

SPIT AND POLISH

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

April 2023



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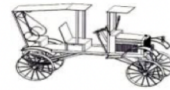
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ON THE COVER:
Henry and Andrea Orton in their 1911
Wolseley at the 2023 Premier Event



Club Information

Club Management and Contact Details

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Minutes

Minutes of Monthly Club Meeting held on 23 March 2023. Conducted at the hall and by Zoom.

ATTENDANCE

Committee: 8 Members at the hall: 14 Members on Zoom: 11 Member's family: 2
Total at hall (17) and total on zoom (11): 28

MEETING OPENED AT 8:02PM

APOLOGIES: Robert Fordham, John Grant, Terry Lyness, Lynette Martin, Peter Martin, Inez and Norm Mitchell.

PRESIDENT'S OPENING REMARKS

The President, Phil O'Loan, welcomed members to the meeting. There was a lot of social interaction before the meeting generating warmth and he felt it was a positive sign of things to come.

Sadly, Felipe Martin has died. Felipe was (Member # 1112) and was also a member of Coffs Harbour Veteran, Vintage and Classic Car Club. He owned many veteran cars - 1903 Darracq, 1909 De Dion Bouton, 1915 Ford and 1918 Ford. When Felipe first joined our club, he lived in Woolgoolga with his dog Pepe. Suffering from a lung complaint which meant he had to have extra oxygen, Felipe moved to his family in South Australia. Felipe was always cheerful with a sense of humour and willingly to help others. Members observed a minute's silence. Rod Holmes remembered Felipe from his association with the Coffs Harbour club. Felipe drove his Darracq on the 1- & 2-cylinder rally at Yamba but got wet so did not complete the rally. He always struggled with his lungs. Rod is unsure what has happened to Felipe's collection of veteran cars.

The President thanked Euan and Wilga Coutts for organising the Premier Rally at Orange. Members were together, the weather was perfect and the routes scenic.

Wilga and Euan had technical trouble with the sound so missed hearing what was being said at the meeting.

MINUTES PREVIOUS MEETING

Minutes arising from the minutes: Nil

Proposer: Graeme Newman Seconded: Ian Shinfield

INWARDS CORRESPONDENCE

Alan Miller – proposed routes and participants to date for Brush Rally

Russell Holden – Annual Pre 05 Pioneers Rally

Rob Duffy – Seeking approval to organize High Wheelers Rally TVCCA minutes and contacts list

April 2023

National Trust advising that applications for the Butler bequest close 31 August 2023

Application from Ian Brenner

Felipe Martin has died

Kerrie Hughes – clarification of membership status

Rob McCarthy – photos for library

OUTWARDS CORRESPONDENCE

Alan Miller – approval to run Brush Rally

Rod Holmes and Laurie McGrath – approval to organise 2024 Rally at Inverell

Letter to estate of the late John Lockeridge to thank it for the banner

Bill Bishop – donation of SF Edge Maker of motoring history

Kerrie Hughes – request to clarify membership status.

Russell Holden – approval to organise Pre1905 rally

Rob Duffy – approval to organise High Wheelers Rally

Moved: Will Garthon Seconded: Barry Shinfield

TREASURER'S REPORT

The Treasurer's report was tabled. Balances are:

Moved: David McCredie Seconded: Dorothy Shinfield

MAGAZINE The Editor, Lauren Newman, requested more copy for Spit and Polish.

EVENTS

PAST EVENTS

6-10 March - Premier Rally Orange

16-19 March - RACV 1- & 2-cylinder Rally Cobram

20-22 March - 125th Anniversary Renault Rally

COMING EVENTS

24 March, 28 April, 26 May - Northern MaSH Coffee Run - contact Bill and Robyn Betts

26 March – Visit to Ron Hattersley's home

1 April - Visit to Luskintyre Aerodrome - see Graeme

2 April - Northern Sydney Breakfast Run to Berowra. Meet on the western side of the river

4-7 May - Pre-31-Event Cowra. See club website for entry

21 May - National Motoring Heritage Day - any ideas see Graeme

4 June - Northern Sydney Breakfast Run - Mangrove Mountain. Details to come

9-12 June CHMC Rally – Wagga Wagga See <http://heritagemotoringcouncil.org.au/> for entry forms

16-18 June - Newcastle Branch Singleton Rally

20 August - Shannons Sydney Classic at Eastern Creek - the Club will organise some tickets for members (possibly Phil O'Loan and Andrew Benoit)

Graeme Newman gave a big thank you to Euan and Wilga Coutts for a fabulous rally in Orange. He thanked Lauren for producing the rally booklet, and Geoff and Louise Yeomans who were tail end charlies, and Dave Stewart who also assisted with road assistance. Next year the premier rally will be held at Inverell. Rod Holmes, one of the organisers, is hoping to involve Malcolm Roy. It is likely to be held at the end of April. Rod is keen to know how many days people would like for the rally considering as some will be travelling a fair distance to come.

Feedback from Cobram has been that it was a successful rally despite one day of very hot weather. Mal Garthon is organising an Encouragement Day to be held near Richmond. The date has yet to be decided.

Rod Duffy thanked the committee for its approval of the High Wheeler Rally to be held at Gunnedah. The routes have been planned with local help and there will a newsletter next week.

David McCredie gave an amusing talk on the ignition problems of the Maxwell, which was on probation at the rally! It now has a new timer with modern points.

Barry Shinfield described his problem with the new tyres on Tilly. It blew a tube. Barry appreciated the companionship of members when a veteran failed to proceed with dignity! He was helped by Laurie Garrod and an enthusiastic group who helped him change the tube. The blown tube proudly displayed Made in China! He concluded that he greatly appreciated the help and it was a damn good rally.

