

SPIT AND POLISH

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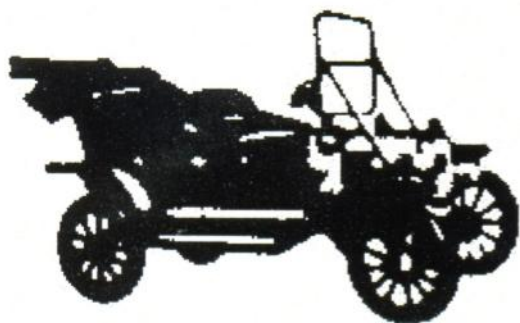
His Excellency General The Honourable David Hurley AC DSC (Ret'd)
Governor of New South Wales

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



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SPIT AND POLISH

WEB PAGE: www.vccansw.org

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All letters, advertisements, articles are to be sent to "The Editor Spit & Polish" preferably by

Email: nevpreston@gmail.com or by **Mail:** 18 Byron St. Wyong, NSW 2259

Articles to be received by the **First Wednesday** of the month.

Cover Photo:-

Peter Adams' 1915 Ford T

At the Newcastle Branch 100th Birthday Outing.

Sunday May 17th 2015.

Committee of Management

OFFICE BEARERS:

		HOME	BUSINESS	FACSIMILIE
PRESIDENT	Peter Martin	4657 2994	Mob: 0418 865 235	
		Email: president@vccansw.org		
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	Vacant		Email: vicepresident2@vccansw.org	
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		Email: secretary@vccansw.org		
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		Email: treasurer@vccansw.org		

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			Email: events@vccansw.org
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HALL LETTINGS	Robert Fordham	9899 4395	Email: hallrentals@vccansw.org
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LIBRARIAN	David McCredie	9653 2592	

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	Max Roberts	6545 3410	6545 1045 6545 1687
	Malcolm Garthorn		Mob: 0417 676 912
	Peter Adams		Mob: 0418 680 263
	Neville Preston	4352 1533	

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			Mob: 0412 821 945
			Email: hupmobile@bigpond.com
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			Email: kazngra@bigpond.com
MaSH CHAIRMAN	Euan Coutts	4861 7356	Mob: 0412 673 585
			Email: wilga.coutts@bigpond.com
SECRETARY	Greg Roberts	4861 2023	Mob: 0468 831 757
			Email: gregandjillroberts@gmail.com
HONORARY AUDITOR	Graham Steer	9450 1454	9262 5995
LEGAL ADVISOR	Andrew Aitken	8987 0000	8987 0077

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

134 Queens Road, Five Dock, 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 held on Thursday 25th June 2015

ATTENDANCE

Committee: 9 Visitors: 1 Members: 16

Apologies were received from Dennis Ballard, Euan and Wilga Coutts, John Fryirs, Don Liddle, David McCredie, Allan Miller and Ian Shinfield.

Visitors: Ross Berghofer (Peugeot Club)

MEETING OPENED AT 8:25 PM.

PRESIDENT'S OPENING REMARKS

The President, Peter Martin, welcomed all members and our special guest Ross Berghofer. He offered sympathy to the family of Vic Boardman and Lois Caffyn (a member of the Victorian club).

Ross Berghofer, president of the Peugeot Car Club of Australia, invited members with French cars or any old cars to participate in the All French Day on 12 July at Silverwater Park, off Clyde Street. CMC officials would act as judges and there will be a special trophy for veteran cars. All members would be welcome and Ross suggested members bring a picnic.

MINUTES PREVIOUS MEETING

Matters arising: Delete from report in events from Wilga Coutts the following: and she offered to plan a similar run for next year.

Moved: Warren Irish Seconded: Graham Weekes

INWARDS CORRESPONDENCE

Flyers received:

Bonham's London /Brighton VC Run	Baptist Care
OperaBites Forster/Tuncurry	Australian Slimline Trestles
Potters Hotel Brewery Resort	Adelaide Shores Resort
Tea Gardens Country Club	Red Centre Nationals

Invitations

Vintage Motorcycle Club Maraylya Run 20 September	
Bay to Birdwood	Motorlife Expo Entry form
Rosary Village Guildford	

Other club publications:

V&VCCA (ACT) 2015 Shannons National All Veteran Tour- Newsletter 2	
Motorlife News	Orange District Antique Motor Club
Bulletin of VCC SA	The Edwardian
The Vintage Car	Early Auto
CMC Vintage Motor Club Bulletin	Retronauts (online)

Other

Peugeot Car Club – request to attend meeting
Wanita Klaassens – request to identify car
Michael Neaves – request for wheels for *Chitty Chitty Bang Bang*
AVCCA rosters
AVCCA membership directory corrections
Keith Keohane – donation of old photos
VCCA (Vic) – Vale of Lois Caffyn, Workshop day at Chris Dillon's
CMC- invitation to traffic training

OUTWARDS CORRESPONDENCE

Eastern Creek entries for Phil O'Loan, Bob Rumble, Alan Miller, Robert Duffy and Mike Benedeich.

AVCCA – thank you for roster and their work

NSW Department of Fair Trading – query re DOB due to conflicting advice from two members

Membership forms to Mark Donnelly's friend and Anton Breinl

Emails: Eastern Creek entries, Vale Vic Boardman

Correspondence accepted.

Moved: George Gillott

Seconded: Phil O'Loan

TREASURER'S REPORT

Balances are: \$

Wallerawang Rally made \$50 profit due to the wonderful organisation by Wilga Coutts.

Thank you to the members who have promptly returned their membership forms and updated their details. To date seven members have paid by EFT and three members have paid for 3 years. A membership card will be issued with the member's name, membership number and the expiry date of membership.

