

SPIT AND POLISH

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

November 2025



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ON THE COVER:
Ben Rose’s 1914 Talbot at the
Newcastle Branch June Tour 2023



Club Information

Club Management and Contact Details

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Articles and letters appearing in Spit & Polish reflect the opinion of the Author, which must be listed when submitting to the Editor otherwise it will not be included. They are not necessarily the opinion of the editor or the committee nor are they any indication of club policy.

Minutes

Minutes of Monthly Club Meeting held on 23 October 2025. Conducted at the hall and via zoom

ATTENDANCE

Committee: 7 Members: 11 On Zoom: 15
Member's family - Rowan Allan, Wilga Coutts & Karyn Newman Total club members: 26

MEETING OPENED AT 8:10PM

APOLOGIES: David McCredie

PRESIDENT'S OPENING REMARKS

The President, Graeme Newman, welcomed members to the meeting at the hall and those on zoom. He introduced the latest edition to the family-Charlotte Jean Newman Garthon. All are doing well. He welcomed Andrew Benoit and David Miller to the meeting.

MINUTES PREVIOUS MEETING

Minutes arising from the minutes: Nil
Proposer: Barry Shinfield Seconded: Graham Weekes

INWARDS CORRESPONDENCE

CHMC – confirm Jennifer Fawbert as delegate
CMC affiliation for 2026
CMC affiliation for 2026 (\$165)
TAVCCA - final reports and constitution, and incorporation of TAVCCA Temora 1- & 2-cylinder rally newsletter #3
John Hewitt – request on behalf of CMC for the club's history
Card from Kerrie Hughes
Ian Irwin – thanking the club for its remembrance of Martin McCarthy
Resignations from Geoffrey Hall, William Hall, John Lackey and Greg Roberts

OUTWARDS CORRESPONDENCE

CHMC - confirmation of delegates
CHMC & CMC affiliation forms
Proposer: Les Johnson Seconded: Jackson Shinfield

TREASURER'S REPORT

The Treasurer's report was tabled. The balances are from 25 September to 23 October 2025. Balances are:

Moved: Dorothy Shinfield Seconded: Robert Fordham

MAGAZINE Robert posted the magazine last week. Rod and Lauren will have a handover meeting next month. Please contribute to the magazine.

EVENTS

PAST EVENTS

National Rally at Murray Bridge - Geoff Yeomans reported that it was an enjoyable but expensive rally. It was well organised with variety in the routes and lots to learn about different things.

Robert Fordham added that you can't trust the navigation systems on phones. Nearly to Murray Bridge they had lunch and 3 hours later were back at the same place. Eventually they reached the caravan park and a kind woman cooked them dinner.

Veteran Motor Cycle Rally at Ballarat - has had horrendous weather. It has been cold and wet so there were some spills.

Vintage Sports Car Club Hillclimb at Isabella - Jackson Shinfield gave an illustrated account of the event where Mal Garthon in the Scat, Peter Weir in his Vauxhall and the Shinfield's in the yellow Talbot attended. They camped on a farm and had a great time. Jackson drove the Talbot and the Scat. One day they passed Catherine Strutt and Chris Duncaan driving in the other direction to the National Rally.

Red Dust Revival at Perkollili - Les Johnson trailered his 1916 Willys Knight and shipped the 1913 Overland to WA. The red dust makes it a filthy place. The races are handicapped but the problem has become cars driving too fast. It is held every 3 years. His grandson Ryan drove both the veteran and vintage cars. The track is the oldest still operating in Australia as it ran from 1914 to 1939. It rained

overnight so cars and caravans were bogged for 2 weeks. It was fun for all the family.

COMING EVENTS

16 November - Newcastle Inspection Day at Maxon

22 November – Sydney Christmas Party. See Louise - \$25 per person.

30 November – Sydney Inspection Day 8-12 noon.

14 December - Newcastle Christmas Party Rathmines Club – see Graeme

2026

1 February – Sydney North Breakfast Run

9-12 March - Premier Event Nulkaba

11 April - Gymkhana

25 July - Swap Meet

6-12 September - National Rally Cowra – put your EOI in online. Robert handed out cards .

LIBRARY Nothing to report.