Euan Coutts, on speaker phone, thanked members for coming. The weather was perfect and there was a warm feeling.

The President read out a letter from Newcastle Branch thanking Euan and Wilga for the terrific rally and recognising the contribution of the Butler Bequest in the entry fees for the rally.

PERMIT TO MOVE/REGISTRATION There were four permits. Two were for Kerrie Hughes, one for Bill Bishop's 1908 Napier and one Brad Grant 1911 Empire.

LIBRARY

The team met last Wednesday. More pictures were hung by David McCredie. Graeme Newman started

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on sorting out the Dating filing cabinet. John Grant compiled and listed the holdings of Spit and Polish. Jenny Fawbert sorted and arranged the shelves and almost all books have been checked and placed. Karyn Newman and I sorted the last boxes of documents into club history, rallies and minutes. It appears that there are some gaps in the club minutes and the committee minutes. These could be in the roof.

Thank you to everyone who contributed to the library fund, especially the raffle at the Premier Rally. The final amount raised was \$155 and hopefully the documents can now be taken to the conservators. The children were very persuasive selling the raffle tickets. Bill Bishop has generously donated SF Edge Maker of motoring history about Napier cars.

DATING The 1908 Buick belonging to Graham Weekes has had the relevant numbers photographed and sent to John Burke.

MEMBERSHIP Application from Ian Brenner with 1916 Cadillac. It will be voted on at the next club meeting.

CHMC Jenny Fawbert reported that there will be a meeting with Transport NSW next week. CHMC is participating in a research project with University of Canberra and Operating Heritage Australia. A grant will enable the group to make preliminary investigations into replacing fossil fuels in heritage vehicles. The Premier Rally on Facebook generated a lot of interest. It is a wonderful way to experience a veteran car and it sparked interest. The President thanked Lauren and Jenny.

CMC No report was lodged

HALL No report was lodged

WEBSITE Abbey is having problems with the website host when she wants to update events. She is working to resolve this. More Vehicle Profiles wanted please!

GENERAL BUSINESS

1. Update on Club Rules (Andrea Holden)

Draft 1 of the rule changes has been finalised with 2 areas to resolve.

There will be a meeting on 4 April. The rules have been updated to align with the model from fair Trading and are more direct.

The President thanked members for joining the meeting. He apologised to Euan and Wilga for the technical difficulty and wished all members a happy Easter!



MEETING CLOSED AT 8:40pm

The raffle was drawn.

Phil O'Loan
President

Louise Yeomans
Secretary

President's Report

By Phil O'Loan

Firstly I would like to congratulate Wilga and Euan Coutts for organising a very successful Premier Rally at Orange, last month. The rally attracted 22 cars which was a wonderful turnout. The weather was great, the roads were ideal for veteran motoring, the organisation was first class and I believe everyone had a tremendous time. The financial support from the Paul Butler Foundation and your Club added to the success of this event, with all participants benefiting from subsidised events. Again, thank you Wilga and Euan and we now look forward to next year's Premier Rally being held at Inverell.

There are a number of events planned for the near future, and we encourage you to participate in as many events as possible and enjoy your car. If possible, I would recommend you attend the Newcastle Branch Singleton Rally on the 16th to 18th of June. My wife Terri and I were very impressed with last year's event and look forward to attending this year.

Regarding the Club's Constitution, the plan is that the revision be finalised in the coming weeks. Legal advice is being considered to review any changes, prior to them being presented to the members. Ideally the revised Constitution will be ready for voting on at this year's Annual General meeting.

On a personal note, Terri and I will be travelling to Hong Kong to babysit the grandkids (no hardship) on the 22nd of May for two weeks. Unfortunately I will not be able to attend in person May's Monthly Meeting, however I may be able to participate via video conference. Happy Motoring

Editor's Report

By Lauren Newman

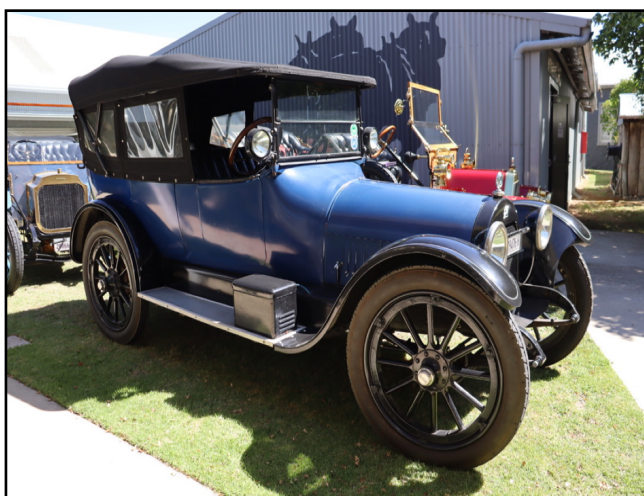
Thank you to the members who have contributed to the magazine this month, particularly our new members Henry and Andy Orton who have written an article about the first event they have been on, which was the recent Premier Event. A great read, and it was lovely to have them on the event with us so thank you to you both! We also have an article from Louise about the event - I don't think Geoff contributed because I'd say he's in the shed fixing the Wolseley so they don't have to be tail end Charlie ever again! I thoroughly enjoyed our few days in Orange. It was a great event that Euan and Wilga put a lot of effort into which led to an excellent few days.

Also in this magazine is a list of the questions we are after for the Vehicle Profile section of the website. If you don't have anything to write about as an article about for the magazine, filling out a Vehicle Profile would be another great way to contribute. It really won't take long to fill out, so please consider it. Happy reading!