Moved: Phil O'Loan

Seconded: Peter Weir

MAGAZINE Nothing to report

EVENTS

Graham Weekes advised members of a change to the date of the MaSH rally from 8 to 29 August. Details are in *Spit and Polish*.

A request for veterans for a static display has been received from Rosary Village. The display will be held on Monday 29 June. Morning tea and lunch will be provided as well as safe parking arranged for cars. Members need to let Lyn Martin know if they will attend.

The future of the Wallerawang Rally was raised as Wilga Coutts has indicated she is unable to organise the event next year. People indicated their enjoyment of the weekend. Graham asked for a volunteer to organise the event for 2016 to contact him. The timing and venue are the choice of the organiser.

In regard to the proposed outing to the Hydro Majestic in November, Robert Fordham and Graham visited last week and held discussions about the event. Disappointingly Graham received an email just before the meeting where the concept presented was totally different to the original proposal. He will continue discussions with the Hydro Majestic management and will contact any volunteers personally when he knows more about the organisation.

Les Watton gave details of the Navigators Rally to be held on 2 August. It will start at Central Gardens in Merrylands with cars leaving at 9:30 AM. Les suggested coming earlier as there is a mini zoo at the gardens. After visiting two sites of interest, the destination will be reached. There is an entry fee of \$12 per person, which includes entry and a Devonshire tea. The total run will be 38 kilometres.

PERMIT TO MOVE

One permit renewal was processed and six movements were noted.

LIBRARY Nothing to report

DATING Nothing to report

MEMBERSHIP

Peter Weir kindly organised voting on Darren Grant's application for ordinary membership. Members voted for his acceptance and the President welcomed Darren as a member of our club.

Applications for membership have been emailed to Mark Donnelly for a friend and Anton Breinl.

CMC

Norm Mitchell responded to a question at the previous meeting concerning shackles on trailers. He presented a checklist from the RMS and a summary will appear in *Spit and Polish*. Safety chains need to be attached to trailers with the appropriate weight labelled pin. Members reported that Queensland and Victorian police are vigilant and book drivers using the wrong sized shackles.

HALL

Robert Fordham informed members that regretfully the Land Rovers Club has given its notice on leasing the hall as it is going to meet at a smaller venue due to declining numbers. They will take their board.

Invoices for the second quarter rent have been prepared and will be sent out by Phil O'Loan in the new financial

year.

Parking of vehicles from the Meriden Prestige continues to cause concern. The proprietor is looking to lease another parking area but will continue using ours, as it is very convenient. Robert has stressed to the proprietor that cars are not to be parked overnight.

Sydney Voice is using the larger hall for groups. Usage has grown from two to five a month. There is a problem with the availability of chairs in the large hall and Robert will follow up with *Sydney Voice*.

A power point to be mounted before the new roller door can be installed.

Robert needs assistance to fix the windows, as it requires a high ladder. The kitchen refurbishment is on the maintenance list for consideration by the committee.

WEBSITE Nothing to report

GENERAL BUSINESS

The Secretary advised that the new AVCCA roster is available and will be mailed to members with *Spit and Polish* when the member pays his/her dues.

David Norton suggested breakfast runs on the north shore once a month. The President is happy to have a volunteer organise the run and to publicise it in *Spit and Polish* so it is open to all club members to participate.

Les Watton referred to D shackles and indicated that it could be an urban myth. He said that since 1994 shackles needed to follow the compliancy plate on the trailer. Les related another urban myth that the Police book drivers with goose neck overhang. He said that safety inspectors are checking on the compliance of tinted windows. Barry Shinfield added that Victoria was the main mover for yellow rated D pin shackles and said that trailer chains need to be crossed over to comply. Les added that chains could be bolted or welded. It is illegal to have two shackles in a line.

In *Techie Talk* Barry Shinfield asked members if they could guess some of the following abbreviations.

ECU is the electronic control unit. **EGR** is the exhaust gas circulator whereas the **MAP** is the manifold exhaust pressure. Four wheel steering is called **AKC** or active kinematics control.

The AKC is not physically connected to the axles but controlled by the ECU or computer!

The raffle was drawn.

MEETING CLOSED AT 9:10 PM.

Peter Martin
President

Louise Yeomans
Secretary

Welcome New Member

Darren Grant & Jennifer (1100)
30 Aranda Drive
DAVIDSON NSW 2085
(H) 9975 1369 (Mob) 0417 029 761
1911 Empire 20

Change of Address

Allen Davis
58 Bourke Street
MAITLAND NSW 2320

Attention

All members can now access CMC meeting minutes.

Log into the CMC web site <councilofmotorclubs.org.au>

or select links on the VSCC home page, then select Council of Motor Clubs

From the side panel select "Document Centre",

From the choices select Minutes of AGM's and GM'sm - Select the desired meeting date.

2015

JULY

Events Calendar - Club Events

- 21st Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
 23rd Committee meeting starting at 6.45pm
 23rd Monthly Club Meeting at Club Rooms, Fivedock at 8pm
 31st **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

AUGUST 2015

- 1st **Newcastle Branch** - Outing to Luskintyre *See Page 9 for details.*
 2nd Giant Model T Ford Garage Sale *See notice in coming events Page 9*
 2nd **Combined Navigator's Day** *See Page 9 for details*
 14th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
 18th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
 23rd **Newcastle Branch** - Run to the orange orchard - Milbrodale *See Page 9 for details*
 27th Committee meeting starting at 6.45pm
 27th Monthly Club Meeting and **A.G.M.** at Club Rooms, Fivedock at 8pm
 28th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*
 29th **MaSH Branch** "Run in the Country" Start 9.0am-9.30am 103 Dowles Lane, Bickley Vale, Camden.

