

SPIT AND POLISH

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

January, 2026



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ON THE COVER:

1911 Ford
1968 Blue Mountains Rally
Entry Number 41 - P Kable



Club Information

Club Management and Contact Information

OFFICE BEARERS

President	Graeme Newman	0412 138 063	president@vccansw.org
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Committee Member	VACANT		

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	David Norton	Louise Yeomans	
CMC Delegate	VACANT		
Investigation & Dating:	John Burke (Chairman)	0412 821 945	investigation@vccansw.org
	John Brumby	0414 844 254	
	Neil Martin	0417 236 495	
	Ian Streatfeild	0488 238 177	

NEWCASTLE BRANCH

Chairman	John Burke	0412 821 945	hupmobile@bigpond.com
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Minutes

Minutes of Monthly Club Meeting held on 27 November 2025.
Conducted at the hall and via zoom

ATTENDANCE

Committee: 3 Members: 10 On Zoom: 6
Member's family 1 Total club members: 19

MEETING OPENED AT 8.03PM

APOLOGIES: Geoff and Louise Yeomans

PRESIDENT'S OPENING REMARKS

The President, Graeme Newman, welcomed members to the meeting both at the hall and those on Zoom. He mentioned that Karyn and he have moved into their new house.

MINUTES PREVIOUS MEETING

Minutes arising from the minutes: Nil

Ongoing business: Mal Garthon suggested that the Temora 1 & 2-cylinder rally to be run by the ACT club be included in Events.

Proposer: Robert Fordham Seconded: Barry Shinfield

INWARDS CORRESPONDENCE (Louise Yeoman's report was read by David Norton)

Email from John Gatt membership and membership form

National Trust - \$3,220 for 2026 Hunter Valley Premier Rally and \$2,000 for 2026 Newcastle Branch Tour

Sydney Voice – future plans

Card from Garthon family

Alan Early – delegates meeting- subsidy for Jenny?

Message for Lauren and Will from Rhonda and Ross Guthrie

David from Country Motor requested some copy from FFAF

OUTWARDS CORRESPONDENCE (Louise Yeomans' report was read by David Norton)

John Gatt – membership form

David-permission but he needs to acknowledge the sources.

Proposer: Robert Fordham Seconded: Barry Shinfield

TREASURER'S REPORT (Geoff Yeomans' report was read by Graeme Newman)

The Treasurer's report was tabled. Balances are from 16 October to 20 November 2025:

January, 2026

Proposer: Jackson Shinfield

Seconded: Dorothy Shinfield

MAGAZINE

None in December. Graeme & Lauren and planned to catch up with Rod this week or next to get some more details worked out, however have had to change plans due to some medical appointments for Charlotte. We have postponed the meeting to the New Year, so Lauren will produce the January magazine.

EVENTS

PAST EVENTS

Newcastle registration day went well.

Christmas party at the Yeomans. Graeme thanked the family very much. Also Karyn Newman for dessert and Lyn Martin for the potato bake and to anyone else I missed. It was a great gathering and we were lucky with the weather. Phil O'Loan dropped in for a short visit.

COMING EVENTS

30 November – Sydney Inspection Day 8-12 noon.

14 December - Newcastle Christmas Party Rathmines Club

1 February 2026 – Sydney North breakfast Run – Cumberland State Forest. Dogs allowed on leads.

Newcastle Breakfast run - details to be confirmed.

John Hewitt sent an email re numbers by January/February for Eastern Creek tickets - perhaps 4

LIBRARY

John Grant, Jenny Fawbert and Louise were at the last meeting. They entered the contents (rare book collection) of the tambour onto the spreadsheet and did a general tidy up.

Graeme reported he had added a couple more old rally name badges to the display cabinet.

DATING

Report from John Burke: No dating applications.

Three 100 year badges have been issued - 1917 Dodge of Garry Canton (replacement) and Peter Cockbain's 1908 and 1910 Humber.

REGISTRATIONS

Report from Neil Martin: No new registrations.

Sunday 30 November 2025 registration inspections, usual place, Neil reminded us to bring registration and insurance documents.

