

# SPIT AND POLISH

PATRON

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

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



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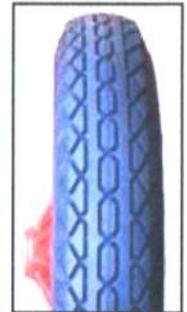
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**They are not necessarily the opinion of the editor or the committee**  
**nor are they any indication of club policy.**

# SPIT AND POLISH

WEB PAGE: [www.vccansw.com](http://www.vccansw.com)

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All letters, advertisements, articles are to be sent to "The Editor Spit & Polish" preferably by  
**Email:** [nevpreston@gmail.com](mailto: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:-

*Graham Steer's 1914 Wolseley,  
at Prospect Reservoir for the start of the  
Blue Mountains Rally,  
March 2019*

## Committee of Management

### OFFICE BEARERS:

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LIBRARIAN	David McCredie	9653 2592		
WEB CO-ORDINATOR	Abbey Newman	4392 1035		Email: <a href="mailto:webcoordinator@vccansw.org">webcoordinator@vccansw.org</a>

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	Max Roberts	6545 3410		6545 1045
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	Neville Preston	4352 1533		

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			Email: <a href="mailto:hupmobile@bigpond.com">hupmobile@bigpond.com</a>	
SECRETARY	Graeme Newman	4392 1035		Mob: 0412 138 063
			Email: <a href="mailto:kazngra@bigpond.com">kazngra@bigpond.com</a>	
MaSH CHAIRMAN	Doug Fulford	4654 5432	4655 7944	
			Email: <a href="mailto:dougf@people.net.au">dougf@people.net.au</a>	
SECRETARY/TREASURER	Kevin Boardman	4654 5499		Email: <a href="mailto:kboardman13@bigpond.com">kboardman13@bigpond.com</a>
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### VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) Inc.

134 Queens Road, Canada Bay, 2046

#### PATRON:

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

## Minutes of Monthly Meeting of VCCA (NSW) Inc.

Minutes of Monthly Meeting of VCCA (NSW) Inc held on Thursday 28<sup>th</sup> March 2019

### ATTENDANCE

Committee: 9      Members: 19      Family members:1      Visitors: 1 (Guy Langford)

**APOLOGIES:** Dennis Ballard, Laurie Garrod, Bob Hobson, Don Liddle, David Norton and Phil O'Loan.

### MEETING OPENED AT 8:05 PM.

### PRESIDENT'S OPENING REMARKS

The President welcomed all members to the meeting. He welcomed the visitor Guy Langford. He explained he had missed the last meeting as he was attending rallies in Tasmania.

### MINUTES PREVIOUS MEETING

Matters arising: Nil

Moved: Graham Weekes      Seconded: John Grant

### INWARDS CORRESPONDENCE

#### Invitations:

#### Other Club publications:

Veteran Torque	Brass Notes
The vintage car	Torque
Retromotive (online)	Retronauts (online)
ACMC online	Early Auto

#### Other:

Elizabeth Hobson – thank you  
Malcolm Nixon – re Spit and polish  
VCCA(Vic) – vale Alan Burr  
CMC minutes

### OUTWARDS CORRESPONDENCE

Geoff Hall and Mike Robinson – membership  
David Perry – pre membership  
Bill Maunsell  
Group emails- Spit and Polish

Moved: John Fryers      Seconded: Bill Betts

### TREASURER'S REPORT

Balances of Accounts as presented to the meeting.

Accounts have been paid to the printer, book binder, cleaner, carpet cleaner and for hall repairs. Income has been received from entrants for Blue Mountains Rally, renters, new members and advertisers.

Moved: Neil Martin      Seconded: Norm Mitchell

**MAGAZINE** Nothing to report

### EVENTS

Graeme Newman reported on some past events. The last Sydney North Breakfast Run saw 7 veterans, including 5 Talbots, out with 25 people. Newcastle Branch had an outing to Cams Wharf which was well supported with 16 veterans including 5 Talbots and four FN of which 3 had been restored by Doug Marshall. Future events are as outlined in Spit and Polish.

Peter Martin briefed the meeting on the coming Blue Mountains Rally. Thirteen veterans and 3 moderns are expected to participate.

Coming events include Newcastle Branch outing to Fighter World, 12 April MaSH morning tea (See Greg Roberts for details), 26 April MaSH northern end run and 5 May the next Sydney North Breakfast Run to David McCredie's. Please let him know if you intend to come. As the Sydney North Runs are so successful Graeme asked if similar events could be organised for the other side of Sydney. Anyone interested in going to Shannon's Eastern Creek needs to contact Graeme.

### **PERMIT TO MOVE/REGISTRATION**

Neil Martin has received 4 renewals but no permits were received.

### **LIBRARY**

The committee has decided not to apply for a grant this year due to time restraints in researching the collection but will try again next year.

**DATING** Nothing to report

### **MEMBERSHIP**

David Perry was unanimously elected as club member.

### **CMC**

Norm Mitchell tabled his report of the last meeting on 26 March. He reminded members about National Motoring Heritage Day to be held on 19 May. Check the website for destinations. A full report is on the CMC website.

**HALL** Nothing to report

### **WEBSITE**

### **GENERAL BUSINESS**

#### **1. Committee to organise Christmas Party**

Any volunteers are to see the President.

#### **2. Peter Sim Slide Collection –Allan Foy**

Allan Foy presented some special items to the club: a photograph from Ken Moss from 1966, illustrations from the BP Classic Car collection; a book *Building cars I Australia* about the history of the car industry in Australia, a set of photographs from an early Katoomba Rally and a copy of the 1230 slides from the Peter Simms slide collection from 1953 to 1986. Allan has identified all the veteran cars in the photographs. The original slides have been donated to the NSW State Library. The slides with veterans will be posted on our website. The President thanked Allan for his generous donations and remarked on the Allan's dedication to scan and label the vehicles.

An open day will be held at Fagan Park on Anzac Day and Fagan Park is a destination for National Motoring Heritage Day.

#### **3. Lost laptop**

See Robert Fordham if you have lost a laptop.

#### **4. First Aid Manual**

Graham Weekes on behalf of the Buick Club donated a first aid manual. The President thanked Graham for the useful manual.

#### **5. Techie Talk**

Barry Shinfield highlighted some human foibles.

The raffle was drawn.

### **MEETING CLOSED AT 8:50 PM.**

Doug Fulford  
President

Louise Yeomans  
Secretary

## Events Calendar - Club Events

### APRIL 2019

- 25<sup>th</sup> Committee Meeting starting at 6.30pm  
25<sup>th</sup> Monthly Club Meeting at Club Rooms, Fivedock at 8pm  
26<sup>th</sup> **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

### MAY 2019

- 5<sup>th</sup> **Sydney North Breakfast Run.** *See Page 8 for details*  
10<sup>th</sup> **MaSH Branch** Morning Tea run. *Check with Greg Roberts*  
19<sup>th</sup> **Newcastle Branch Birthday run.** Meet at John Burke's at 9.30am. *See Page 7 for details.*  
21<sup>st</sup> Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm  
23<sup>rd</sup> Committee Meeting starting at 6.30pm  
23<sup>rd</sup> Monthly Club Meeting at Club Rooms, Fivedock at 8pm  
24<sup>th</sup> **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