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Premier Event 2023

Photos by Lauren Newman





The cars that took to the track at Mount Panorama



Final Dinner Group Photo



The multi-generational photo: at the 2023 Premier event the Newman, Weir, Burke, Cherry, Gotley, Garthon and Shinfield families had two generations in attendance, while the Yeomans and Coutts families had three generations in attendance!

Premier Rally Report

6th-10 March 2023. By Henry and Andy Orton.

Arrived at the motel and unloaded the Wolseley settled into the room. We went to tea at the hotel where the rest of the group was having pizza. We were introduced to the club members and given our instructions for the next day.



Day 1

Up at 6am, had breakfast and then set the car up for the day's drive. This was another learning experience. Pick up Andy, my navigator, and head off to the meeting place. My first real drive of a veteran.

The adventure has begun; 800 meters to the check in - so far so good . It didn't take long to realise that there was no speedo or kilometre checking devices in the Wolseley and following the vehicle in front was not much of an option as they disappeared into the distance. So back to the guesstimator and a great navigator. We arrived at the Errowanbang woolshed, where we stopped for morning tea. The Wolseley was boiling her head off.

We had a look around - what a great place. Scones, jam & cream for morning tea. Filled the old girls up (Andy & Wolseley) with water and off for the second leg to the Royal at Mandurama for lunch. What a great feed! Top up the water and head back via Carcoar and missed a turn and now on are own. Things went well, as we arrived back at the motel. Car was still boiling, so parked up for the night. What a great experience.

Day 2

6am start, check out the car and fuelled up. Replace water (4 litres this time, not good) & oil top up but she didn't want to play the game, so with lots of advice from onlookers and helpers we decide to clutch start it. This worked.

The run to Bathurst "Miss Traill's cottage has started with the intention to meet for morning tea at Lucknow 9.30 am - one wrong turn and we are on own. When all else fails, time to go GPS. Lots of scenery this way. Manage to arrive as everyone was leaving. We had stopped, as the old girl needed another drink. This time 6 litres. After a coffee we were on the way again, eventually catching up with the group at the cottage. Lots of magnificent cars and people. Looked through the



cottage, had lunch and talked about the water problems in the Wolseley and with lots of advice decided it must just be driver error?? And remember (it's my first time driving a Veteran), I thought also it could be a real possibility that the vehicle hadn't been started in 8 years. The group had decided to take a look at Mt Panorama. Couldn't see why the Wolseley couldn't do it by this time as I had mastered the gear changing-well not quite- but managed the circuit and headed back to the motel. What a great day!



Day 3

Millthorpe Museum today and I have now got the hang of starting - 2 cranks- no problem. Oops, sorry not today. With all the advice I have received, no one mentioned I still needed to charge the battery(it was as flat as a maggot). Ok, 3hrs later we are ready to go. The rest of the group were well on their way by now.

Navigating instructions at hand, off we go, enjoying the drive. Got this! Although don't remember



seeing a stop sign - must be up the road a bit further. Didn't think we were going to travel on dirt roads. Think we needed the GPS again. Just before Millthorpe at the road work stop lights, one of the road workers called out to let me know the Wolseley had tuned into a steam engine. Only a kilometre to go so motored on, arriving as the rest of the group was leaving, so not much of an option for us to continue on. Decided to get lunch, see the museum, let the car cool down & contemplate what to do.

All cooled down, so time to put water in. Just like I thought, it ran out just as fast as it went in so with further investigation found a loose nut on one of the lower radiator pipes. So a walk back to the garage and borrowed a socket. Fixed the leak and headed back to the motel- no extra problems. Loaded the car on the trailer, packed up ready for the trip home.

Got ready for tea & walked to the Club to catch up for our final night. Caught up with the Newcastle group (the lucky table - 5 out of 7 prizes) magnificent food and company thanks to all for the introduction to Veteran rallying

From "The Newbies" - Andrea and Henry Orton.

Oops, but wait there's more. As we travel home, we came across the Newman family & remembered that they were staying in Merriwa that night. Thought it would be great to have them around for tea, so put on the BBQ - beers & kebabs. Unfortunately, I think they must have been buffalo kebabs (verry tough)- probably the cook had something to do with that. Great company and lots of laughs.

Events Calendar

Club Events

APRIL

- Tuesday 18th **Newcastle Branch Meeting** - 78 Main Road, Boolaroo. 7:30pm
Thursday 27th **Monthly Club Meeting** - 134 Queens Road, Canada Bay. 8:00pm
Friday 28th **Northern MASH Coffee Run** - Meet at 10:30am at Curry Reserve Elderslie.
Contact Bill or Robyn Betts for details.

MAY

- Thursday 4th-7th **Pre '31 Event** - Cowra, NSW.
Friday 12th **Southern MaSH Coffee Run** - Meet at 10:30am at Winifred West Park.
Contact Bill or Robyn Betts for details.
Tuesday 16th **Newcastle Branch Meeting** - 78 Main Road, Boolaroo. 7:30pm
Sunday 21st **National Motoring Heritage Day**
Thursday 25th **Monthly Club Meeting** - 134 Queens Road, Canada Bay. 8:00pm
Friday 26th **Northern MASH Coffee Run** - Meet at 10:30am at Curry Reserve Elderslie.
Contact Bill or Robyn Betts for details.