MEMBERSHIP

An application from John Gatt (husband of the late Marianne) has been received. Ian Shinfield and Neil Martin will propose and second the application.

An enquiry has been received from Paul Sultana regarding 1913 Vulcan which was rallied for many years by his parents Chris & Mary Sultana and the family.

HALL

Working bee on 24 January 2026, the Saturday following the meeting.

The Rover Club has indicated that it will continue to meet next year with no changes.

Sydney Voice have sent a letter requesting further use of the main hall and some other request.

CHMC Jenny presented her report - see page 6.

CMC Nothing to report

WEBSITE Abbey has been busy with processing the EOIs received for the Cowra rally.

GENERAL BUSINESS

1. 49 EOIs have been received for Cowra.

2. John Burke reported re TAVCCA

- Webpage
Victoria - tab to click - once up and working will be populated with events calendar.
- FIVA - vote to remove from FIVA over next 12 months passed.
Andrew McDougal and Daryl Meek are working to locate a suitable body to take over the delegate role.
- Dating - National Certificate only needing some adjustment to signature block (Paul Daly, Vic).
- Dates and locations of National events.
All to be finalised with the circulation of the minutes.
- Chair John Burke NSW, Vice Chair Graeme Donges, Secretary/Treasurer

January, 2026

Hamish McDonald.

3. Graeme Newman mentioned the McFeeters Museum auction Jan/Feb 2026.

(Zoom dropped out at 8.35pm)

4. Mal Garthon mentioned the car on the cover of Spit and Polish has had a makeover. Graeme said it was repainted. (1914 Talbot restored by Bob Newman and now owned by his daughter Wendy & family)

5. John Burke reported planning for the 2026 Premier Rally is well under way. First day has been organised. Waiting on Potters Resort to confirm accommodation costs. Hoping for good weather.

The Lucky door prize was won by Barry Shinfield.

MEETING CLOSED AT 8.40pm

The President thanked members for attending.

Graeme Newman
President

David Norton
Acting Secretary

Delegates Report from CHMC

AGM and Delegates Meeting, Cowra 25 October 2025

CHMC will be distributing the Committee's presentations and/or Position Papers related to the Annual Rally changes, the Log Book Recommendation, and "Why Join, Why Stay?" to all affiliated clubs.

1. 94 FINANCIAL CLUBS, 8,000 members, 9,000 registered historic vehicles. 2 clubs rejoining, so that'll make 96 in the new year

2. RALLIES SURVEY ANALYSIS

- Update to a simpler, more informal and flexible program
- Continue to hold the annual Rallies as they are enjoyable and good motoring
- Less onerous for host clubs
- Reduce catered meals, entrants could self-cater for morning teas and lunches, and support local venues for lunches and dinners
- Retire the Concours and the Mal Mason Shield
- Continue the vehicle display and the Rally Dinner.

3. LOG BOOKS RECOMMENDATION – the NSW peak bodies, CMC, HMA and CHMC agreed to recommend to all their clubs that,

"All clubs advise their members to record all vehicle use in the HVS/CVS vehicle's log book "

- Removing the administrative work for clubs involved in complying with Condition G094 Club Runs – i.e. all movements approved by Committee, recording those approvals.
- Removing need to prove a vehicle is on an authorised Club Run and has not deviated from the route
- Club Runs are being exploited by some clubs, adding excessive days of use over and above what TFNSW, Police and insurers expect to be "limited use" of 60 days, under which we get reduced registration and insurance

4. 2025 YOUTH AWARDEE, Lachlan Holgate, 3rd generation vintage car enthusiast, from Wagga Wagga Veteran & Vintage Motor Club, displayed his 1952 Willys Jeep restoration project and talked about the work he's done on it and how he used his CHMC Grant.