### JUNE 2019

- 14<sup>th</sup> **MaSH Branch** Morning Tea run. *Check with Greg Roberts*  
14<sup>th</sup>-16<sup>th</sup> **Newcastle Branch Singleton Run.** Meet at Max & Joan Burke's at 9.30am. *See Page 8 for details.*  
18<sup>th</sup> Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm  
27<sup>th</sup> Committee Meeting starting at 6.30pm  
27<sup>th</sup> Monthly Club Meeting at Club Rooms, Fivedock at 8pm  
28<sup>th</sup> **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

## Events Calendar - National Rallies

### SEPTEMBER 2019

- 17<sup>th</sup> - 23<sup>rd</sup> **2019 National Veteran Vehicle Rally.** Bundaberg/Bargara, Qld. *EOI Form in October 2018 S & P*

### APRIL 2020

- 1<sup>st</sup> - 7<sup>th</sup> **1 & 2 Cylinder National Rally** - Charleville Qld. Hosted by the VCCA (Qld) Inc.  
*Expression of interest form in May 2018 Spit and Polish.*

### OCTOBER 2020

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

## Events Calendar - Invitation Events

### MAY 2019

- 3<sup>rd</sup> - 5<sup>th</sup> Pre 1931 Autumn Tour at Orange. (Details on VCCA web site.) For all Veteran & Vintage vehicles.  
Registrations: Thursday 2nd 2pm - 5pm & Friday 3rd 9am - 1pm Two half day runs on Friday 3rd  
Full day run & Presentation Dinner Saturday 4th Breakfast Sunday 5th  
Contact Rally Director: Peter Amos (02) 6366 3152  
Email: [orangedamc@gmail.com](mailto:orangedamc@gmail.com) Website: [odamc.org.au](http://odamc.org.au) *Entry Form January Spit & Polish*
- 18<sup>th</sup> - 19<sup>th</sup> Pre 1905 Pioneers Rally - Ballarat. Information and Entry Form on our web site under Invitation Events. Or contact Greg Smith, Email: [schach09@bigpond.com](mailto:schach09@bigpond.com). Ph: 0447 395 233  
or Ben Alcock, Email: [events@veterancarclub.org.au](mailto:events@veterancarclub.org.au) Ph: 0404 917 366  
*Entry Form and information sheet in March Spit and Polish.*

## Events Calendar - Invitation Events (cont.)

### AUGUST - SEPTEMBER 2019

30<sup>th</sup> August - 6<sup>th</sup> September 2019

#### **HCCA International TOUR 2019 BATHURST, NSW, AUSTRALIA**

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

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

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

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

**Ph 61 422 219 911 or email: russell@oldworldlamps.net**

*Further information and Entry Form in October 2018 Spit and Polish*

### SEPTEMBER 2019

21<sup>st</sup> - 22<sup>nd</sup> 2019 "Clarendon Classic" Rally. The Sydney Antique Machinery Club extends an invitation to members of your club to display at our annual "Clarendon Classic" Rally on 21st and 22nd September. The event is being held at the Hawkesbury Showground, Racecourse Road, Clarendon, opposite the Richmond RAAF Base. Setup is on Friday 20th. See the Registration and Booking form on our website, which you are encouraged to complete and send in beforehand.

The event will feature all kinds of antique and vintage machinery including stationary engines, tractors, trucks, cars, motorcycles, boats, steam power, and model and hobby displays. We are again co-hosting the "Kenworth Klassic" truck display of historic and working Kenworth trucks.

This year's themes are "FIAT" and "Machinery Over 100 Years Old", but of course all exhibits are most welcome.

Please feel free to contact our Event Organizer, Steve Muscat, on 0418 453 203 for additional information, or visit our website: [www.sydneyantiquemachineryclub.com](http://www.sydneyantiquemachineryclub.com).

### Welcome New Member

David Perry & Larna (1146)  
Willawong Homestead  
1043 Mitchell Highway  
ORANGE NSW 2800  
**1908 McIntyre**  
(H) 6365 0657  
(M) 0421 985 162  
(E) patchnpanels@hotmail.com

### General Information

#### CMC WEBSITE

[www.councilofmotorclubs.org.au](http://www.councilofmotorclubs.org.au)

January edition of The Preserve on the link below

<http://www.councilofmotorclubs.org.au/images/preserve/January2017.pdf>

Members can now access CMC meeting minutes.

Log into the CMC web site <[councilofmotorclubs.org.au](http://councilofmotorclubs.org.au)>

From the side panel select "Document Centre",

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

Select the desired meeting date.

### Do you have an email address?

For the last 2 months the club has trialled sending out *Spit and Polish* by email. You have the magazine in glorious colour. Members who have received the magazine are very enthusiastic. However, some members have missed out as we don't have their email addresses.

If you would like to receive *Spit and Polish* by email and other messages from the club could you email me with your current email address.

It will not be used for any other purpose except club communication.

Louise Yeomans  
[Louise.yeomans1@gmail.com](mailto:Louise.yeomans1@gmail.com)

### Retroautos Publication

is available *free* on line at  
<http://issuu.com/retroautos>  
or go to [www.retroautos.com.au](http://www.retroautos.com.au)

## State Heritage Register

Our club has received a request for any vehicles that could be assessed for the State Heritage Register. While all our vehicles do have historical significance there may be some vehicles that satisfy the criteria for the State Heritage Register.

From its website the State Heritage Register is described as a list of places and objects of particular importance to the people of NSW.

The register lists a diverse range of over 1,650 items, in both private and public ownership. To be listed, an item must be significant for the whole of NSW. The register was created in 1999.

To be assessed for listing on the State Heritage Register an item will, in the opinion of the Heritage Council of NSW, meet one or more of the following criteria:

- a) an item is important in the course, or pattern, of NSW's cultural or natural history;
- b) an item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history;
- c) an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW;
- d) an item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons;
- e) an item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history;
- f) an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history;
- g) an item is important in demonstrating the principal characteristics of a class of NSW's
  - cultural or natural places; or
  - cultural or natural environments.

If a vehicle is listed on the State Heritage Register it means that the heritage item:

- is of particular importance to the people of NSW and enriches our understanding of our history and identity
- is legally protected as a heritage item under the NSW Heritage Act 1977
- requires approval from the Heritage Council of NSW for major changes
- is eligible for financial incentives from the NSW and Commonwealth governments.

If you think you have a vehicle of state significance please let your committee know. Give a brief description of the vehicle and the reasons why it is significant. Also provide details of any evidence you have to support your claim.

Louise Yeomans

## Coming Events

### Newcastle Branch Birthday Run

Sunday 19<sup>th</sup> May 2019

Meet at John Burkes at 9.30am for a 11am start.  
2 Occident Street Cessnock

We will then travel to Paxton Bowling Club for lunch.

Contact: John Burke 4991 1806 Mob: 0412 821 945  
with lunch numbers

## Coming Events (cont.)

### **Northern Sydney Breakfast Run** **5<sup>th</sup> May 2019**

David McCredie has generously invited us to his house.

A BBQ will be available for those who wish to cook breakfast. David is going to provide tea and coffee.

Later in the morning David will give a tour of his workshop.

David lives at 399 Galston Road, Galston 2159. It is next to Galston High School. Heading North along Galston Road turn right at 399 into a private access lane immediately past Galston High School and opposite Hayes Oval. If you miss the turn, continue a short distance to the roundabout and come back.

It's the third house along that lane. Plenty of parking. Accessible from North is via the Berowra ferry, if you can handle the very steep road down to the ferry, or Galston Gorge. Otherwise you need to come down Pennant Hills Road onto Boundary Road at Pennant Hills. Right at New Line Road then right at Galston Road.

