

# SPIT AND POLISH

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

October 2022



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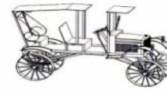
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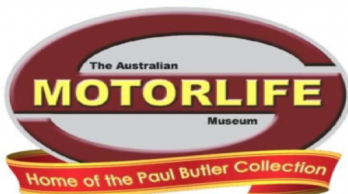
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# TABLE OF CONTENTS

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

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

Club Information.....	Page 2
Minutes of the September 2022 Meeting.....	Page 3
President's Report .....	Page 8
Editor's Report.....	Page 9
A Good News Story.....	Page 9
VCCA NSW Constitution Sub Committee Report .....	Page 9
Remembering Dennis Ballard.....	Page 11
Events Calendar .....	Page 12
Event Report: Bob Hobson Memorial Rally.....	Page 14
Event Report: Sydney North Breakfast Run.....	Page 17
A Brief History of the Humber Company.....	Page 19
Event Report: Brisbane to Broome.....	Page 23
Classifieds - for sale and wanted.....	Page 25



**ON THE COVER:**  
Len Sheen's 1914 Humber



# Club Information

## Club Management and Contact Details

### OFFICE BEARERS

<b>President</b>	Phil O'Loan	0439 223 031	president@vccansw.org
<b>Vice President</b>	Graeme Newman	0412 138 063	vicepresident@vccansw.org
	Peter Martin	02 4657 2994	vicepresident2@vccansw.org
<b>Secretary</b>	Louise Yeomans	0488 082 611	secretary@vccansw.org
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### COMMITTEE MEMBERS

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<b>Editor</b>	Lauren Newman		editor@vccansw.org
<b>Committee Member</b>	Ian Shinfield	0411 214 495	ivselectric@optusnet.com.au
<b>Committee Member</b>	Andrea Holden	0434 680 777	hall.av@vccansw.org

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<b>Events Co-Ordinator</b>	Graeme Newman	0412 138 063	events@vccansw.org
<b>Web Co-Ordinator</b>	Abbey Newman	02 4392 1035	web@vccansw.org
<b>Library Committee</b>	Jenny Fawbert	John Grant	
	David McCredie	David Norton	
	Louise Yeomans		

<b>CMC Delegate</b>			
<b>Investigation &amp; Dating:</b>	John Burke (Chairman)	0412 821 945	investigation@vccansw.org
	John Brumby	0414 844 254	
	Neil Martin	0417 236 495	
	Ian Streatfeild	0488 238 177	

### BRANCH CHAIRMEN & SECRETARIES

#### Newcastle Branch

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

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# Minutes

Minutes of Monthly Club Meeting held on 22 September 2022. Conducted at the hall and by Zoom.

## ATTENDANCE

Committee: 7 Members at the hall: 14 Members on Zoom: 10 Member's family: 3  
Visitors: 1 Total at hall and on zoom: 24

## MEETING OPENED AT 8:10PM

**APOLOGIES:** Rod Holmes, Melinda Kovacs, Lynette and Neil Martin

## PRESIDENT'S OPENING REMARKS

The President, Phil O'Loan, welcomed members to the meeting. He congratulated Sarah Gotley and Brett Corrigan on their marriage, and Rod and Ruth Holmes on their 50th wedding anniversary. In memory of Queen Elizabeth II the club held one minute's silence to remember her.

The President and his wife Terri enjoyed the Bob Hobson Memorial Rally. Gill and Greg Roberts organised a fantastic event with fabulous catering from Robyn Betts. The runs were good. Only on the last day did the weather turn. Bob has given a good send off with a guard of honour of veterans. The Talbot's brakes overheated and locked. The brakes have been relined and are being refitted. He again thanked the Roberts and there was a round of applause in appreciation from club members.

## MINUTES PREVIOUS MEETING

Matters arising from minutes: Nil

Proposer: Graeme Newman Seconded: Jenny Fawbert

## INWARDS CORRESPONDENCE

John Hewitt - resignation

Peter Kable – membership proposal

Application from Henry Orton

Seconded: Jenny Fawbert

CHMC Meeting Tamworth 29 October

National Trust – receipt of Paul Butler application

Les Johnson – diary

Stephen Primmer – change of address

VCCA(Tas)Inc – letter to support our nomination for Montagu award

NSW Fair-trading – amendments to model constitution

Northern Mash Group Run

Russell Holden - Pre 1905 Tour in Forbes September, 2023

October 2022

Newcastle Branch minutes

OUTWARDS CORRESPONDENCE

Certificates and badges to Bryan Inder and Leon Smith

Peter Kable

Henry Orton – pre-membership

National Trust – Paul Butler application

John Wards – thank you for presentation

W. Bishop, R. Doughty, R. Duffy, A. Foy, N. Heilbrunn, B. Inder, A. Marwood, D. Salter, L. Smith and A.

Wood - Thank you for library donations

VCCA(Tas)Inc - thank you

Gill and Greg Roberts – thank you

Emails: FFAF, reminders about membership dues

Moved: Will Garthon                      Seconded: Lauren Newman

**TREASURER'S REPORT**

The Treasurer's report was tabled.

Moved: David McCredie

Seconded: Will Garthon

**MAGAZINE**

The Editor requested more copy or there is unlikely to be a full magazine! She would like a report of the Bob Hobson Memorial Rally. The printing options for printing are being considered for 2023.

**EVENTS**

PAST EVENTS

Euan and Wilga Coutts attended the Hupmobile National Rally and reported that the weather was perfect, the runs were great and a free dose of COVID was on offer. Six veterans were on the rally.