5. PRESENTATION - "WHY WOULD THEY JOIN A CLUB, WHY WOULD THEY STAY?" –

research-based talk on:

- what people look for in clubs
- critical generational insights – what Boomers expect and prefer, especially from meetings and events, in governance and inclusion, which is different to what Gen Z wants – important to understand the differences if your club wants younger members;
- what works in encouraging younger people
- reaching and staying in touch – social media
- challenges for historic vehicle clubs from
 - o new clubs – less formal more flexible
 - o evolution of the historic fleet
 - o ageing membership

APPLICATION FOR MEMBERSHIP

John Gatt
Londonderry, NSW
1906 Cadillac

Proposer: Ian Shinfield
Seconder: Neil Martin

Voting on the above application will
take place at the January Meeting

President's Report

By Graeme Newman

Happy New Year to all our members and your families. I hope everyone enjoyed a happy, safe and memorable Christmas. For Karyn and me, sharing Christmas Day in our new home with family was very special, with the star attraction being the newest member of our family - Charlotte or Lottie as she has become known.

2026 promises to be a busy year on our club calendar. As well as some day events, the Premier Event will soon be upon us. The entry form (also on page 19) will hopefully have been circulated in FFaF on the 8th of January. If by chance you don't get the emails, please contact me and we will make other arrangements for you to join us for a few days of motoring in the Hunter Valley.

In April we have the combined Gymkhana Day at Clarendon, June is the Newcastle Branch Winter Tour being based in Scone, July is the swap meet in the club rooms so start looking for some goodies you may be able to rehome. And the big one for the year is the National Rally we are organising in Cowra in September.

We have been fortunate to secure financial support from the Paul Butler Bequest, which is administered by the National Trust (NSW) for several of these events which will help to reduce costs for entrants. This ongoing support is much appreciated by our club.

In the Delegates Report from the CHMC AGM and Delegates Meetings, Cowra 25 October, provided to us by Jenny Fawbert one of the most salient points to me is:

3. LOG BOOKS RECOMMENDATION – the NSW peak bodies, CMC, HMA and CHMC agreed to recommend to all their clubs that, "All clubs advise their members to record all vehicle use in the HVS/CVS vehicle's log book "

The rationale behind the recommendation is provided in the report which is included elsewhere in this magazine. And whilst only a recommendation, I personally think members would do well to follow the advice.

On the 31st December the club was advised that Terry Thompson, the President of the Council of Motor Clubs had passed away earlier in the day. According to their Roll of Honor, Terry had served in the position of President, Vice President or Secretary continuously since 1991. Our thoughts go to his family, and many friends in the Historic Vehicle movement.

Finally, on Saturday the 24th January, which is the Saturday following the January meeting we are having the annual working bee at the Club Rooms. Please come along and assist if available. Morning tea and cool drinks will be provided.

All the best,
Graeme Newman

Editor's Report

By Rod Wise

Well. In 2026 I will be taking over the editing of the magazine from Lauren. We all have to thank Lauren for the amazing job she has done over the last few years. I have been hesitant in taking over the role and putting it off for as long as possible due to my poor understanding of the publishing software I have. But I have to bite the bullet sometime.

I am looking forward to being more involved in the club this year and getting to know many of our members, but due to living five hundred kilometres from Sydney on the Mid North Coast will not be able to attend many monthly meetings. (though I will be attending meetings on zoom).

I always seem to be working on my cars (restoring, not restoring, looking for parts etc, etc, etc.) but never getting anything finished.

So 2026 is going to be the year to get one on the road. My veteran cars include a.
1911 Buick model 27 tourer,
1912 Buick model 28 roadster and a
1918 Buick model E44 roadster

Please if you can contribute any articles to the magazine from events you have attended, cars you have recently seen, any work you are doing on your cars or new purchases you have made, send me an email to editor@vccansw.org.

I have also been lax in this regard but the more input we have from members makes a more interesting magazine.



Please note - while Rod has written the Editors report, this issue of Spit and Polish was formatted by Lauren Newman. Any errors or omissions with this magazine should be addressed with Lauren.

Library Report

By Louise Yeomans

Coincidentally to Catherine Strutt's article mentioning The Holderness Motorist's Guide, I had collected the two facsimiles held by the VCCA library to review.