SEPTEMBER 2015

- 5th MaSH Branch Meeting - 2pm - Mittagong RSL Club
 11th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
 15th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
 20th **Maraylya Day with VMCC.** *See Coming Events Page 10*
 24th Committee Meeting starting at 6.45pm
 24th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
 25th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

OCTOBER 2015

- 4th Australian Motorlife Museum - Motoring Expo. *See Page 19 for details and Entry Form*
 9th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
 16th - 19th **Newcastle Branch Annual Tour.** *See Page 10 for details, Entry Form on Page 18*
 20th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
 22nd Committee Meeting starting at 6.45pm
 22nd Monthly Club Meeting at Club Rooms, Fivedock at 8pm

OCTOBER 2015

Events Calendar - National Rallies

- 4th - 9th **2015 National Veteran Motorcycle Rally** hosted by Antique Motorcycle Club of Australia.
 To be held in Ararat Victoria.
 For further information contact John Burke National Coordinator
 2 Occident St Cessnock NSW 2325
 Ph: (02) 4991 1806 Mob: 0412 821 945
 Email: Hupmobile@bigpond.com

NOVEMBER 2015

- 1st - 6th **Canberra's 2015 Shannons National All Veteran Tour.** Based in Goulburn NSW.
 Contact: Tour Secretary Roger Gottlob on
 (ah) 02 6241 3169, (m) 0418 962 312 or Email: canberrarally2015@gmail.com
Entry Form in October 2014 Spit and Polish

APRIL 2016

Events Calendar - National Rallies (cont)

3rd - 9th

RACV Veteran Car Club National 1 & 2 Tour To be held at Lartrobe Valley, Morwell.

Registration form in April 2015 Spit and Polish

or you can register on line at <http://veterancarclub.org.au>

COOEE MARCH 2015

Events Calendar - Invitation Events

The attached email is pretty much self-explanatory. If you are interested in attending please contact Kim directly for more information, using the contact details at the bottom of the email.

In essence, we are trying to organise the nine NSW world war one recruiting marches under the banner of the first of those marches, the Cooee March. Two of the marches, the Kookaburras from Tooraweenah to Bathurst and the Boomerangs from Parkes to Bathurst are in the early stages of organising to commence on Saturday 31st October and be in Bathurst Tuesday 10th November, and would like to invite your clubs and/or individuals to participate in our marches; in particular:



- Have the cars in each town as we arrive/depart, to add a world war one flavour to the town...old or young vehicles would be appreciated.

- Consider offering to give a lift to the marchers where they are not allowed to be on foot on the roads, as NSW Police will not allow us to march on some roads. This would be about a 10 kilometre lift on some days between some towns. March numbers are expected to be not less than one and possibly up to 30 persons.

From Bathurst it is expected that both marches will travel by train to arrive in Sydney to join the other marches for the Sydney Remembrance Ceremony on Wednesday 11th November 2015.

There is also a possibility that the other marches would also be keen to have you participate:

- Kurrajongs from Inverell via Moree via Narrabri via Maitland to Newcastle, dates and march actually happening not yet confirmed.
- Wallabies from Walgett via Narrabri via Maitland to Newcastle, dates and march actually happening not yet confirmed.
- North Coast Boomerangs from Grafton via Maitland to Newcastle, dates and march actually happening not yet confirmed.
- Men from Snowy River, on foot from Delegate to Cooma, and then mainly by bus to Goulburn.

We are a registered charity and we have hall mark status with the NSW Government.

I can be contacted as below and any participation would be greatly appreciated, including using our marches to recruit new members to your clubs.

Kind regards,
Kim.

Kim Templeton, Secretary Cooee March 2015 Association, 0447 447 458 kim@cooeemarch.org.au
www.coeemarch.org.au

Events Calendar - Invitation Events (cont.)

NORTHERN RIVERS VINTAGE & VETERAN CAR CLUB INC.

55th ANNIVERSARY RALLY

12th - 16th AUGUST 2015

For further enquiries : Robert & Meryl Lovell 02 6621 9682 Mob: 0427 257 190
Narelle Middleton 02 6628 1207 Mob: 0412 299 393 Email: rallysecretary@nrsvcc.com.au

COFFS HARBOUR CENTENARY OF RAIL

Celebrating 100 years of rail to Coffs Harbour in 2015.

29th & 30th August 2015

Owners of vintage, veteran, classic and preserved vehicles are invited to the first Coffs Harbour Motorfest.
This event will become part of an annual event known as "Smoke on the Water Festival".

See Page 20 for details

The Victorian Club 60th Anniversary Rally.

RACV Annual Rally - COLAC

Thursday 19th to Sunday 22nd November 2015

Entry forms will be released in early August and sent to all AVCCA clubs for distribution to interested members.

If you have any questions or need a copy of the suggested accommodation properties
contact Michael & Claudia Holding 03 9742 6900 Mob: 0407 008 895 or mholding@netspace.net.au

Le Jog Historique - 2016

12th - 22nd June 2016

Members may be aware of the Adelaide to Darwin veteran car run held last year. Joy Rainey, who participated in her 1904 Curved dash Oldsmobile is arranging a Lands End to John O' Groats run in 2016.

The 2016 Le Jog Historique Rally will take place from 12th - 22nd June commencing at Land's End in the South West of England and running to John O'Groats in the north of Scotland. It will be a non-competitive touring and social event and will be held on public roads where normal traffic rules apply. The route will avoid motorways and use mainly minor roads including some with spectacular scenery over a distance of approximately 1,101 miles.

Entrants will be responsible for arranging their own accommodation on route, however the organizers will provide all entrants with details of hotels and other accommodation in the vicinity of scheduled night stops.