Please let David know if you will be attending by Wednesday 1<sup>st</sup> May.

Email: [davidmcster@gmail.com](mailto:davidmcster@gmail.com) Mobile: 0414 288 893

### **Newcastle Branch - June Tour** **Singleton**

This year the event will be held on the Weekend of the **14<sup>th</sup> to 16<sup>th</sup> June**. (Friday, Saturday and Sunday) which is the weekend after the long weekend.

#### **Motel**

Charbonnier Hallmark Motel, Singleton.

(02) 6572 2333

*mention the Veteran Car Club when booking*

Dinner and Breakfast available in motel Restaurant

Any queries contact John Burke

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

***Entry Form on Page 19***

### **CHRISTMAS PARTY - ADVANCED NOTICE**

To be held on 23rd November 2019

A site has been booked in Lane Cove National Park - further details will follow.

## President's Editorial for Spit and Polish

At a recent, specially convened meeting, your club's committee discussed the need to update our club rules. Many of the proposed changes discussed are pretty straight forward and will have little day to day effect. In summary they are:

1. recognising that a new act applies to incorporated organisations like ours.
2. allowing the use of electronic means of communications
3. reducing the quorum required for a general club meeting as sometimes in the last few years we have not reached the current quorum of 20 members.
4. allowing the committee to appoint temporary replacements for committee members who may be absent for a period of time.
5. reducing the grace period for members not paying their subscription from the current 6 months to 3 months.

If you have been reading my editorials you will know that I am passionate about speeding up and simplifying the process of joining our club and of extending membership to nominated partners living at the same address. I am proposing that:

6. a nominated partner living at the same address can become a member of our club with the same rights as their partner for either a nominal additional annual fee or no extra fee (the committee to set the requisite fee as it does with our current fee structure). Only 1 copy of "Spit & Polish" would be sent to that address.
7. the committee be empowered to approve membership applications. I would also suggest that the correct fee should be paid up front as we get applicants who get approved and then don't pay, possibly in part put off by the lengthy delay involved.

I believe that these last two reforms are widely accepted amongst our fellow veteran car clubs, will help reduce the gender imbalance in our club, encourage the active participation of partners and is an important step in trying to have a vibrant and growing club with a bright future – for the club itself but more importantly for our beloved veteran vehicles.

I am asking you to support these changes when they are put up for adoption, hopefully at our August AGM. Of course, the final decision rests with you, the club's members.

Doug Fulford

## Editorial

Again I would like to thank the members for the articles, supplied for this edition of **YOUR** Spit and Polish. The more I get from the members the less I have to look for and copy from other sources.

This month President Doug supplied me with 6 reports on outings, even though all but 2 were interstate events. The 2 local events were the MaSH Branch Northern coffee run and the Blue Mountains Rally. A report from John Burke on the National Motorcycle Rally in Tasmania and a report from Graeme Newman on the Newcastle Branch outing to Cams Wharf. There will be more on this event in the next edition of Spit and Polish where we had the 3 F.N's that Doug Marshall restored and the 5 Talbots of the Newman/Rose/Gotley/Preston clan.

Coming events for the next month or so are: Newcastle Branch Birthday run, the Northern Sydney Breakfast run to David McCredie's and the Newcastle Branch June tour to Singleton. The MaSH Branch's Morning tea run and their Northern Coffee run.

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 **very 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*



## The Cracked Plug Run. 28<sup>th</sup> February - 7<sup>th</sup> March 2019

Doug Fulford

In 2016 Jill Hawkins and Kelvin Callahan organised a Peter Waddle memorial rally from the north west of Tasmania (Woolnorth) to as far south east as the roads go (The End of the Road at Cockle Creek). Fast forward to 2019 and the same two were at it again organising the Cracked Plug run to traverse the other diagonal – from the north east (Cape Portland) to as far south west as the roads go (Gordon Dam past Strathgordon). Once again they delivered a wonderful rally which took the last two years to organise. The roads we travelled were certainly challenging in places but our veteran cars are more than capable of meeting that challenge. However it is the sort of trip that most of us (mad dogs and English men excepted) probably wouldn't attempt without the comfort of having the backup of two breakdown trailers and a luggage trailer.

Normally what happens on tour, stays on tour, but it would be remiss of me not to whet your appetite with a few hints. It turns out that a certain Victorian is much more the life of the party sans matrimonial supervision. My lips are sealed, of course, but if you thought about it and drew your own conclusions you may well be on the right track.

Numbers are necessarily limited by the shortage of available accommodation in some of the overnight stays. This, coupled with the length of these events, means that you get to know all the entrants, renewing existing friendships and forging new ones. Not surprisingly most of the 2016 entrants signed up for the 2019 event including the two English men (Andrew and Shaun) who seem to visit that frequently that they are almost de facto Tasmanians. They even cater for people, such as the author, who hail from Tasmania's northern island (the Australian mainland) with organised runs from Devonport to the start of the event and back to Devonport after its conclusion.

For us the fun started at Port Melbourne as cars travelling to Devonport lined up ready to board. After a smooth sailing we drove to Turners Beach for a hearty welcome breakfast at the Hawkins' residence where we were joined by some of the entrants from northern Tasmania. Luggage was safely stowed and last minute repairs and adjustments made by those that needed them. (Michael might have brought a different car but seeing him rebuilding its water pump was a case of *deja vu*).

The car might have been different but at least he brought the same wife although not everyone must have been convinced as she was not infrequently referred to as Cynthia. One person, who knows Claudia well, when hearing Claudia referred to as Cynthia said "It's not Cynthia, it's Cindy". At least Claudia / Cynthia / Cindy had been warned that she would be "camping" which in Claudia-ese means dropping from 5 star accommodation to 4 star.

It was time to set off for Launceston, travelling mostly on rural back roads through Spreyton and Railton before reaching the A1 just south of Elizabeth Town for the run into Deloraine. Steve Fleming's Studebaker suddenly decided to run very rich and looked like it was trying to be a carbon conversion device. At Deloraine we had lunch in the 50's diner (second turn to the left after the bridge, Jill) surrounded by lots of memorabilia including a fantastic collection of petrol bowsers many of which would have been relics even back in the 50s.

Thursday morning we were treated to a fabulous welcome breakfast at the Northern Section's club rooms. There we received a comprehensive rally survival pack with heaps of useful items including cable ties, band aids, towels, mittens, lollies, toilet paper, pot pourri, CP book mark, a fabulous rally badge and, of course, the rally instruction book. The exit from the car park was rather steep and a portent of what was to await us later in the week. The first of many marvellous morning teas was enjoyed at the top of the Sidling before heading to lunch at Scottsdale Recreation Reserve. Lunch over we travelled in convoy past the North East Soldiers Memorial Hospital on route to Gladstone, the last available petrol stop and purveyor of the highest priced soft drinks (\$5/bottle) that the author has ever struck. Then it was off to Ikena Farm for a welcome barbeque. David Provan's doctor's coupe needed some minor surgery itself as it had lost some of its spark. The author was one of the onlookers who learnt a lot about magneto re-building as Andrew McDougall did wonders with a sheet of paper, a pair of scissors and a few more usual automotive tools. For some of us, the author included, there was a pleasant night time drive (6 volt headlights do leave a lot to be desired) to a stone hut at Cape Portland for a good night's sleep.