JUNE

- Sunday 4th **Northern Sydney Breakfast Run** to Mangrove Mountain
Friday 9th **Southern MaSH Coffee Run** - Meet at 10:30am at Winifred West Park.
Contact Bill or Robyn Betts for details.
Saturday 10th-12th **CHMC (Bush Council) Rally** - Wagga Wagga, NSW. Entry form and details on the CHMC website. *Contact: Jenny Fawbert*
Tuesday 13th **Newcastle Branch Meeting** - 78 Main Road, Boolaroo. 7:30pm
Friday 16th-18th **Newcastle Branch Singleton Rally**. Entry form in March Spit and Polish.
Contact: John Burke
Thursday 22nd **Monthly Club Meeting** - 134 Queens Road, Canada Bay. 8:00pm
Friday 23rd **Northern MASH Coffee Run** - Meet at 10:30am at Curry Reserve Elderslie.
Contact Bill or Robyn Betts for details.

Major Events

AUGUST

Sunday 20th

Shannons Sydney Classic hosted by the CMC at Sydney Motorsport Park from 8:30am to 3pm - a ticket will be required. Further details to follow

SEPTEMBER

Friday 8th-10th

5th Annual Pre '05 Pioneers Run - Forbes, NSW. First Newsletter on page 24. *Contact: John Fryirs or Russell Holden*

OCTOBER

Monday 2nd-8th

National Rally - Griffith, NSW. Details are both on our website and the Veteran and Vintage Car Club of Australia - A.C.T website.

Sunday 15th

Sydney Tramway Museum Display - We have been invited to an event at the Sydney Tramway Museum, at Loftus on to display our cars. More information to come.

Sunday 22nd-28th

16th Highwheeler Rally - Gunnedah, NSW. First Newsletter circulated in Friday Fact and Fiction. *Contact: Rob Duffy*

Application for Membership

Ian Charles Brenner

10 Brickfield Road, Grenfell NSW
1916 Cadillac

Proposer: Andrea Holden
Secunder: Graeme Newman

Voting for the above application will take place at the
April general meeting

On the road again!

6th-10 March 2023. By Louise Yeomans

After two years of COVID isolation and the torrential rain last year that washed away the route, the Premier Rally happened. Wilga and Euan Coutts offered to organise the event and guaranteed spectacular scenery and quiet roads.



1916 Benz at Cook Park

This rally was definitely different to the former annual Blue Mountains Tour. Rather than a weekend event, the rally commenced on a Tuesday for three days leaving time for entrants to beat the weekend traffic as they made their way home on Friday. Somehow, it wasn't typical autumn weather. On the Monday temperatures soared to over 30 with a hot westerly wind. Some veteran cars protested and boiled. Outside a grass fire filled the sky with billowing smoke. As our Wolseley continued to have a problem with its gear box, we toured the other family Wolseley with Richard and George as

passengers. The car was towed to George's other grandparents who live near Silverside, outside Orange in an interesting house that was formerly a Japanese restaurant. The house has commanding views across to Cadia.



Errowanbang Woolshed

That night entrants gathered for pizza at the Robin Hood Hotel, a prime Orange hotel that recently sold for \$51 million dollars! It was a noisy crowd. The Newmans arrived after the two Talbots boiled on the way to Orange. Christopher Gotley showed up the locals in his vegemite shirt. Imagine what the comments might have been if Christopher had worn



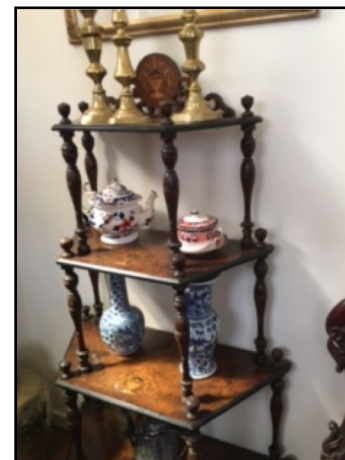
the matching shorts! A very tired Lorretta and Gavin collected their rally bag having travelled from Melbourne to join the rally. Andrea and Henry Orton were warmly welcomed on their first rally. There was plenty of hugging as old friends were reunited. The pizzas were delicious! We collected our rally bags and we were ready for the start of the rally at Cook Park in Orange the next morning.

Without a veteran car, we volunteered to be the tail-end-charlies. First thing in the morning the trailer was collected from Silverside, passing the Wolseley speeding along Cadia Road to Orange and the start. Back to Cook Park.

Gradually the veterans assembled and left for the woolshed at Errowanbang that's all except for the 1913 Wolseley which stopped around the corner. It was missing! An hour later, Richard and Geoff had fixed the problem while George and I explored Cook Park. In the hot house some stunning begonias had flowers of every colour with blooms the size of a saucer. Another unexpected find was the bird aviary. By the time the car was back on the road we had a collection of pine cones.

The roads to Errowanbang were being repaired with partial road closures with omnipotent flagmen. Almost to Errowbang, Phil O'Loan's Talbot had stopped and the flagman was able to organise parking for the veteran, and two accompanying cars.

David Stewart had travelled onto the wool shed and Peter Weir had a spare magneto that fitted Phil's car. It was fitted so Phil was back on the road. Apparently, it was an interesting talk at the wool shed with scones with jam and cream left for the stragglers.



Some of the furniture and china at Miss Traill's House

The next stop was lunch at Mandurama. Most veterans had arrived before us except for the Crossley. It was sadly had no valve pressure. After an old-fashioned lunch of lamb roast with lots of vegies, the Crossley was loaded onto the trailer and taken to Nigel Coutts's shed for diagnosis and repairs. The electric winch saved pushing! The other veterans drove through historic Carcoar on the way back to Orange.