It will be limited to maximum of 40 vehicles either motor car or motorcycle. The closing date for receipt of entry forms is 1st March 2016. If it is oversubscribed the organisers reserve the right to hold a ballot to select entries. The Bugatti Owners' Club's decision on entries will be final.

Entry Form and information available from the website. www.lejohistorique.co.uk

Coming Events

Luskintyre

Saturday 1st August 2015

Newcastle Branch outing to Luskintyre Airfield

Home of the "Tiger Moth"

Meet at Lochinvar Hotel at 9.30am

Lunch is available steak or sausage sandwiches at cost
or bring your own.

COMBINED NAVIGATORS SOCIAL DAY

2nd August 2015

"RAISING THE STANDARD"

Arrive: 9.00am. For 9.30am Start. Central Gardens. Merrylands Rd.
(entry gate near bus shed) cnr. Cumberland Hwy (Betts rd) Merrylands.

Finish: Castlereagh area short run. Approx 40k

"THE BOX" will be at the start along with some Australian Fauna, Emus, Birds, Wallabies,
Galahs, Cockatoos, Ducks, Water Hen, Water Fowl, etc.

We will then visit an Engineering Marvel built in the 1880's & still standing. (No Toilets)
Leaving here we will proceed to a private venue in the Castlereagh area for Morning Tea & Lunch.

Please bring chairs.

Cost: Devonshire Tea & Admission \$12.00.

Food, Drinks, Ice Creams, Milkshakes available. Plenty of off street parking.
Names & Numbers required at July meeting or phone me for catering purposes.

It will be a very interesting day. It's on wet or fine, all undercover.
Everyone Welcome, Veteran, Vintage, Classic, Motor Bikes, Modern Vehicles.

Contact: Les Watton: H: 9838 8063 M: 0418 973 866

The Late Ron Gamble's Giant Model T Ford Garage Sale

25 years of accumulated treasures

TIME - 10AM (Not before please)

DATE - Sunday 2 August 2015

WHERE - 9 Pine St, North Ryde

Enquires – Stephen Gamble Mob 0400 245 976

Newcastle Branch - Milbrodale Run

Sunday 23rd August 2015

Meet at John Burke's at 10am

For our run to Cameron's orange orchard
John Burke 4991 1806

Coming Events

Maraylya Day Sunday 20th September

As you may know already the Vintage Motorcycle Club has our veteran only run on the **20th September** this year. We would like to invite the Veteran Car Club members to attend. In previous years we have always had a few cars and it would be fabulous to see some there again this year.

The details are:

Run leaves Maraylya Park at 10.00am 20th September. We have a soup stop half way around (motorcyclists get cold) and then a BBQ lunch on our return to Maraylya.

If members would like to attend could they call Peter Scott on 9624 1262 for catering purposes.

Antony Gullick
Secretary VMCC



NEWCASTLE ANNUAL TOUR 2015

FRIDAY 16th to MONDAY 19th OCTOBER

Based at

Molly Morgan Motel

New England Highway
East Maitland
(Cnr New England Highway & Chisholm Road)

Phone (02) 4933 5422

BOOK YOUR OWN ACCOMMODATION

We have made a provisional booking at the motel so it will be necessary to mention you are with the V.C.C.A when booking.

Any queries contact
Graeme Newman (02) 4392 1035
Neville Preston (02) 4352 1533

ENTRY FORM ON PAGE 18

Also on our website under downloads

NOVEMBER 2015

? - ? **Hydro Majestic weekend away.** A re-enactment of 1905 return trip from Melbourne to Sydney. Initial plans are to trailer your veteran to the Hydro. (optional) and have the cars on display at the grounds.

There seems to be some confusion with the organiser at the Hydro Majestic but Graham will contact those people who have put their names down to attend the event when things are finalised.

Graham Weekes 9533 2161

Membership Dues for 2015-2016

Your current membership for the VCCA (NSW) Inc expires at the end of June. Membership for the coming financial year is due by 30 June 2015. Members will have three months grace to pay their dues.

This year we are making it easier for you to do this.

Your membership information with your club membership number has been included in *Spit and Polish*. Please check the information, make any changes and return to the Treasurer when you pay your membership fees. Please note that your date of birth is for club records only and will be confidential. This information is required by law for all registered clubs.

You may elect to pay for one or three years.

If you decide to pay for one year it will cost \$80. If you choose to pay for three years in advance it will cost \$210. That is \$70 a year for a saving of \$30 over the three years.

You may pay by cash, cheque or electronic funds transfer (EFT). If you pay by EFT you must identify your payment clearly in the description box with your name or membership number. If the funds have no clear identification the money will be considered as a donation to the club. When you pay by EFT please email the Treasurer the transaction details. His email is geoff.yeomans1@gmail.com

For EFT the bank details are as follows:

Account name: Veteran Car Club of Australia (NSW) Inc
Bank: Commonwealth
Branch: Wynyard Sydney NSW
BSB: 062009
Account number: 28023425

CLUB
SEPT

If payment is not received by 30 September you will be removed from the mailing list for *Spit and Polish* because it is time consuming for the voluntary committee to chase up the funds.

Geoff Yeomans
Honorary Treasurer

(On payment of your dues you will receive the new AVCCA 2015 Membership Directory)

Editorial

Again, thanks to the members for the articles which they have supplied for this edition of **YOUR** Spit and Polish.

Only a couple of outings reported on this month. A report from Graeme Newman on the Newcastle Branch Singleton weekend and a report from Doug Fulford on the MaSH Branch 2nd 'northern coffee run', also to Neil Martin who supplied the photos for Doug's article. Also to Barry Shinfield who supplied the article on the Lightburn Zeta.