One is The Holderness Motorist's Guide March 31st 1915 and the other The Holderness Motorist's Guide January 1916. Unfortunately, the original copy of the Holderness Motorist's Guide January 1916 is no longer in the library although listed in earlier library holdings. It would be an honourable act to have the original copy returned.

The facsimile of The Holderness Motorist's Guide March 31st 1915 was kindly donated by Phil Virgona several years ago.

Both Holderness guides are a list of the vehicles registered in NSW at the 7me. In March 1915 there were 9,318 entries.

It describes its contents as:

"Holderness Motorist's Guide for New South Wales. 1915. Being a complete record in numerical order of all Cars and Owners registered in New South Wales and containing much other valuable information for Motorists"

According to Terry Callaghan: The original data contains the provision of the Finance Tax 1914 applicable on all motor vehicles and the amount of tax payable per horse power. It lists the technical details e.g. cylinder measurements, gear ratios and in most cases the price. There has been a number of vehicles with no details of registration or which are not listed in the Technical and Price listing. In a number of cases the price in the database is indicative only where there is no direct price available.



As Catherine said the books are a mine of information and looking in one is like falling down a rabbit burrow as it leads you to further information.

Graham's blog contains more details of the Holderness guides:

The bulk of the guide is the complete listing of all persons who owned motor cars in my home state of New South Wales in early 1915, as well as other items of interest for motorists. Holderness Motors Limited were located in the eastern Sydney suburb of Randwick, and were one of the largest hire-car operators in Sydney at the time. From what I can gather, similar guides had been published by Holderness since at least 1910. Holderness offered a direct marketing

service to advertisers by providing envelopes with addresses of the car owners mentioned in the Guide, into which advertising materials could be placed.

Here are examples of some of the information contained in the Guide:

- The speed limit within four miles of the General Post Office was 15 mph.
- Drivers were not to drive a car backwards more than what is absolutely necessary.
- All of the towns where petrol could be obtained were listed, so that drivers on country trips could fill up and not end up running out of petrol between towns.

Up to the end of March 31st 1915, there were 10,734 privately registered motor vehicles in New South Wales. The most popular makes were:

1. Ford 2,144
2. Overland 659
3. Buick 403
4. Hupmobile 390
5. Renault 361
6. Talbot 350
7. FIAT 288
8. Studebaker 263

There were 583 cars in total whose individual makes had less than 10 cars registered, along with 68 cars whose makes were unknown. Some of the lesser known makes to feature on the list include Astor, Chenard-Walcker, Pierce-Arrow, Lacre, New Parry, I.H.C, Briscoe, Simms-Welbeck, Deasy, New Pick, Innes, Mors, Black Crow, Thomas Flyer, Orient, Rochet-Schneider, Vermorel, Gladiator, Hall, Mass, Bell, Penn, Kissell, La Licorne, Bentall, Unic, Paterson, Adams, Hansa, Alpena, Winton, Marion, Jackson and Abbob.

Every motor car dealer in New South Wales was located either in the Sydney central business district, or in an inner suburb such as Redfern, Glebe or Petersham. It wasn't until the end of World War 1 that dealerships were established in country towns. If a country resident bought a car, the firm would send a driver to personally deliver the car to the customer. The driver would then give the owner some basic information on simple mechanical repairs, and possibly even include a driving lesson. The driver would then have to arrange his own way back to the dealership.

Number plates were pretty simple – starting at #1 and working upwards. The first number in use in New South Wales was #2, and the largest number was #13908. Taxi-cab number plates were included in these plates as well.

Considering that facsimiles of both issues sold for \$132 in 2014, the library's copies are valuable. However, the library is looking to purchase originals of both issues and any other issues to help members research their vehicles. Can you help?

Events Calendar

Club Events

JANUARY

Thursday 15th
Tuesday 20th
Thursday 22nd
Saturday 24th

Committee Meeting

Newcastle Branch Meeting - 78 Main Road, Boolaroo. 7:30pm

Monthly Club Meeting - 134 Queens Road, Canada Bay. 8:00pm

Working Bee at VCCA Clubrooms - from 8:30am. Contact Robert Fordham for more details.