Friday morning the author and the other seven occupants of the stone hut got a rare chance to sleep in as the rest of the group had to drive from Ikena to Cape Portland. After another lovely morning tea we got a tour of the wind farm at Cape Portland and a chance to go inside the base of one of the turbine towers. If you've never been up close to one you probably don't fully realise just how big they are. Then the cars were lined up for a group photo before heading off to the picturesque seaside town of Tomahawk for lunch at the caravan park. The first part of the journey involved returning to Gladstone so the author got to see the scenery he had driven past in darkness the night before. Bill and I had a rest from driving duties as Vivian drove the first leg from Cape Portland to Gladstone and later in the day from Tomahawk to Bridport. I think that she was the only woman driver on the rally but I am hopeful that more will take up the challenge. Somehow Greg Smith managed to miss the Tomahawk turn off (was that

deliberate?) and so reached Bridport early where, as one would, he inveigled his way into a buck's party with the buck having to wear a pink tutu. One could suggest that he traded a turn off for a turn on. From Tomahawk we followed Greg's footsteps, well more correctly his tyre tracks, to Bridport for our overnight stop. Over the evening meal at the pub the poms' brass lights, which had magically disappeared, were auctioned off with Peter Hawkins the apparent high bidder.

Saturday we headed to the Batman Bridge pausing before crossing for another lovely morning tea. Having staved off any possible hunger we proceeded to cross the bridge and immediately exit onto quiet local roads to visit a winery and a lavender farm. We did manage to extract everyone from the winery although some did appear a bit reluctant and were apparently happy to stay there. Then it was off to Beaconsfield for lunch with beautiful salad rolls and cakes galore – so many that they were still being consumed over the next few days of the rally and a few were even donated to hungry looking locals. A group of men on motor cycles turned up shortly after we arrived, one of them wearing a pink tutu (which was rapidly becoming an underlying fashion accessory on this rally) and Greg Smith and he had a long conversation, allegedly about motor bikes. Fully satiated we headed off to Launceston with most of us opting for pizzas for dinner as there was a pizza restaurant at our accommodation.

Sunday and we were on the move again, this time stopping at Pearn's Steam World in Westbury for morning tea. Several of our contingent were experiencing magneto issues so they diverted to look up a local magneto expert now retired. Then it was time for the big climb to the Great Lake region with lunch at the Hawkins' cabin at Breona on the way. There is a drastic change in the vegetation as you crest the top of the climb. That, combined with the view, is a rather amazing experience. The author got a tow to the top of the climb due to a carburettor issue that couldn't be resolved quickly roadside. In the light of day (actually more in the dark of night if you want to be accurate) having reached our destination (The Great Lake Motel) it turned out to be a vacuum tank issue and not a carburettor one. The poms must have been out for revenge as John Handley's brass lights were auctioned off with the local publican being the high bidder. The hotel staff were somewhat stretched so Andrew McDougall offered to help and was duly issued with an apron which the author feels rather suited him and that is all the author is prepared to say about the matter although he is, reportedly, open to bribery.

Monday we continued on past the Great Lake with our first stop at a vantage point overlooking the dam walls. I say dam walls plural because over the years the height of the lake has been increased twice by building new dam walls. Due to the water level being relatively low we could see the most recent concrete wall, much of the previous concrete wall and some of the original wooden dam wall. The cars were somehow all squeezed in to the car park so that a group photo could be taken with the Great Lake in the background. Morning tea was in the Steppes church hall. Then on to Bothwell Public school where lots of the children were taken for rides around the oval. A short detour enabled many of us to visit a collection of trucks and tractors. Probably even more interesting to most was the large collection of old oil cans and bottles and other garage ephemera. From there we continued to Brighton for a very lovely and very well priced evening meal before heading off to bed – some earlier than others.

Tuesday's target was Strathgordon. Very nice morning teas and lunches were supplied by Westerway Public School, the former consumed at the school itself and the latter at Scotts Peak Road Junction. That road was still closed due to recent fire activity. Then it was a case of start your engines and head to Strathgordon. The scenery was breathtaking but the road is definitely a challenge in places. On the way we experienced first hand the aftermath of some of the recent fires. Having got to Strathgordon a number of us didn't recognise our accommodation and did some bonus kilometres – both horizontal and vertical. The author was lucky to have been allocated to a unit with laundry facilities which was a great help as we had been travelling for quite some time.

Wednesday morning and we only had a relatively short way to travel to reach the south west end of the diagonal we had been travelling since Friday morning. Whilst the distance may not have been great I can assure you that there was no shortage of steep climbs and descents. We were privileged to have a special tour of the hydro-electric power station at Lake Gordon. The power station itself is 185 metres below ground level in a massive excavation. Hydro-electric power can be switched on and off rapidly and is excellent for handling peak loads and filling in for wind power when the wind isn't blowing. There is room for 5 turbine generators but only 3 have been installed. The newest one can operate as a generator or as a motor. At the time of our visit, which was after the morning demand peak, it was operating as a motor to stabilise the state's power supply voltage and frequency. Then we had a little, unscheduled excitement as the tour group, the author was part of, was trapped in the lift for about half an hour. After a short delay we were driven out via the access shaft which was an eye opener in itself. The dam, the power station and the transmission line were quite a feat of engineering.

Happy (at first) to be back with our cars we were soon greeted by rain and some light hail. It was a rather slow, cold and wet drive for much of the way back to Rosetta (on the outskirts of Hobart) for the rally dinner. Low gear was most definitely the order of the day for the steep descents as wet veteran brakes are not particularly effective. Steve Fleming's Studebaker decided that the weather was so bad that it would develop a knock so it could go on to a trailer. It was great to reach Maydena safe and sound where a warm lasagne and salad warmed our insides

although it would have been nice if they had lit the fire to warm our outsides as well. There was a platypus cavorting in a pond behind the restaurant. Additionally fortified with chocolate covered ice cream we continued to Rosetta with the weather gradually improving. Almost there the author had to stop at the roadside to attend to the vacuum tank (again!). This actually turned out rather well as the author's navigator managed to get a lovely picture of the car with a full rainbow in the sky above it.



That evening at the official dinner there were prizes for all the rally participants, lots of thank yous, farewells to some of our number who were heading off home the next morning, funny prizes courtesy of John Handley and the author's wife and even the odd limerick or two. For those who lived in the north of the state, those doing the State Rally and those heading back to the boat there were still two more days of rally to go.

Thursday our slightly depleted band headed to Richmond where pictures were taken of cars on Tasmania's oldest bridge, the antique shops were scoured for items we didn't need but had to have and the bakery visited for morning vittals. Then it was on to Oatlands for lunch at the pub. It's a fascinating hotel to say the least, with car parts and other items from yesteryear in both the male and female toilets (The author is not prepared to divulge how he knows). There was also heaps of Marilyn Monroe and Errol Flynn memorabilia on display. Then it was on to Ross with its own historic bridge. Many of us were staying in lovely historic cottages whilst the rest were accommodated in the pub where we all congregated for dinner along with members of the sheep breeders' association. Gavin discovered that the pub locks its doors late at night and despite throwing objects at Loretta's window had to bed down with the Poms.

Friday was sadly the last day of this marvellous adventure. We headed to the Longford Bakery via Cressy for our final lunch together before heading to Turners Beach for pizzas. We farewelled those who were booked on the boat that night as we were staying on for the Tasmanian State Rally which started the very next day.