Also an extra to Doug's report on the coffee run is a report on what the early road into Burragorang Valley was like with some edited excerpts from "*Historic Roads Round Sydney*" John Fairfax (1937).

At the moment I have a small supply of material, but it is always handy to have a little extra just incase things get quiet. 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



Singleton Weekend - 12-14/06/15

Graeme Newman

After holding our 'winter' tour over the Queen's Birthday Weekend for many years, John Burke our tour organizer decided to have a change of both date and motel for this year. For a number of years we stayed at the Country Comfort Singleton where the meals and service in the dining room went a long way towards making for a successful weekend. Whilst some of the fare served up last year was quite memorable, it was for the wrong reason. One dessert in particular was up there with the infamous 'pepper steak & carrots' fiasco at Morpeth many years ago, when that was all we got for dinner one night. This year, the date was moved to the weekend after the long weekend, and for the accommodation we moved about a kilometre south to the Charbonnier Hallmark Inn. I must admit though, whilst I was doing other things over the long weekend in absolutely fabulous weather, I was a bit concerned how we'd fare a week later.



Grandpa's Allen & Neil watching the kids

In keeping with years past, the start was again from the home of Max & Joan Burke at Nulkaba, however this year Kelly Burke was in charge of the morning tea arrangements as Joan was enjoying a European Holiday with other family members. After the first of our tasty morning teas for the weekend and a few words of welcome, we left Nulkaba to head to Branxton for lunch. A few of the crews missed a turn or two along the way, but we all made it to lunch. Those that took the shortcut had a bit longer to enjoy the sunshine at the lunch stop. Mick Duncan had a minor mishap as we approached Branxton with the nut on the engine pipe coming loose, leaving the Renault with a noticeably louder exhaust note. That was soon rectified once the motor had cooled slightly.

After lunch we continued to Singleton via Elderslie and Glendon. Doug and Dianne Marshall had an unplanned stop not far from Singleton when a split wheel rim caused the tyre and tube to part company with the wheel. With a few others helping out the F.N. was soon safely underway again.

After checking into the new digs, some of us went up the street to have a look at the antique junk shops and a coffee whilst others socialized around the motel or had a bit of a snooze before dinner. That night we all enjoyed a BBQ dinner in the dining room, whilst discussing the days events and solving a few of the worlds problems.

Saturday morning we were joined by the Davis & Dunlop families with two of the Cadillacs. Everyone else got prepared for the days run, with most refueling in Singleton before heading off. Peter and Kim joined us for the morning, given that we were child free as our girls had HSC and University commitments that took precedence over veteran motoring. After leaving Singleton we headed south on the highway to Whittingham, before heading west through Mount Thorley, Bulga and Milbrodale to Broke for morning tea in the park. This gave the youngsters a chance to expend some energy on the playground whilst the rest of us had a cuppa, more tasty treats and a chat. Allen Davis and Jeremy Dunlop were seen tinkering with a Cadillac but there didn't seem to be too much wrong.



Mick & Katrina

From the morning tea stop we continued south through Paynes Crossing to Wollombi for a picnic lunch in the park, and a further opportunity for the kids to have a play. There were noticeably less people around Wollombi and the well known Tavern than we usually encounter over the long weekend, although there were quite a few people at the sale yards when we first arrived. As we enjoyed our lunch there were a few clouds start to build up, but nothing that caused us any problems.



The Dunlop's

After lunch Peter & Kim decided they would accept the offer to travel back to Singleton in the luxury of the Benz & giving them some time for a rest before dinner.

We travelled back to Singleton via some slightly different roads. Again the roads were fairly free of any other traffic.

After returning to the motel we talked about going down the street for a coffee again but instead finished up at the pub where we had a couple of relaxing drinks before dinner. A few of the others gathered together for a drink in the back gardens of the motel.



Peter & Kim



Cadillac with the top down

After dinner on Saturday night John made a few presentations, including a small gift for our 'first timers', the 'coldest crew', 'warmest crew' and a few others. We also had a raffle to help cover the cost hosting the weekend. The general consensus seemed to be the changes made were all successful, and with a little 'tweaking' of the finer details, it should make for a good weekend for the next few years at least.

On Sunday morning our vehicle numbers were slightly depleted as a couple of our crews who had towed their veterans to Singleton on the Thursday, had again loaded their cars onto the trailer for the trip home. Our morning run took as fairly directly to the Hunter Valley Gardens at Pokolbin where most of us sat around for a while, enjoying a coffee or a bite to eat. From there it was only a short run back to Nulkaba for those that had trailers there. We headed home, enjoying fairly light traffic conditions. It was obvious at various times over the weekend, how much damage had been caused in some areas from both the flooding and strong winds during the 'April Storms'.

Once again it was a really enjoyable weekend of veteran motoring for those that attended. Whilst we had a good rollup it would always be nice to see a few more. The event is planned to enable those that may wish to trailer their car to the start are able to do so which should make it more attractive to those travelling a distance to participate. Thank-you again to the Burke family for their work in organising the weekend and arranging the morning teas, it was all very much appreciated by those who took part.

I heard over the weekend and at our Branch Meeting the following week that the son's of Grants and McGraths could be interested in acquiring a veteran. If there is anyone out there who may be able to help them out, please consider. We need more younger members.