DATING Nothing to report.

REGISTRATIONS One registration – Peter Martin's 1913 Crossley Shelsley. Rego day will be held on 30 November from 8 to noon. You might need to wear a rain hat as some ibis have nested in the tree in front of the garage.

MEMBERSHIP No new applications

HALL Robert Fordham is concerned that the lease with Sydney Voice is not yet finalised. It apparently needs to have the fire clause inserted. One of the car clubs that use the hall is concerned about the loss of members and would like to meet every second month . Robert will arrange this.

CHMC Nothing to report

CMC Nothing to report

WEBSITE Abbey working hard on the rally site . It appears to be working well with both payment systems working. Graeme is following up with the family who had the old VCCA badges.

GENERAL BUSINESS

1.Update from the committee

Graeme attended the TAVCCA AGM on zoom. It was hard to follow as the sound was patchy. The delegates voted 5 to 2 to withdraw from FIVA. Tasmania and Victoria voted against the motion. John Burke is the new chairman and Hamish McDonald is the new treasurer/secretary.

2. Powerpoint from Murray Bridge

November 2025

The President apologised for the quality of the sound and hoped it will improve with a better microphone.

MEETING CLOSED AT 9:08pm.

The Lucky door prize was won by Dorothy Shinfield.

Graeme Newman
President

Louise Yeomans
Secretary

President's Report

By Graeme Newman

For many of our members the last four to six weeks has been a busy time in their veterans, with a variety of events being attended in N.S.W, South Australia and Victoria. Some of these events being reported in this magazine. Hopefully we might receive some articles about the others for the January magazine. As we approach the end of 2025, we still have Christmas Luncheons, the November meetings and Rego Inspection Days to attend to bring club activities to a close for the year.

2026 will be a busy year for our club, with the Premier Event, Combined Gymkhana Day, and the National Rally in Cowra to name a few. At the time of writing we have received 37 E.O.I for the Cowra event which is very pleasing, but it is also a stark reminder that the event is now less than 12 months away!

Sadly, we have had a few more members pass away during the year, but given the club is over 70 years old, it goes without saying that many of our members are also of advanced years. Thankfully we have also had some new members join our ranks, a couple of whom are very much younger. I obviously also need to mention that for the Garthon & extended Newman family it has been a joyous time with Charlotte Jean Newman GARTHON coming into the world on 9th of October. With her veteran motoring lineage dating back to her great grandfathers - Arthur Garthon and Bob Newman in the late 1950's, genetically at least she should love veteran motoring.

As Christmas approaches, I would like to wish all our members and their families all the best for a safe & happy festive season. I would also like to thank all those members who have supported events during the year and to the committee members and others who have arranged various activities for the members.

All the best,
Graeme Newman

Editor's Report

By Lauren Newman

Thank you to the members that have contributed to this, the final magazine for 2025. Pleasingly, there are a number of event reports of both local and national events as well as a couple of interesting book reviews.



If all goes to plan, this is my final Spit and Polish magazine as the Editor. Thank you to the members who have assisted with the compilation of the magazine for the past (almost) five years. The job is UNBELIEVABLY easier when you are provided with content to include, so please continue to provide articles as the next Editor commences in the role.

Excitingly since the last magazine, William, myself and our extended families have welcomed Charlotte into the world. I very much look forward to introducing her to veteran motoring with you all, and with any luck she will be the third generation of lady drivers in our family.

I wish you all a Merry Christmas and the very best for 2026 - may it be filled with prosperity, good health and plenty of veteran motoring.

2026 VCCA (NSW) Premier Event

The 2026 Premier Event is being held from Monday 9th March to Thursday 12th March, based at Potters Apartments at Nulkaba (Cessnock).

We are currently in negotiations with management of the venue regarding accommodation tariffs so at this stage PLEASE DO NOT contact them to book accommodation.

The plan is to hold a short run on the Monday afternoon around some of the local vineyard areas, before visiting the retail precinct of the Hunter Valley Gardens for a coffee or ice cream and a look at the shops.

Whilst we are yet to finalise the runs on the Tuesday and Wednesday, on one day we will be visiting one of the local schools for morning tea, before attending the Tiger Moth Restoration Works at Luskintyre to have a look at their planes and workshop with lunch to be provided on site.