## COMING EVENTS

### **23 September** - Northern Mash Group Run

Change for this Friday only. No morning tea at Camden. Meet for lunch at midday for lunch at Teas and Greens in Wilton. Please advise Robyn and Bill Betts of your intention to attend as the numbers are needed for catering.

**2 October** – Northern Sydney Breakfast Run to Brooklyn Park. Contact Louise Yeomans for details.

**8 October** – Invitation to Luskintyre Airport to see the restored tiger moths. Contact Graeme Newman for details.

**25 September – 1 October** Model T Ford Rally Dubbo – see website for details

**23 -28 October** National Veteran Vehicle Rally Busselton – see website for details

**4-6 November** Premier Rally Blackheath- cancelled Mal Garthon expressed his disappointment at the cancellation of the event

**6-10 March 2023** Premier Rally Orange. Accommodation details in August Spit and Polish. Please complete an EOI if you are going to the rally as it will assist in planning. There will be 3 full days on the road. On the Wednesday, the rally will visit Miss Traill's Cottage and it is hoped that the National Trust will cater for lunch. On Monday there will be a visit to Millthorpe Museum. One and two cylinders will be able to handle the roads.

## **PERMIT TO MOVE/REGISTRATION**

There were three renewals (Richard Yeomans, Greg Roberts and Bob Bennett).

## **LIBRARY**

On Wednesday 14 September the library team worked hard. The two new filing cabinets were installed and are almost full with information on makes of vehicles and specific car parts. David Norton has the scanner working and scanned some early rally pamphlets. The cupboard in the committee room was tidied. Peter Kable visited and found the relevant copies of Spit and Polish he was looking for with information on a car made in Japan. Peter mentioned that there were pictures in the small hall and wondered where they had gone. Graeme located the missing pictures in the loft. This led to a discussion on where they should be hung and as a result some pictures were removed in the hall for refurbishment. Some belong to other clubs, such as Land Rover (honour board), Vintage Motorcycle Club of Australia and the Citroen Car Club. These clubs will be contacted and asked to collect its pictures.

Some items were identified as in need of conservation – three receipts 1905 Motor Trade documents. As the restoration will cost up to \$1000 for the three documents the club is seeking a sponsor or sponsors to enable the restoration. Donations of \$180 have been received for the library fund which will go towards the costs. All sponsors will be acknowledged.

## **DATING**

From John Burke received 11 September 2022 read by the President.

I have spoken at length with Mr Orton of Merriwa re his two veteran cars, from discussion and review of photographs I am happy that both these cars, Renault and Wolseley meet the requirement for membership. John Brumby and I are visiting him next week to conduct road worthy inspections for



October 2022

registration purposes. I have reviewed the Indian motorcycle for membership and it is as presented. 1911 model C. Apart from these activities dating and investigation has been slow.

I will be making changes to the dating and investigation committee due to age and health of present members. I wish to thank Neville Preston and Max Roberts for the work they have carried out over many years. I welcome John Brumby (0414 844 254) to the I & D committee.

Committee members: Chair John Burke Members: Neil Martin, Ian Streatfeild, John Brumby.

Numbers have reduced by one, and in the current climate a committee of four is quite workable.

## **MEMBERSHIP**

An application from Henry Orton (1911 Wolseley and 1908 Renault) was voted in unanimously by club members. Applause welcomed Henry into the club. Application from Paul Barglik – 1911 Indian 7HP (already verified as a veteran) and one from Tom Killingback will be voted on at the next club meeting.

## **CMC**

John Hewitt has resigned so the club needs a new delegate. See the President if you are able to assist.

## **HALL**

The sewer and plumbing need repairs. A working bee will be organised when Phil O'Loan returns from Hong Kong, probably in about 4 to 5 weeks.

**WEBSITE** Nothing to report

## **GENERAL BUSINESS**

### **1. Updating Club Rules - Andrea Holden**

Membership options will be discussed at the October meeting. The options will be published in Spit and Polish.

### **2. Delegates for CMC and CHMC**

The club needs a new CMC representative with the resignation of John Hewitt. Jenny Fawbert has kindly agreed to be the club's representative for CHMC.

### **3. Report from meeting with RTA (Graeme Newman)**

An official report is yet to be released by CHMC but Graeme reported that the Police are taking action on drivers who abuse the H scheme.

### **4. Pre 1905 Rally**

Russell Holden proposed that VCCA(NSW) work with VCCA(Vic) to organise a Pre 1905 annual rally in September each year. Greg Smith in Victoria has been organising a similar event. He and Russell would like to promote the early veteran era and promote interest. The event is recognised nationally by TAVCCA and would involve Victoria, NSW and South Australia on rotation. i.e., NSW 2023, SA 2024, Vic 2025, and NSW 2026. Chris and Russell Holden would organise and run the tour at Forbes in 2023. Currently there are 121 pre 1905 listed on the TAVCCA directory and this doesn't include museum holdings. Russell asked the NSW club to support the initiative in partnership with the Victorian club. The President responded that the club is always looking for more events and would encourage members to support the event. He asked Russell if he intended to join VCCA(NSW). It will be discussed by the

committee. Russell requested a response before the Pre 1905 event to be held at Ballarat next week so the event for 2023 could be publicised by Greg Smith. The President thanked Russell.

**5. Calendar for 2023**

Please send dates for any events for 2023 to the secretary by the end of October.

**6. Christmas Party - 24 November - BBQ**

The Christmas Party will be held at the hall on 24 November from 6:30pm. Members are invited to bring their partners. A BBQ and drinks will be provided. Members are requested to wear something Christmassy.

**7. Donation of a sketch**

Barry Shinfield received a donation of a pencil sketch of a veteran car from a member of the VSCCA (David Holyoake) to be raffled.