On the way back to Orange, Tilly the Talbot blew a tyre. The members joined together to save the situation. Laurie Garrod lent Barry Shinfield his modern car while Barry drove 35kms back to Orange and Coutts's house to collect his car and trailer then drove 35km back to Tilly. Tilly was loaded onto the

trailer and Barry drove 35kms back to Coutts. At Coutts a team of well-wishers helped Barry remove the tyre to discover the new tube had blown. Perhaps a clue as to why this happened was revealed on the tube Made in China! Tilly was ready for another day of veteran motoring.



Euan Coutts, king of the kids, in 1910 SCAT at Mount Panorama Circuit

Day 2 promised to be another perfect day weatherwise. The start was at Lucknow with coffee available from the Larder and Home shop. As it was International Women's Day the shop generously gave us our coffees. From Lucknow it was Bathurst through Millthorpe, Blayney and Perthville to Bathurst and Ms

Traill's house. Fuel would be scare so it was suggested that drivers fill their tanks before leaving Orange. Unfortunately, the petrol station at Lucknow had been burgled and the proprietor was waiting for the Police to come so couldn't serve petrol so some drivers needed to return to Orange. Our



David McCredie's 1912 Maxwell

daughter in law, Rachel, and Harriet and Angus joined the family and acted as navigators.

The route to Bathurst took the rally through farming country with sheep and cattle grazing in paddocks along the route. There were some long hills to test veterans but the cars all managed to reach Miss Traill's house before us. Miss Traill's house is managed by the National Trust. Half of the group toured the house, while the other half ate their lunch. Lunch was beautifully presented in a cardboard box tied with a satin ribbon. In the box were assorted sandwiches and some cakes and slices. One had bright pink topping. The children were given a special treat.

We were in the second group to tour the house. To enter the house, you had to wear bootees, like a forensic detective. As the rooms are small, groups were restricted to 6 people. After about 15 minutes of talk, a bell rang telling us to move to the next room. The house is full of beautiful things, according to one guide, it probably houses the best china collection in the country. The children explored the garden and climbed some trees.

After lunch, some intrepid drivers tested their veterans on the Mt Panorama Motor Racing Circuit. Some of their exploits are on the Facebook site. We followed the directions home and only found one veteran, Rod Duffy's 1913 Rambler, slowly rambling along. Many of the others went home directly!



Jim Weir and Bob Lamond chatting at Millthorpe Museum

The last day of the rally was another perfect day for veteran motoring. Some veterans had retired; the Burke's 1916 Buick had trouble with the fuel system, the Orton's 1911 Wolseley didn't want to play – it had a flat battery! Neil Heilbrunn's Vauxhall had a minor electrical issue. The Crossley started and finished outside Millthorpe. David McCredie's Maxwell stopped suddenly just before Millthorpe so was towed back to Orange.



Morning tea at Millthorpe Museum was so generously catered for that it turned out to be lunch as well. There were plenty of sandwiches and that ever popular pink slice. The members loved all the technical things in the museum and some wandered to the main street where a film was being made, and visited the sweet shop.

Bob Lamond joined us and caught up with old friends.

The rally was sadly over except for the final dinner at Orange Ex-Services Club. In our finery, we enjoyed a delicious dinner, had a round of speeches thanking Wilga and Euan for a wonderful rally. The Coutts grandchildren sold raffle tickets, accepting no excuses for not buying one and managing to make \$135 for the library fund to conserve the automotive trade documents. It was a grand end to a fabulous rally where people enjoyed the comradery and having the veterans on the road again!

Entrants

Graham and Kerry Sawyer	1916 Overland
Graeme, Karyn and Lauren Newman	1914 Talbot 4CBX
Rob Duffy and Bruce McGregor	1913 Rambler
Neil and Maria Heilbrunn	1911 Vauxhall A Type
Gavin Mutton and Loretta Marron	1916 Studebaker 6-54
Peter and Jim Weir	1908 Vauxhall A Type
Richard, Rachael, Angus, Harriet and George Yeomans	1913 Wolseley C7
Euan and Wilga Coutts	1910 SCAT 15 HP
Geoffrey and Louise Yeomans	Modern
Phil and Terri O'Loan	1910 Talbot 6AS
John, Kelly, Max and Joan Burke	1916 Buick D45
John Brumby	1917 Maxwell
David and Betty Cherry	1916 Chevrolet 490
Sarah and Christopher Gotley	1914 Talbot 4CBX
David McCredie	1912 Maxwell AC
Malcolm and Will Garthon	1918 Crossley 25/30 (c)
Henry and Andrea Orton	1911 Wolseley
John Wards and Greg Payne	1916 Benz DS2
Laurie Garrod	1916 Buick D45
Barry and Dorothy Shinfield	1911 Talbot
Nigel, Angela, Lachlan, Mikhaela and Clancy Coutts	1910 Hupmobile
Ian Shinfield	Modern

Millthorpe Slice

Here's the recipe for the pink topped slice, graciously shared by one of the women catering at the Millthorpe Museum. Even better, it's a no bake slice. It's now known in our family as Millthorpe Slice.

