

SPIRIT AND POLISH

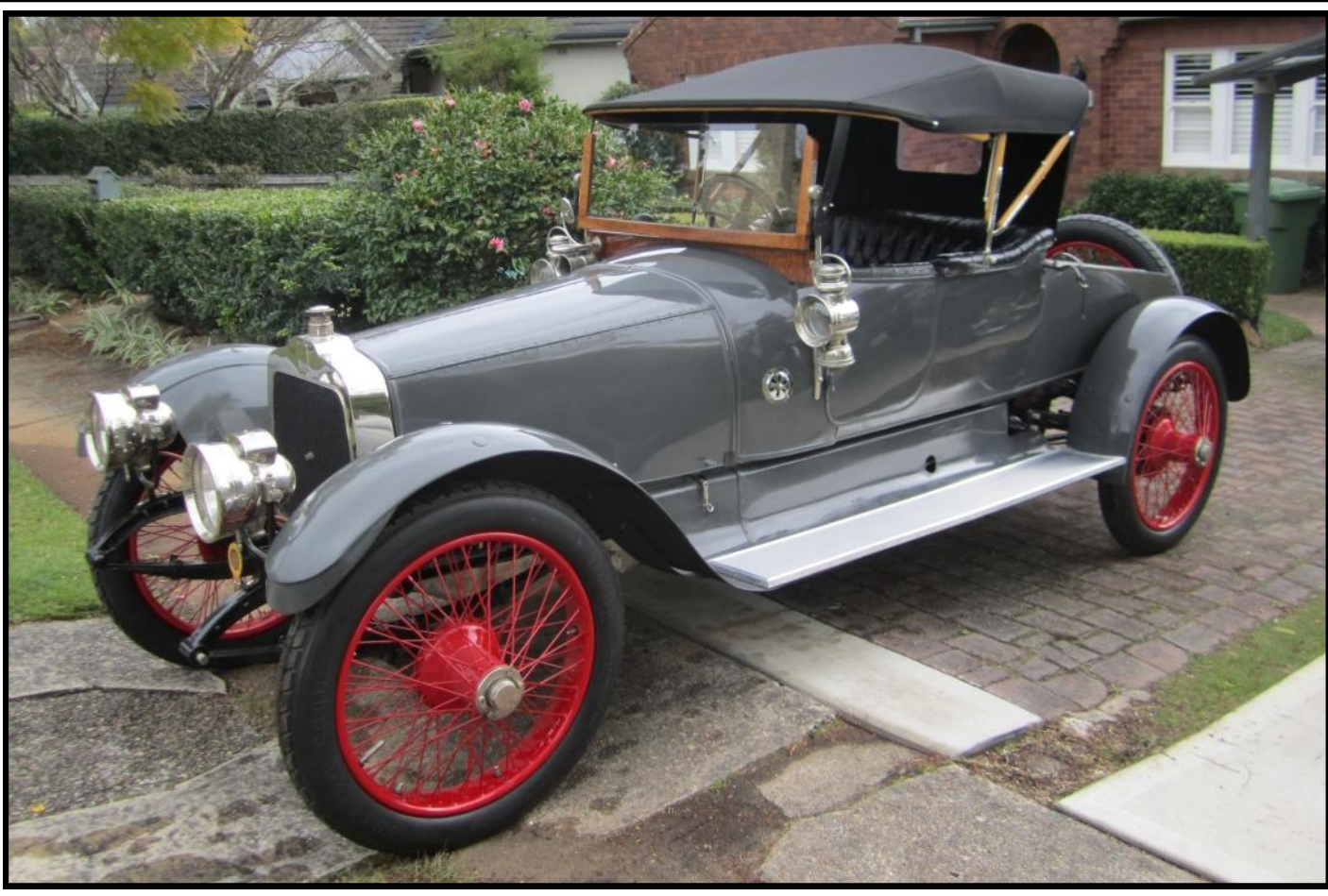
JOINT PATRONS

Her Excellency The Honourable Margaret Beazley AC QC
Governor of New South Wales
and Mr. Dennis Wilson

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



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SPIT AND POLISH

WEB PAGE: www.vccansw.com

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All letters, advertisements, articles are to be sent to "The Editor Spit & Polish" preferably by
Email: spitandpolisheditor@gmail.com or by **Mail:** 430 Calf Farm Road, Mounter Hunter, NSW 2570

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

Cover Photo:-

Phil O'Loan's 1910 Talbot,

after extensive cosmetic restoration of his Type 6S Talbot.

Phil bought the Talbot in 1997 from South Australia, from the second owner.

*The original owner from new thought it was such a great car that,
in the 1920's rather than buy a new car he had it rebodied to what it is now.*

Committee of Management

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LIBRARIAN	David McCredie	9653 2592	

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	Neil Martin	9632 5047	Mob: 0417 236 495
	Max Roberts	6545 3410	6545 1045
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	Neville Preston	4352 1533	

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

134 Queens Road, Canada Bay, 2046

JOINT PATRONS:

Her Excellency The Honourable Margaret Beazley AC QC
Governor of New South Wales
and Mr. Dennis Wilson

Owing to the COVID-19 Virus, all meetings and events have been cancelled until further notice.

Dear Members,

Just to update you, after the committee meeting (Wednesday night 22nd July) all VCCA (NSW) Inc meetings continue to be postponed until further notice. This is very disappointing but due to the COVID-19 risks the committee is concerned about members wellbeing and safety.

As we have now held a couple of monthly meetings by zoom, that will probably be the system we will continue to use for some time. You will receive the information on how to connect to the meeting just prior to the meeting.

Stay safe!

Louise Yeomans

Hon Secretary

VCCA (NSW) Inc

Minutes of Monthly Meeting of VCCA (NSW) Inc.

Minutes of Monthly Meeting of VCCA (NSW) Inc held on Thursday 22nd October 2020

By ZOOM

ATTENDANCE

Committee:8 Members:18

APOLOGIES: Maxwell Boardman, John Burke, Don Liddle, Peter Martin, Phil O'Loan, John Radzevicius, Graham Weekes

MEETING OPENED AT 7:36 PM

PRESIDENT'S OPENING REMARKS

The President welcomed all members.

MINUTES PREVIOUS MEETING

Matters arising from minutes: none

Corrections to the minutes: none

Moved: John Wards

Seconded: Rod Holmes

INWARDS CORRESPONDENCE

Other clubs:

Other:

Russell Holden

RMS -Historic Vehicle Scheme- period options, accessories and safety items

OUTWARDS CORRESPONDENCE

Membership renewals

Russell Holden

Will Garthorn

Norm Mitchell – CMC

RMS - response to draft logbook

RMS - HVS Period options, accessories and safety items

OUTWARDS CORRESPONDENCE

Emails: Spit and Polish, Friday's Fact and Fiction; zoom meeting

Moved: Robert Fordham

Seconded: Jenny Fawbert

GENERAL BUSINESS

Response to RMS about the logbook

The response was collated and sent within a two-day time frame which unfortunately limited the consultation to the committee. The response will be published in Spit and Polish. (*See page 12*)

Rod Holmes commended Louise Yeomans on the weekly email Friday's Fact and Fiction.