**MEETING CLOSED AT 8:56PM.**

The raffle was drawn.

Phil O'Loan  
President

Louise Yeomans  
Secretary



October 2022

# President's Report

By Phil O'Loan

A very personal thank you to all members who passed on their condolences for my mother's death last month. She was a very special lady and I will always have fond memories of her.

On a brighter note, Terri and I will be flying to Hong Kong in October to visit our daughter and grandkids. We haven't visited them since Covid started and we have missed a number of years of the children growing up. Hopefully I will be back in the country for our October meeting.

A special thank you to Greg and Jill Roberts for organising the Bob Hobson Memorial Rally in Cowra. The Rally was an outstanding success and was very well organised, while being relaxed and casual. The participants enjoyed fantastic roads, well suited to veteran cars. A worthy mention to Robyn and Bill Betts who worked behind the scenes, particularly supplying the catering on a number of the days, which I can say was superb.

During the rally my Talbot developed brake issues that eventually caused us to retire on the second last day. As it turned out, a spring had failed on one of the brake shoes causing the pads to overheat and lock up. When back home, I took the drums off to investigate and found that the brake lining had completely delaminated. I took the shoes to Leon at BCA Friction Materials and remarkably he had new linings installed on my shoes within a week. Thank you Leon.

Please note that the Premier Rally to Blackheath in November has been cancelled due to lack of numbers. This is particularly disappointing as Mal Garthon put a lot of effort into its organisation and it would have been a memorable rally.

As I said last month, there a number of club events on the calendar. If you haven't already, and are intending to go to one or more of the scheduled rallies, please register your interest with the rally organisers, (particularly for the 2023 Premier Rally in Orange) so that more accurate numbers can be identified to ensure a successful event.

Happy Motoring.



# Editor's Report

By Lauren Newman

Thank you to the members who have contributed to the magazine this month. There are a few event reports included which is excellent to see. A big shout out to Jenny Fawbert who sent a new article to my inbox before the end of the last meeting (following my rant)! As Uncle Neville used to write every month - this is your magazine. If the magazine is reduced in size due to lack of contributions, it is a reflection on the club as a whole, so have a think about if there is anything you can contribute to the next magazine - the last one for the year. Lets make it a good one!

Stay safe, stay dry and happy reading.

# Good News Story

By Garry & Tania Canton

On the October long weekend our daughter Tara married the love of her life Jonathan after their wedding date had to be postponed from it's original planned date in 2021 due to the NSW Covid lockdowns.

It was a beautiful sunny day down in Bowral and after a few jittery nerves about the rain the day before, we all awoke to a very foggy dawn that soon cleared to let the sun shine brightly upon as all.

It was Garry's great privilege and honour to be able to use his freshly polished 1917 Dodge as the wedding car on the day.

The wedding was perfect and the Dodge proved to have many admirers, being very popular in photos on the day. The Dodge also had its first Instagram appearance when we noticed it had been posted on an Instagram reel by Milton Park Country House Hotel & Spa Bowral where the wedding ceremony and reception took place - a definite first for this 1917 Dodge!



# VCCA NSW Constitution Sub Committee Report

## Recommendation for shared membership structure

To all VCCA members,

On behalf of the VCCA committee, a new membership structure is being recommended for the club members to consider. More details (including background of what is currently in place) can be found below. The committee wishes to consult all members to gather feedback and other ideas on whether this membership structure would be beneficial for the club. Any feedback or discussion should be brought to the October general meeting or sent to the committee prior to the meeting.

Background on existing membership:

- 1 ordinary member = 1 person (must own a veteran car)
- 1 associate member = 1 person (does not have to own a veteran car)
- 1 junior member = 1 person under 18 years old

### **Recommended shared membership:**

- 1 member = 1 or 2 people that sign onto the membership
  - Note: at least 1 of the 2 people must own a veteran car
- 1 associate member = 1 or 2 people (does not have to own a veteran car)
- 1 junior member = 1 person under 18 years old

Other notes:

- The membership will have 1 set of main contact details (name, address, phone number) which will be used for club communication and address for the Spit and Polish
- If the partnership dissolves and one 1 person wishes to remain on the membership, this will default to the person who receives the Spit and Polish on behalf of the membership
- Only 1 person per membership is allowed on the committee
- Each membership has only 1 vote. If there are two people on 1 membership, then the pair needs to decide how they would like to use the vote. Either person can vote on behalf of their membership.
- An honorary member can be given to either person (or persons if the pair are both deemed to be honorary members) on the membership

The hope is that by changing to the shared membership structure, the hobby that we all love, will be shared between partners and families, and attract more members to our club. Additionally, we hope that some of our existing members will feel more included and embraced in the club.

Please bring any points of discussion to the October club meeting (27<sup>th</sup> of October), or feel free to contact any committee member to discuss your thoughts prior to the meeting.

King regards,  
Andrea Holden  
Chairman, Constitution Sub Committee

# Remembering Dennis Ballard

By Jenny Fawbert

I first met Dennis back at the beginnings of the Veteran & Vintage Chev Club, 50 years ago, which Dennis reminded me of when we worked on "Great Gatsby" filming. Our paths crossed briefly quite a few times over the years on various rallies. But on Gatsby, as well as both of us being among the very happy band of owner drivers who turned up day after day, Dennis and I became "talent" as extras tasked with crossing the film set road at White Bay, moving from a line of real parked cars to an imaginary "row of shops". In full costume, with me in heels and toting a handbag and a canary in a bird cage (heels, handbag and birdcage are not my usual wear or accessories!) Dennis and I, and several other vintage car owners, whose vehicles also were among the parked cars, practised crossing that road over and over, quicker and quicker, as the stunt driver steered the yellow Jay Gatsby Duensenberg faster and faster among us, and the Safety Crew, the Director and camera crew tinkered with the shot at each rehearsal.



