Country Motor (online)
Retronauts (online)	ACMC (online)
Early Auto	

Other:

2019 Shannons Melbourne spring classic auction

Bob Trevan

Elizabeth Chapman – Vice regal patronage

CMC report

OUTWARDS CORRESPONDENCE

Penny Stanbridge Terry Lyness

Graham Sawyer Filipe Martin

Robert Fordham Elizabeth Chapman

Emails: Invitation to 1- & 2-cylinder rally, *Spit and Polish*

Moved: Les Johnson Seconded: Graham Weekes

TREASURER'S REPORT

Balances of Accounts as presented to the meeting.

Income has been received from membership dues, rallies and rent. Funds have been expended on 4 insurance policies, printing, electrical work and cleaning. To date 70% of members have paid their dues and 30% of members need to do this for this year.

The President reminded members that historical registration is conditional on club membership.

Moved: John Fryirs Seconded: Laurie Garrod

Special Guest Speaker

Meeting Night 24th October 2019

Mr Leon Maguire of BCA Friction Materials.

He will be speaking about brake and clutch linings.

Please come with your questions and make Leon feel welcome.

MAGAZINE Nothing to report

EVENTS

Previous events

Graeme Newman reported on the many events in the last month including international, national and local rallies. Doug Fulford described the hills around Bathurst forced John Wards to use first gear on the Benz for the first time in thirty years! It was a very pleasant event with interesting participants and vehicles and the women particularly enjoyed the hat making workshop with Robyn Betts. He further reported on the National event in Queensland. Unfortunately, David McCredie's Maxwell broke a cam shaft but it was a good rally with many display days. Graeme said there were 3 veterans at the Sydney North Run. Also, three veterans attended Shannon's Classic. Les Johnson reported enthusiastically about the rally at Perkolilli in Western Australia where he raced his Willys. It was very dusty but exciting and he had the best time!

Coming events

Alan Miller will be organising the next MaSH run and there is an earlier start time. Coming events include the MaSH morning tea run, the 1- and 2-cylinder rally at Fitzroy Falls and the Newcastle Annual Tour. A working bee has been organised for the hall on 2 November from 8am.

PERMIT TO MOVE/REGISTRATION

Two registrations have completed. There were no movements.

LIBRARY

Louise Yeomans thanked Ian Shinfield for installing the dehumidifier. The next stage is the installation of the compactus.

DATING Nothing to report

MEMBERSHIP

Terry Lyness was successfully voted into the club as an associate member. Applications have been received from John Radzevicius and Warren Wilson.

CMC

Norm Mitchell presented his report of the last meeting. Members can access a newsletter from RMS called Historic and classic newsletter through the CMC site. An announcement about logbooks is expected soon. And club plates are changing. For more information look at the CMC website.

HALL Nothing to report

WEBSITE

Abbey Newman has loaded a collection of advertisements from 1914. There is a section on oddities which has some responses. She warned members to be aware of scams. She would like more brochures and photos to add to the website.

GENERAL BUSINESS

Christmas Party

The President reminded members that money for the Christmas party is due on 24 October at the next meeting. It starts at 12 noon. Please pay online if possible.

Hattersley Cup

the Hattersley Cup is the brainchild of Ron Hattersley to encourage participation in club events. Ron Hattersley presented it to Geoffrey Yeomans.

Judging concourse

Sam Movizio judged concourse at Pebble Beach USA for FIVA. He is a preservation judge. Sam outlined the structures used for judging, how the judges are trained and the criteria used. He illustrated his talk with slides and a PowerPoint.

The next concourse elegance event will be held at Warwick Farm on 10 November.

The raffle was drawn.

MEETING CLOSED AT 9 PM.

Doug Fulford
President

Louise Yeomans
Secretary

Events Calendar - Club Events

OCTOBER 2019

- 24th Committee Meeting starting at 6.30pm
24th Monthly Club Meeting at Club Rooms, Fivedock at 8pm. *Special Guest Speaker*
25th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

NOVEMBER 2019

- 2nd **Working Bee at the Club rooms.** *See Page 5 for details*
3rd **Sydney North Breakfast Run.** *See page 6 for details*
8th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
10th **Newcastle Branch Registration Day.** *Location to be advised.*
17th **Newcastle Branch Registration Day.** *Location to be advised*
19th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
23rd **Sydney Christmas Party.** *See Page 6 for details*
28th Committee Meeting starting at 6.30pm
28th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
29th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

DECEMBER 2019

- 1st **Sydney Registration Day.** *See Page 6 for details*
8th **Newcastle Branch Christmas Party.** *See Page 7 for details*
13th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*

Events Calendar - National Rallies

APRIL 2020

- 1st - 7th **1 & 2 Cylinder National Rally** - Charleville Qld. Hosted by the VCCA (Qld) Inc.
Entry Form etc. See Pages 18 to 20. Of July 2019 Spit and Polish.

OCTOBER 2020

- 11th - 17th **VCCA National Veteran Rally 2020** - Swan Hill. *See January Spit and Polish for further details*

October Meeting

Special Guest Speaker

Meeting Night 24th October 2019

Mr Leon Maguire of BCA Friction Materials.

He will be speaking about brake and clutch linings.

Please come with your questions and make Leon feel welcome.

Coming Events

WORKING BEE

To be held on 2nd November 2019

Commencing at 8am

General cleanup inside and outside the building.

Come along and lend a hand.

Many hands make light work.

SYDNEY NORTH BREAKFAST RUN

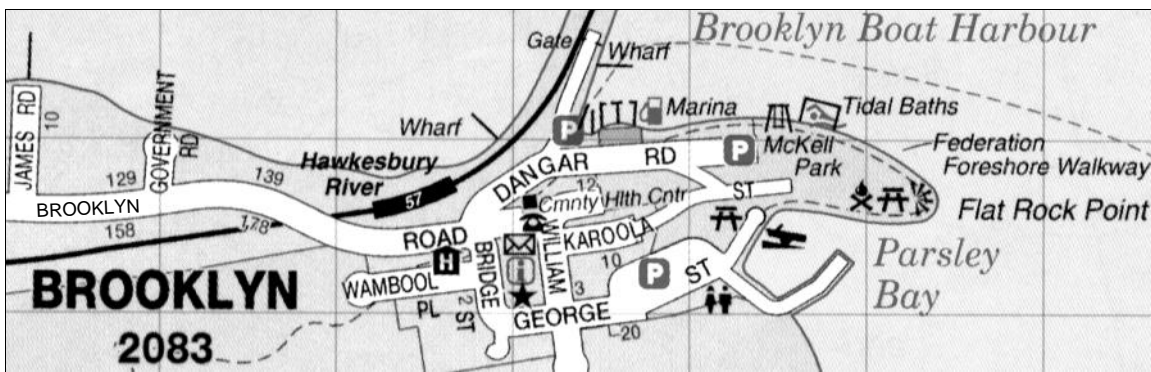
Sunday 3rd November 2019

McKell Park (on top of hill)
Brooklyn

Location: near Hawkesbury River Railway Station

Access: At intersection near Hawkesbury River station, right into Bridge St., left into George St., left into William St., (a little steep) right into Karoola St., and follow to the picnic area.

Come and join us for the last run of the year at McKells Park Brooklyn.
Be there after 9 with a plate of festive food to share and wear something Christmassy.
It's such a pretty place you might want to stay for lunch!
See you there from 9am onwards.



Christmas is coming!