In closing I have to say that it was great to have at least one lady driving a vet. As well it was great to have James Dunshea and Ben Alcock on the rally driving James's Hotchkiss. They are two wonderful young gentleman and who fitted in so well with all of us from a significantly older generation. What's more they were happy to help out when a job needed doing and didn't need to be asked. Sometimes I worry about the future of the veteran car movement but with a few more people like these two the future will look a lot rosier.

The author feels especially privileged to have been able to participate in these two rallies and is thankful for the years of effort that Jill Hawkins and Kelvin Callahan have put in to organising them. It must have been nerve racking for them given the recent fire activity in Tasmania, some of it in areas we were to visit. A special thank you to Ashley, Terry and Pat our tail end charlies, Tony and Judy for morning teas, Judy and Stu for baggage support and Alan and Christine for photography. The author is hoping that the team will in time forget just how much effort goes in to running an event such as this and organise another such run, perhaps down the east coast? Wherever and whenever that may be you may take this as the author's expression of interest.

#### **NSW participants**

Doug and Vivian Fulford with Bill and Robyn Betts – Studebaker  
Steve Fleming - Studebaker

## Tasmanian State Rally - Devonport. 9<sup>th</sup> - 11<sup>th</sup> March 2019

Doug Fulford

The VCCA (Tasmania) is a multi era club so their state rally is open to all vehicles 30 years or older. This year there was a larger than normal contingent of veteran vehicles since quite a few of the participants in the “Cracked Plug Run” elected to stay on in Tasmania and participate in the State Rally as well. Unfortunately it did clash with the National Veteran Motorcycle Rally.

Saturday afternoon we collected our rally bags, enjoyed the supplied refreshments and set off for a 100 km round trip through Railton and Mersey Lea. At one point we went through a little “tunnel” that was probably intended for getting livestock or maybe flood water to the other side of the main road rather than motor vehicles. It wasn't very high but I was assured that my Studebaker would fit without taking the roof down – which I am glad to say was a correct prognosis. I'm not convinced that it would have been the case had we been in our 1915 Studebaker EC “6”.

Sunday was a more leisurely affair. Tasmania undoubtedly takes the crown for having the most unusual place names of any state in Australia. For example we passed through Lower Crackpot, passed a sign to The Promised Land and one of the route instructions was “TR (turn right) to No Where Else”. I kid you not! The morning tea stop was at an amazing collection of radios of all type, sizes, shapes and colours. One even looked like a radiator. The owner is most definitely passionate about his collection with most of them in full working condition. He does most of the work himself. The collection is large and in order for us to be able to view them in comfort he had kindly transferred some to the veranda. Apparently radios expand to fill all available space just like cars do, its just that the number required is exponentially larger. Given the lack of AM signal he has made a little transmitter so that you can experience what the various radios sound like – and even uses period radio material. We listened to part of an episode of “Blue Hills”. You can't stop at having one example of a model of a radio, you need one in each colour that was available. In one case that meant paying \$16,900 for a light green one, the same model in black selling for less than \$1000. There were also a few phonographs, which he also demonstrated, just to round out the collection.

Next door was a dairy with a 40 stall rotolactor to inspect with samples of local Tasmanian cheeses to taste. Then we were formed into a convoy to drive the short distance to Sheffield and into “Sheffield Steam Fest”. Vivian and I actually spent most of this time walking around Sheffield itself seeking, successfully I might add, bargains in the op shop, goodies in the antique and curiosities shop and some recuperative provisions in a very nice coffee shop.

That evening we enjoyed a lovely rally dinner at the Lucas Hotel in Latrobe. As it was my birthday my darling wife organised for me to be duly (and rightfully) embarrassed. The Betts and the Thompsons presented me with a limited edition of Mitre 10 spanners in a special presentation wooden box. They are far too good to use but will be proudly displayed in our museum. Driving down the main street of Latrobe on leaving the dinner we were accompanied by a wallaby which is kind of in keeping with what us locals claim is a fallacy believed by so many would be foreign tourists. Because at first not all my passengers believed me we followed the wallaby into a dead end car park that seemed to have lots of entry points all of which were marked “No Exit”. Exit we finally did and successfully made our way back to Turners Beach.

Monday was a Tasmanian public holiday (Labour Day). We visited a private collection of motor cycles and cars with a 1923 AC (from memory – I may well be wrong) being the current restoration project. The route was much hillier than the previous two days. I had to go down to first gear for about 20 metres, unusual for the Studebaker. After leaving the motor cycle collection there was an option for veteran vehicles to avoid some of the hills. Interestingly, most of the locals opted for that option, even those with relatively modern, powerful vehicles. I have learnt over the years that if a Tasmanian says either “steep” or “hilly” then you had better believe them. The route took us back to the North West club rooms for the Shannon's lunch, presentations and farewells.

### NSW participants

Doug and Vivian Fulford – Studebaker

Bill and Robyn Betts – Renault

Steve Fleming – modern (Studebaker not going)

## 12<sup>th</sup> National Veteran Motorcycle Rally - Ulverstone, Tasmanian. 10<sup>th</sup> - 15<sup>th</sup> March 2019

John Burke

The National Veteran Motorcycle Rally is held every two years on a rotation basis state by state.

2019 was Tasmania's turn to host the event, 99 Veteran motorcycles, their rides and support crews flocked to Ulverstone on the north coast hoping for fine weather and an enjoyable week of riding. (Past veteran rallies have been in somewhat difficult conditions for belt drive bikes). Unloading from the ferry at Devonport on the Saturday morning was promising a fine sunny day greeted us, all was excited at the prospects for the week.

Sunday was the registration and short 74km ride to a machinery display followed by a welcome BBQ in the evening, by the end of lunch the weather had turned and most were looking for wet weather gear for the ride back to Ulverstone, fortunately a few showers only and all were dry at the finish and the sun was shining.

Monday a 110 km ride to Wynyard via Burnie and Table Cape, great days ride around the scenic coast and a visit to Francis Ransley's museum.

Tuesday met us with fine weather for the ride to Leven canyon via Sprent school for morning tea. A total distance of 83 kms.

Wednesday, great morning sunshine greeted us at the start for the day's riders briefing before we were off to Heybridge for morning tea and Penguin for lunch, some steep hills this day but with some assistance from the stewards all scrambled over them and returned to Ulverstone for the afternoon Public Display and the riders meeting was held. Civic reception Wednesday evening with the Mayor welcoming us to the district. Total distance 57kms

Thursday, what's going on in Tassie, the sun is shining again and it is quite warm. 89kms today to visit a private car collection at Port Sorell then onto Latrobe for lunch before heading home, the coast roads are great with excellent scenery. Thursday afternoon was an optional run primarily to encourage the early machines out for a ride. Great to see them head off and all return. Group get together at the Rivers Arms function centre was well supported, lots of discussion around veteran bikes and how this event has grown to the calendar ride for all veteran motorcyclists.

Friday, another fine day, off to Sheffield via Barrington and the Redwater creek steam and heritage society, total 87kms, short day for me as I wanted to get back and loaded as we were on the Saturday morning Ferry to return us to the big island. Final dinner at the Ulverstone Rowing club.

Great rally, great bikes, great company, great weather, looking forward to the 13<sup>th</sup> NVMR in Manjimup WA 2021.

VCCA NSW:

John and Kelly Burke, Mick and Denise Bendeich with Grandson Hamish,  
Kevin and Kristine Boardman, Max and Joan Burke.