I don't know how many rehearsals there were, nor how many times we repeated that crossing when it was filmed, but by the time they called it a wrap that Duesenberg was going among us as fast as it looks in the movie, and I was very grateful for Dennis' steady arm to keep me from tripping.

For Dennis and I it was all pretty much a lot of laughs. We were tasked with first, safely crossing the road at the same spot every time, and then going up to a huge wall of green screens (that later would have shopfronts digitally imposed) and pretending to do some window shopping. Though we were strictly instructed, as all the dozens of extras were, to replicate exactly each take where we were and what we did, Dennis introduced a running commentary for just he and me when our backs were to the camera as we approached the green screen/ fake shop windows, "look at that washing machine, let's see how much it is", "they've a special today on .....", "I like that shade of green", and such.

For Dennis and I it was all pretty much a lot of laughs. We were tasked with first, safely crossing the road at the same spot every time, and then going up to a huge wall of green screens (that later would have shopfronts digitally imposed) and pretending to do some window shopping. Though we were strictly instructed, as all the dozens of extras were, to replicate exactly each take where we were and what we did, Dennis introduced a running commentary for just he and me when our backs were to the camera as we approached the green screen/ fake shop windows, "look at that washing machine, let's see how much it is", "they've a special today on .....", "I like that shade of green", and such.

But some of our best laughs came from the canary in the little birdcage. It was of course a toy canary, held on to the perch by a small bit of twisted wire, and each time I ran across the road the canary would fall and hang upside down as we window shopped. We were initially worried its acrobatics would be seen in the film as they warned us so high was the camera quality that the time in our watches could be read from a distance. The birdcage door was soldered shut so after each run Dennis would wrangle the bird back into its perch with a biro he, thankfully, was carrying in his Twenties style suit. That canary constantly elicited Monty Python pet shop skit jokes from all of us.

In between rehearsals and takes Dennis and I yarned about cars, clubs, rallies and old friends in the hobby. I remain grateful for those long days on the Gatsby set shared with many good friends, but especially for the cheerful time I spent with Dennis.



# 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.

### OCTOBER

- Tuesday 18th **Newcastle Branch Meeting** - Westlakes Mining Museum, Teralba. 7:30pm
- Sunday 23rd - 28th **National Veteran Vehicle Rally** - Busselton W.A  
*Enquiries: Peter and Pauline Hume*
- Thursday 27th **Monthly Club Meeting** - 134 Queens Road, Canada Bay. 8:00pm
- Friday 28th **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.*

### NOVEMBER

- Friday 4th - 6th **2022 Premier Event** - Blackeath, NSW **CANCELLED**  
*Enquiries: Malcolm Garthon*
- Friday 11th **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.*
- Tuesday 15th **Newcastle Branch Meeting** - Westlakes Mining Museum, Teralba. 7:30pm
- Sunday 20th **Newcastle Branch Inspection Day** - Maxon Machinery, Boolaroo. Starts at 8am.
- Thursday 24th **Monthly Club Meeting** - 134 Queens Road, Canada Bay. 8:00pm  
**Come at 6:30pm for a BBQ dinner and drinks to celebrate the festive season! Details on page 7.**
- Friday 25th **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.*

### DECEMBER

- Sunday 4th **Newcastle Branch Christmas Party** - date and details to be confirmed.
- Friday 9th **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.*

## Major Events

### **MARCH 2023**

Monday 6th-10th

**2023 Premier Event** - Orange, NSW

EOI in July Magazine. *Enquiries: Euan and Wilga Coutts*

### **Do you know how Peter Weir made the engine block for his 1906 Vauxhall?**

Learn more as Peter outlines how he reconstructed a new engine block at the Club Meeting on 27 October.

Peter will be presenting live at the club rooms or tune in with zoom. This is sure to be a fascinating talk. Bring your questions!



### **Application for Membership**

#### **Paul Barglik**

"Brooklands" 16 River Road, Yarramundi

NSW 2753

1911 Indian

Proposer: Phil O'Loan    Seconder: Graeme Newman

#### **Tom Killingback**

108 Benelong Road Cremorne

NSW 2090

Associate Member

Proposer: Andrea Holden    Seconder: Louise Yeomans

#### **Paul Nelson**

24 Carioca Way, West Pennant Hills

NSW 2125

Associate Member

Proposer: Robert Fordham    Seconder: Graeme Newman

Voting for the above applications will take place at the October meeting

# Bob Hobson Memorial Rally

By Robert Fordham

Bob passed away during the strict Covid-19 requirement period and only family were allowed to attend his funeral service. Greg and Jill Roberts took the initiative to organise a veteran car event to allow us to pay our respect to Bob at his grave site. The Hobson family and 40 car club members attended the rally. Most people stayed in the Cowra caravan park as there is no caravan park in Grenfell.

On Monday we travelled to Grenfell via back roads stopping at Greenethorpe Memorial Hall for morning tea, followed by lunch at Grenfell Bowling Club. After lunch we proceeded to the cemetery in convoy lead by Bob's 1915 Ford tourer, Henrietta, and the Fronty- Ford. A short memorial service was held at the grave site. Kerry Hobson had prepared a tribute and some history of Bob's life which was read out, followed by an invitation to the group to speak about Bob which was taken up by Lynette and Neil Martin. It was the day after Father's day and this part of the cemetery was awash with flowers.