The other day will be a tour of the Broke and Wollombi areas, with lunch likely to be taken at Wollombi with time to view some of the shops in the village and possibly the museum for those that are interested.

November 2025

The tours will, wherever possible, travel over some of the many quiet local roads.

We plan to hold a 'welcome' get together at the tavern adjacent to Potters on the Monday evening and a rally dinner at the same location on the Wednesday night. If there is sufficient interest, we will also arrange a breakfast for the Thursday morning.

The event will be subsidised by funding from the National Trust Paul Butler Fund and our club to offset some of the cost for participants.

The entry form will be circulated by email in January. If by chance, you don't have email facilities, please contact me, or the Secretary and we will make other arrangements to accept your entry.

Trailer parking will be arranged onsite, or nearby.

Should you have any questions, please contact me.
Graeme Newman



Vale Martin McCarthy

By Ian Irwin.

It is great sadness that I pay tribute to a very close friend of well more than half a century.

Martin was living in Northbridge with his parents and brother and sister when he was young. He was awarded a place in the selective Sydney Boys' High School, and I understand that it was there that he earned a form of Management Scholarship from BP Petroleum. He was trained in Sydney and later appointed the manager of the Tumut BP Depot.

His father Frederick was an amateur archaeologist, (i.e. it was more of a hobby with him, with no professional training) and spent lengthy periods in remote areas of Western NSW. His special field was aboriginal culture, art and lifestyle. (As he neared retirement, Fred was awarded a Honorary PhD from the University of Sydney, initiated by the Museum of Natural Sciences in College St, Sydney in recognition of his amazing services.)

Marrtin was quite young when he became interested in early motor vehicles, and although we never met at the time, we later compared notes, photos and experiences, and amazingly both attended events run by the VCCA NSW in the early years of the club, including Blue Mountains Rally starts and finishes.

I am not aware of the circumstances of his first discovery, but he found the remains of a 60 HP Napier in bushland in the Blue Mountains which had been largely destroyed by a major bushfire. Last I knew of this relic it was in the 'reserve stock' of NSW member Bill Bishop.

When living in Northbridge, Martin soon became one of the fortunate team of young enthusiasts that drove cars from the George Green Stable. Martin spent time in the garage beneath the Green house at Castlecrag and worked on the rebuild of George's A Type Vauxhall. He also was the appointed regular driver of what was then called 'The Alpine', the black underslung London-Edinburgh 1913 Silver Ghost, Chassis 1958. Lucky boy, eh!



Young lads : Martin at the wheel of a rare gem, with Adrian Garrett in the Ghost Adrian had found in a London Wrecker's yard and acquired for £35 in the early 1950s. Thought to be 60788 but now believed to be possibly 60812. Either way still the sixth oldest surviving Ghost in the world.

Martin treasured this photo and gave me this copy about 60 years ago. He was much saddened to hear of the passing of Adrian in July of this year.

The McCarthy's came to Canberra when he was appointed manager of the busy BP Fyshwick Depot in c1973 and joined our VCCA ACT Branch, and we instantly clicked and formed what became a life- long friendship.

He had brought with him a nice low-mileage 1928 Ford Tourer which he soon restored. His first veteran was a 1912 Benz in rolling chassis form which was mechanically complete. He also had a second rolling frame and axles lacking motor and gearbox. One weekend when I was in Sydney, I read in the S.M.H. classifieds an advertisement for a 1912 Benz motor and gearbox in a half chassis frame for sale, somewhere off Henry Lawson Drive at Milperra, complete with its lovely brass radiator and all accessories. I rang Martin, and he was very excited to hear this, so on that day I paid a cash deposit on it for him. He had it back at his home within days. It was an identical model to the one of which he had then restored the chassis, and all that was needed to complete his second Benz rolling chassis.

He also found a veteran Cottin et Desgouttes rolling chassis minus engine gearbox and radiator, but he attended a swap meet at Cooma (where the booths were in the showground sheep yards!), where he found and bought a radiator for it. He parted with it to a local ACT whose name he could not recall recently, who took it south to southern NSW or Victoria when he moved, and we never heard of it again.