This year the Christmas Party will be held at Lane Cove National Park on **Saturday 23rd November**.

A BBQ lunch accompanied by yummy salads and deserts will be served.

You will need to bring your own eating utensils, drinks and thermos if you would like tea or coffee.

It will cost \$20 per person with children free.

Please let Louise Yeomans know of any special dietary requirements.

Numbers need to be advised to Louise Yeomans
on 0448 082 611 or email louise.yeomans1@gmail.com
by **24th October 2019**.

Payment is by cheque or direct deposit.
VCCA(NSW) Inc BSB 062009 Acc 28023425



Sunday 1st December 2019

9am to 12 Middy
At 'Smiley Power'
45 Railway Street

YENNORA

(Between Orchardleigh Street and Junction Street)
UBD 230 G9

Enquiries to Neil Martin on 9632 5047.

**DON'T FORGET TO BRING YOUR REGO PAPERS
AND INSURANCE DETAILS**

SYDNEY

REGISTRATION DAY

ONE DAY ONLY

Newcastle Branch Christmas Party

Sunday 8th December 2019

Held at Bargoed House (Nesca Oval)

Old Pacific Highway, Swansea.

Gate open between 9.30am & 10.00am

Contact John Burke 0412 821 945



Editorial

Again I would like to thank the members for the articles, supplied for this edition of **YOUR** Spit and Polish. Unfortunately a little short on reports on outings.

Only one outing reported on this month, being the 7th HCCA International Tour - Bathurst - 2019 from Bob Lamond.

Coming events for the next month or so are: The MaSH Branch's Morning tea run and their Northern Coffee run. A Working Bee at the club rooms, Sydney North Breakfast run and the Sydney Christmas party. Also Sydney Rego day and the Newcastle Branch Christmas party.

Just remember that if you wish to compete for the Hattersley' Cup, articles on outings and a list of those attending must appear in Spit and Polish.

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. I would prefer to get more reports on outings attended. So if you have something it would be appreciated.

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



Our New Joint Patrons

Her Excellency The Honourable Margaret Beazley AO QC
Governor of New South Wales
and Mr. Dennis Wilson

Applications for Membership

John Radzevicius
1/38 Flood Street
BONDI NSW 2026
Associate
Nominated: Douglas Fulford
Seconded: Norman Mitchell

Warren R Wilson
27-31 Naylor Street
CARCOAR NSW 2791
Associate
Nominated: Terry Lyness
Seconded: Norman Mitchell

Lance M Pymble
3 Wandeen Road
CLAREVILLE NSW 2107
Associate
1906 Renault
Nominated: Graeme J Newman
Seconded: Abbey P Newman

Voting for the above memberships will take place at the meeting on the 24th October 2019

New Address

After the loss of her home in the Tenterfield fires
Penny Stanbridge's new address is
16 Pike Street
STANTHORPE Qld 4380
Mob: still the same.

New Email Address

Jim Weir
jhweir@bigpond.com

Resignation

Richard Bremner

Change of Email Address

Robert Fordham
rfo292535@bigpond.com

Welcome New Member

Terrence Keith Lyness & Nika (1148)
37A Warrimoo Avenue
ST IVES NSW 2075
Associate
(H) 9144 6416
(M) 0413 151 257
(E) [niktek@netpower.com.au](mailto:nikte@netpower.com.au)

At the September Meeting 2019



The winner of the Hattersley Cup, Geoff Yeomans, with the trophy and the instigator Ron Hattersley.



The Hattersley Cup



The Association of Veteran Car Clubs in Australia (TAVFCCA)

www.tavcca.org.au

PRESS RELEASE-

TAVCCA Montagu Trophy Recipient 2019



Award Recipient:	<i>John Burke</i>
TAVCCA Member Club:	<i>Veteran Car Club of Australia - New South Wales</i>
Press release date:	<i>Thursday, 26 September 2019</i>

Details of nominee's significant contributions to the veteran car club movement, either at national or member club level:

John Burke joined the Veteran Car Club NSW (Inc) as a junior member at age 16. John attended his first international rally in 1970 at age 6 with his parents in their 1916 Hupmobile. John joined the Australian Army as an Army apprentice in 1980. During his time in the army, John was posted to Queensland and Victoria where he continued to be involved with the veteran car clubs in those states, particularly in Queensland during the early part of the 1980s. He was also an active member of the Historic Motorcycle Club of Queensland where one of his motorcycles was awarded the Phil Irving Concourse outright winner.

John established himself in the Sandhurst Historic Vehicle club in Bendigo as the Vice President and was instrumental in encouraging veteran vehicles to participate in the annual motoring event. John was posted back to the Hunter Valley where he transferred to the Defence public service and returned to the Newcastle Branch of the VCCA NSW Inc. John was soon elected Chairman of the branch and has held this position for the past 30 years. John has the respect of all branch members for his enthusiasm and encouragement for the use and preservation of veteran vehicles. John is one of the vehicle roadworthy inspectors (30 years) and has organised and run one of the annual branch tours for 28 years along with many of the monthly day runs. John is currently the NSW dating chairman, a position he has held for five years providing advice and clarity to many veteran vehicle owners. John was a member of the committee to investigate and recommend that the VCCA NSW constitution be changed to allow for further Branches within the State. John Burke was made a LIFE MEMBER of the VCCA NSW in 2009 which illustrates the high esteem which he is held.

John Burke was the driving force in establishing the National Veteran Motorcycle rallies in 1997 where he directed the first national event for Veteran motorcycles only. He was the instigator and supporter of future veteran motorcycle events encouraging and maintaining the continued support from the infancy of the first rally. The rally is a recognised motorcycle event and is conducted every two years on a state rotation attracting over 100 veteran

motorcycles it is truly a national event. John was appointed the National co-ordinator for the veteran motorcycle events for life by the riders at the first rally.

John has been the rally Director for his much loved Hupmobile organisation within Australia on two separate occasions, he directed the National Hupmobile 100 years of Hupmobile in 2008 the first week long event for Hupmobile vehicles in Australia and again was the rally Director for the national event in 2016. He was awarded the National Hupmobile Doering award in 2008 for services to the Hupmobile movement in Australia. John was the rally Director of the very successful 2018 TAVCCA national rally in Forbes NSW. Through John's support, this rally highlighted the involvement of the Association of Veteran Car Clubs Australia.

The Association of Veteran Car Clubs in Australia (TAVCCA)

John Burke joined the Association following hearty discussions around veteran vehicles at the national rally in WA in 2007. John has held the positions of NSW delegate since 2008 and has been the national Chairman on two separate occasions. During his last term 2017-2018, he instigated changes to review the branding and publicity surrounding the Association. He introduced the midterm chairman's report and successfully introduced and facilitated changes to the business within the association. John has a passion for the association and veteran vehicles within Australia. He is keen to see the organisation forge ahead supporting advocacy and branding.

National Veteran Motor Cycle Rally's

Organised the first national motor cycle rally in 1997. The event is held every two years, and John has been the National Co-ordinator and has attended every event held since.

National Hupmobile Rally's

John has organised 2 of these events and has gone to great effort to encourage the participation of veteran Hupmobiles. These events have been extremely successful.