MEETING CLOSED 7:54 PM.

Doug Fulford
President

Louise Yeomans
Secretary

Minutes of 66th Annual General Meeting of VCCA (NSW) Inc

VETERAN CAR CLUB OF AUSTRALIA (NSW) INC

66th ANNUAL GENERAL MEETING

22 October 2020

WELCOME

The meeting opened on zoom at 7:54 pm by the President Doug Fulford who welcomed all present.

1. PREVIOUS MINUTES

The previous minutes were published in August 2020 edition of *Spit and Polish*.

Matters arising: Nil

Moved: Neville Preston Seconded: Robert Fordham

2. COMMITTEE REPORTS FOR 2019/2020

The President, the Secretary and the Treasurer presented their reports.

The report from the Dating Committee was read by the Secretary.

All of the reports will be published in *Spit and Polish*.

Moved: Neil Martin Seconded: Anthony Sinclair

3. GENERAL BUSINESS

- a. **Presentation of Annual Financial Statement** as required under Section 26(6) of the Associations' Incorporation Act 1984.

The Treasurer presented the financial statement as circulated to members in the August 2020 edition of *Spit and Polish*.

Moved: Geoffrey Yeomans Seconded: Neville Preston

- b. **Presentation of Awards**

Award	Recipient
Len Masser Trophy	Not presented due to COVID 19
CT Coggin Trophy	Not presented due to COVID 19
Literary Award	Ron Hattersley
Junior literary Award	Harriette Martin
Navigator's Trophy	Not presented due to COVID 19
Veteran of the Year	To be presented later
Hattersley Cup	Not presented

4. ELECTION OF OFFICE BEARERS AND THE COMMITTEE MEMBERS FOR 2020/2021

The President thanked all committee members for their support.

The President declared all of the positions vacant.

John Wards, a previous president, took the chair and conducted the elections. As all positions had nominees, but one, he declared the positions filled nominations as follows:

Position	Office Bearer
President	Doug Fulford
Vice Presidents	Graeme Newman Phil O'Loan
Secretary	Louise Yeomans
Treasurer	Geoff Yeomans
Committee Members	Robert Fordham Neil Martin Abbey Newman Peter Martin
Dating Chairman	John Burke

The unfilled vacancies became a casual vacancy to be filled, if possible, at a later date. John congratulated the new committee members.

The new President, Doug Fulford, took the chair. He thanked John for conducting the election and congratulated the new committee members.

5. Other general business Nil

The meeting closed at 8:19 PM.

Doug Fulford

Louise Yeomans

President

Secretary

Date: 22 October 2020

President's Annual Report 2019-2020

I'm not sure what word best describes the past 14 months - "tumultuous" perhaps? It has certainly been a year in several parts with events out of our control impacting our members, then curtailing and ultimately stopping our events and club meetings. At the outset it promised to be a great year of veteran motoring. Many of us travelled north to the national all veteran rally hosted by the VCCA (Qld) at Bargara. As we travelled around that area the effects of the prolonged drought were clearly to be seen. We saw gaunt, listless cattle on the way to a country pub which hadn't run out of beer but had run out of water.

The drought led to massive wildfires and our hearts went out to Penny Stanbridge who had almost no warning before being forced to flee her house and abandon it and her precious cars to the flames. It is nice to report that Russell Holden has purchased the burnt 1905 Cadillac and is in the process of restoring it. Andrew Benoit and Max Boardman helped move cars and offered secure storage for members whose sheds and houses were under threat as no doubt did others. The Sinclairs had fire on their doorstep one night only for it to threaten them again from the other direction the very next night. Luckily their preparation helped save pretty much everything. The instruction to the fires was simply "shed first then worry about the house".

As if to poke fun at us, and too late to prevent the devastation of the bush fires, down came the rain. One member had their home inundated and had just about mopped things up when it happened again. I remember relaxing briefly in a nice hot bath after clearing drains and digging trenches when our house once again came under threat of rising water so back to digging trenches in the pouring rain clad only in a bath towel and a pair of shoes.

That should have been more than enough for any year but no, along came COVID-19. Like a number of our members, Vivian and I were enjoying the 1 and 2 cylinder rally in Hamilton when the news came through that the national 1 and 2 cylinder rally due to start shortly thereafter in Charleville had been cancelled on medical advice. We didn't know at the time the speed at which the virus would spread nor the extent of the restrictions that would have to be put in place to arrest that growth spiral. I congratulate the committee on their prompt and responsible decision to cancel all club meetings and events as a result. Our experience during this difficult period has reinforced the need to update our club constitution particularly concerning the use of electronic communication and enabling a simpler, faster process for approving membership applications. I also think that we should allow for partners to optionally become members.

The restrictions brought about due to the COVID-19 virus have both forced us to come up with alternative ways of functioning as a committee and communicating with our members as well as affording us time to reflect on how we could further benefit our members. Some of these initiatives (such as the regular emails to members with links to other club magazines and interesting articles and videos etc) were received positively and will continue. Hopefully our experience with holding committee meetings, and now club meetings also, via electronic communication can be leveraged to enable members who can't make it to our club meetings to tune in and participate when physical meetings can resume. Several initiatives had to be put on hold due to the public health restrictions. High on the priority list is to get the library ready for a grand re-opening.

It appears that we may have to live with this virus into the foreseeable future. That will inevitably mean that there will be an ongoing impact on how we live. The way we use and enjoy our veteran cars will not be immune from those changes. The challenge we face is how to maximise what we can do as a movement in a new and previously unprecedented environment whilst minimising any risk.

The constitutional sub-committee of TAVCCA (The Association of Veteran Car Clubs of Australia) has held a number of meetings and has drafted a new constitution for TAVCCA to consider at a special general meeting scheduled for March 2021. This would, if adopted, see TAVCCA become an incorporated body and have an elected chairperson. I believe that the proposed changes will make TAVCCA a more effective organisation. TAVCCA's role would remain to act as a resource for its members and not be in any sense a controlling body. TAVCCA has taken a number of initiatives in the past 12 months and I would encourage members to read Paul Daley's excellent report. At the recent AGM it was agreed that 100 year badges would be made available to members whose car has been officially verified as being veteran but not dated. The badge would bear the maker's name but no year. Through the auspices of TAVCCA the various state clubs are sharing their magazines which has hopefully been of extra interest given the restrictions on social interaction due to the coronavirus.

All of us who organise events or are on our various committees do so for the love of it. Please remember that we are all volunteers. One member who has put his hand up year after year for one of the more time consuming jobs is Neville Preston. Neville is stepping down as the editor of "Spit and Polish" as of the November 2020 issue. I had the privilege of presenting Neville with an honorary life membership award at the 2019 AGM. Thank you so much Neville, you will be a hard act for anyone, let alone me, to follow.

Another member who has put in a huge amount of work is Phil O'Loan. Phil has both supervised and worked tirelessly on the almost completed renovations to the toilets in our club rooms. I am sure that members will be amazed at the results when we can once again hold our meetings there. He has been ably assisted in these endeavours by David McCredie and Geoff Yeomans.