*1912 Kerry Abington, John's mode of transport*



*1914 New Imperial, Max's mode of transport*

## Victorian State 1 & 2 Cylinder Rally - Bright. 14<sup>th</sup> - 17<sup>th</sup> March 2019

Doug Fulford

The Victorian Veteran Car Club holds a 1 & 2 cylinder rally every year around March. This year's event was held in Bright and was organised by John Stanley and Christina with help from Claudia and Michael Holding. It is always a well attended rally with a significant number of interstate entrants interspersed with the locals. Bright is topographically ideal for a 1 & 2 cylinder rally as it combines magnificent mountain scenery and interesting places to visit with nice flat roads.

The rally commenced on Thursday afternoon with a short shakedown run to Wandiligong and back. The first stop was "Wandy Pub" which has been voted the best rural pub in Victoria. Then it was on to Nightingale Bros Alpine Produce Store and fruit packing factory where there were tours of their robotic fruit sorting and packing facility. Next a stop at Wandy maze for a slice of passionfruit sponge cake and a cup of coffee. The final point of interest was the Bright State Battery which isn't a modern device for storing power but rather an historic facility where miners could bring their gold ore to be crushed. I can't tell you much about it because like quite a few others we somehow missed it on the way back.



*Robert's Renault*



*Geoff's Delage*



*Evan's Renault*

That evening following a very informative and impressive smoking ceremony we were treated to a welcome dinner featuring indigenous food. The man performing the smoking ceremony claimed it helped him retain his good looks which, it appears, guaranteed enthusiasm on the part of many of the rally entrants, although I failed to observe any tangible results. The dinner menu is reproduced below. Personally I liked the mini meringues and the emu the best – the emu meat looked rather like beef and was very tasty - but I have to say that it did take a fair bit of chewing.

Indigenous spiced BBQ emu (gf/df)

Lemon Myrtle Roast Chicken with Samphire (gf/df)

Macadamia crusted Barramundi garnished with Sea Blight (df)

Sunset Lentil salad (gf)

(French lentils piled with roasted pumpkin, sweet potato and beets, topped with salty pepitas and feta Quandong and balsamic dressing)



*Bill's Renault*

Warrigul Green, Barilla and spinach salad (gf/df)  
 (with cherry tomato, cucumber and red onion topped with macadamias Desert Lime vinaigrette)

Salt Bush baby potato salad (gf)  
 (with boiled eggs and herbs  
 Creamy honey mustard dressing)

Finger lime drizzle cake

Mini Meringue with strawberry gum whipped cream

The place mats featured some fantastic historic photos from the Bright district and were available as souvenirs of the event. The pictures were also displayed on the big screen. They, and many more such pictures, come from a CD which is available to be purchased from the local hospital opportunity shop for \$10.

Friday was the day of the long run – almost 130 km in four 30 plus km stages. The first leg was 32 km to the Myrtleford Golf Club for scones and tea or coffee plus a chance to participate in a “closest to the pin” competition. We later discovered that veteran car drivers are better at changing gear (despite quite a few crunches) than they are at golf as the winner was the only one to get on the green. Having said that I should add that some participants were dressed very stylishly and some had rather stylish swings but the results didn’t match their looks. The next leg took us out through Whorouly and on to the Snow Road to view Robyn and Andy Gibb’s collection of steam engines including a coal fired steam bus. This doubled as our lunch stop. Then it was back along the Snow Road to Myrtleford to look at the Red Ramia Trading store which boasts an extensive and somewhat eclectic range of imported items from chapati rollers and glass jars to kimomos and rugs to give just a few examples. Vivian and I found a few items in the nearby op shop. Then it was back to Bright with an optional stop at the pumpkin seed factory. There was no formal arrangement for dinner that evening but many opted for the “Pizza and Pint” special at the Bright brewery.



John's Renault

fish and chips and pumpkin risotto. I thought my option was plain salad until I realised that everyone else with the same dish had a few pieces of chicken included as well which I guess made me an accidental (and temporary) vegetarian.

That evening we enjoyed the formal rally dinner which was at the same venue as the Thursday evening welcome meal but different caterers and much more conventional fare. A selection of John Holt’s photos of the rally were shown on the big screens in the venue. If you aren’t familiar with John’s work let me tell you that he is a very keen and talented photographer of cars and motor bikes and his pictures are stunning. He goes to the trouble of



John's Sizaire-Naudin



Vivian's Clement Bayard

*The trouble with owning a small car they wont fit on the bridge runners.*

Saturday morning the cars assembled on a grassy patch next to the brewery and adjacent to the busy Bright markets. Our cars attracted a large crowd of people who could wander through, admire our cars and ask owners about their cars. It was great to hear a number of people comment on how considerate drivers had been the past two days, pulling over to the left to allow modern traffic (and the odd faster 1 or 2 cylinder car) to pass with ease and in safety. We were then flagged off by RACV director Alex Downie for a 19km drive along the Buckland River to Buckland Bridge where we enjoyed a lovely and peaceful morning tea by the river’s edge. This was followed by a great demonstration of how to pan for gold from a local prospector who lives nearby. Then it was off to the Red Stag and Emu Farm restaurant for lunch. Neither emu nor venison was among the alternate drop options which were chicken and salad,

Neither emu nor venison was among the alternate drop options which were chicken and salad,



*Alan's Schacht*

studying the route and selecting the best places to photograph the cars in motion with an eye to having a background that is in keeping with the era of the cars.

Sunday morning we headed to the historic township of Harrietville where we had morning tea in an extensive and beautiful private garden that had been reclaimed from a block of land riddled with blackberries. Access was via a private road and bridge. Some lovely photos were taken of cars crossing back over the bridge as we left. It was only a stone's throw to our next (and final) stop at the local park. There the local school provided a generous brunch consisting of an egg and bacon roll, fruit salad with yoghurt and a piece of cake. Then we had a talk from a local who learnt to drive on a 1923 Morris Oxford before being given the use of his father's AX Renault. He expressed a wish to once again have an AX Renault to drive. We discovered that his father had sold the Renault to David Holden and we were able to inform him that David currently has the car for sale although there might have been an increase in price from when his father sold it to David. When his parents moved to Bright he fell in love with the area and its rich history, particularly that related to gold mining. That passion has seen him heavily involved in the establishment of the mining museum at Harrietville which a lot of the entrants subsequently visited.

Then it was back to the caravan park and head to Tawonga for the fourth (and last) rally of this rather extended trip before heading back to Sydney to tackle the Blue Mountains Rally.

Thanks to John Stanley and Christina for organising a great rally. Thanks also to Claudia and Michael Holding for their contribution and to the members of the Bright Vehicle Preservation Society who assisted in so many ways: marshalling, putting out direction signs, catering, tables and chairs, portable toilets etc.

### **NSW participants**

Doug and Vivian Fulford – Clement Bayard  
Bill and Robyn Betts – Renault  
John Fryirs with Bill and Carol Heeny – Renault  
Alan Miller – Schacht  
Euan and Wilga Coutts - Renault  
Robert Fordham – Renault  
Mal, Arthur and Val Garthon - Rover  
Geoff Simmons – Delage  
John and Sue Wards – Sizaire  
Evan and Jane Quarmby - Renault



*Arthur's Rover*



*Euan's Renault*

*Photos added to the article by the Editor, courtesy of John Holt. You can see more on his web site at*

[2019 Bright 1 and 2 RACV Rally Photos](#)

## Kiewa Valley “After Rally”. 19<sup>th</sup>-20<sup>th</sup> March 2019

Doug Fulford

The Kiewa Valley lies on the other side of the Tawonga Gap from Bright and is home to John Stanley and Christina. They kindly offered to host an informal “After Rally” for people who had entered the Bright 1 & 2 cylinder rally and wanted to spend a few more days exploring this scenic region. Some of us travelled to Tawonga on the Sunday of the Bright Rally, others opted to make the journey the next day. We were split between the two caravan parks but congregated at the more northerly park on the Monday night for an informal barbeque and get together. John and Christina joined us and outlined the program for the next two days. After an enjoyable dinner the conversation flowed and some bush poetry was recited – which did require a little use of mobile phones to help fill in those lines that were apparently less memorable than others. Given that Kevin and Doug were doing it impromptu and remembering back to school days it wasn’t a bad effort all round.