*Bobs cars which led the procession to the grave site*

Tuesday we travelled to landra Castle where a member of the staff informed the group of the history of the Castle and the people who built and lived there. We then were allowed to freely explore the building and the grounds. We travelled on to Young for lunch and explored the business area of the town.

Wednesday we travelled to Carcoar passing through Lyndhurst Village where morning tea was taken. The trip to Carcoar was a good test for all the cars as this route was very steep in many parts and always undulating. Carcoar is a town lost in time full of buildings from the early part of the twentieth century. Lunch was at the only hotel in town the Royal Hotel. The way back to Cowra was much easier, just gentler undulations.

Thursday we travelled to Eugowra where we enjoyed morning tea and then on to Canowindra for lunch before returning to Cowra. The roads in this area like all the roads we travelled suffered badly by water damage and dodging the pot holes became an art.

A casual dinner was held at the Cowra Services Club to say good bye to all who partook in the rally and the Hobson family who we don't see often enough.





*Neil Martin giving tribute to Bob Hobson*

Thanks to Greg and Jill Roberts for organising this opportunity to say good bye to Bob in a way Bob would have approved of. Special thanks to all who helped in organised the rally, Robyn Betts who worked tirelessly cooking for the get-together and providing morning tea goodies each day, Bill Betts and John Fryirs for handing out morning tea each morning as we left the Caravan park.

**Participants:**

Bill and Robyn Betts	1908 Renault
Kevin and Kris Boardman	1914 Ford
Robert Fordham	1915 T Ford
John Fryirs	1915 T Ford
Doug and Vivian Fulford	1911 Clement Bayard
Phillip and Kellie Hobson	1913 T Ford
Kerry and Elizabeth Hobson, John Atkins,	
Peter Brown, Janelle Brown, Phillip Stubbs	1915 T Ford
Peter and Sally Kable	Fronty Ford
Neil and Lynette Martin	1918 T Ford
Lindsay and Gillian Martin	1918 T Ford
Rob and Fay McCarthy	1916 Dodge
Laurie and Marcia McGrath, and Margaret	1914 T Ford
Phil and Terri O'Loan	1910 Talbot
Greg and Gill Roberts	1913 T Ford
Graham Sawyer and friend	1916 Overland
Barry and Dorothy Shinfield	1911 Talbot
John Wards	1916 Benz
Graham Weekes	1912 Buick
Alan and Denyse Barker	
Michael and Robyn Brown	
Brad and Ann Wesener	
Alan Miller	



*Visit to landra*

# Sydney North Breakfast Run

2nd October 2022. By Louise Yeomans.

Whether it was because it was a long weekend, or the ominous weather predictions of heavy rain, or the changeover to daylight saving there was very little traffic on the road. It was a clear fresh spring morning, ideal for veteran motoring, and we had a trouble-free run to Brooklyn Park. The strong sulphurous smell of the mangroves when turning onto Brooklyn Road was a reminder of the joys of veteran motoring with its full exposure to the smells and sounds around you.



*Phil's Talbot*

The Newmans sent their apologies as it was raining heavily on the Central Coast. We were about to have morning tea when there was a phone from Barry Shinfield. Tilley had burst a tyre en route. The veteran car family straightaway sprang into action. David McCredie left immediately and was back within half an hour with Barry and Dorothy.



*Dorothy, Kate and Lynette*

Tilley had been left at a local garage under CCT surveillance to ensure its safety. We all enjoyed the coffee and walnut coffee cake. It was so delicious that the recipe follows.

Ruby Martin discovered some new smells and there was lots of different conversations and news to catch up on since our last meeting.

When the sky darkened it was time to go. Phil put up his hood just as some heavy drops fell and left. We were almost last to go and the Wolseley was not pulling well. On a hill going back to low gear the shaft between the gearbox and clutch broke right on the top of a hill with a double line! Again, the veteran car family came to the rescue. Neil Martin towed the car to a safer place found by David Norton with Robert Fordham following with his hazard lights warning people. Within an hour the NRMA tilt top towing truck arrived and we were delivered safely home into the driveway. Thank you to all who helped us in the veteran car family.



*Robert and Geoffrey*



*Phil, David Norton, Neil and David McCredie*

On Monday morning the break was identified. Now begins the work of repairing the shaft which had broken off at the weld to the universal joint.





In attendance:

Phil O'Loan	1910 Talbot
Barry and Dorothy Shinfield	1911 Talbot
Geoffrey and Louise Yeomans	1914 Wolseley
Robert Fordham	
David McCredie	
Neil and Lynette Martin	
David and Kate Norton	

# Easy Coffee Cake with Cappuccino Frosting (Gluten Free)

Author: Kate | The Loopy Whisk

## Ingredients

For coffee cake:

120g (½ cup) whole milk  
15g (3 ½ tbsp) instant coffee granules  
140g unsalted butter, softened  
100g light brown soft sugar  
75g caster/superfine or granulated sugar  
½ tsp vanilla bean paste (or 1 tsp vanilla extract)  
3 large eggs, room temperature  
180g (1 ½ cups) plain gluten free flour blend

60g ground walnuts (you can substitute them with an equal weight of the GF flour blend if you're allergic to nuts, but note that the cake will dry out a bit faster. You can also use almond flour instead but



October 2022

the flavour will be less intense)

2 ½ tsp baking powder

½ tsp xanthan gum (omit if your GF flour blend already contains xanthan gum)

¼ tsp salt

For cappuccino whipped cream frosting

300g (1 ⅓ cups) double/heavy cream

18g (2 ½ tbsps) cappuccino powder (*edit from Louise: I wouldn't bother with this!*)