Robert Fordham has continued to manage our club rooms, a task made considerably more complex by the impact of the coronavirus. He also packs and posts "Spit and Polish" every month. As if that wasn't enough he has also taken on the task of being the Rally Director for the 2022 National 1 and 2 Cylinder Veteran Vehicle Rally to be held in southern NSW from 8th to the 14th of May 2022*. I can advise members that this should be a most enjoyable rally. Planning is well under way with a number of members having recently tested the planned rally routes in 1 and 2 cylinder cars.

Abbey Newman joined our committee at the last AGM and has made a big contribution running and modernising our club website and organising the technology behind our use of electronic meeting software. Whenever we say "That's great but we also need ..." she comes up with the required answer. Graeme Newman may have had a few less events to co-ordinate this year but I know that he contributes more to our website than he lets on.

The logbook scheme, under which most of us operate our veteran cars, is being reviewed and it is likely that we will have passport sized books rather than an A4 sheet of paper. Thanks go to Jenny Fawbert for keeping us advised of progress in this area and for the contacts to enable our club to make its comments known to the department.

The club is in an excellent financial position thanks to the efforts of Geoff Yeomans, with some assistance from Laurie Garrod, as you will see from Geoff's Treasurer's Report.

Louise Yeomans has added preparing and emailing "Friday's Fact or Fiction" to the myriad of other tasks she performs with aplomb and I refer you to her Secretary's Report.

Finally I would like to thank all the members for their friendship, help, support, encouragement and advice. You collectively make it an absolute privilege to be president of this wonderful club. I certainly couldn't do the job without the support of our thankfully very organised, caring, dedicated and patient Secretary, Louise Yeomans, and my wonderful loving and forgiving wife, Vivian.

Doug Fulford
President

*Sunday 8 May 2022 will be a registration / welcome day. Monday 9 May 2022 through Friday 13 May 2022 will be the rally proper with the Farewell Dinner on the evening of Friday 13 May 2022. Farewell breakfast Saturday 14 May 2022. Subject to confirmation and possible COVID-19 restrictions.

Secretary's Report for Annual General Meeting of VCCA (NSW) Inc 2019-2020

For the first six months of this year the secretary's duties continued routinely until COVID changed this in February. At the least COVID has forced an increase in the use of technology for club communications and activities. Already there had been an increasing amount of correspondence by email and improved communication to members. Weekly emails have been sent to keep members aware of what is happening at committee level and with other members. Almost 90% of our members have an email address. The challenge will be to use technology for more club activities and virtual meetings and to be more creative about events. The deeds for the club rooms have been securely lodged at the Commonwealth Bank in Martin Place.

Due to COVID restrictions work in the library has come to a standstill but a compactus has been installed and the next step will be to label and transfer the library contents to its new home in the compactus. Many thanks to Jenny Fawbert, John Grant, David and Kate Norton and David McCredie for their ongoing help and to the members who have donated items and funds to support the library collection.

Disappointingly our current membership has decreased over the last year to 196. This a decrease from 200 with the loss of nine members -Ted Cragg, Graham Froud, Kevin Hutchinson, Laurie Macey, Peter Nissen, Richard Bremner, Bill Dudley, Malcolm Johns and Ron Selig. Four new members (Terry Lyness, John Radzevicius, Warren Wilson and Lance Pymble) were welcomed into the club and the service and dedication of Graeme Newman and Neville Preston were recognised with life membership. David Norton does excellent work behind the scene to meticulously maintain the membership database, email addresses and produce the club roster. This task is ongoing and the much-appreciated work that happens behind the scenes to keep the information as current as possible. A new national roster was distributed earlier this year.

Please encourage any owners of veteran cars who don't already belong to the club to join, as it makes the club more representative and able to be, if necessary, a stronger lobby group.

Lastly, I would like to thank all members of the club for their friendship and support especially the other committee members who have made my work easier.

Louise Yeomans
Honorary Secretary
19 September 2020

Treasurer's Report for Annual General Meeting of VCCA (NSW) Inc 2019-2020

The annual financial report for 2019-2020 has been published in the August edition of *Spit and Polish* for members' inspection. I would like to acknowledge the help from Laurie Garrod for his ongoing support with the accounts.

Due to the unexpected COVID 19 pandemic our rental returns have dropped and it will take some time for the club to recover financially. Funds had already been set aside for the bathroom renovations and for unseen emergencies. Maintenance costs are ongoing for aging premises. Future projects include replacing the air conditioners and updating the main hall once the bathrooms are completed. Reserves need to build up before these projects occur. The work of Robert Fordham and Phil O'Loan in looking after the building and rents is much appreciated.

Despite the reduced income the club has been able to keep membership fees to a minimum.

During the year there has been greater use of electronic communications. Most accounts are now paid by EFT which saves postage and time, many members also pay their annual fees by EFT, *Spit and Polish* has been sent by email as well as posted, and 88% of club members are able to be contacted by email.

A new accounting system is being trialed.

I would like to thank the committee and club members for their support during the year.

Geoff Yeomans

Honorary Treasurer
22 October 2020

2020 Dating Report for AGM

Covid-19 has had an effect across all our lives and into our interests and hobbies. The VCCA NSW Dating committee has had no formal requests for dating this year, although our role has provided advice to other clubs and members on process and dating information.

I attended the Dating chairman's meeting last September at the national rally where state chairman all agreed to move forward with a uniformed approach to the format of the dating request form and the dating certificate. A second meeting (via zoom) was conducted this year and a recommendation put to the Federal Body (TAVCCA) to endorse and ratify this approach. As such, a dating review committee is to be formed to progress the recommendations.

100 YEAR BADGE: As we have moved through the FIVA cut off for a veteran vehicle 31 December 1918 date all veteran identified vehicles are entitled to wear a 100-year badge without formal dating. (The club has accepted such vehicles and sponsors the historic registration of these vehicles.) Officially dated vehicles will have the date of manufacture on the badge along with the make and model, non-dated vehicles will only have make and model. I encourage all members to apply through the dating committee for a 100-year badge, a little extra bling and polish for the vehicle.

VETERAN OF THE YEAR: I have asked the committee to defer the Veteran of the Year 2020 at this stage so a rewrite of the rules can be undertaken. I intend to have something finalised by end of year.

John Burke 22 October 2020

Events Calendar - Club Events

NOVEMBER 2020

- 19th Committee Meeting starting at 6.30pm (by zoom)
26th Monthly Club Meeting at 7.30pm (by zoom)
27th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

DECEMBER 2020

- 6th **Sydney Registration Day.** See Page 11 for details
11th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*

JANUARY 2020

- 8th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
19th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
21st Committee Meeting starting at 6.30pm (by zoom)
28th Monthly Club Meeting at Club Rooms, Canada Bay at 8pm. or 7.30pm (by zoom)
29th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

Events Calendar - National Rallies

OCTOBER 2020

- 11th - 17th **VCCA National Veteran Rally 2020** - Swan Hill. Our official rally website is now up and running. You will find this via our club website - www.veterancarclub.org.au. Click on "National Rally" at top of page and follow the links.
Here you will find an on-line Expressions of Interest form (preferred method). Fill it in now to stay up to date with rally information. 1st Newsletter is anticipated before Christmas.