National Veteran Rally's

When only 6 years old he attended his first rally - the International Rally in 1970 with his parents. This gave him the taste for veteran motoring, and he has since travelled to all States to participate in National events including the multicylinder rally's, the two cylinder rally's, motor cycle rallies and Hupmobile rallies. John and his family have travelled to all States within Australia to participate in National events including the national multicylinder, 1 & 2 cylinder, motorcycle and Hupmobile rallies. John has attended the three national events in WA. He is a keen supporter and encourages the use of veteran vehicles.

Assistance to other members

John is a great inspiration to those who are restoring veteran vehicles. He is very enthusiastic, and this transfers to all those he advises and assists. He is free with sharing his knowledge and his large amount of technical data. He has assisted with parts and the location of vehicles for other restorers. On at least two occasions he travelled overseas to help a fellow restorer to locate and evaluate parts for his restorations. On another occasion, he travelled a considerable distance to successfully bid for a veteran car for an instate purchaser who could not personally attend. He has also travelled far and wide to assist others in picking up vehicles and parts. John has encouraged others outside the veteran car club to use his cars, thus attracting additional numbers and potential members to the organisation.

Restoration of veteran vehicles

Together with father Max, John has restored many veteran cars and motor cycles. Nearly all the work is performed in-house by them such as white metalling bearings, machining, mechanical, woodwork, sheet metal, painting, upholstery, electrical and even some nickel plating. They create vehicles which are very reliable and well-presented and a true testament to their abilities and perseverance.

Personal Collection

John has a very impressive collection of veteran cars and motorcycles.

TAVCCA Congratulates John on his contribution to the veteran vehicle movement and his recognition in being awarded the 2019 Montagu Trophy.

7th HCCA International Tour - Bathurst - 2019



Friday 30th August – Registration & Mayoral Reception
National Raceway Museum
Saturday 31st August – Millthorpe & Orange 130km
Champagne, Shrimp & Shenanigans.
Sunday 1st September – Father’s Day – Pit Straight Photos
& Show & Shine
Monday 2nd September – Tarana & Oberon 130km
Tuesday 3rd September – Abercrombie House
Lunch Skyline & Gas light Parade
Wednesday 4th September – Mayfield Gardens 120km
Movie – First Motor Crossing of USA.
Thursday 5th September – Newbridge & Blayney – Picnic
lunch at High School – Veteran drives for
kids. 130km

Friday 6th September – Perthville - St Joseph’s Convent – Morning tea and show for Perthville School Children
Final Dinner – Formal – Panorama Room – Rydges Resort – Mount Panorama – Farewells.

A great week of veteran rallying in the mountainous countryside of Bathurst, with the added participation of 31 HCCA members from Canada & USA as Swaggies.

We enjoyed great weather and many interesting discussions with our Swaggies who are now ambassadors for Australia.

The tour team of Russell, Christine & Andrea Holden aided by Rob Duffy, Chris Whitall & members of the Bathurst Car Club did a great deal of work to plan and give us a splendid week of veteran driving.

Special mention of my new lifelong friend Graham Clarke who as Tail End Charlie, with his team of helpers, provided daily help to Craig & I to get our Brush Runabout & Brush Coupe, over the top of the many challenging hills enroute.

I thoroughly enjoyed the Tour, which I believe is likely to be my last – 85 next year ?!, thus completing thirty nine wonderful years of veteran driving – my 1910 Brush D26 – now with the two cylinder Brush Engine, my 1910 Brush D24 – now with a replica Model E “Top Hat” Coupe body and my 1912 Franklin – after eight years restoring with the great help of my friend Keith Edwards and the help & guidance of the late Barry Perdriau.

I owe a great deal to the friendship and guidance of the Simmons twins, John & Geoffrey over the years, initially welcoming Keith & I when we joined the Veteran Car Club of Australia – NSW – inducting us into the fun of 1&2 Cylinder rallies – appointing us as “Honorary WESTIES” etc. etc.

John was my co-driver “Brush Across Australia” 1992, Darwin to Melbourne by Brush 1996, one of my co-drivers “Brush Around Australia” 2001, co-driver Sydney to Melbourne 2005.

Geoffrey in Georges Hall was our back up fix it man – the bloke who in 2001 with “Last Chance Engineering” Dave Mawer received two badly dented Brush motors – one busted in Melbourne and the other at Perth – made me a good engine and freighted it to Darwin – replaced my very tired third motor and that motor brought us back to Sydney and is still strong.

I owe a great debt to Graham Donges, who became my co-driver, replacing John at the last minute due to his hospitalization, on the 2012 Centenary Expedition “Brush Across Australia” – Graham valiantly coped with my many “sound offs etc” being both competitor and Expedition Director.





Friday - The duo of Brush Runabouts arrive in the Pits at Mount Panorama Raceway – Russell arranged for us to use the fully enclosed pits to work on the cars and for secure storage overnight.

Had dinner with John Wards and Terry Cook – much discussion on past rallies, old friends, Late George Green etc etc. memories great memories.

Saturday – Craig drove the “Top Hat” & I the D26 – I rapidly learnt how stupid I was as I had left the 30 tooth driving “Nularbor” sprockets on the D26 – great for crossing the Nularbor but – became a down hill racer and uphill slug – so I met Graham Cooke and his backup trailer who gave me lifts over the three worst hills.

Sunday – Easy day – took the duo of Brush Runabouts 50 yards out onto Pit Straight for the

Photos & Show & Shine – met most of our ‘Swaggies’ and other visitors and told many tales about the Brush being the first car to drive “Across Australia” – driven by Sid Ferguson –NOT by Francis Birtles ! A good PR event attended by lots of Bathurst citizens.

Monday - Off to Tarana in my D26 Brush – got hopelessly lost by foolishly following for 20 kms what I thought was a veteran car, 84 years old ,slightly deaf, poor eyesight !!! - which I found to be a ute with some canvas flapping in the back – my I phone told me I had gone 20kms in exactly the wrong direction – bummer – many more hills later I found the route and met all our veteran cars as they passed me going in the right direction ! Got another lift from Graham over the steepest hill and finally arrived at Oberon for a fabulous lunch by the Country Women’s Association. Made it back to the Pits in my Brush – mostly downhill I think ?



Tuesday – Fabulous old “Roco Colonial” Style Scottish Manor House – built in the 1870’s by the descendants of Major General William Stewart, Lieutenant Governor of New South Wales – a renowned heritage treasure of the Bathurst Region – home of the Morgan family since 1969. Abercrombie House had become somewhat derelict and the Morgan’s have spent the last 50 years restoring this magnificent colonial palazzo and sharing it with the community.

In 1910 the Stewart family purchased the 1909 Brush Runabout D28 for Pounds 505 in Sydney – family members drove the Brush to Bathurst, a distance of around 130 miles.

Mainly on dirt roads and averaging a speed of 14 miles per hour, they were forced to negotiate extensive snowfalls between Katoomba and Victoria Pass up to two feet deep.



DID YOU KNOW

• This Brush car is the oldest surviving ‘locally owned’ car in the Bathurst Region.

• It was purchased for £505 by the Stewart family of Abercrombie House. The family owned it until 1962 when it was given to the Historical Society.

• In July 1910 Morvyn Stewart collected the car from Sydney and drove it over the Blue Mountains, in mid-winter, to Bathurst travelling at an average rate of fourteen miles per hour, through axle deep snow with ropes around the tyres for traction.

• A team of nine Bathurst Historical Car Club members, led by Norman Rutherford, restored the Brush car to perfect running condition, over a period of two years, completed in 1984.