2g (1 ½ tsp) instant coffee granules

120g (1 cup) icing/powdered sugar

Chocolate shavings to decorate

### **Instructions**

For coffee cake:

1. Adjust the oven rack to the middle position, pre-heat the oven to 350°F (180°C) and line a 20cm round cake tin with baking/greaseproof paper.
2. In a small saucepan heat together the milk and instant coffee, with occasional stirring, until the coffee is completely dissolved. Set aside to cool until room temperature.
3. In a large bowl cream together the butter, light brown soft sugar, caster sugar and vanilla until pale and fluffy.
4. Add the eggs, one at a time, whisking well after each addition, until well combined.
5. In a separate bowl, sift together the gluten free flour blend, ground walnuts, baking powder, xanthan gum and salt.
6. Beginning and ending with the dry ingredients, alternately add the dry ingredients (in three batches) and coffee milk (in two batches) to the butter-sugar mixture, whisking well after each addition, until you get a smooth, fluffy cake batter with no flour clumps.
7. Transfer the cake batter into the lined cake tin and smooth out the top.
8. Bake at 180°C for about 38-40 minutes or until well risen, deep golden brown and an inserted toothpick comes out clean. If the top of the cake starts browning too quickly, cover with aluminium foil (shiny side up) and continue baking until done.
9. Allow to cool in the cake tin for about 10 minutes, then remove from the tin onto a wire cooling rack to cool completely.

For cappuccino whipped cream frosting

1. In a small saucepan heat together 70g (about ⅓ cup) of the double/heavy cream, cappuccino powder and instant coffee, with occasional stirring, until the coffee and cappuccino powder are completely dissolved. Set aside to cool completely.
2. In a large bowl whisk together the remaining double/heavy cream and powdered/icing sugar until soft peaks form.
3. Add the coffee-cream mixture to the whipped cream, about one tablespoon at a time,

whisking well after each addition, until well combined. The final frosting should be fluffy, smooth and hold a soft peak.

#### Assembling the coffee cake

Spoon the cappuccino frosting on top of the cooled cake and sprinkle with chocolate shavings, slice and serve. The coffee cake keeps well in a closed container in a cool dry place or in the fridge for 3-4 days.

# A Brief History of the Humber Company

By John C. Tarring, Hon. Historian of The Humber Register. Supplied by Peter Cockbain.

## **1868-1896**

Thomas Humber was born in Sheffield in 1842 but I know nothing of his early years. In 1868 he set up a business as an engineer working from a small workshop in Nottingham. He made several copies of a French velocipede which were soon sold, and thus it was in this humble way that the Humber firm first produced a form of transportation which it has continued to do in many guises for the past 100 years.

The first Humber-designed machine was the "spider wheel", an ordinary bicycle which was made in varying forms for many years. In 1875 Thomas Humber took T. R. Marriott into partnership and in 1877 F. Cooper joined them, the firm trading as Humber, Marriott and Cooper. In 1877 they moved to Beeston, outside Nottingham. The following year the first tricycle was made; it had two large front wheels and a small trailing wheel, and in 1883 the first safety bicycle was made, its front wheel being smaller than the rear one, the model being followed in 1884 by the first safety tricycle.

In 1885 Marriott and Cooper left to start their own business and Thomas Humber took T. H. Lambert into partnership, now trading as Humber and Company. Two years later the business was formed into Humber and Company Limited, and the first Coventry works was opened, followed in 1888 by a works in Wolverhampton. By this time the Company was one of the leading bicycle manufacturers in the country, producing a large range of machines, and expanding rapidly.

In 1892 Thomas Humber severed his connection with the firm and the last ordinary bicycle was made. By this time the safety bicycle was firmly established in the basic form that we know it today. Thereafter the safety bicycle was produced in varying forms with only detail modifications, until bicycle



manufacture was discontinued in 1932.

### **1896-1900**

In 1896 the Company was reformed and began to experiment with the "new fangled" internal combustion engine, at about the same time it came under the influence of the would-be monopolist of the then very small but growing English motor car industry, H. J. Lawson, who was a business associate of Humber's Managing Director M. D. Rucker. Prior to 1900 the Company produced in very small numbers, several types of self-propelled machine, most of them being not of Humber design but copies of designs covered by patents that Lawson had acquired.

The first self-propelled Humber appeared in 1896, a motorcycle powered by one of the infamous Kane-Pennington engines, followed a year later by an electric tandem for bicycle pacing and the first Bollee type of tricycle. 1898 saw the first of the much copied De Dion type of tricycle and the following year the first four-wheeled Humber vehicle was produced, a De Dion type quadricycle, followed by the M. D. quad, this curious machine having a single cylinder air cooled engine driving the front wheels and with rear wheel steering.

### **1900 – 1909**

During 1900 the Company broke away from Lawson, his brief period of power having ended, and was reformed as Humber Ltd.

1901 brought the first motor car of what we now regard as conventional layout, being powered by a 4 ½ h.p. watercooled De Dion engine in the front, driving the rear wheels via a propellor shaft and with front wheel steering.

A return was made to motorcycle manufacture in 1902, a 1 ½ h.p. Minerva-type belt-driven machine and the more well known 2 h.p. P and M. type chain-driven model being produced. The 1902 cars were of 12h.p. and 8h.p., the former having a four cylinder engine with automatic inlet valves and a tubular chassis, and latter being of similar construction but with a two cylinder engine.