FEBRUARY

Sunday 1st

Sydney North Breakfast Run - Cumberland State Forest, Castle Hill Road, Castle Hill. Contact Louise Yeomans.

Tuesday 17th
Thursday 19th
Thursday 26th

Newcastle Branch Meeting - 78 Main Road, Boolaroo. 7:30pm

Committee Meeting

Monthly Club Meeting - 134 Queens Road, Canada Bay. 8:00pm

MARCH

Monday 9th-11th

Premier Event - based in Nulkaba. See page 19 for entry form and information. Contact John Burke or Graeme Newman.

Tuesday 17th
Thursday 19th
Thursday 26th

Newcastle Branch Meeting - 78 Main Road, Boolaroo. 7:30pm

Committee Meeting

Monthly Club Meeting - 134 Queens Road, Canada Bay. 8:00pm

REMINDER

Working bee at VCCA Clubrooms on
Saturday 24th January 2026
from 8:30am - 1.30pm.

Future Events

APRIL

Saturday 11th

Gymkhana - combined event with Veteran and Vintage Clubs. Based at Clarendon. Contact Malcolm Garthon for more details.

Sunday 19th-25th

2026 National 1&2 Cylinder Rally - hosted by WVCCA (ACT), based in Temora. Further details available at wvccaact.org.au

MAY

Sunday 17th

National Motoring Heritage Day - if you have an idea for an outing or event on this day, please let the Events Coordinator know.

JUNE

Friday 12th-14th

Newcastle Branch Rally - contact John Burke for more details.

JULY

Saturday 25th

Swap Meet - to be held in the Club Rooms. Contact Louise Yeomans for more details.

AUGUST

Sunday 16th

Shannons Sydney Classic

Monday 24th-28th

***INVITATION EVENT* VCCAQ 70th Anniversary Rally** - Bribie Island, QLD. Contact Sally York 0410 641 396 or admin@yorkbuild.com.au

SEPTEMBER

Sunday 6th-12th

TAVCCA National Veteran Vehicle Rally - based in Cowra, hosted by VCCA (NSW). Expressions of Interest now open.

Sydney Christmas Party

22nd November 2025. By Louise Yeomans

Just like a veteran car rally, the Christmas Party was on weather watch after the wet day last year! Luckily the day was overcast and the predicted rain held off so we could eat outside and inside!

Of course, the star guest was Lottie Garthon. She was much admired and smiled contently. Lauren is enjoying motherhood. Judy Grellman was a surprise visitor and warmly welcomed.

Lunch was a feast of salads, Graeme’s hot ham, Geoff’s BBQ chickens, Dot’s crisp green salad and Lyn’s creamy potato bake. Karyn made the deserts and excelled herself with a festive pavlova and trifle. Yum!

As usual it was a talkfest. Karyn had organised some lucky door prizes. The winners were Angus Yeomans, Alexander Yeomans and Sidney (granddaughter of Neil & Lynette Martin).

Thank you to everyone who made the celebration so special!



Louise & Charlotte

In attendance:

Mal Garthon	Judy Grellman	Terry & Nika Lyness
Graham Weekes	Norm & Inez Mitchell	David McCredie
Alexander Yeomans	David & Kate Norton	Ron Hattersley & Melinda Kovacs
Barry & Dorothy Shinfield	Ian & Jackson Shinfield	Richard, Angus & George Yeomans
Geoff & Louise Yeomans & Rowan Allan		Neil & Lynette Martin & Joanne & Sidney
Graeme, Karyn & Lauren Newman & Charlotte Garthon		



Some of the Committee



David & Barry



Jackson & Charlotte

Newcastle Christmas Party

14th December 2025. By Graeme Newman

The Newcastle Branch Christmas Luncheon was again held at Club Catalina at Rathmines, this year on Sunday 14th December. It was quite a warm day, with the temperature reaching the mid 30's, however this didn't deter Catherine Strutt and Chris Duncan arriving in Catherine's 1600 FN. The dining room was quite crowded this year, with several groups enjoying Christmas gatherings, a far cry from our first lunch there a few years ago when our group was the majority of the crowd.