List of Participants

John & Kelly Burke 1916 Buick
 Matthew & Max Burke 1913 Hupmobile
 Doug & Dianne Marshall 1912 F.N.
 John & Sue Wards 1916 Benz
 Graeme & Karyn Newman 1914 Talbot
 Michael & Denise Bendeich... 1913 Chalmers
 Terry & Vicki Smith 1915 Ford T
 Bill & Carol Heeney 1912 Austin
 Neville Preston 1913 Talbot
 Ian & Jenny Streatfield 1915 Overland
 Laurie & Marcia McGrath 1914 Ford T
 Geoff & Louise Yeomans 1914 Wolseley
 Jeremy, Robyn, Maggie & Charles Dunlop 1911 Cadillac
 Allen, Kate, Eliza & Rosie Davis 1914 Cadillac
 Dianne & Christopher Gotley, Brett Corrigan... 1914 Talbot
 Don, Brad & Darren Grant 1911 Empire
 Euan & Wilga Coutts 1910 S.C.A.T.
 Mick & Katrina Duncan 1913 Renault
 John Brumby 1917 Maxwell

Modern

Allen Dunlop
 Peter Adams & Kim Nolan
 Neil, Lyn & Harriette Martin
 Laurie & Jan Garrod and Chris (Jan's sister)
 Betty Cherry



Max & Matt at the Hunter Valley Gardens



Ford, Chalmers, Cadillac & Maxwell



Talbot's and the Austin

2nd MASH Branch Northern Coffee Run – 26 June 2015 to Burragorang Lookout

Doug Fulford

For our inaugural coffee run the weather looked a bit doubtful but turned out OK. For this run we were blessed with a perfect sunny winter's day. Perhaps Fr Dell who was visiting the Sinclairs from Nebraska interceded with the Almighty on our behalf. Indeed the weather was so divine that Kevin having started the run in his 1914 Talbot took it back home and rode his 1914 Douglas motorbike the rest of the day. (Don't believe rumours about a lack of fuel pressure on his Talbot and certainly don't tell the Newcastle Talbot mafia.)

We set out from Mount Hunter with four veterans, three more joining us for morning tea at the official start at Curry Reserve. Our cars attracted quite a bit of attention from a number of locals. The Betts' Renault was arguably the most resplendent, its occupants definitely so in red and black goggles. (Certainly saves arguments over who owns which pair of goggles.) Whilst on the subject of fashion it would be remiss not to point out that Sue seems to have teamed up with Vivian in the classic hat wearing brigade.



Everyone seemed to be enjoying a cuppa and the odd biscuit or two. They seemed so content and settled that for a while I was wondering if we really needed to organise the run part of the event at all. Corinne happened to be driving past and dropped in to tell us she had just got her black licence – sounds like some double declutching lessons coming up.

In due time we headed off to Burragorang Lookout. Some Studebakers apparently take a little more cranking than others. Kevin duly caught up with us on his veteran bike en route. Does that mean we can claim a total of eight veterans on this run? We'll claim eight when stirring up our southern cousins. The picnic area was lovely, much to my relief as I had only been there once in the last twenty years. It lacked shelter (which wasn't needed and in any case

we had a backup plan) but had tables and seats, rubbish bins, and a nice clean toilet block.

A number of bike riders came by and Kevin was kept busy answering their questions whilst he made a few running repairs to the Douglas. Meantime, an elderly lady was posing for photographs in front of the Martins Model T as it allegedly reminded her of cars from her youth.

A pleasant lunch was had by all with the level of conversation suggesting that we were all long lost friends who hadn't spoken for years rather than a group of people who had had a good chin wag some 60 minutes previously. It was great to see that a number of "passenger swaps" had occurred on the way to lunch. These are, after all, social outings as much as they are car runs. In fact the conversation was so interesting that I forgot to go and see the view from the lookout – although Vivian assures me it was spectacular. I can remember bringing a girl to the lookout in my teenage years (the early seventies). Burragorang Lookout seemed to be a very remote place to me back then (I was living in Pymble at the time). Now it's a local attraction. She seemed interested in activities other than lookout gazing – not that it did her much good I hasten to add. Then, as now, the view was of a valley flooded by the backwaters of Warragamba Dam. However if we were at the same spot in 1948 we would have had a very different view as shown in the photograph that follows. (See next page)





After a brief discussion it was decided that these runs should be held on the Friday immediately following the club meeting rather than the last Friday of the month. Generally, but not always, this is the same date. However it does change the date of the next coffee run to Friday 24th July. Our destination next month is the Werri Berri Picnic Area in Thirlmere Lakes National Park. Bring a picnic lunch or you can purchase lunch in Thirlmere from the Loop Line Pie Shop, the new kebab shop or the Chinese Restaurant. In case of bad weather our backup plan is to dine either at the Chinese Restaurant or the pub across the road.

Attendees:

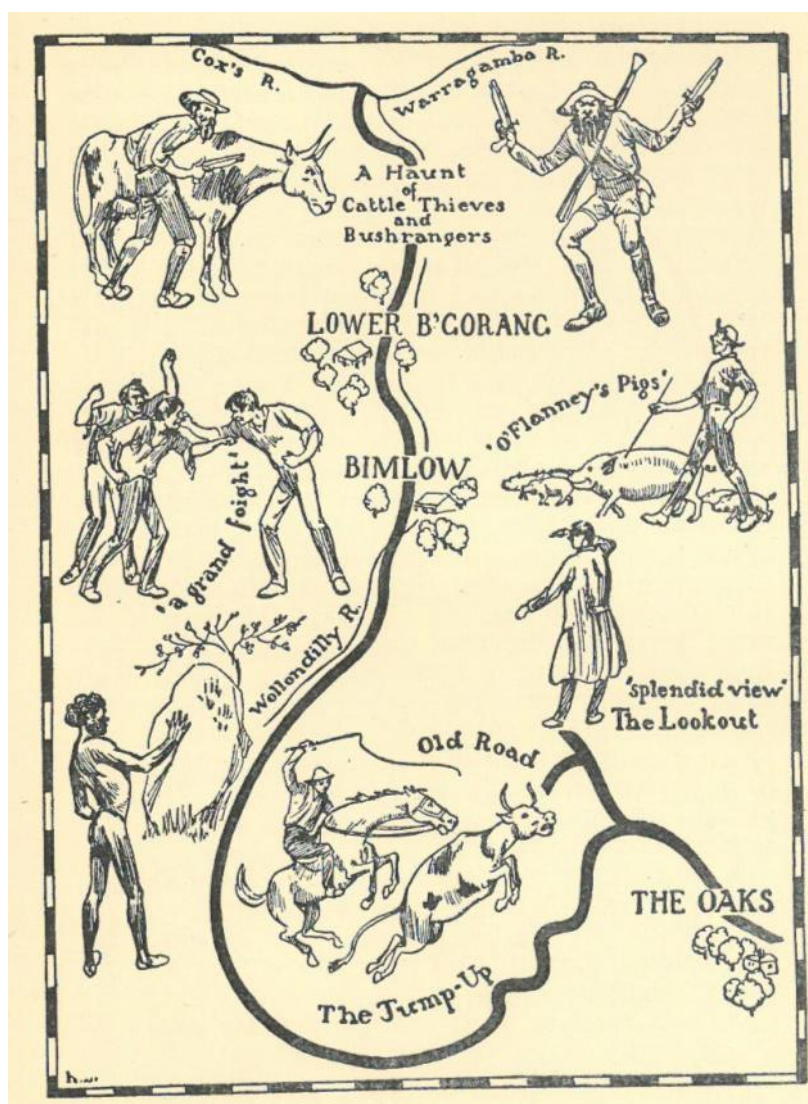
Donna and Anthony Sinclair, Fr Dell Lope - 1916 Studebaker	Sue and Peter Martin – 1912 T Ford
Robyn and Bill Betts – 1908 Renault	Vivian and Doug Fulford – 1915 Studebaker
Lyn and Neil Martin – 1912 Crossley	Steve Fleming – 1915 T Ford
Kevin Boardman – 1914 Talbot, 1914 Douglas	Jill and Greg Roberts – modern
Elizabeth and Bob Hobson – modern	
Anne Cantrell and Alan Miller – modern	

We can get some insight into what the early road into Burragorang Valley was like with some edited excerpts from “*Historic Roads Round Sydney*” John Fairfax (1937).

With the growth of the colony, Burragorang became more settled and the inhabitants more peaceful; but the “Burragorangers” remained for a long time almost a tribe apart. No vehicular road ran down into the valley and all transport was by pack horse and pack bullock. Even this method held its terrors for the path that led down was steep and perilous, and the famous “Jump-Up” had to be negotiated. This was a most precipitous spot near the top where horses and bullocks had to scramble or jump up over a large rock. Often an animal would fall backwards into the valley below. On one occasion a pack horse carrying a piece of furniture on its back fell from the “Jump-Up” into the fork of a huge tree. For a long time afterwards the skeleton with its strange load could be seen wedged in the fork.

After thumping and bumping for some four miles from The Oaks and having passed through the hamlet of Oakdale we came to the top of the pass. At this point a track to the right leads off to the Look Out. You may stand here and look to the left and right and wonder at a view which compares, in its own way, with all the splendour of Bulli. The Wollondilly winds down the lovely valley, the vast wall of the mountains is blue black in the distance, and the sun plays at patterns on the green fields. We ate our picnic lunch here (*as we did*) and stared solemnly over the edge of meat pies at dots of cattle feeding peacefully thousands of feet below us.

After lunch we explored the old original road. We followed the track for a quarter of a mile or so, and then took



the road that branches off to the right. To begin with the road was deceitfully good. Then we turned a corner and the road plunged suddenly down-hill.

“Um! Ah!” I said and got out.

“What's the matter, James?” said Jane blithely.

“What do you mean what's the matter?” I answered rather tersely. “This isn't a road – it looks more like a chute”

“Well the old pioneers used to do it.”

I do not intend to give you a yard by yard description of our appalling trip down the original road. By the time we had traversed the first short dip any possible return was out of the question. I would allow the car to run about three yards and then apply the brakes gingerly. A nasty gritty noise and the car would skid down a couple more yards. I peered out the car to view with deep personal interest a drop of 500 to 600 feet. The corners were the worst for they were more abruptly angled hairpins than ever strained nobly amongst a lady's locks.

Then we came across a couple of monarchs of the forest lying across the road. I walked several miles to the nearest house, borrowed an elderly axe with an edge which you could almost walk along and returned to where the first monarch lay in all its fallen might. Far into the afternoon the Burrarorang rang with the blunt thunder of that axe and my oaths.

After several hours of anxiety and exercise we arrived at the bottom of that fierce incline. Sundry inhabitants expressed surprise at us having come down that serpentine path. The more elderly of the Burrarorangers assured us that it was, indeed, the original road we had descended and explained that the “Jump-Up” we were in search of had been cut away when the road was built.

We drove out of the valley by means of the modern, well-graded road. It was an easier trek than following the footsteps of the pioneers.



(Photos courtesy of Neil Martin)

ENTRY FORM

2015 ANNUAL NEWCASTLE TOUR

FRIDAY Evening 16th to MONDAY Morning 19th OCTOBER

OPEN TO ALL VETERANS

Name: Phone N°: (H)

Address: Post Code:

Email:

Make of Vehicle: Year: N° Cyls:

Body Style: **Average Tour Speed:** **K.P.H.**

Registration Plate N°: Club through which Permit is issued:

Passengers Names:
.....

(Include Childrens Age)
.....

We will be catering for Dinner and Breakfast from Friday night to Monday morning.

Further details and prices will be sent to entrants upon receipt of entry.