In 1903 a motor department was opened at Beeston and the cars became known as Beeston or Coventry Humbers to denote at which works they had been made. The belt drive motorcycle was discontinued and the chain drive machine, which was very successful in trials and track racing was now rated at 3h.p. The Olympia tandem was virtually a chain drive motorcycle fitted with a large engine, with the front wheel replaced by two wheels and with a wicker passenger seat suspended between them. Experiments were made during the year with a 9h.p. three cylinder car but this was never put into production. The 12h.p. was upgraded to 20h.p. and in this form it appeared with some success in a number of speed trials. The most important development of the year, and perhaps in all Humber history, was the introduction of the 5h.p. Humberette; it was this little car that really established the Company as a motor manufacturer. The Humberette was a very sound, reliable little car with a modest performance from its single cylinder water cooled engine and was the first Humber car that sold in any quantities, 500 being turned out in the first six months.

For 1904 the Humberette was enlarged to 6 1/2 h.p. and a two cylinder version of 8 1/2 h.p. was introduced; the 12 h.p. and 20 h.p. became 14 h.p. and 25 h.p. and in the middle of the year a two cylinder 10/12 h.p. was introduced. The motorcycles were continued and were now fitted with a clutch. The following season saw a completely new range of cars, even the successful Humberettes being dropped, the day of the small reliable but underpowered single cylinder car being over. A small four cylinder car the 8/10 h.p. designed by Louis Coatalen and a larger four cylinder 16/20 h.p. being the only two models available. The motorcycles remained unaltered and a de luxe version of the Olympia Tandem the Olympia Tricar with wheel steering and coach-built seats was introduced. Humbers entered two 16/20's for the first T.T race, held during the year, but without any success.

For 1906 the 8/10 h.p. was enlarged to 10/12 h.p. and the 16/20 h.p. was continued in its 1905 form. The 10/12 h.p. was an enormous success, so much so that several additional small works were taken in Coventry and even so cars had to stand in the streets due to lack of space. A small number of 30/40 h.p. six cylinder cars with a round radiator were also made. Due to the great demand for the cars, motorcycle production was discontinued. Two cars, a 16 h.p. and 20 h.p. were entered for the T.T finishing in 5th and 6th places and gaining the team prize.

The following year the 10/12 h.p. remained unaltered, the 16/20 h.p. was enlarged to 30 h.p. and a new car, the 15 h.p. was introduced. The T.T was entered again with great success; of the four cars to finish the race, two were Humbers, a 16/20 h.p. coming second in the T.T itself whilst G.P. Mills in a 30 h.p. won the Heavy Touring car section of the race.

1908 was a year of great change, the large new works, covering an area of 22 1/2 acres, were opened in Folly Lane, now Humber Road, in March, and during the year all the Company's other works in Coventry and Beeston were closed, all its activities being centralised in the one large works. The year's cars were as for 1907 with the addition of a 30 h.p. six cylinder and a 20 h.p. four cylinder car. A number of taxicabs were made based on the 10-12 h.p. chassis and, at extra cost, Humber's own design of detachable wheel was offered. This year's T.T. was the famous 4 inch race and three cars were entered, two with dashboard radiators, but none finished the course.

1909 was a disastrous year and was very nearly the end of the road for the Company, the situation being caused by the large expense of the new work coupled with the slack year experienced by the motor trade in 1908. A committee of reorganisation was appointed to look into the Company's affairs and all but one of the directors resigned. The Company's programme for 1909, as originally announced, consisted of six models, but after reconstruction was changed to an 8 h.p. two cylinder, a 12 h.p., a brand new 16 h.p., 20 h.p., and the 30 h.p. six cylinder. In the autumn a return was made to motorcycle production with a 3 1/2 h.p. machine and at about the same time an aeroplane department was set up. This department made four different types of machine, all adaptations of existing designs but using Humber engines. The chief claim to fame of Humber aeroplanes is that one machine carried the world's first official airmail service in India in February 1911. The department was, however, not a commercial success and it was closed down in 1911.

### **1910 – 1918**

The 1910 programme consisted of the 8 h.p., 12 h.p, and 16 h.p. motor cars and the new 2 h.p. and 3 ½ h.p. motorcycles.

From about this time the Company settled down to a policy of producing well made and soundly engineered touring cars of undoubted quality, but yet of reasonable price, a policy which with few exceptions they followed for the next thirty or more years.

For 1911 two new models were produced a 10/14 h.p. and a 28 h.p. and the 12/20 h.p. (12) and 16/24 h.p. (16) being continued as were the 2 h.p. and 3 ½ h.p. motorcycles. The motorcycle Junior T.T in the Isle of Man was won by P.J. Evans on a 2 ¾ h.p. V twin machine that was first offered to the public in 1912.

For 1912 the programme consisted of an 11 h.p. the first Humber to have the monobloc cylinder block, 14 h.p., 12/20 h.p and 28 h.p motor cars and 2 h.p., 2 ¾ h.p. V twin and 3 ½ h.p. motorcycles.

For 1913 the 11 h.p. and 14 h.p. were continued with minor modifications to engines and chassis, whilst the 20 h.p. and 28 h.p. like the motor-cycle, were unaltered. During the year, W.G. Tuck first appeared in the works-entered special-bodied car with which he achieved a great deal of success in sprints, hill climbs and record breaking attempts at Brooklands. This car was based on a standard 11 h.p. chassis fitted with an 11 h.p. or 14 h.p. engine according to the type of event.

This year also saw the return of the Humberette, a small V-Twin air cooled two seater; this car had a very complete specification and was definitely a small car rather than one of the then popular cycle-cars.