Specifics

- Single cylinder 7-10hp side valve engine
- Counter rotating balance shaft
- 2 - speed epicyclic transmission
 - Rear mounted transaxle
- Timber axles and artillery wheels

In 1965 Stewart’s daughter, Roslyn donated the “Bathurst Brush to the Bathurst District Historical Society

In each of my expeditions “Across Australia” in 1992 & 2012 I have been welcomed to Bathurst by the “Bathurst Brush” driven by Norman Rutherford – former Custodian.

Wednesday – The tour went to inspect the beautiful Mayfield Gardens – Alison & I had visited the gardens on three previous occasions so I took the opportunity to make a 460km return trip to my property at Piambong to get the 16 tooth sprockets and fit them to my Brush reducing the sprockets by around 50% and increasing the mountain climbing ability. This took most of the day and I just had time to clean up and was off to the movies and dinner.

The movie on the first crossing was excellent – the preplanning by the driver was practically non existent – this caused many delays. In 1912 when the Brush left Perth for Sydney on the first motor crossing of Australia, there had been excellent preparations and camel trains dropped off food, water, fuel and spares at a number of planned distances along the route.



Thursday – Newbridge & Blaney – My Brush with its lower gearing ran well and we enjoyed our visit to Newbridge and the railway museum – BUT 2 kms on way to Blaney, my Brush spat off its two chains on a steep hill – rolling backwards towards other veterans – not good ! – so I turned the steering and off the road we went down over the grass etc edge into a good 5 strand farm fence !!



Amazingly the wires held the back tyres, some what strained – but no damage – so along came Graham with his trailer and off home via Blaney where the school kids were enjoying rides in the veteran cars.

Friday – Tour is going only a few km to St Joseph's Convent for morning tea so I travelled in great comfort in John Ward's lovely Benz. Fascinating history of Saint Mary MacKillop.

We enjoyed another lovely morning tea and scones, jam and cream. No need for lunch. Loaded up our trailers ready for an early start home.



Showered, shaved, Top Hat, Brush Club Blazer and off to the Final Dinner – Panorama Room – Rydges.



Joined John Stanley's table (has the Empire I assembled from the Alan Rosebray collection) with two John Hanley's and wives or is it Handley ? The Victorian John Hand/ley has just bought a Brush and I & other Brush owners helped him get it started. Queensland John Hand/ley came on the 2012 "Across Australia" Expedition & is keen on the 2021 Brisbane to Broome run which Graham Donges & I dreamt up – very tempting – too old ? – may help with daily starts and finishes – a good run for my new 2019 Mustang ?

I presented Russell and Christine with Royal Crown Derby pottery mugs – a 1906 Cadillac Mug for Russell & a 1909 Silver Ghost Mug for Christine – on behalf of the Brush owners Register – with a Silver ? chain and Royal Italian named Club Medal for Andrea – the Holden Team gave us a great event – There were five Brush Runabouts on the Tour – Brush had more cars on the Tour as a % of model per thousand manufactured than Renaults, Model T's, De Dions – Brush came second to the Aerocar which had one on the tour and only 300 were ever manufactured.

Farewell

I want to thank all my friends, fellow acquaintances and each of the States Veteran Car Clubs – for their help to me and each other over the years – enjoy your veteran cars, drive them regularly – they can cover great distances. My Thanks.

Bob Lamond lamond2@bigpond.com 0409712101
"Solbakken" 267 Upper Piambong Rd PIAMBONG 2850

The Silver Stream



One of the world's rarest motor-cars is the 1907/09 SILVER STREAM 18/22 hp Roi des Belges touring car now in the collection of Mr. and Mrs. Denis Lucey of Portlaoise, County Laois, Eire. Only one Silver Stream was ever built or, more accurately, assembled and it has survived in totally original condition. Aimed at the quality market, the car failed as a commercial proposition, seemingly because it was too expensive or because its builder ran out of patience.

On a recent visit to the present owners at their home our contributor had the pleasure of examining this most outstanding vehicle and inspecting its massive historical dossier, which has survived intact.

When I was preparing my book, "The Automobile Treasury of Ireland" (Dalton Watson Ltd., 1979). I wrote to Denis Lucey for a list of the several veteran cars in his collection, suggesting at the same time that perhaps he might like to see some of them included in the book. Denis - who retired early in life from the profession of Veterinary Surgeon - kindly wrote back to me with a list of his lovely cars, but whereas I could decipher such well-known names as Wolseley, Wolseley-Siddeley and Germain his handwriting was sufficiently "medical" (i.e. illegible!) to conceal the existence of something called a "Silver Stream". I had never heard of it. Helpful as ever, I wrote back to him suggesting that perhaps the car whose identity was concealed by his calligraphy was a Stesroc or a Steudel; and when his reply arrived shortly afterwards it was the first time in my life that I came face to face with the name Silver Stream. All the reference books in my not inconsiderable motoring library were innocent of any mention of this strange marque, and they included the first and second editions of the world-famous Georgano Encyclopaedia. (Happily, the third edition of "Georgano" has now found a niche for the Silver Stream).

In June 1972 Denis Lucey first heard of the existence of the Silver Stream at the home of Mr. Peter Somerville-Large, a nephew of the original designer and the builder of the car, near Bray, County Wicklow. At the same time it was learned that the car was being offered for sale, and less than two hours later - the time it took to drive from Portlaoise to Bray - Denis Lucey became the new owner of this unique and exciting motor-car. Recalling the hectic rush to buy the car for his expanding collection of veterans, he told me: "it was the only occasion in my life that I ever broke the speed limit!"

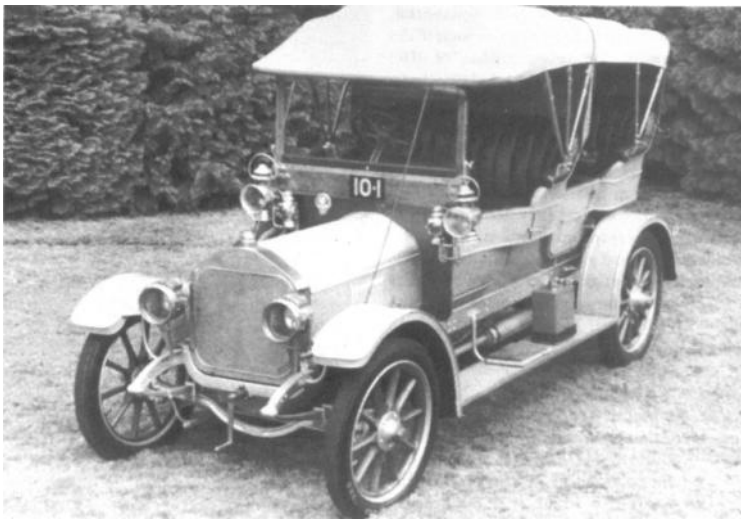
You could argue that Denis Lucey is technically the first owner of the Silver Stream, in that the Somerville-Large family were its “manufacturers” or assemblers between 1907 and 1909 when they set up a formal company - styled Somerville-Large and Company - fully intending to enter the business of motor assemblers and to produce the Silver Stream as a high-class marque in its own right. As we shall see, the enterprise failed and no more than one car was ever built. That car is the subject of this article.