Tuesday morning we were scheduled to have a relatively late start. However since we had been informed (unreliably as it turned out) that the Tawonga general store sold fantastic lemon tarts that tended to sell out early in the day we congregated there early. The man in the store was rather bemused as, according to him, he had been there for seven years and had not to date stocked or sold a single lemon tart. He did, nonetheless, do a fairly brisk trade in coffee and chocolate brownies. We headed north along the Kiewa Valley Highway then detoured via some lovely, peaceful back roads to reach our destination, the Dederang Hotel where we were informed by a local that there would be a bit of a wait as neither the chef nor the publican had as yet arrived. Arrive they soon did and coped very well with what was, I imagine, a much greater demand for meals than normal. Not only was the food very nice, the half serves were more than adequate. In the meantime the lemon tart conundrum had been solved by means of a quick trip to the Dederang general store which stocks and sells truly delicious citrus tarts. It would seem that these days teachers might be better bribed with a citrus tart than an apple. That night it was back to the caravan park for pizzas and more bush poetry.

Wednesday we opted for a long round trip with a few walks thrown in so we all piled in to a few of the tow vehicles for a very winding and hilly round trip of around 250 km from Tawonga through Mount Beauty and Falls Creek to Omeo and back via Dinner Plains, Mount Hotham and Bright before the final leg over the Tawonga Gap back to Tawonga. Along the way we enjoyed a walk to the Fainter Falls, a morning tea at the River Junction Park, lunch at the Wallace’s track junction followed by a stroll to Wallace’s Hut and afternoon tea at a bakery in Omeo where the coffee was much better than the attitude of the lady serving it. We all enjoyed ourselves so much that we had to put back the time for our evening meal at the Settler’s Hotel bistro. It was “Parmy Army” night and the food was truly great whether you ordered one of their parmigiana schnitzels (chicken or mushroom) or one of their regular dishes. There was quite a choice of parmigiana toppings including the option to have yours nude (the schnitzel not the consumer) which presumably would make it just a schnitzel and not in fact parmigiana. It was the informal rally equivalent of a formal rally dinner. Whilst lots of us had been travelling and rallying for quite some time and home was beckoning the farewells were long and heartfelt as we had cemented existing friendships and made new ones.

### NSW participants

Bill and Robyn Betts – Renault

Doug and Vivian Fulford – modern (tail shaft fell out of Studebaker)

## Newcastle Branch Cams Wharf Outing. 23<sup>rd</sup> March 2019

Graeme Newman

On Saturday 23/03/2019 members of the Newcastle Branch gathered at Cams Wharf, on the eastern side of Lake Macquarie for a chance to see the three F.N’s restored by Doug Marshall together for the first time.

Doug’s first FN project was the restoration of the Type 1600 he acquired in 1988. He has since gone on to restore both a Type 2400 and more recently a Type 1950. Between restorations Doug and his wife Dianne have travelled many tens of thousands of miles (and probably even more) in the 1600 & 2400, before these two cars were acquired by Chris Duncan and Catherine Strutt.



*The line up of F.N’s, 2400, 1600, 2400 & 1950.*

It was obviously an idea that was well received by the

members as 16 veterans turned out for the morning. Given the weather was so good on the day we had to share the chosen photo backdrop with some boat owners as we were infringing on the local boat ramp.

As an aside it was also the first time the five Talbots owned by the Newman/Preston/Rose/Gotley family had also appeared at an event together.

Whilst there had been some talk of going for a drive together after morning tea quite a few of the group had other commitments including work, baseball grand finals, domestic chores and remembering to vote in the State Election. As a result everyone had headed for home by late morning.

It was a pretty handy location for most of our group so we will probably return in the future - perhaps when the weather is less favourable for boating.

A big thank you to everyone who attended.

**Attendees.**

- Doug and Dianne Marshall ..... 1913 FN
- Catherine, Jennifer, Helen, and Isaac Strutt ... 1912 FN
- Chris, Mick, Andy and Katrina Duncan ..... 1911 FN
- Neil, Neryl, Toni, Conrad and Alex Adams .. 1912 FN
- Graeme and Karyn Newman ..... 1913 Talbot
- Lauren Newman and Will Garthon..... 1914 Talbot
- Dianne and Christopher Gotley ..... 1914 Talbot
- Ben, Wendy and Kate Rose ..... 1914 Talbot
- Nev Preston..... 1913 Talbot
- Stuart, Kelly, Jack and Nick Adams ..... 1913 Renault
- David and Betty Cherry ..... 1916 Chev
- Max, Joan, John and Kelly Burke..... 1916 Buick
- Peter Nevell ..... 1912 Ford
- John Brumby..... 1916 Maxwell
- John and Sue Wards..... 1916 Benz
- Kevin and Narelle Spackman ..... 1911 Ford
- Brian, Christy, Hamish and Oliver Adams ..... modern
- Neil and Maria Heilbrunn..... modern



*Some of the cars, the Benz, 5 Talbots, a Chevrolet and a Ford T.*



*Some of the clan enjoying morning tea*



*Maxwell, Buick, Ford T & Renault.*

**MaSH Branch “Northern Coffee Run” to Bingara Gorge  
29<sup>th</sup> March 2019**

Doug Fulford

For a nominally monthly event we hadn’t actually had a coffee run for some months. In December it was too close to Christmas Day, in January it ran into Australia Day and the weather was very hot with blustery winds, and in February I was in Tasmania. So the March run was on whatever the weather. Actually the forecast was for evening showers only and although we did get a bit of rain that morning we stayed pretty dry. However it did look like Bingara Gorge had received quite a bit of rain that morning.

Our traditional morning tea and official starting place, Curry Reserve on Camden Valley Way at Elderslie, was a little busier than it usually has been, no doubt due to the new water play park. From there we headed to “Teas and Greens” at Bingara Gorge mostly on quiet back roads. There we were joined by the Betts. Great food, very keenly

priced was delivered quite quickly as there were less patrons than normal. Many of us had iced coffees which together with their generous serves meant a few of us resolved to skip dinner that evening. I wonder how many of those resolutions were kept? Conversation flowed, funny stories told and I think most of us were quite surprised how late it was when we finally and reluctantly made the move to wend our various ways back home.

Allan Miller – Oakland  
Doug Fulford – Studebaker  
Kath and Bruce Kinnear – modern  
Geoff Small and Roger – modern  
Robyn and Bill Betts - modern

## Blue Mountains Rally - 30<sup>th</sup> & 31<sup>th</sup> March 2019

Doug Fulford

After missing from our calendar for some years the Blue Mountains Rally is back. A big thank you to Peter Martin for organising the 2019 edition. We started with a morning tea at Prospect Reservoir with the rain hanging about – enough to remind one that rain is almost a traditional part of this rally but not enough to be a real nuisance or effect veteran brakes. There were 10 veterans in attendance with a further 3 set to join us on the way. Great to see the Steer Wolseley join the



*At the start:- Wolseley, Ford T, Wolseley, Cadillac and Studebaker*

Chapman/Yoemans Wolseley and add to that Phil Campbell dropped by at the start on his way to work a show for Shannons Insurance. A few reminiscences of the traditional Christmas parties at the Steer residence were shared between them. Terrific also to be joined by new member Chris in “Chitty”, his veteran T Ford.