Ingredients:

- 250 g Marie biscuits or any other plain biscuits
- 180g butter melted
- 395g or tins of condensed milk
- 2 1/2 teas gelatine
- Juice two lemons
- 1/4 cup cold water
- 1/2 cup boiling water
- 1 packet raspberry jelly
- 2 cups boiling water to make jelly 1 extra teas gelatine for jelly



Instructions

1. Using a 28x18cm slice tin, line base and sides with baking paper, leaving plenty to hang over the sides.
2. Crush biscuits to resemble fine breadcrumbs.
3. Add melted butter the biscuits and stir to combine. Pour mixture into the lined slice tin and press down with the back of a metal spoon until smooth. Place in the fridge to chill.
4. Dissolve the gelatine in 1/4 cup cold water over boiling water. When dissolved add 1/2 cup hot water.
5. Whisk the condensed milk and while whisking add the lemon juice and gelatine mixture. Whisk until smooth and combined.
6. Pour over the biscuit base and return to the fridge until it starts to set about 30 to 45 minutes.
7. While the slice is setting, make the jelly layer with 2 cups of boiling water and an extra teaspoon of gelatine. Cool the jelly to room temperature.
8. Take the slice from the fridge and carefully pour the jelly over the slice. The trick is to have the jelly at room temperature or the condensed milk layer will melt. Place the slice back in the fridge for at least 6 hours, preferably overnight.
9. Remove the slice from the fridge and using a hot knife cut into squares

<u>Veteran Car Club of Australia (NSW) Inc.</u>	
Current Prices:	
Dating Certificate	\$ 15.00
100 Year Badges	\$ 30.00
Brass Dating Plaques	\$ 80.00
Lapel Badges	\$ 8.00
Cloth Badges	\$ 5.00
All plus Postage and Packing if required	

Sydney North Breakfast Run

2nd April. Berowra Waters. By David McCredie

The Northern Sydney group met down at Berowra Waters for morning tea on Sunday 2nd April.

The forecast was for rain and rain it did. All who attended wisely decided to leave their veterans at home and drive moderns. Except one (me) who, at the last minute, decided to take his veteran because the rain cleared. That lasted for about 1 km before the heavens opened and it poured all the way to Berowra. The winding down hill drive was treacherous and visibility awful with a fogged-up windscreen. It was a great relief to join the large group sheltering under an awning enjoying their morning tea and no doubt congratulating themselves on their wise decision to leave the veterans at home.



Some had travelled from the Galston side, the others arrived by ferry from the other side. It was a good venue and good company with 16 people in attendance.

The 2 cylinder Maxwell ran perfectly, even if the driver did not. The Maxwell had broken down on the last rally at Orange and has been plagued with ignition issues for some time. After the Orange rally I removed the timer and point assembly from the magneto and made a new timer housing with modern points. The car has since been starting easily and running well. Hopefully that issue is now solved.



It was a good day, especially when I drove the Maxwell back into the garage out of the rain!

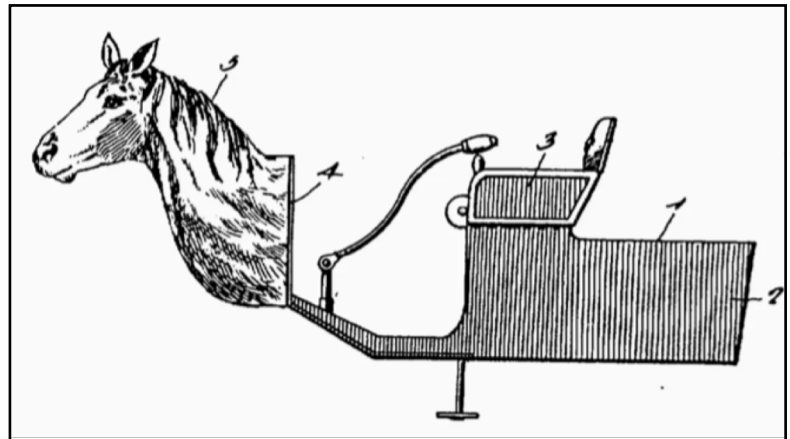
- In attendance: David McCredie 1912 Maxwell
 Modern: Phil O'Loan, Barry Shinfield, Ian and Jenny Streatfeld, Karyn and Graeme Newman, Dianne Gotley and Brett Corrigan, Neville Preston, Lauren Newman and William Garthon, Neil and Lyn Martin, Geoff and Louise Yeomans

The Horsey Horseless Carriage

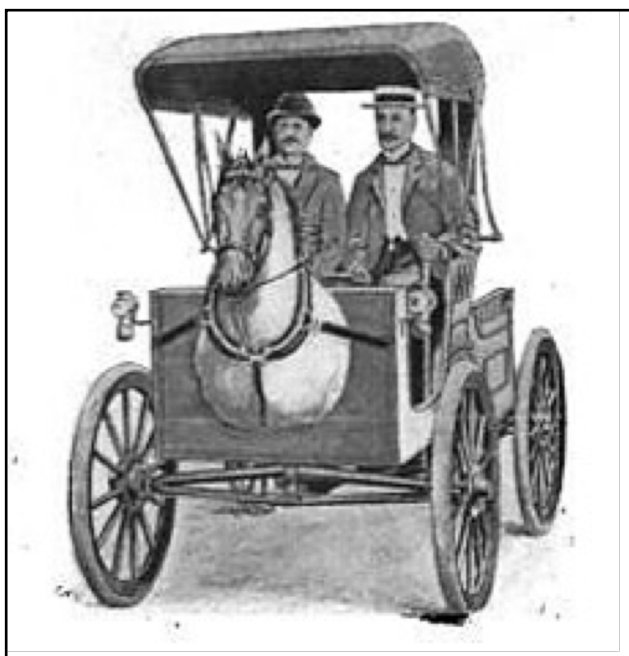
By Abbey Newman

Uriah Smith was born in 1832 in Battle Creek, Michigan, and was a teacher, writer, poet, and prolific Adventist educator. On the side, he was also an inventor, having patented a prosthetic leg with articulating knee and ankle joints, after having his own leg amputated. He also believed that the rising popularity of the motor car posed a problem for the existing mode of transportation – horses.