Shifted to 2021 actual dates unknown

OCTOBER 2021

- 17th - 22nd The National Motorcycle Rally to be based in Manjimup WA.
24th - 29th The National Veteran Rally to be based in Busselton WA. *Shifted to 2022 actual dates unknown*

MAY 2022

- 8th - 14th National 1 & 2 Cylinder Rally for Veteran Cars and Bikes (run by VCCA (NSW) Inc.)
The rally will be a hub rally in south western NSW. The exact location will be announced at the Charleville rally subject to the Qld border being open.
Sunday 8 May 2022 will be a registration day Saturday 14 May 2022 farewell breakfast.
Any Enquiries Robert Fordham rfo792535@bigpond.com

Events Calendar - Invitation Events

APRIL 2021

- 9th - 12th **CHMC ANNUAL RALLY - TEMORA**
The CHMC Annual "Bush Council" Rally is held each year in a different NSW regional centre and hosted by the local CHMC club/s. Temora Antique Motor Club hosted our very successful 2016 Council of Heritage Motor Clubs Rally at which over 120 heritage motor vehicles from a 1911 Cadillac and 1911 Ford Model T to a 1986 Volvo were gathered, with scores of veteran, vintage, post vintage and historic cars from the 1940s to the 1980s. They are again hosting us in 2021. Limited to 100 entries. Accommodation in Temora is limited too - we suggest you book early.

Download Rally Entry Form and Accommodation details from
<http://www.heritagemotoringcouncil.org.au/historic-and-heritage-motor-events.php>

Regards Jenny Fawbert

Events Calendar - Invitation Events (cont.)

JULY - AUGUST 2022

18th July **Brisbane To Broome Veteran Rally 2022** The Heritage Motorcycle Club of Western Australia
to partnering with the Veteran Car Club of Queensland, is delighted to announce that it will be
11th August facilitating a veteran rally for cars and motorcycles. *Entry Form in September Spit and Polish*

Coming Event

Sunday 6th December 2020

9am to 12 Midday
At 'Smiley Power'
45 Railway Street

YENNORA

(Between Orchardleigh Street and Junction Street)
UBD 230 G9

Enquiries to Neil Martin on 9632 5047.

**DON'T FORGET TO BRING YOUR REGO PAPERS
AND INSURANCE DETAILS**

SYDNEY

REGISTRATION DAY

ONE DAY ONLY

Editorial

Thanks to the members for the articles received for this edition of **YOUR** Spit and Polish.

Only one outing reported on this month, which came from Louise Yeomans and of course a light-hearted story from Ron Hattersley along with an article from Les Johnson.

It also helped to fill the magazine having held our monthly meeting and AGM last month by zoom, which produced a few pages of minutes from the meetings along with the annual reports.

Coming events for the next month or so are, the MaSH Branch morning tea run and their Northern Coffee Run, also Sydney Registration Day.

This is my last edition of the magazine as your old editor, so please support the new editor, Doug Fulford and thanks for your support over the last 13 years and 3 months of producing the magazine.

Remember this is **"YOUR MAGAZINE"**, and support the new Editor.

Enjoy your Veteran motoring, albeit a little limited.

Nev Preston



COVID-19

Whilst the threat of COVID-19 is far from being over, it is now possible for the club to run some local events in a COVID safe manner. Any club event must strictly comply with all the COVID-19 restrictions in place at the time the event is run. Potential participants are reminded that they should follow any relevant health advice and take any sensible precautions. Please do not attend an event if you have any symptoms or have been potentially exposed to the virus or returned from overseas in the 14 days prior to the event.

Louise Yeomans

Resignation

Russell Holden

Response to RMS about Draft Log Book.

Peter Wright,
CHMC RMS Liaison Officer
pjwright18@bigpond.com

Dear Peter,

On behalf of the VCCA(NSW)Inc the following comments have been made about the draft log book.

The photograph on the cover

While there is obvious appeal of a relatively “modern car” on the cover, despite the designation of historical, it would be more appropriate if the cover featured a vehicle with some connection to Australian motoring history.

Number of drivers in one day

Clarification is required as to how the situation is recorded as to when there is more than one driver on any given day. It could create issues especially if the person who signed the book isn't in the car.

Size and weight of paper

If the log book is passport size, will be printed in landscape mode as suggested by the attachment? If not, it might be difficult to fill in the details. RMS also need to consider that if both sides of the page are to be filled in, the paper will need to be of sufficient weight/quality to enable that.

Identification of vehicles

Some cars don't have a vin/chassis number so it would be better for identification purposes to include the engine number.

Membership of multiple clubs and log book use.

The form seems to only allow for a single registered club. The HVD has slots for up to 4 clubs. However, if the form is filled in with multiple clubs that members may belong to, only membership of the first club is recorded on the Certificate of Approved operations. How do members of multiple clubs have this recorded?

Are members of multiple clubs able to attend club events for any of the clubs without completing the log book?

As each vehicle is issued with a log book what happens when the member/driver is a member of more than one club and would like to participate in events from the all the clubs. Does the driver use the same log book and would the number of days be adequate?

Interstate events

If an event is listed by your club but is, for example, run by an interstate club, is travel to the event and home from the event considered as part of the club run? This appeared to be the case under the old system. However, under the new scheme, now the case appears to be different. In regard to return journeys following interstate events, the FAQs was as follows: “If the return journey does not fall within the club organised event then it will need to be captured as part of the 60 days under the logbook.” The VCCA(NSW)Inc would prefer a return to the previous scheme for interstate events.

Increase in the number of days for a consistent approach

One alternative would be to negotiate a scheme where the number of days was increased BUT the log book had to be filled in any time each time the vehicle was on the road. This makes for a more consistent approach to the use of historic vehicles. It would also make the log book more useful as recording the use the vehicle.

Format of the log book

It was noted that the draft log book has removed the “Place” column and the “Time” column. However, VCCA (NSW)Inc would like to see a “Notes” column for personal use which the owner could use to record their destination and distance travelled.

Cost

Cost is always a consideration, especially for owners of more than one veteran car, and the VCCA(NSW)Inc is concerned that any increases in registration costs associated with the introduction of a more substantial logbook would hinder the preservation and use of veteran vehicles.

Yours sincerely,

Louise YEOMANS

Louise YEOMANS

Honorary Secretary

VCCA (NSW) Inc

2 October 2020

Louise.yeomans1@gmail.com

TAVCCA AGM Report.

The AGM of The Association of Veteran Car Clubs in Australia (TAVCCA), our national association, was held earlier in the month. Below are some of the highlights.