The Silver Stream was the brainchild of Mr. Philip T. Somerville-Large (1848-1929), who lived at Carnalway, Kilcullen, County Kildare and was a member of a renowned Irish family. A civil engineer by profession, he specialised in the construction of railways in India where he spent many years. In February 1869 he became an engineer with the Indian State Railway and during the subsequent twenty-seven years he was engaged in a number of massive projects, including a 13-year stint on the construction of the North Western Railway, followed by the laying of 460 miles of track for the Bengal-Nagpur Railway which required several major bridges. In 1897- with the rank of Chief Engineer for railways in Gwalior State - he retired while still a relatively young man, but the next year he was off on his travels again, this time to China where he carried out a number of surveys for new railway lines authorised by the Chinese Government and entrusted to the British and Chinese Corporation. However, ill health overcame him and in the early years of our own century he was forced to quit work and to return home to County Kildare. It is believed that he was able to undertake some consultancy work, but, generally, enforced idleness did not lie easy on this energetic engineer.

What turned Mr. Somerville-Large's attention towards the construction of automobiles? Nobody knows for sure, but it is known that he had several wealthy friends in London and on the Continent whom he used to visit regularly, and many of these visits are recorded in his notes. These friends would certainly have owned motors of the highest quality, such as would rarely have been encountered in Ireland at the period in question, and it is reasonable to speculate that such machinery would have aroused his engineering instincts. As early as 1906 his thoughts were turning towards the design of a six-cylinder car based on the known power output and performance of his own car, a De Dierrich 16/24 hp, but the early calculations in his notebook (which has survived with matching pencil!) may have been a little more than a design exercise (in which attention to detail bordered on the fanatical). His objective appears to have been to improve on that which already existed, rather than to develop innovative ideas of his own, and in this respect he was somewhat akin to the great Sir Henry Royce, who had evolved his own six-cylinder engine - the 30 hp one - by 1904.

The notebook which I have mentioned is one of the most interesting items to have survived, because in it is reported every detail leading up to the actual construction of the Silver Stream. An entry dated Christmas 1907 confirms that by this time Mr. Somerville-Large (now aged about 59) had decided to enter the business world as an assembler of motor-cars. The entry in the notebook lists all the materials necessary to establish a motor assembly business - tools, dungarees, round punches, cold sets, hot sets, hammer sets, lathe tools, reamers, wedges, 5 lbs. graphite (5/6d!), leather for belting (5 ft x 3 ins., costing 2/9d!), copper tacks, self hardening steel, and much more. Every item is carefully described and costed to the penny.

In the large dossier which Denis Lucey acquired with the car are most - or possibly all - of the original catalogues and brochures consulted by Somerville-Large nearly 80 years ago. It was from these actual publications that he chose all the components from which the Silver Stream was ultimately built, and it is a fact that he selected only the best and most expensive items. Among the mass of documentation I remember seeing the following brochures and catalogues: Moteurs D'Automobiles Gnome (November 1908); Paul Dupressoir, supplier of rolling chassis (1908); Allumage Electrique Standard-Dreydal et Ginoche, Paris; the Hele-Shaw Multiple Disc Clutch, Liverpool (August 1908); three fine Malicet et Blin catalogues - two in French, one in English (1907 and 1908); Lowe Bevan & Co. Ltd. Birmingham, suppliers of hoods (November 1908); G.M. Radiateurs et Reservoirs - G. Moreux et Cie; The Willocq-Bottin Motor Lamp Company, Long Acre, London, and C. Jules Megavet & Co., Geneva, suppliers of radiators. Either by deliberate choice, or by force of circumstances, the new car was conceived as an Anglo-French hybrid, with greater emphasis on the French than on the “Anglo”! French running gear was clearly chosen because of the excellent supply situation in that country; and anyway had not France made a



Working to drawings, provided by Somerville- Large the coachbuilders completed the body in three weeks at a cost of £60 - time has proved what good value for money that represented.

speciality of furnishing components to all would-be constructors - especially in the *voiturette* class - since 1897?

As you can see from the illustrations on these pages, the Silver Stream is a fairly conventional 5-seater Roi-des-Belges touring car of the style and size prevalent at the time of its conception and creation, and the attention to detail that is apparent throughout the vehicle - not to mention the fact that it was and is the only one of its kind - confer on it the right to be considered an exceedingly interesting example of Edwardian design and engineering. To someone not fully acquainted with the superb workmanship displayed on this car, the Silver Stream might appear little more than an “instant motor-car” in the hallowed words of Lord Montagu, or the product of a “backyard dreamer” in the equally hallowed words of Mike Worthington-Williams, or a “bar job” in the more colourful words of our American cousins. * Such notions, were they to exist, could not be more grievously ill-founded, for the Silver Stream is a *magnificent* motor-car falling, as it does, into the pattern laid down by the acknowledged “greats” of automotive designers such as Royce, Pomeroy, Edge and Lanchester, to name but four, whereby the “trial and error methods of construction began to be replaced by careful calculations giving predetermined results”, to quote from the Karslakes and Pomeroy’s classic book *From Veteran to Vintage*. As with other great cars of the period, the Silver Stream was conceived on the drawing-board, “fathered” by a skilled engineer who knew all about mathematics, and in its final form was known long before it stood on its own wheels in the Somerville-Large workshop in mid-1909,

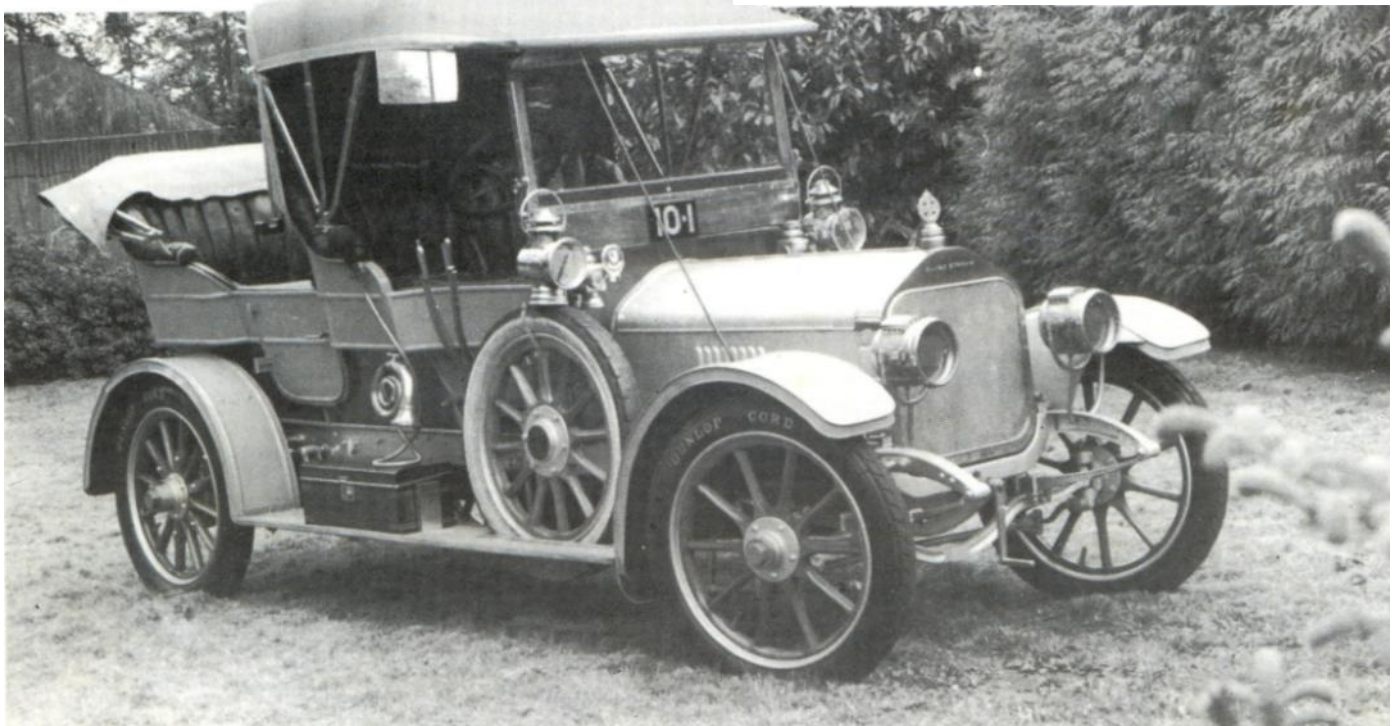
The following is a general description of the major ingredients from which the car is constructed:

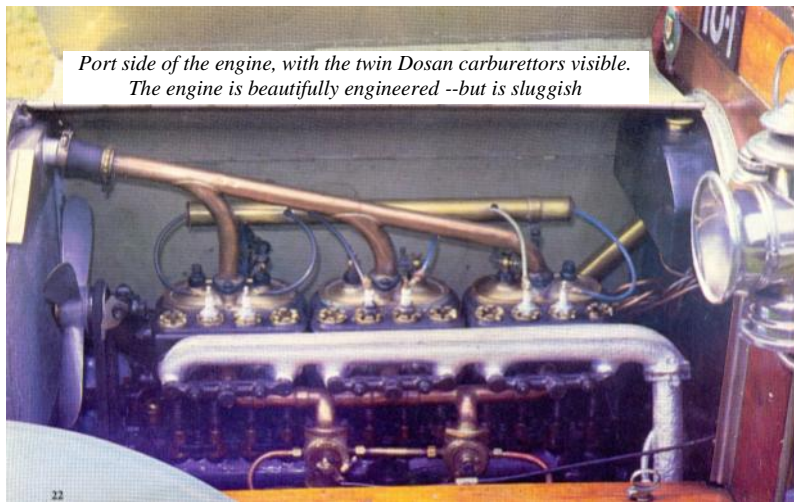
CHASSIS

A rolling-chassis, complete with gearbox (3 speeds plus reverse), axles, springs, wheels, steering gear, driveshaft and differential, was selected from the offerings of Société des Etablissements Malicet et Blin of 103 Avenue de la République, Aubervilliers, Quatre Chemins (Seine), a company formed in 1901 by Eugene Blin and Paul Malicet for the manufacture of motor components and their supply to assemblers both small and large. (The firm had 400 workers in 1906/7, so business was obviously brisk). By 1905 this firm had a ready-made chassis available, which was almost a complete motor vehicle except for the engine and bodywork. The chassis selected for the Silver Stream was the shaft-drive M.A.B. Type 53 which yielded a wheelbase of 10ft. and a track of 4ft. 5⅛ ins. (A chain-drive option on the same chassis was also available).

Mr. Somerville-Large was clearly not content merely to accept an off-the-peg chassis because the records prove that he issued detailed instructions to Monsieur Perroche of M et B as to how his order should be executed. For example, he instructed that all bolts were to be made of machined steel and secured in place by spring washers. The bolts designed to hold the clutch housing in position were to be screwed through the flywheel and were to be then further secured by the usual nuts.

The hood in one of its optional positions, imparting a more “sporty” image to this otherwise formal touring car.



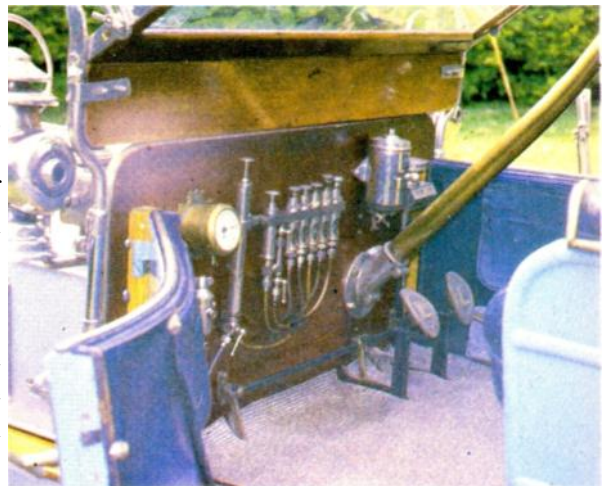


Port side of the engine, with the twin Dosan carburetors visible.
The engine is beautifully engineered --but is sluggish

ENGINE

More time and effort appears to have been expended upon the choice of a suitable engine for the car than on any other part. Many calculations were performed and graphs were consulted before the final choice was made. Denis Lucey showed me a graph taken from *The Autocar* dated 17th October 1908 which recorded the results of tests on a 14hp Wolseley, and this particular graph had been used by Mr S-L in the working out of calculations to assess the ideal combination of power unit and gearing for his own projected vehicle. Initially, a six-cylinder engine measuring 90 x 102mm was the preferred option but the final choice lay in a

Gnome six Type 6DMB with dimensions 85 x 90mm (3065cc 18/22hp) selected from the lavish, illustrated catalogue dated November 1908 provided by Societe des Moreurs Gnome. (Ironically, the Gnome firm, founded by the Seguin brothers, never achieved fame as automobile engineers, but they did achieve immortality as a result of their revolutionary rotary aero engine). The car engine cost £67.10.0 and was fitted with a Bosch DR6 magneto (costing £15) at the behest of Mr S-L to complete the dual ignition system. Today the engine is a gleaming show-piece kept in immaculate condition by the present owner. Originally only one Dosan carburettor aspirated the engine, but this - in Denis Lucey's opinion - failed to supply adequate mixture to the rearmost two cylinders with resultant diminution of power output. To correct this defect in the original design he has fitted a second, but original, Dosan carburettor to the inlet manifold. The second unit - still in its original cardboard box- was purchased at the Beaulieu Autojumble some years ago and it would be interesting to know the odds *against* finding such a rare "gasper"! The second Dosan was not fitted immediately, because Denis Lucey spent two further years agonising over the pros and cons of tampering with the absolute originality of his car. It was not an easy decision to make but the results justify the modification to twin-carb specification. He is convinced that Mr S-L - had he lived into our era - would have effected the same improvement because the more even distribution of mixture to each of the six "pots" has yielded definite improvements in pulling power, but the car is still not really capable of exceeding about 35 mph (which is positively lethargic in comparison with the 60 mph plus which Denis and his wife can achieve on their superb 1904 chain-drive Germain 40 hp). Lubrication of the Gnome engine is by the total-loss system from a pressurised oil tank on the engine side of the firewall and fuel delivery is by gravity, assisted by a pressurised petrol tank which lives under the front seat.



The instrumentation and controls on the Silver Stream are simple and orthodox - clock, pump for pressurising **both** oil and petrol tanks, central lubrication bay, trembler coil, speedometer with integral odometer and conventional pedal arrangement.