As such, he designed and filed a patent for the Horsey Horseless Carriage in 1899. In order for the modern motor car to blend seamlessly into the sea of horse drawn carriages, his invention featured a disembodied wooden horse's head attached to the front of the vehicle. Smith assumed that this sight would bring comfort to other passing horses, or at least confuse them for a period of time until the motor car was long gone.



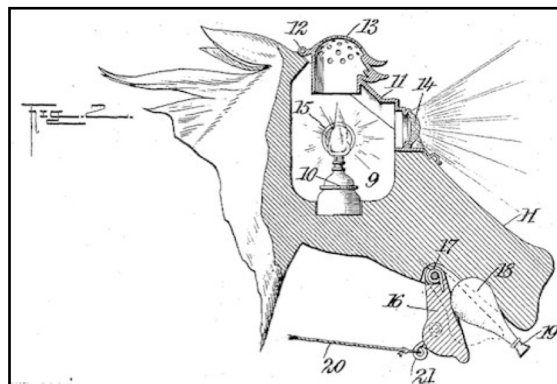
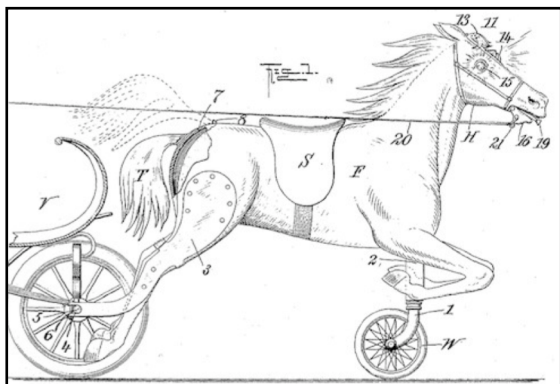
In his patent filing, he noted that the design “shall be both useful and ornamental”, and that the head would be “arranged in a life- like attitude”. Another bonus feature was that the hollow head could be used as space to store fuel – his patent didn't suggest what to do when the wooden horse burst into petrol-fuelled flames.



It is thought that Smith created the Horsey Horseless Carriage for communities like his home town of Battle Creek, where the introduction of modern transportation was seen as a threat to their traditional ways of life. It seems that Smith was not the only one who felt this way - Henry Hayes from Denver filed a similar patent in 1904. His “motor vehicle attachment” instead featured a whole wooden horse with affixed wheels, which would then ride in front of a motor car. His invention had even more features, including a horn inside the mouth which was activated by pulling the “reins”, and space for spare tyres and tools inside the hollow body cavity which was

accessed by lifting the hinged tail. Perhaps the best feature was an oil lamp concealed inside the head, with the light shining out of the coloured eyes. Again, no mention of the potential fire hazard in Hayes' patent filing either.

Unfortunately, it does not appear that either invention was ever constructed – it appears as though horses were able to adjust to the idea of the motor car just fine.



The Adventurous Mr and Mrs Charles J. Glidden

By Jenny Fawbert

In Friday Fact & Fiction of 31 March Louise made mention of the Glidden's and their trans- Canada Napier. Crossing Canada was one in a series of long-distance motoring adventures the Glidden's undertook, including Australia.

Charles Jasper Glidden was a self- made millionaire, he invented the telephone exchange and retired at age 43, enabling him to take up motoring. Intrigued by the successful Napier in the RAC's 1000-mile trial of 1900 he ordered a 4-cylinder Napier for his 1901 tour of Britain and France. Impressed with that car Glidden ordered two more Napier's, a one for his 1902 tour of central and southern Europe, a 16 hp tourer that had won the concours d' elegance at Crystal Palace in February 1902., and after that tour he ordered aa more powerful third car for driving through Europe, Scandinavia and the Artic Circle in Sweden.

The third car was a 24 hp model, chain drive with 40-inch rear wheels, fitted with Mulliner coachwork to Glidden's own requirements for carrying luggage, tools, parts and extra tyres. Glidden took delivery of the vehicle in the UK in 1903 and it was this vehicle in which Glidden subsequently travelled twice round the world.

By March 1905 the Glidden's had reached Australia, having already toured over 223,000 miles and through 22 countries. At the end of their world-wide travelling some 3 years later they had driven over

4 continents and numerous islands, including Japan and Fiji, and 40 countries.

Whilst Australians were justifiably excited about the big local motoring event, the February 1905 Dunlop Motor Reliability Contest, that put some of our leading motorists and cars in our first ever interstate motoring competition, guess who was enjoying the spectacle? Mr and Mrs Glidden, who had motored into Sydney for the Start of the Contest. What a juxtaposition - our locals, excited about such a reliability contest from Sydney to Melbourne and how it would prove the reliability and value of the motor car, and on the sidelines, the Glidden's and their astoundingly well-travelled Napier.



Sept 1904. The Napier at a Canadian Pacific Station. City of Vancouver Archives. Online at <https://searcharchives.vancouver.ca/mr-and-mrs-charles-jasper-glidden-arrive-at-c-p-r-station>

Glidden kept details of all the roads they travelled on, from the Arctic circle to New Zealand's Southland and pretty much anywhere in between, rating them good to bad. Australian roads in 1905 didn't fair well in his ratings. The best road he travelled was Grand Trunk Road of India, 2300 miles long, from the frontier of Afghanistan to Calcutta, with a branch

to Bombay, he noted it was broad and level nearly the whole distance. In Canada Glidden used custom made flanged wheels on the Napier than enabled him to use long stretches of the Canada Pacific railway, often at high speed.