For 1914 the 1913 models were all continued, joined by a water cooled version of the Humberette and a completely new 10 h.p. This had an integral engine and gearbox, a basic design that was continued until 1926. The motorcycles were also continued but the 2 h.p. and 2 ¾ h.p. models were dropped early in the year. The Isle of Man T.T race returned after six years and Humbers, the only firm to enter all the pre-war races, entered a team of three Peugeot inspired racing cars, the first and last time that the Company ever made a racing car not based on a standard model. These cars were not a success in the race and none finished, the war putting a stop to any future development.

In 1915 production continued notwithstanding the war. The 10 h.p., 11 h.p., and 14 h.p. cars were continued and the Humberette was not only available in water cooled form. The single cylinder 3 ½ h.p. motorcycle was continued, joined by a new 6 h.p. water cooled flat twin machine.

Motor car production ceased completely for 1916, but motorcycles were still being turned out, the only model being a new 3 ½ h.p. air cooled flat twin. Most of the factory was however devoted to war work, field kitchens, bombs and other military equipment being produced. The Company also made a number of the Avro 504k biplanes, and played a prominent part in the development and production of the B.R.2. nine cylinder radial aeroplane engine.

## Post War

After the war the Company continued its conservative but profitable pre-war policy of producing vary sound, well built and carefully engineered motor cars, motorcycles and bicycles. The extent of this policy can be judged by the fact that the Company only produced one completely new design during the 1920's.

The 1919 production was slow to get going, but a number of the pre-war type 10 h.p. and 14 h.p. cars were turned out, with only detail changes, both being destined to remain in production for several more years.

# Brisbane to Broome

By Graeme Newman. Photos from John Burke

An interview with V.C.C.A (NSW) member John Brumby who participated in the Brisbane to Broome event in his 1917 Maxwell.

John, why did you decide to take part in the Brisbane to Broome event?

*At the Forbes Rally I was parked near Malcolm Roy and he had all the news about it, that it was going to happen in a year or two, and that was in 2018, it took a long while to happen but eventually it come good.*

What are the details of your Maxwell John?

*It's a 186 cubic inch engine, four cylinder, two main bearings, it's rated at 25 h.p and it's geared up to roll along the road quite easy at 65 kph.*

Had you travelled much of the Outback in Queensland, the Northern Territory and Western Australia previously?

*I'd done a little bit with the Peugeot Car Club of Victoria.*

*I'd done three or four long distance runs but mainly on the dirt roads, in outback Queensland and South Australia and the Northern Territory.*

So you obviously had a fair idea of the type of country you would be travelling through?

*I did yes.*

What was the highlight of the event for you?

*The highlight was to be able to drive the car that distance and I enjoyed good reliability from my car. I spent a lot of time preparing it and I know now that time I spent has paid off.*

What was the low point if any?

*The low point really happened fairly early. I'd just made the decision, probably after about five days, I was really confident I was going to be able to drive the car the whole way and I had a wet magneto*



Maxwell and American LeFrance at the start

October 2022

problem in Augathella and had the local policeman tow start me. John Burke (driver of my motorhome) said to me, "If it doesn't go after the second tow we're just going to have to load it up and find out the problem later." As he just about stopped it fired on one cylinder so we gave it another go and then it went on two and then three and with great clouds of smoke and a lot of back-firing it cleared and got going. After that, each night I wrapped the magneto in a big towel and I had no more trouble.

What was the most memorable area or landmark you visited?

The area was probably Lake Argyle Dam. I had planned to do a scenic flight, but the motor home broke down so I had to cancel that and went out by road instead. We had a look at it from the ground and even that was very impressive and it was a great thing to see.

Was the event what you expected?

Yes it was. I enjoyed the distance that we did. The scenery was pretty bland in places, but other places it was quite exciting to see. Some of the places we had lay days so we could go and see some of the real sights and attractions in the area and I enjoyed them very much.



John Brumby, Steve Driver & Malcolm Roy relaxing

Do you think you would you do a similar event again?

No, I don't know that I would be able to get the support again. I was very lucky to get John Burke to do it this time. He was marvellous with the support he gave me, and when things went wrong he was generally the one that got it sorted or organised what had to be done. (This mostly refers to the arrangements needed to obtain and fit a replacement water pump for the motor home – not the Maxwell)

How many miles did you do in the Maxwell?

The trip was close to 4500 kms. I missed out on doing about 350km's in the Maxwell when the motorhome broke down and we lost some time, so had to put it on the trailer and drive well into the night to catch up. But I did quite a lot of other running around the towns we stayed in that would have made up for that.

What sort of fuel consumption did you get in the Maxwell?

Eight k's. Eight kilometres to the litre which is roughly about 23 mpg which is about what it is supposed to do.

Did any of the other entrants stand out to you for any reason?

There were two vehicles, one was Alan Madden in his American LaFrance 14 litre fire engine. It was an incredible thing. It had two massive big fuel tanks on the back of it and didn't go past too many service stations without stopping, but it certainly did the job in style, it ran along comfortably about 70 kph. It passed me nearly every day. The other car was the T Model Ford with the American, Tom, in it. It used to scoot along the road at a good rate of knots.

Is there anything else about the event that you would like to share with our members?

Well it seems like it was a memorable thing to do. I don't know that I would be too keen to do one again, or at least not very soon. It takes a lot of organisation to actually get there and in the Outback there isn't a lot to see in some places. I guess we are spoilt with the scenery here on the East Coast and the shorter distances we have to travel for events.



# 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.

**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

**WANTED:**

*"Anything and everything for a 1909 Renault"*

Have recently aquired parts for a 1909 Renault however upon purchase, seem to have parts for more than one Veteran. Any restoration pictures that could help identify parts would be greatly appreciated.

Col Klein (member of DDVVMC. Enquiry made through VCCA (NSW) Website.)

0447 291 927

kleincattle17@gmail.com

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