Catherine & Chris with her 1912 1600 FN

With the number of patrons, it did become a bit warm in the dining room, which perhaps wasn't helped by

several of the ceiling fans rotating in the wrong direction.



The lunch table

The roast lunch with a choice of several meats and plenty of vegetables was followed by a choice of two desserts which seemed to satisfy everyone's appetites with seconds available for those who were still a bit peckish.

Following lunch, and before too many of the group began to depart we drew the lucky door prizes, with the winners being Kelly Burke, Kaye Palmer and Dianne Gotley.

A really enjoyable way to finish the Branch activities for the year.

Attended by:

Catherine Strutt and Chris Duncan - 1912 FN	
John, Kelly & Payton Burke	Henry Orton
John Brumby	Neville Preston
Betty & David Cherry	Kim Nolan
Karyn & Graeme Newman	Allen Dunlop
Dianne Gotley & Brett Corrigan	Wendy Rose
Peter Cockbain & Kay Good	
Jeff & Kaye Palmer	
Will & Charlotte Garthon & Lauren Newman	



Neville Preston, Will & Lottie Garthon

A history of the Model T Ford

During WW1. The Joan of Arc Machine. By Bob Trevan.

The advertisement — nicknamed the “Joan of Arc Machine” — is a perfect example of how Ford capitalised on the Model T’s wartime reputation after WWI.

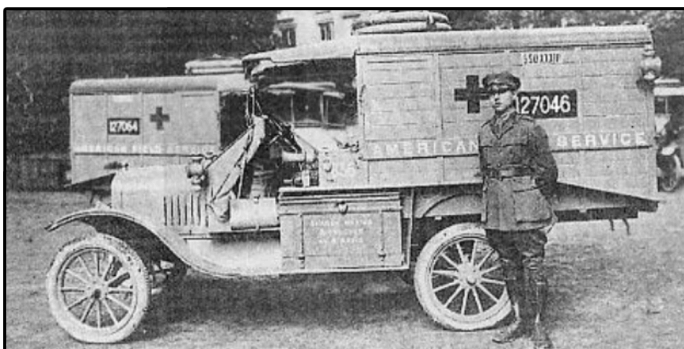
To give you a fuller understanding, here is the historical context and the Model T’s role in the war effort:

1. How the Model T was used in WWI

When the First World War broke out in 1914, the Ford Model T was already in mass production and widely available in the British Empire, Europe, and North America. Because it was cheap, reliable, and simple to maintain, it became an obvious choice for military adaptation.

Roles

- **Staff Cars:** Used to transport officers, dispatch riders, and small groups of soldiers quickly over poor roads.
- **Ambulances:** The Model T chassis was adapted into field ambulances, particularly by the American Red Cross and British and Canadian forces. The lightweight chassis could traverse rough terrain more easily than larger, heavier vehicles.
- **Light Utility Vehicles (“Tenders”):** With the rear body converted to a flatbed or cargo box, Model Ts carried supplies, ammunition, and even small field guns.
- **Mobile Communications Units:** Outfitted with radio equipment, the Model T became a mobile signals vehicle.
- **Armored Conversions:** Some were fitted with makeshift armor plating and light weapons for patrol or escort duties (more common in home-front or



Ford

“A Joan of Arc Machine”

SHE withstood everything in the field and above all was, and still is, the last and only car to survive until the cessation of hostilities—Extract from letter received by Ford Motor Company from a British Soldier, in Africa.

Over shell-torn roads, through water soaked fields, second only to the tanks in its power to climb debris and crater holes, the Ford car made a world famous record in the fighting area of the great war. In press despatches, in field reports, in letters, in rhyme and song the praises of the Ford were sounded.

In France - 700 cars out of 1,000 were Fords
In Italy - 850 cars out of 1,000 were Fords
In Egypt - 996 cars out of 1,000 were Fords
In Mesopotamia - 999 cars out of 1,000 were Fords

The Ford power plant that established this world-wide record in every theatre of the war remains the same. It will be in the Ford you buy.