The route took us over the Nepean at Yarramundi with a challenging climb with multiple hairpin bends at Hawkesbury Heights. I’m not sure what is the name of the road at that point – its called Springwood Road at the Hawkesbury end and Hawkesbury Road at the Springwood end and, on top of that, the river is still called the Nepean at that point but the hills are called Hawkesbury Heights. All the veterans managed the climb without any problems regardless of the confusing names. Chitty had, very considerably, blown a tube before and not during the climb. But it might be nice to have a tail end Charlie just in case of problems as there isn’t really anywhere to get off the road once you start the climb. The view from the top of the climb is pretty spectacular and most of us stopped to take it in.

Our lunch destination was the Valley Heights Rail Museum where we were treated to a very informative and tightly organised 2 hour tour including a ride on a Sydney steam tram as well as lunch itself. There are only 3 of the Sydney steam tram engines surviving – besides this one there is one in the Power House Museum (non operational) and the other is in New Zealand and is still operational.



*Some of the cars in front of the Roundhouse.*

Then it was time to head to the Carrington Hotel at Katoomba. The road over the mountains is pretty good these days and there are two lanes each way all the way so modern traffic can get past our veterans relatively easily. We were running into a fairly strong, and cold headwind which did make progress a little slower and chillier. Spare a thought for the Betts whose normally very reliable Renault AX failed to proceed and left them stranded for quite some time. At first it appeared to be a lack of fuel issue (thanks to Ron Hattersley for organising more fuel) but turned out to be somewhat more serious. Luckily Darren Grant happened by and towed the Betts to the Carrington. We did check out the local antique shops but the prices were very much on the high side so our money remained in our pockets.

If you haven't been to the Carrington let me tell you that its a grand old hotel which first opened its doors in 1883 but wasn't named The Carrington till 1886. It closed its doors in late 1985 and remained empty and derelict until 1991 when it was purchased and restoration work began. It re-opened in 1998. Its a great venue for a veteran car rally as it is an example of the grand style of accommodation that was available and popular in the veteran car era. Perhaps next year we'll encourage people to dress up in period costume for dinner in the grand dining room. Some of us did dine there and the food was truly excellent and I would thoroughly recommend it. Others congregated at a nearby bistro in an old bank building. There was a lot of reminiscing about Blue Mountains rallies past, both at the Carrington and elsewhere and other experiences at this grand, old hotel. After dinner we explored the billiard room , the library and the bar. A very nice and extensive continental breakfast, also in the grand dining room, was included in the tariff and thoroughly enjoyed by all. Speaking of tariffs the rate for a "traditional room" - that is one without an en suite bathroom - was \$155 for a couple including breakfast which, given the opulence of the hotel seemed very reasonable to me. A room with an en suite bathroom was an extra \$100. I figured it was worth walking a few metres to a bathroom for \$100! And the shared bathrooms are actually a series of individual rooms so still rather private.

After breakfasting it was a case of start your engine and head home. We had a go at fixing the Betts' Renault - we did manage to repair the carburettor float that had transformed itself into a "sink" back to being a float using some 10 second super glue. It must have been cold because 10 second glue took over half an hour to go off! However other problems persisted so we decided to drive Bill back to where his car trailer and tow vehicle were parked. My navigator gave me very precise, clear instructions based on her electronic device which took us to the right road and the correct house number but the wrong suburb - by 30 plus km so we did do a few "bonus" miles. Robyn, who stayed to guard her beloved Renault must have started to worry.

Thirteen veterans was a pretty good turn out given the uncertainty about parking, the short notice that the rally was on, the fact that it hadn't been run for quite a few years and some members' concerns about the roads based on past experiences. The parking arrangements were terrific - we were all accommodated in a covered car parking area that was reserved for the Veteran Car Club. The road over the mountains is a pretty good run with 2 lanes each way so we weren't holding up modern traffic to any real extent. I would thoroughly recommend the event if we can organise it again next year. I'm not saying that we should do a Blue Mountains run every year but I would like to see us do an event like this one every year as our "blue ribbon event". And hopefully we can retrieve a few of our traditional cups out of the trophy cabinet, give them a polish, and present them to worthy participants at future AGMs.

On behalf of all the members who were able to take part in this rally I want to thank Peter and Sue Martin for the work they put in to making it a reality.

**Attendees**

Peter, Sue & Harriette Martin .....	Crossley
Neil & Lyn Martin .....	Crossley
Geoff & Louise Yeomans .....	Wolseley
Graeme, Karyn, Lauren & Abbey Newman .....	Talbot
Dianne Gotley & Brett Corrigan.....	Talbot
Chris Grey.....	Ford T
Bill & Robyn Betts .....	Renault
John & Sue Wards .....	Benz
Russell, Christine & Andrea Holden .....	Cadillac
Malcolm & Will Garthon .....	S.C.A.T.
Doug & Vivian Fulford .....	Studebaker
Graham, Lee & Lauren Steer & Phillip Caulette....	Wolseley
Nev Preston & Christopher Gotley.....	Talbot
Ron Hattersley & Mellinda.....	Modern
Peter Cockbain & Friend .....	Modern
Michael & Susan Lowe .....	Modern



*The Ford T and the Crossley at the Roundhouse*

## Light-hearted Humour

### A clean joke

A young couple moves into a new neighbourhood.

The next morning while they are eating breakfast the young woman sees her neighbour hang the washing outside.

“That laundry is not very clean,” she said, “she doesn’t know how to wash correctly. Perhaps she needs better laundry soap.”

Her husband looked on, but remained silent.

Every time her neighbour would hang her washing out to dry, the young woman would make the same comments.

About one month later, the woman was surprised to see a nice clean wash on the line and said to her husband, “Look! She has learned how to wash correctly. I wonder who taught her this.”

The husband said, “I got up early this morning and cleaned our windows!”

*Rotary Club Of Kempsey, NSW.*

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[1-19]

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[4-19]



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**Contact:** John Prentice  
Ph: 0408 476 644  
[john.prentice33@gmail.com](mailto:john.prentice33@gmail.com)  
[2-19]



**Wanted:**

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**Contact:** Ray Green (02) 6329 4847 after 7.00 pm.  
[1-19]

**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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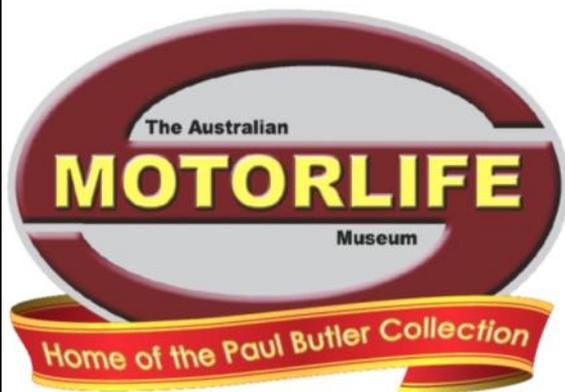
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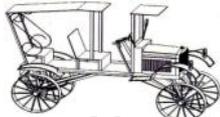
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