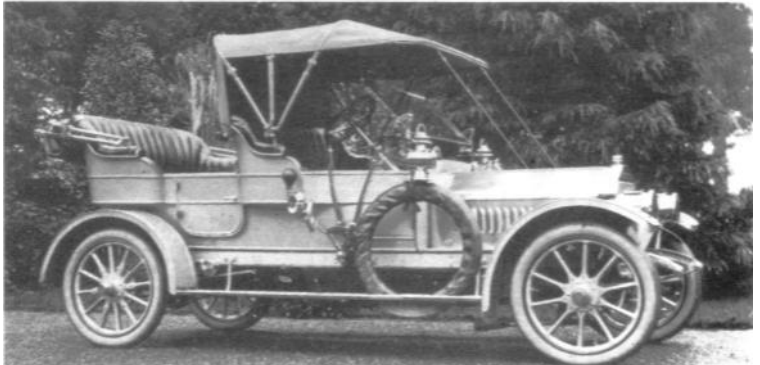
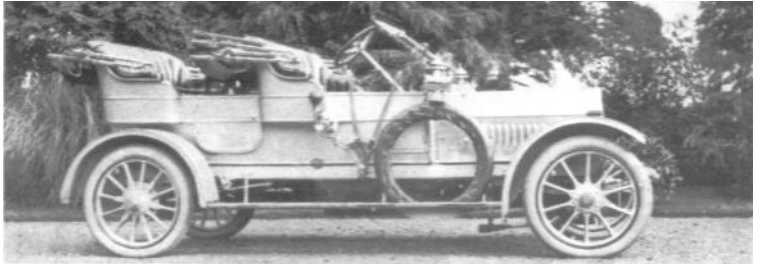
CLUTCH

The only British-built mechanical component - apart from the drip-feed lubricators (made by Rotherams of Coventry) - is the famous Hele-Shaw multi-plate "metal-to-metal" clutch manufactured and supplied by The Hele-Shaw Patent Clutch Co. Ltd. of 36 Chatham Street, Liverpool. Today, taking up the drive in the Silver Stream is a smooth and gentle experience, and Denis Lucey believes that it's about as near to modern-car perfection that you are ever likely to find on a veteran. Around the time of the Silver Stream's construction the Hele-Shaw clutch was being energetically advertised in the motoring press, with emphasis on "smoothness of starting and running", "reduction of upkeep" and "durability and efficiency". Under all these headings the clutch scores full marks from Denis Lucey three quarters of a century later. (As is well known, the Hele-Shaw clutch was supplied to renowned manufacturers such as Vauxhall and Aston Martin. One of the all-time classics - the "Prince Henry" Vauxhall - was so equipped. The clutch could, apparently, cope with engines from 6hp to 120hp and was fitted to the early Brillie buses of Paris, vehicles which - like the Model T Ford - had really only two forward gears: one for starting and the other for normal running. The intermediate speeds were obtained by "slipping" the Hele-Shaw clutch!)

COACHWORK

The elegant and delightfully proportioned Roi-des-Belges body on the Silver Stream was designed in minute detail by Mr. Somerville-Large, who produced a full set of blueprints to one-fifth scale which still survive in perfect condition in Denis Lucey's collection. The general concept for the body style was evolved in December 1908 while Mr. S-L was holidaying in Switzerland. When the plans were ready he sent them off to several British coachbuilders seeking quotations. The lowest price was quoted by the illustrious firm of Salmons (Newport Pagnell) who were duly commissioned to build and fit the body for the sum of £60. The work took only three weeks to complete and the body is a delightful combination of wood and aluminium panelling.

The body is somewhat unusual - though. I suspect, not unique - in that the rear tonneau section can be removed from a point midway beneath the rear doors, and the car can quickly and easily (given a number of willing hands!) be converted to a sporty two-seater by positioning a special dickey section, containing a single "mother-in-law" seat, in the space vacated by the tonneau. Needless to say the dickey has also survived in 100 per cent original condition and is currently resting on the rear end of a 1910 Wolseley 20hp which Denis Lucey is thinking about restoring. The "cape-cart" hood - manufactured by Lowe, Bevan & Co. Ltd, of Clarence Works, Birmingham - is fashioned in a manner that permits the hood to be used equally well with both body styles. This is accomplished by



The view of the completed Silver Stream taken in 1909 which underline how astonishingly original the car still is. (Photos courtesy of Michael Worthington-Williams).

attaching the front and rear panels with turnbuckles, and the design allows several permutations to be used, such as 5-seater with hood up or down; 2/3-seater with hood up or down; and 5-seater with front section of hood up and rear section down. The windscreen is rather unique being, as it is, curved outwards at the top and must be one of the earliest known examples of a "curved windscreen"! The purpose of the design is obscure. One explanation is that it was an early attempt to improve the aerodynamics of the car by deflecting the wind "up and over" the hood section, but there is nothing in the records to prove or disprove this theory. Another possible explanation is that it was an attempt to prevent rain from being blown over the screen and into the faces of the front-seat occupants. In rain, one had to drive the car with the screen raked backwards towards the driver so that he could peer over the top. Driving the car with the screen in the upright position is a unnerving experience as it gives a very distorted view of the road ahead.

THE IRISH CONNECTION

Quixotically, very little of the car is actually Irish apart from its original conception and assembly. However, Denis Lucey points triumphantly to two items on the car which are decidedly Irish: its two headlamps: These were made by C.E.J. whose address is embossed on the lamps simply as "Belfast and Dublin". The lamps are, and always have been, nickel plated - like the car's radiator - in order, no doubt, to harmonise with the "Silver" in the car's name. The oil sidelamps are by Frankonia, which one must assume was a French make.

THE NAME

You are probably wondering about the name "Silver Stream" and asking yourself what prompted Mr. Somerville-Large to choose it. Unfortunately, you will have to keep on guessing because the name is an enigma: nobody is certain as to its origin though several educated guesses have been made over the years. One explanation is that the name was suggested by the Rolls-Royce *Silver Ghost*, a charming name conjured up by that company in 1907 when they built a silver-coloured 40/50hp car specially for publicity and christened it *The Silver Ghost*. I am referring to the fabulous, and one-and-only, AX 201 now owned by Rolls-Royce once again, which gained enormous publicity during and after the 15,000-mile trial that lasted from June to August 1907. Another explanation is that the Somerville-Large car was named after some peaceful stream in the vicinity of its creator's home, but no such stream can be located! A third guess, and one supported by tradition within the Somerville-Large family, is that the name was inspired by the refrain in Tennyson's famous poem. "The Brook", which runs as follows "For men may come and men may go, But I go on forever".

The hope was that the car, like the brook or stream, would “go on forever” and Mr Somerville-Large did at one time confide this information to a niece. Curiously enough, this information of immortality was also reflected in advertisements for a 1907 30hp 6-cylinder car marketed by Brooke Motors (London) Ltd., 35 Albermarle Street, London. Their adverts earned the additional legend “I run on forever”.

COMMERCIAL FAILURE

The fact that only one car was ever built is adequate testimony to the failure of the Silver Stream as a viable proposition. The usual explanation is that the car cost, too much to build (like the Alex car of Edinburgh, which was also powered by Gnome and which crystallised in one solitary vehicle but the detailed costings left in Mr S-L's notes indicate that the aggregate value of all the bits and pieces came to less than £370. However if one adds in the overhead costs plus a notional sum for labour in putting the car together plus a profit margin adequate to justify the enterprise one was probably talking about a list price of say £600 to £800 which was too high considering that the Rolls-Royce 40/50 chassis was being sold at less than £1,000. The cost of the Silver Stream would therefore represent about £35,000 at least in today's inflation ridden money.