The Glidden's and Charles Thomas on the southernmost road in the world at Bluff, New Zealand in 1905. Burke, Keast, 1896-1974 (1905-03-20). SUPPLEMENT TO THE AUSTRALASIAN PHOTOGRAPHIC REVIEW. (20 March 1905). Online at <http://nla.gov.au/nla.obj-462109650>

The Napier was maintained in top running order by Napier company engineer Charles Thomas. A protégé of S F Edge, Thomas was one of Napier's best men. In 1906 Glidden publicly attributed the success of his tours to the design and quality of the Napier, the skills of the engineer who accompanied them, and that he did not force the car beyond reasonable limits of speed or distance.

By 1908 Thomas had chosen to forego more long trips and took over his father's motor garage in Sussex. The Glidden's, with the 1903 Napier completely re-furbished by the factory, and a new engineer, embarked on a final grand tour to Egypt, Palestine and Greece. In March 1908 they motored through the Holy Land and into Jerusalem. 1908 was also the year that Glidden became more involved with aviation and ballooning, and their promotion.

Vehicle Profile Information

Currently on the VCCA NSW website there is a section that contains Vehicle Profiles. This is one of the most popular sections of the website and we are hoping (begging) members to contribute to this part of the website.

Below is the list of questions we are asking to be completed by members about their vehicles. These can be answered and sent to Graeme either by snail mail, email, hand delivered at a meeting or any way you would like - we are really looking for some contributions! There is also the option to include a couple of photos of your car or bike if you would like to include that. We are also looking for engine photos to be included on the website- a photo from either side of the engine (similar to those already on the website).

This is a very easy task and could be very useful to someone out there who is either interested in, or possibly restoring a vehicle the same as yours!

Name (does not appear on website):

Vehicle Year/Make/Model:

Engine Type (ie. number of cylinders, valve arrangement, number of blocks, cooling system):

Details of fuel and ignition system:

Transmission (details on clutch and gearbox/transaxle etc):

How did you acquire the vehicle?

Brief known history of the vehicle?

What do you like and/or dislike about your car?

Interesting facts or any other details you'd like to include:

Thank you!



5TH ANNUAL PRE '05 PIONEERS RUN

FORBES, NSW, AUSTRALIA

FRIDAY 8 SEPTEMBER TO SUNDAY 10 SEPTEMBER 2023



In this Newsletter

- Permanent Date
- Accommodation
- Headquarters
- Future Goals

2023 Details

Where

Forbes, NSW, Australia

When

8 to 10 September 2023

Accommodation

Forbes Victoria Inn

Headquarters

McFeeters Motor Museum

Contact Us

Email

russell@veterangarage.com.au

2023 Rally Committee

Russell & Chris Holden

0422 219 911

and

John Fryirs

0487 413 441 or

02 4878 5227

Permanent Date

After much discussion, the Pre '05 Pioneers Run will be held annually on the weekend of the 2nd Sunday of September.

It has been agreed that the Pre '05 Pioneers Run will become a rotational event between Victoria (its ancestral home), New South Wales and South Australia, with the 2023 event being held in Forbes, NSW. This change will hopefully encourage more of the owners of pre '05 vehicles to attend the event to enjoy their vehicles and encourage fellowship between owners and the respective veteran car clubs involved.



Dates for NSW in 2023

- Friday 8th – arrival, short shakedown run followed by a cocktail reception at the McFeeters Motor Museum
- Saturday 9th – the traditional 50 to 60km run
- Sunday 10th – a short run with lunch and then departure for home

Dates for South Australia in 2024

The organisers are pleased to announce that the 2024 event will be held in Naracoorte, SA and Jane & Julian McNeil will be our hosts.

- Friday 6th September 2024 - arrival and shakedown run
- Saturday 7th September 2024
- Sunday 8th September 2024

Accommodation details and rally routes will be confirmed closer to the date.

Dates for Victoria in 2025

- Friday 12th September 2025 - arrival and shakedown run
- Saturday 13th September 2025
- Sunday 14th September 2025

Again, accommodation details and rally routes will be confirmed closer to the date.

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 Overland TRH80

- | | |
|---|---|
| 1. Sandblasted chassis | 21. Engine complete (disassembled) |
| 2. Restored rear guards | 22. Spare crankshaft & camshafts |
| 3. Restored magneto | 23. Spare light shells |
| 4. Restored steering wheel | 24. Spare engine barrels |
| 5. Remade four doors | 25. New pistons and rings |
| 6. Remade side panels | 26. Radiator – good condition |
| 7. Remade rear panels from seat | 27. Overland script plus radiator badge |
| 8. Remade bonnet panels | 28. Wooden chassis rails |
| 9. New cast corner pieces (front cowl) | 29. Car mechanicals etc |
| 10. Front cowl – good condition | 30. Missing speedo drive etc |
| 11. Rear tub – good condition and spare wheel brackets | |
| 12. Fuel tank – good condition | |
| 13. Hood bows (to be restored) | |
| 14. Plans for body | |
| 15. Plans for other units e.g switch panel etc | |
| 16. Windscreen parts (one with mirror attached) | |
| 17. Lights – side, head (mostly complete – Saxon brand) | |
| 18. Steering wheel (remade) | \$10,000.00 |
| 19. Rear light – restored | Contact: Alan Barker |
| 20. Front guards – good (to be restored) | 0419 555 299 |



FOR SALE: 1912 Zedel (see left, more photos in March S&P)

Has rallied extensively in New Zealand up until its import into Australia around 10 years ago. Is possibly the only Zedel in Australia and probably the only Swiss car too.

Asking for \$40-45k. There is also a custom built trailer available. Car is located in Lake Macquarie.

Contact: Jeannette Francis
0409 724 064
jdfrancis47@gmail.com



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