Sunday Lunch will be provided on tour at Clarence Town - cost of \$15 per person.

Note:- Children U/14 - Free

Children 14yrs to 16yrs - \$5.00

Sunday Lunch -	\$15 x N°	= \$
Children 14yrs to 16yrs -	\$5 x N°	= \$
Children U/14 -	N°	= \$ Free
	Entry Fee	= \$ <u>40.00</u>
	TOTAL	= \$

Entry Fee covers Morning and Afternoon Teas, Rally Bags and Prizes

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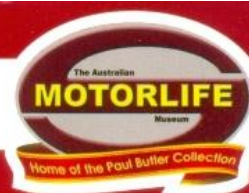
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- Historic ships and boats on the harbour
- Vintage aircraft flying overhead and joy flights
- Helicopter flights to South Solitary Lighthouse
- Model train display adjacent to station
- Food stalls and markets at the Jetty foreshores
- MOTORFEST at the jetty foreshores. (Inspired by the Australia Day Motorfest in Sydney)

As the owner of an historic vehicle you are invited to become part of this event. The MOTORFEST will be held on vacant land immediately in front of the railway station. Participants will be have a grandstand location to park and display their vehicle/s and watch the trains go back and forth, the aircraft comings & goings and be within walking distance of the jetty and beach. You will be allocated a space, (specify large for trucks, medium for car & trailer or basic for 1 car.) MOTORFEST vehicles will be in a mown grassed field fenced off from the road on one side and the railway on the other. Very limited public parking will be available nearby, only MOTORFEST participants will have guaranteed parking in the jetty precinct. Being so close to and part of the action, as is the case with Australia Day in Sydney, participants will be able to take part in the activities, stroll to the foreshore to see the maritime attractions go for a swim at the beach, enjoy the food stalls and restaurant strip, see the model display and take train rides on the steam trains while having your vehicle safely parked for the event. Unregistered and similar/military vehicles can be displayed on trailers. No need to unload. Please forward this information on to anyone you think may be interested in attending this marvellous event.

Places are filling. Please fill in coupon below and email or post ASAP to secure your spot.

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Post to Coffs Harbour Centenary of Rail P.O. Box 4327 Coffs Harbour Jetty NSW 2450.....Phone Susie 0401 531 534

Type of vehicle/s

Size of space:

- ☐ Basic
- ☐ Medium
- ☐ Large

Name -

Address -

Email -

Contact phone number -

Associated Car Club -



Lightburn Zeta

Fifteen Minutes of Shame

'It's a family sedan! It's a station wagon! It's a delivery wagon.' So blared the advertisements in 1963 for 'a new conception in motoring', a vehicle its manufacturers heralded as 'the culmination of ten years of research and more than one million miles of road testing'. Called Zeta, it was made 'for the world' by South Australia's Lightburn Industries, better known for its washing machines, concrete mixers, wheelbarrows, and car jacks.

This 'new conception in motoring' looked suspiciously like a big box on tiny wheels and had the sort of bug eyes you'd find in a dark corner of the fish market. What's more, the roofline clearly reflected the washing machine lineage and the nose was ugly enough to scare a gargoyle.

But if one look at the Zeta doesn't tell you why it was a showroom wallflower, consider its practical attributes. For one thing, you had to stop the engine and restart it to engage reverse. And the body, although wagon-shaped, had no rear door or hatch. You had to get the passengers out and remove the seats to load it.

If the air-duct on the bonnet suggested speed and power, this was entirely accidental. Forward motion was unwillingly provided by a Villiers two-stroke twin with a capacity of less than a third of a litre. The output was in the region of 12 kW (16 bhp), and this found its way to the front wheels via a motorcycle transmission and chain. Wheels magazine said of the Zeta, 'Its performance is virtually nil.'

To drive backwards, you turned the engine off and engaged an 'Electramatic' system that spun the restarted motor in the opposite direction. This gave you a full set of reverse gears and, in theory, the same top speed in either direction.

The Zeta's body was fibreglass and sat on a steel chassis. The interior was large but unremittingly sparse. The 'monkey-up-the-stick' column gearshift was a shocker, the engine a nightmare of noise, vibration, harshness, and smoke. Tackling any reasonable sized hill required a run-up of biblical proportions. And road holding? Not very much of it at all. The fact the seats came out was advertised as a practical virtue ('ideal for watching sporting events') but was really a necessity to access the cargo area. And on and on the list went.



The head of Lightburn Industries, Harold Lightburn, assured the press that the Zeta had been designed 'not only for Australian sales but for an intensive drive on export markets'. In, say 1958, the case for the Zeta would have been a tiny bit easier to support. But from 1959, the Mini Minor had changed everyone's ideas about how good a small car could be. Another telling fact: the Zeta cost £595 in Australia, but a Mini, complete with a boot lid and conventional reverse gear, cost only £158 more. It was no contest.

Lightburn ceased car production in 1965, having produced just 343 Zetas. That was a long way short of the fifty a week predicted, but 343 more than the company deserved.

Mercifully few, if any, made it into the wider world at the time, though a handful have left Australia in recent years for museums in the United States and Britain.

Total Lemons

*Thanks to Barry Shinfield for the above article
(I know it is not Veteran but it is interesting)*

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[6-15]



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[7-15]



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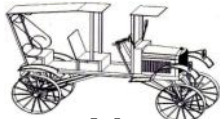
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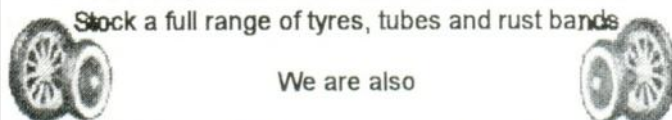
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