THE CAR TODAY

The Silver Stream lives in a private museum at the rear of Denis and Mary Lucey's house which it shares with a delightful selection of other pre-1914 cars, most of them of the Wolseley persuasion. Some of the oldest bicycle (“velocipedes”) in the world have also been avidly collected by Denis and his wife and are on show along with the cars. The museum is not suitable for casual trippers, but genuine enthusiasts who call to “talk” veteran cars will receive the warmest welcome imaginable, as I have received more than once. The old cars are part and parcel of Denis Lucey's life, they are almost a second family.

**Footnote.*

It is salutary to recall that in the early years of our own century several men of means and imagination - and some with only imagination - devoted their talents to building one-of! motor-cars while others sought to “mass produce” cars constructed entirely from bought-in parts. Let us reflect on the fact that the great Nufield “empire” as founded on the humble 1913 Morris Oxford which sported a White and Poppe engine. Sankey wheels, Wrigley rear-axle and Raworth body-work!

Copied from The Automobile September 1984

Light-Hearted Humour

The Tomato Garden

Angelo, senior retired shoemaker lived alone in Brooklyn, NY. He wanted to plant his annual tomato garden, but it was very difficult work, as the ground was hard. His only son, Vincent, who used to help him, was in prison. The old man wrote a letter to his son and described his predicament:



Dear Vincent,

I am feeling pretty sad because it looks like I won't be able to plant my tomato garden this year.

I'm just getting too old to be digging up a garden plot. I know if you were here my troubles would be over. I know you would be happy to dig the plot for me, like the old days.

Love, Papa

A few days later he received a letter from his son

Dear Papa,

Don't dig up that garden. That's where the bodies are buried.

Love, Vinnie

At 4a.m. The next morning, FBI agents and local police arrived and dug up the entire area without finding any bodies. They apologized to the old man and left. That same day the old man received another letter from his son.

Dear Papa,

Go ahead and plant the tomatoes now. That's the best I could do under the circumstances.

Love you, Vinnie

Courtesy of Ron Hattersley



The above newspaper clipping was forwarded to our Secretary by Bob Trevan.

Handing On Your Vehicle

Jenny Fawbert

I've just published an article in the CHMC's *Bush Telegraph* that members might find interesting, so herewith a note about it for *Spit and Polish*.

Regards

Jenny

Heritage vehicles have a way of becoming part of the family, it is important to protect them too when you are no longer able, and to protect the interests, financial or emotional, of your family in those vehicles. An article that covers some ideas and practical suggestions that you could consider if you want to provide the best for the future of your heritage vehicles has been published in the September 2019 issue of the *Bush Telegraph*.

Death, serious illness or injury can force your family or friends to make decisions for your vehicle/s and shed "stuff". To ensure that you have given them the best chance to manage your collection if they retain it or to profitably sell it, there are some relatively simple actions you can undertake. The full article can be read online at <http://www.heritagemotoringcouncil.org.au/bush-telegraph.php>

Classifieds

**Please note ALL ADS MUST include the price and if you wish ONO
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:

The following items are offered for sale by way of a best near offer as part of a clearance of an estate. Vehicles/projects are offered as a bundle as listed below to the best offer received by **30 September, 2019** on the condition that the item is fully paid for prior to pick up. Successful buyer to remove from the vehicle and/or parts from their current location no more than one month from the date of the acceptance of an offer. All items are located in Sydney and are pick up only.

1915 Overland Model 80 Tourer restoration project consisting of: Rolling chassis (#TRH 80.10562) with drive train (engine #80.10662) , axles, wheels and hubs. A newly cored Model 80 radiator and surround (not fitted to car), Front guards, bonnet and scuttle are included in the bundle, together with the original radiator core, a spare Model 80 engine (#80.16101/6) and sundry parts. No bodywork other than that listed. \$3,500.

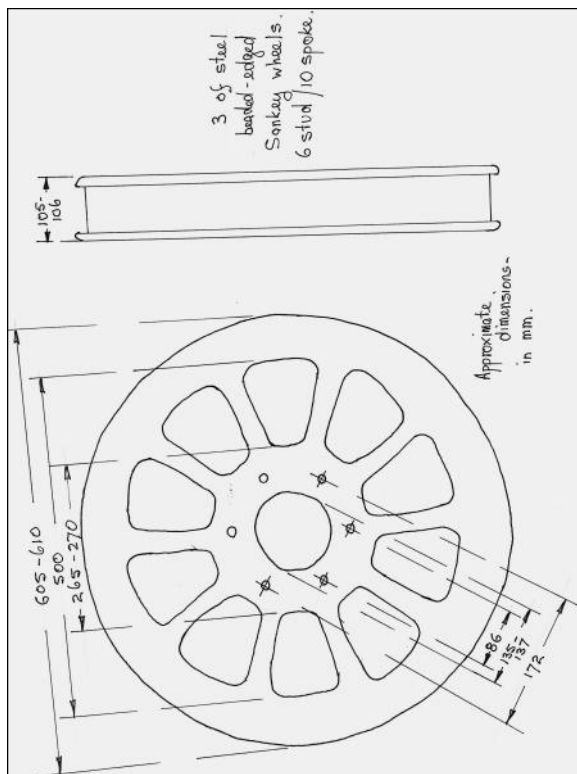
1916 Overland Model 83 Tourer restoration project consisting of: chassis (#TRH 50709), Front axle, engine (#83.50620), radiator, scuttle, drive train components and multiple sundry parts. \$2,500

1925 Hupmobile Tourer (chassis #R175456, engine # R154773) fully restored. Spare engine and other parts included. \$13,000 negotiable

Contact: For further information relating to these vehicles and parts please contact Jim (Executor) in the first instance on 0466 971 302 or jinderal@yahoo.com. **Please note:** text messages and emails are preferred as my mobile number will be unanswered during the day.

[8-19]

3 Steel Sankey beaded-edged wheels, as per drawing and photos. \$300



Contact: John Prentice Ph: 0408 476 644

[8-19]

For Sale: (cont.)

Wheel 510mm diameter Approx. \$50.

Magneto Lavalette 1 cylinder. Appears in really good condition. \$250

Magneto Bosch DA2 for 1 cylinder engine, looks to be in very good condition. \$250.



Contact: Laurie Garrod (02) 9958 5368 (M) 0428 254 029
[9-19]

Brass sidelight made by Howes & Burley Ltd, Birmingham size #10 Complete and in excellent condition except for small chip on edge of glass. No dents. Red glass in back. Very well made and would polish up beautifully. Size 27cm high. lamp section 14cm long x 12 cm wide, weight 1.3kg. Price \$300 o.n.o



Contact: Joan or Don Bailey on 0404 091 235 or at jdlugarno@yahoo.com.au
[9-19]

Swap or Sale:

“Grey” front axle c/w Hubs.

4 cylinder Buick (I think) Rear axle c/w axles and crown wheel.

Chev front axle and hubs (pre front brakes).

Buick (McLachlan) rear axle (14” brakes).

2 x “Overland” rear axles. One with beaded edge wheels, one with straight side wheels.

“Essex” front axle (5.00 x 21” wheels).

2 x Model “T” steering column & assortment of wheels.

A selection of Windscreens and Windscreen Frames.

Wanted; Swap or buy: Quadrant, Throttle and Timing Controls to suit model 45 Buick.

Contact: Dave Salter 0428 952 899

da5053@outlook.com

53 Buninyong Road DUBBO NSW 2830

[8-19]

Classifieds

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)
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