Ford Runabout, \$500 Touring, \$550. On open models the Electric Starting and Lighting Equipment is \$100 extra. Coupe, \$775. Sedan, \$1,125 (closed model) prices include Electric Starting and Lighting Equipment. Removable tops, wire-cloth top and non-rub tires on rear as optional equipment on closed cars only at \$25 extra. These prices are F. O. B. Ford, Ont., and do not include War Tax.

Buy only Genuine Ford Parts. 120 Canadian Dealers and over 2,000 Service Garages supply them.

Ford Motor Company of Canada, Limited
Ford - Ontario



colonial service than on the Western Front).

2. Why the Model T excelled in war conditions

- **Simplicity:** Any soldier with basic mechanical skill could repair it in the field with minimal tools.
- **Parts Availability:** Because of Ford's global supply chain (including Canadian production in Ford, Ontario), parts could be shipped or

sourced almost anywhere.

- **Lightweight & Flexible:** The narrow tires and high ground clearance allowed it to negotiate muddy tracks, shell-torn roads, and desert terrain where heavier vehicles bogged down.
- **Fuel Efficiency:** Consumed less petrol than most military trucks, an advantage in areas where fuel was scarce.

3. Ford of Canada's unique role

Ford of Canada, based in Ford, Ontario, was responsible for supplying much of the British Empire during WWI, because U.S.-made vehicles were initially tied up by neutrality restrictions before America entered the war in 1917.

Canadian-built Fords:

- Were shipped to Britain, France, Egypt, Mesopotamia (Iraq), and other fronts.
- Used the "Empire Preference" trade system, avoiding some of the tariffs that applied to U.S. vehicles.
- Were often sent as crated knock-down kits, assembled in field workshops or local depots.

4. The meaning of the "Joan of Arc Machine" nickname:

The ad cites a British soldier's letter saying the Ford was:

"...the last and only car to survive until the cessation of hostilities."

Comparing it to Joan of Arc — a French heroine known for resilience and inspiration in war — positioned the Model T as a heroic survivor, enduring the worst conditions of the Great War and "leading the charge" just as Joan of Arc had led armies.



5. Post-war marketing impact

Ford capitalised on wartime service to build its civilian sales pitch:

- The ad lists statistics (e.g., 700 out of 1,000 cars in France were Fords) to prove dominance in military use.
- It suggests that the ruggedness proven on the battlefield would transfer to civilian reliability.
- The wartime reputation helped cement the Model T's global image as tough, dependable, and economical.

The last word!



*I've abused you and I've flayed you,
But by Henry Ford who made you,
You are better than a Packard, Hunka Tin*

An unabashed take off of Rudyard Kipling's *Gunga Din*, this *Hunka Tin* version eloquently describes the feelings of soldiers toward the Ford Model T, a vitally important component of World War I.

VCCA (NSW) Inc 2026 Premier Event

Information & Entry Form

The 2026 event is being based at the Potters Resort & adjoining Valley Brewhouse, which is located at Nulkaba, from Monday 9th to Thursday 12th March inclusive. Monday afternoon there will be a short run culminating in a visit to the shops at the Hunter Valley Gardens. Later there will be a welcome function at the Valley Brewhouse.

Tuesday will be a run to the Luskintyre Aircraft Restoration works, with morning tea along the way at a small local school, with lunch at Luskintyre.

Wednesday we will travel via Broke, where we will have morning tea, to Wollombi where we are planning lunch at the historic Wollombi Inn. Wednesday night we will have a rally dinner at the Valley Brewhouse.

Thursday morning there will be a farewell BBQ breakfast if there is sufficient interest.

The welcome function, morning teas, farewell breakfast (and more) will be funded from monies provided by the Paul Butler Bequest and our club.