Dating Group Report – The meeting agreed to the recommendations of the Dating Chairs which met during the year. These included the continuation of the dating group meeting by Zoom which will be known as the Dating Advisory Committee (DAC) and be comprised of the Dating Chairs from each member club, the FIVA Technical Officer, Andrew McDougall and the National Chairman, Paul Daly. Peter Arnold (QLD) will chair the committee initially but would like to hand that role over to one of the Dating members in time.

The role of the DAC will be to implement the standardisation of the Dating Application form and the development of a universal Dating Certificate which would be available for clubs to download online. The group will also act as a forum between the member clubs on all aspects of dating and make recommendations to the National Committee where appropriate.

100 Year Badges – There was a push to allow the issue of 100 Year Badges without the need for formal dating of the vehicle. A number of clubs, including Queensland, raised concerns about having the year of manufacture of a vehicle engraved on the badge without it being verified by formal dating. This was resolved by agreeing to only have the make and model (no date) on such a vehicle's badge.

Constitution – At the last AGM, the delegates decided that TAVCCA should become an Incorporated Association and appointed a working party to develop a constitution for consideration. The working party has been meeting by Zoom for the past 6 months to write the proposed draft constitution which was tabled at the meeting. This draft can now go to member clubs for consideration with March 2021 as the deadline for return submissions.

FIVA Report – There were 2 points of interest from this report. The first is that **FIVA Passports**, which are issued by Andrew McDougall to any Australian historic vehicle which is participating in a FIVA event to prove eligibility, and will be issued electronically in future.

The second is the result of the on-line **Socio-Economic Survey** which was sent to all club members to complete. This is a worldwide survey with Australia having the 6th largest response with 1,691 returns which is a statistically significant result. France had the highest with over 6,500 and countries like UK and USA had a very low return rate. Congratulations to those who went on-line to complete the survey. When the results are collated, this information will prove invaluable when lobbying governments.

National Events – Both the **Charleville One and Two** and the National Rally in **Swan Hill** are in a wait and see mode at the moment watching COVID trends and planning for various outcomes. Both committees are eager to go ahead with their events and prepared to make modifications where needed but not risk the safety of participants.

The **Brisbane to Brome Rally** has been postponed to 2022 and is now being planned as a joint venture with the Heritage Motorcycle Club of WA. VCCAQ will organise the Eastern section with WA responsible for the western section. It is open to all veteran cars, commercials and motorcycles and will be held from 18th July to 11th August 2022 and entry form are available from either club.

AHVIG – As a result of a decision at last year's AGM, The **Australian Historic Vehicle Interest Group** (AHVIG) was approached as a group that we considered to be doing good work in furthering the interests of our members. Through the work of Doug Young and others they have made numerous submissions to all tiers of government on the subject of removing Luxury Vehicle Tax (LVT) on vehicles over 30 years old and the issue of asbestos in imported vehicle. Daryl Meek was asked to represent us on AHVIG and gave a comprehensive report back.

We initially said we would review our relationship after 2 years but have agreed to extend that by 12 months due to the inactivity during the COVID crisis. Like us, AHVIG has decided to seek incorporation as it plans to expand its advocacy role and its relationship with government. There has been some success on the LVT issue with the submission being listed in Senate papers earlier this year, but the Government priorities changed with COVID 19. Hopefully it will be relisted when discussions restart. There has also been relaxation where a vehicle is exported for restoration and then re-imported without changing ownership. AHVIG is also looking at adopting the FIVA standards as listed in the Charter of Turin, particularly in relation to category descriptors.

Office Bearers - Because the National Rally cycle was pushed out one year due to COVID and the rotation for office-bearers is tied to the National Rally cycle, it is Victoria's turn to again nominate the Chairman and W.A. the vice Chairman. Both **Paul Daley** and **John Burke** have been appointed to hold those respective roles. **Hamish McDonald** has had his role of Secretary Treasurer extended for another year.

John Burke
TAVCCA vice Chair (WA)
TAVCCA NSW Delegate
(Scribed by Peter Arnold)

Light-Hearted Humour

A Farmer's Tale.

A Bank Manager recently heard the following explanation for a farmer's financial troubles

"It all started back in '66 when they changed from pounds to dollars. Me bloody overdraft doubled.

Then they brought in kilograms instead of pounds. Me bloody wool clip dropped by half.

Then they changed rain to millimetres and we haven't had an inch of rain since.

They brought in Celsius and it never got over 40*. No wonder the bloody wheat wouldn't grow.

Then they changed acres to hectares and I ended up with half the bloody land I had.

By this time I 'd had it and decided to sell out. I just got the place in the agents hands when they changed from miles to kilometres. Now I'm too far out of town for any one to buy the bloody place."

Sydney North Breakfast Run - 1st November 2020

Louise Yeomans

Despite the ominous weather forecasts of continuing rain and high winds there was never any doubt that the breakfast run would happen as scheduled. However, at 6 am on Sunday morning there was a flurry of phone calls, consulting with the BOM website and finally looking at the sky to decide whether to take out the veteran. The morning was clear. The southern sky was blue. The northern sky had black clouds rolling towards the sea. So, the final decision was to drive modern to Fagan Park.



Some of the group enjoying a chat

There was relatively little traffic on the road. Not many cars were using the new tunnel under Pennant Hills Roads in either direction. Those few houses decorated for Halloween looked bedraggled after the night's storms but the gardens were lush and green and the jacarandas gave a splash of blue.

Fagan Park was relatively deserted. We set up in the all weather shed and were quickly joined by other members of the club and the intrepid Shinfields in Tilly. It was great to see Neville in person after seeing him on zoom meetings for almost 8 months and to meet up with Anne Irish. Jimmy Weir came for the first time and we hope to see more of him in the future. David McCredie who lives up the road missed the outing as he was in Canberra visiting his family. The weather held until mid-morning then down came the rain sending the Shinfields on their way.

People were delighted to be more social – the men, of course, talked cars, while the women discussed families and the ways of the COVID world. All too soon it was time to go and with a break in the weather everyone packed up quickly and dashed to a warm dry modern car! The weather stopped any thoughts of a walk through the Chinese garden so we will need to come again. It poured heavily all the way home.

Best wishes to all members for the festive season and a happy COVID free new year.

Participants:

Mike and Denise Bendeich

Robert Fordham

Anne Irish

David and Kate Norton

Phil and Terri O'Loan

Neville Preston

Barry and Dorothy Shinfield in Tilly

Jimmy Weir

Geoff and Louise Yeomans



'Tilly' the only elderly lady game enough to venture out



Jim, Barry, Phil and Michael (back on)



Our gathering spot, protected from the weather

The Lord of Broken Hill

Les Johnson



Bruce Lords 1912 Overland now fully restored .

1911 - Henry and Ada Emily Lord (Bruce Lords Grand Parents) of 414 Thomas Street Broken Hill NSW, Henry and Ada Emily Lord, placed in his order for the Overland, through the agent in Adelaide South Australia.

1911 – Henrys business was - Car Agent H. Lord **prior** to 1911 Henry started his business H. Lord Machine Shop carrying out engineering work for BHP Mines as Henry was a qualified Mechanical Engineer by trade in 1905.