ENTRY FORM

Event is open to vehicles made before 1st January 1919

<u>Name:</u>	<u>Passenger/s:</u>
<u>Ph:</u>	<u>Email:</u>
<u>Vehicle Make:</u>	<u>Year:</u>
<u>Model:</u>	

Entry Fee: \$20.00 Please pay by bank transfer (using your surname as a reference) to:

VCCA Rally BSB: 637000 (Greater Bank) A/C No: 781325341

Please email entry form to kazngraebigpond.com

If you are unable to do a bank transfer or email the entry form, please contact me to make other arrangements Graeme Newman Ph: 0412 138 063

Book your own accommodation at Potters Resort Hunter Valley by phoning (02) 4991 7922, ensuring you tell them you are with the V.C.C.A.

Trailer parking will be available on site or nearby at the Burke residence

ENTRIES CLOSE: Friday 27th February 2026

January, 2026

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. All states please copy.

FOR SALE: 1915 Ford Model T Roadster

Reliable car, starts and runs well.

Restored mostly by John Hancox (Qld) who owned the car from 1965 to 2006. Reconditioned engine, runs on unleaded fuel. Canadian engine probably 1916 but original car 1915. Ruckstell 2-speed differential. Three kerosene lights from 1915 Town Car. Laminated windscreen.

Restored colonial radiator, all coils restored, Kevlar bands, oil screen, accessory linings in parking brake, Anderson timer. Original turtle deck and running boards. Rootlieb for other tinwork. Interim timber tub, have nearly all parts for standard tub - seats and hood (Classtique Upholstery, Minnesota), hood frame, wood kit (Ray Wells, California) - missing tinwork for rear of tub. Odds and ends including accessory dashboard, speedometer (not working).



On NSW historic rego. Need space in garage. Located in Sydney. \$19,500 ono.
Contact: David Norton 0411 705 405 (leave a voicemail if unanswered)

For Sale

1909 IHC 4 SEATER MOTOR BUGGY - \$55,000

- Original body plate
- Original paintwork
- Original Upholstery
- Original Hood
- Tyres good
- Updated 1911 better transmission - Drives well

The Fogwell brothers (of Ellengowan, near Casino, NSW) owned this 1909 IHC (International Harvester Company) Motor Buggy throughout their lives.

"It has come time in my life for the selling on of my favourite veteran car." - Bob Trevan

For further details (and history) contact
Bob Trevan
Lismore NSW Telephone: 0416 214 902





FOR SALE: 1908 Talbot 4DB Restoration project

Very complete original engine, gearbox, diff, chassis, steering box, some original body work. Spare engine, headlights and sidelights, tyres including wire wheels. Car will make a beautiful large touring car. VCCA (NSW) dated. \$25,000 ono

Contact: Ian Shinfield Ph: 0411 214 495
email: ivselectric@optusnet.com.au

FOR SALE: Water Inlet and outlet connections to suit AX Renault

The castings are as cast and require machining. The internal centre holes also require drilling and machining as they are solid. These castings are as original.

\$300.00/set plus P/P

Bill Trollope wwt@bigpond.com





1903 CURVED DASH OLDS. Older restoration, very original and correct, excellent entrant for the Per '05 Tour or the prestigious London to Brighton Run. #7450 **\$70,000**



1909 CLEMENT BAYARD. Four cylinder Touring car. #7452 **\$69,000**

EST 99

THE VETERAN Garage

0422 219 911

ALSO AVAILABLE

1908 BSA Touring. 1910 Buick.
1917 Chevrolet 490 Roadster.
1916 Cadillac Touring – Needs restoration.
1912 Cadillac – Mostly restored.

SOLD 1904 Cadillac – Restoration project. ~~\$55,000~~

COMING SOON

1908 Cadillac – Restoration project. \$35,000
1903 Stanley – Restored.

SOLD 1913 Crane Simplex – Original unrestored. ~~\$70,000~~



1905 MINERVA. Big impressive T head four cylinder touring car. #7451 **\$195,000**



1909 CADILLAC. Touring, new upholstery, engine recently refreshed, correct lights, good runner, 1st stand alone year for the 30hp four cylinder Cadillac. #7442 **\$90,000**

Reconstructing Australian motoring history - one car at a time

WE'LL BUY YOUR VETERAN PROJECT – CALL RUSSELL TODAY!!

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We also auction Motoring parts, Motoring Literature, Books, Antiques and Collectables.

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