1912 - The Overland was loaded in the USA on to a ship bound for Adelaide Australia, on arrival Port Adelaide, still wrapped in protection grease paper, loaded on to a train bound for Broken Hill. But due to change in railway gauge sizes, it was then loaded on to the next train, which arrived in Broken Hill, unwrapped with enormous excitement as this being the first

privately owned new car to arrive in Broken Hill. Complete with oil, Gasoline, Tools and most important the instruction book on car and how to start the Overland. This due a great huge collection of interested parties, coming to inspect the Overland and hear the Overland - running, even willing to pay money to one of the first, to ride in an automobile.

The Overland was registered ready for the road, and carried the registration number of **NSW 5895**, Henry built a special garage for the Overland, and the continuous stream of On-lookers came to inspect this amazing new marvel automobile machine. Emily immediately saw the potential after so many interested people wanting a ride; why not make it a hire car. So now Broken Hill had an Automobile Taxi - Hire Car and the first in Broken Hill.



Edward Lord, with the, very first privately owned car to be registered in Broken Hill NSW. The 1912 Overland Model 59 (Photograph supplied by Bruce Lord January-2018) This photograph taken from the garden at 414 Thomas Street Broken Hill , with the large two story house behind which Henry had built in 1901 with Henry's help. His son Edward is at the wheel of the Overland. You will notice the white Michelin tyres on the Overland from new. These tyres gave the best service in the outback tracks around Broken Hill. They were only Bullock tracks from large wagons, no good roads in those early years of outback Broken Hill and surrounding areas of South Australia and New South Wales.

1912-July-24th: In the First Motor Rally in Broken Hill, held on the 24th-July 1912 Overlands Triumphed. "Ten motor Vehicles left Broken Hill for the Menindee Races and the only ones to reach there without trouble were the Overlands driven by Mr J. Noonan, Mr Long, **Mr H. Lord** and Davies Brothers. The roads were in a frightful state, but this did not hinder the Overlands in the least. Overland cars pulled others out of the mud. The Overland cars did the return journey in 3 ½ hours. The other vehicles which took part in this rally were Fords and Flanders."

1913,- Lawrence Lord (Bruce's father) Young Laurie Lord now aged about 6 or 7 years old starts the Overland after carefully watching his father (Henry) going through the starting procedures on the Overland on many occasions, making careful mental notes, at one time when his father had left Laurie alone, the inquisitive young Laurie goes through the starting procedure, the Overland started, very pleased with himself of the accomplishment, he now switched off the Overland and covered his tracks. However thinking about it once again and left alone again weeks later, young Laurie goes through the starting procedure once again, the Overland roars into life once more, now very excited Laurie climbs into the driver's seat with both feet pushes the clutch pedal down, then with both hands moves the gear stick into the gate, as his feet slip off the clutch pedal, the Overland lurches backwards into the brick wall and stops, Laurie now in panic mood, quick thinking Laurie not wishing to receive a belting from his father, quickly covered his tracks, brushing the earth floor of tie marks and putting all back in order. The roof hood was in the down position and in its hood cover, when the clutch let go he did hear a loud crunch, but all looked OK, the car had only moved about two to three feet.

The subject did not arise until it rained some months later, Laurie now felt sure it had all gone unnoticed and

had now forgotten about the mishap with the Overland, his father (Henry) due to the heavy rain decided to put the roof up, only to discover the roof was badly damaged with broken timber roof bows on arrival home his father was furious, but unable to explain to how the roof was so badly damaged, Laurie's mother Emily suggested to Henry, it must have been a horse drawn wagon that had backed into the Overland, what other reason for the Overlands damage. So this now became the excepted theory of the Overland roof damage incident. However quite a few years later, Laurie did reveal the truth regarding the Overland's Roof incident.



Henry Lord and his Overland on a trip to a outback sheep station near Tibooburra not far from the Queensland boarder. Only horse and cart tracks to follow. He was taking a station owner, his wife and 2 daughters home, you can see luggage on the running boards behind the spare tyres and between the mudguards and bonnet. Water bag is hanging on the crank handle support. Salt bush in the background, you can see it is a very dry country. The Overland did 1005 miles of trips like this around Broken Hill and never let Henry down, except for flat tyres, Henry looked after his Overland and kept it in top condition all the time. Henry is in the white shirt driving, photograph taken from a little 120 Box Brownie Camera, "which was handed down to me and I still have "---Bruce Lord.



Henry Lord, with his Hire Car, 1912 Overland Model 59T.

(Photograph taken in Burra South Australia supplied by Bruce Lord January-2018).

The Overland made two trips to Adelaide and back to Broken Hill. Grandmother Lord told me this in 1949, it was a 640 mile round trip which took 5 days travelling time, and at least 100 creek crossings to go through and around 100 wire fence gates to make their way through by laying the wire fence down driving over it and then reinstalling the wire fence gate. The photograph was taken in Burra of the Overland Henry in the White Coat by the right hand front mudguard.

Ada Emily (Bruce Lords Grandmother) is in the back seat on the right, all the other people are friends of Henry, and had never sat in a Motor car, he took them for a ride around Burra, the man with his right foot on the chassis is a friend from Broken Hill, Grandmother said that "they had to carry petrol, water and spare tyres with them to make the long trip, as there was no petrol until Adelaide".

NO PETROL STATIONS THEN



1st-January-1915 – (Photograph and story supplied by Bruce Lord January -2018) Sulphide Railway Station Picnic Train, the 1912 Overland of Henry Lord clearly visible.

This photograph was a bit of a miracle, I found it in an old rail history book. The photograph was only about 2-1/4 inches x 1-1/4 inches and not very clear. a lady in a photography shop worked on it for some time to enlarge it. It all fitted together **Henry is standing by the Overland** looking at the train helping the people climb in the box trucks. The Overland, now sporting new Goodyear black tyres. It is now 1915, it is the picnic train and Ada Lord told me of all the trips he made that day.

The Sulphide Street Station is now a Train Museum with 5 locomotives in it, the steam train in the photograph is Y1 the locomotive that hauled the train on that day. The make of the Locomotive is a BEYER PEACOCK England 1888 and was The Silverton Tramways first Locomotive.

On the first January 1915 a long picnic train was leaving Broken Hill for the silver mining town of Silverton about 20 miles away and was fired on by two Turks flying the Turkish Flag about 2 miles out of Broken Hill 4 people were killed. 3 men and 1 women and quite a few more injured by the gun fire, this was to come the only scene of enemy attack on Australian soil during the First World War.

The photograph is the picnic train being loaded at the Sulphide Street Railway Station with 40 open concentrate trucks from the Silverton Tramway Company.

On that morning Henry Lord was using the Overland to take people to the station, In the photograph you can see the Overland in Bromide Street unloading passengers for the train, he made several trips that morning.



When the Battle of Broken Hill erupted the local police station had only one working car. In the rush to get officers to the hill above the city, where Gool Mohamed and Mulla Abdulla were engaged in a shoot-out, the police called car dealer Henry Lord and asked if he would take officers up to the battle site in his new hire car. Henry was to make two trips, after a second trip to the shoot-out with the American-made Overland squeezed full of officers.

Henry Lord waited at the nearby Cable Hotel to take the men back to the station. "There were bullets flying through the air everywhere," said Henry Lord's grandson, Bruce Lord. "So when he got back home my grandmother said, 'you're home in one piece ... I was pretty worried about you, whether you got hit by [a bullet]'".

As I had been listening all the news being broadcast on the radio, "Henry said, 'I wasn't worried about me, I was worried about that the Overland standing there' ... it was a pretty valuable motor car". I took cover behind the Cable Hotel, bullets were going everywhere, my fear was that a stray bullet may have hit the Overland and set it on fire. The Turks had Martini Henry Rifles and the police had Army Issue 303 Rifles, so there was a fair bit of shooting going on. "Said Henry"



The Old Cable Hotel- (Photograph supplied by Bruce Lord January 2018.) Most of the windows on the front and side were shot out, if anyone had been sitting at the bar they would have been shot for sure. The mirrors at the back of the bar were broken, the police kept firing behind the back wall of the Hotel and Henry and the Overland stayed behind the Hotel, all OK. In the 1960's the old building was knocked down for housing blocks. The council did

very silly things in those days a shame as you could still see all the bullet holes in the stones, part of our history lost again.

Bruce Lord.

1915-January-1st: At Broken Hill, two men, Mullah Abdullah (c.1855-1915), a camel-driver and Islamic priest in the company of Gool Badsha Mahomed (c.1875-1915), camel-driver, soldier and labourer decided upon a suicide mission with the intent of killing as many people as possible until they too died.

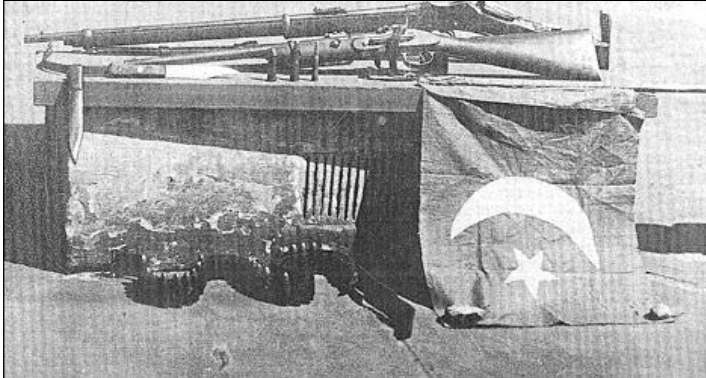
The first victims of this spree were killed or wounded in the town itself. Then the two men set themselves up in a position to fire upon a 40 wagon picnic train filled with 1200 passengers that was slowly passing by. This resulted in more casualties. Finally the two men were engaged and shot dead. At the end of the day, 4 people were killed and 7 wounded.



Photograph of ill-fated Picnic Train

New Year's Day The Battle Of Broken Hill, when two Afghan men fire upon a train loaded with 1200 people, bound for a New Year's Day Picnic Celebration , Since Australia now at war with the Ottoman Empire, the men first believed to be Turkish, but later investigation , were identified as being from the British Colony of India (modern day Pakistan) , firing several rounds into the train killing four and wounding another six, before being shot

and killed by local Broken Hill Police and soldiers, The Lords Overland was used to transport the police quickly to the war scene, Henry was quite concerned as the exchange of fire as bullets ricocheted around the Overland it may have even ended up with bullet holes, however his wife Emily was more concerned for Henry's well-being. The Overland returned to Broken Hill unscathed so I guess this is the only known Overland to see World War One action on Australian soil.



Turkish Flag, Martini Rifles and ammunition used by Gool and Abdullah on the train attack on New Years Day 1915

The assailants: The attackers were both former camel-drivers working at Broken Hill. They were Badsha Mahomed Gool (born c. 1874), an ice-cream vendor, and Mullah Abdullah (born c. 1854), a local imam and Halal butcher.



Gool's Ice-Cream Cart was well known in town and was used to transport the men to the attack site. They also fashioned a home-made Ottoman Flag which they flew. There appears to have been little effort made at hiding their identities.

Abdullah had arrived in Broken Hill around 1898 and worked as a camel driver. Several days before the killings Mullah Abdullah was convicted by Police Court, for slaughtering sheep on premises not licensed for slaughter. It was not his first offence. Since the sanitary inspector, Mr Brosnan, acting to enforce the municipal regulations, observed that the unauthorised slaughter was insanitary, he acted to enforce the law. In addition, Abdullah had ceased wearing his turban years before, "since the day some larrikin threw stones at me, and I did not like it".

Each New Year's Day the local lodge of the Manchester Unity Order of Odd Fellows held a picnic at Silverton. The train from Broken Hill to Silverton was crowded with 1200 picnickers on 40 open ore trucks. Three kilometres out of town, Gool and Abdullah positioned themselves on an embankment located about 30 metres from the tracks. As the train passed they, opened fire with two rifles, discharging 20 to 30 shots. The picnickers initially thought that the shots were being discharged in honour of the train's passing, but once their companions started falling, the reality sank in.

Alma Cowie, aged 17 died instantly. William John Shaw, a foreman in the Sanitary Department, was killed on the train and his daughter Lucy Shaw was injured. Six other people on the train were injured: Mary Kavanagh, George Stokes, Thomas Campbell, Alma Crocker, Rose Crabb and Constable Robert Mills.

The conductor on the train was "Tiger" Dick (Eric Edward) Nyholm, soon to be a father of six children, including the late Prof Sir Ronald Nyholm, also of Broken Hill. Nyholm was a renowned marksman and proved instrumental in protecting the train's passengers from further injury.

Gool and Mullah Abdullah made their way from the train towards the West Camel camp where they lived. On the way they killed Alfred E. Millard who had taken shelter in his hut. By this time the train had pulled over at a siding and the police were telephoned. The police contacted Lieutenant Resch at the local army base who

despatched his men. When police encountered Gool and Abdullah near the Cable Hotel, the pair shot and wounded Constable Mills.

Gool and Abdullah then took shelter within a white quartz outcrop, which provided good cover. A 90-minute gun battle followed, during which armed members of the public arrived to join the police and military. By the end of the battle very little shooting came from the pair and most of it was off target, leading Constable Ward to conclude that Mullah Abdullah was already dead and Gool was wounded.



James Craig, a 69-year-old occupant of a house behind the Cable Hotel, resisted his daughter's warning about chopping wood during a gun battle and was hit by a stray bullet and killed. He was the fourth to die.

At "one o'clock a rush took place to the Turks' stronghold". An eyewitness later stated that Gool had stood with a white rag tied to his rifle but was cut down by gunfire. He was found with 16 wounds. The mob would not allow Abdullah's body to be taken away in the ambulance. Later that day both bodies were disposed of in secret by the police.

The attackers left notes connecting their actions to the hostilities between the Ottoman and British Empires, which had been officially declared in October 1914. Believing he would be killed, Gool Mahomed left a letter in his waist-belt which stated that he was a subject of the Ottoman Sultan and that, "I must kill you and give my life for my faith, Allāhu Akbar".

Mullah Abdullah said in his last letter that he was dying for his faith and in obedience to the order of the Sultan, "but owing to my grudge against Chief Sanitary Inspector Brosnan it was my intention to kill him first".

Police were forced to stop a mob from marching on an Afghan camp the following night, after which there was no violence against the Afghan community. Instead, the actions were seen as representative of enemy aliens and the Germans in the area were the focus of violence. Believing the Germans had agitated the assailants to attack, the angry mob burnt the local German Club to the ground, cutting the hoses of the firemen who came to fight the flames.

The next day the mines of Broken Hill fired all employees deemed enemy aliens under the *1914 Commonwealth War Precautions Act*. Six Austrians, four Germans and one Turk were ordered out of town by the public. Shortly afterwards, all enemy aliens in Australia were interned for the duration of the war.

Turkish sources claim that the letter from the Ottoman Sultan was a forgery, and that the Turkish flag found with the perpetrators was planted. It is claimed that the incident was attributed to Turks in order to rally the Australian public for the war.

The Silverton Tramway Company refunded in full the fares for the picnic train and the money was used to launch a public relief fund.

The Sydney journal "The Bulletin" published a burlesque of the incident in the style of German propaganda, suggesting the Germans lauded the attack as a victorious military battle between Turkish forces and recruits on a troop train. Supposedly the Turkish attackers killed 40 and wounded 70 (ten times the real figures) for the loss of only two dead. This parody was for some reason taken seriously by other newspapers, who published it almost verbatim a genuine example of German propaganda. The story was picked up by international papers in the US, UK and NZ, and when clippings from these foreign papers filtered back to Australia in the letters home of serving soldiers, it only reinforced the belief that the Bulletin's story was true. The 'fake news' was revived as an example of German mendacity by Australian papers during the Second World War and even as late as 1951 in Broken Hill's own "Barrier Daily Truth" paper.

In the late 1970s attempts were made to turn the story into a film *The Battle of Broken Hill*, to be directed by Donald Crombie, but this did not eventuate. However Robin Levinson made a film using the same title in 1981.

There have been several novels based around the battle. Turkish author Omer Ertur wrote *A prelude to Gallipoli: the battle of Broken Hill 1915* (self-published, Oregon, 2005), reissuing it in a bilingual English/Turkish version as *A day of terror in Australia: the conspiracy that brought Anzacs to Gallipoli* (Donkiş ot Güncel Yayınlar, Istanbul, 2009) in which he asserts the 'battle' was a British plot to encourage patriotism and recruitment; in Australia Chris McCourt wrote *The cleansing of Mahomed* (Fourth Estate, Sydney, 2012), and Nicholas Shakespeare wrote *Odd fellows* (Vintage, Sydney, 2015), both focusing on racism and cross-cultural issues.

The Australian government refused requests to fund a commemoration of the event for its 100th anniversary. A ceremony marking the centenary of the massacre was held at Broken Hill railway station on 1 January 2015.

1917: Henry Lord sells the Overland to Broken Hill Department of Education Technical College as the College had decided that a new mechanical engineering automobile should be started and a car would be required to strip down and teach up and coming motor mechanic students all about the mechanical workings of automobiles.

1918, the Italian Ambassador to Australia, Emilio Eles, with the help of the Australian police and the army, organised the roundup of Italian deserters working there as miners, to be forcibly sent back to Italy to fight in the war.[[]

1918: November-11th: World War One Ends.

Les Johnson

Classifieds

Please note ALL ADS MUST include the price and if you wish ONO
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Contact: Malcolm Bailey 0249 811 552 Nelson Bay area
[11-20]

For Sale: (cont.)

1913 Talbot. In very good order. Just drive and enjoy. Nothing to spend or do. \$62,000

Contact: Alistair Clarke Ph: 0423 768 434
[10-20]



1914 Overland Opera Coupe that we have had and enjoyed for the last 20 years. The car is a comfortable and easy to drive Overland model 79C with electric start and lights, recent new 34x4" tyres and the necessary services carried out over the years and a warm closed car for winter rallies. We are asking \$79K but will negotiate with the right buyer.

Contact: Ron Cox (02) 9743 5955
Email: coxthepainter@ozemail.com.au
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Rudge whitworth 62 long hubs, 4 in excellent condition 1 in very good condition. \$3000 ono for the set.

Contact: John Wards 0418 229 917
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Wanted an early electric vehicle preferably Veteran but would consider Vintage, complete and would consider parts.

Contact: Peter Cockbain Email: p_cockbain@bigpond.com or phone or message to 0418 494 449.
[8-20]

Wanted a number of tyres to be used to roll a car around the shed while restoration is being undertaken 34 x 4" or 35 x3½ " straight sided.

Contact: Alan Miller 0417 283 897 or mrchevman@bigpond.com
[11-20]

1905 Dunlop Motor Reliability Contest booklet and any other original literature or memorabilia related to the February or November 1905 Sydney to Melbourne and Melbourne to Sydney Contests.

Only interested in original 1905 items.

Jenny Fawbert, VCCA member and Automotive Historian.

Contact: Jenny Fawbert Ph 0417 203 384
or email fawbert@bigpond.com

[9-20]



Classifieds

Wanted for our Web Site

Early rally flyers (entrant lists) of major rally's such as the Blue Mountains event for events prior to 1960. We have a number of old photo's of cars in events.

It would be nice to be able to identify the events the cars were taking part in.

'Before and After' photo's of any veteran vehicles members may have restored, along with some details of the car and restoration. We want to add a section to the Website to highlight what can be achieved with the persistence and talent (or money) our members possess.

Any other articles or ideas to publish on the website.

Please contact us on the details below or talk to me at a Club meeting.

Contact: Graeme & Abbey Newman Ph: 4392 1035 (H) 0412 138 063 (Mob)
kazngrae@bigpond.com or events@vccansw.org or contact us via the website.

Services

This page will automatically have our supporting advertisers as a bold listing as part of their yearly advertising cost. Other businesses or people who provide a service can place a listing here for only \$20 per year or part there of (August to July). If you know someone who provides a service that may be of benefit to club members please encourage them to partake in this section as it will help them, other club members and the club itself. I've started the list with our current supporting advertisers.

Please remember support those that support the club!

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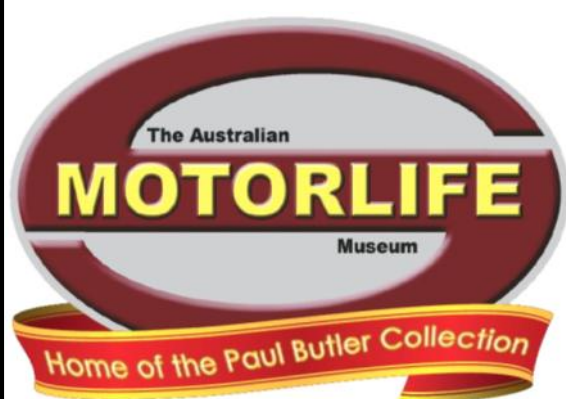
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