Right up until his recent passing, I very regularly contacted him by text message and emails to keep him in the loop, but because of the failures of his cochlear implants he could not hear or talk on the phone. I maintained this flow of materials that he enjoyed immensely, and he was able to respond

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mostly with emails, so in that way he was able to keep up with current happenings on the historic old car scene.

He was a member for some years of the VCCA NSW, and revived his membership in recent years. After joining the VCCA ACT he was an enthusiastic committee member and served as Club Secretary for quite a number of years. He was a most affable, popular and dedicated member.

Throughout his life, Martin's car interests were ever-changing. He must have had five or six post-war Rileys, but also restored a c1913 T Ford Roadster, and then a really delightful 1912 Talbot Single-Seater. At Hilldale, he used an A Model Ford he restored for many years as a practical farm ute.

But he treasured his Australian-delivery 1927 Rolls-Royce 20 HP Single-seater (Chassis GAJ32) which has a great history, and his Mk VI Bentley which both remained with him into his 80s.

It is on permanent display at the Conservatoire National des Arts et Métiers in Paris, not be mistaken with one of the replicas in various museums in Europe.

He was a true enthusiast and travelled to see the five (now six) Bugatti Royales gathered in the one venue in the UK, on the only occasion they had ever all been together.

Well-travelled, Martin had a truly wonderful life filled with extraordinary experiences both here and overseas.

Martin would have loved to own an early Silver Ghost but often told me that he was happy when he reminisced about his experiences in each of George Green's restored Edwardian examples. When I found my 1910 car, he was wrapt. He always wanted to be kept up to date during its restoration and was thrilled when it was finished.



In his later life, Martin experienced many health hardships. In pain, tortured by the failures he experienced of his cochlear implants, and clearly physically distressed, he never complained. He simply soldiered on! All who met and knew Martin, will have been greatly enriched by his friendship.

On one occasion in the 1980s he was wandering the streets of Paris and to his surprise came upon Cugnot's 1771 Gun Carriage, the second of the two originally built. He told me he could see it as he passed the window and went inside where he was welcomed by the carriage's curator. He was told he was one of very few Australians to that time who had visited the display.

May You Rest In Peace, Marty.

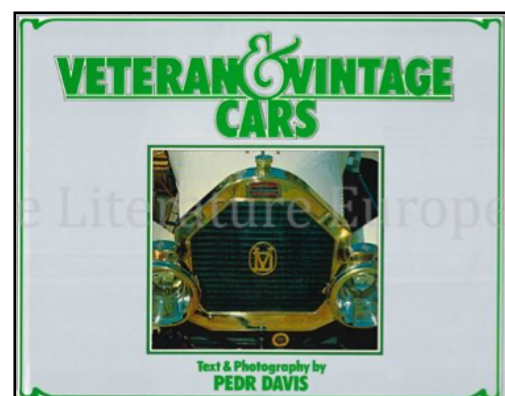
Library Files

By Louise Yeomans.

You might remember this book by Pedr Davis, *Veteran and Vintage Cars*, as it features many vehicles still owned by club members or their families: Garthon's 1905 Rover and 1914 Delahaye, Peter Kable's 1911 Ford, Robert McCarthy's 1911 Martini and 1913 Vinot & Deguingand, Michael Benedeich's 1913 Chalmers, and Jenny Fawbert's vintage 1930 Nash.

You will remember some well-known club members from the past who are featured in the book : George Green, Ben Bronk, Lionel Jones, Bob Baxter and his 1912 Calthorpe, Jim Cooper, Bill Burrows, Sandy Holmes and Fifty Bob now owned by the Adams family, Lyndon Hardman, Jack Jeffrey and Frank Illich. Phil O'Loan's Talbot features but with its previous owner as does the Martin's 1913 Crossley Shelsley.

When first published the book was described as a reference for collectors and enthusiasts of antique automobiles. It is a history of the development of the motor car until the 1930's. More importantly, this book demonstrates the importance of recording the providence and history of a veteran car. Davis gives a brief history of the marque, the story of the vehicle photographed then its mechanical features: engine, gearbox, suspension, brakes, steering, wheels, dimensions, and performance. Have you added your veteran's story to our website as a Vehicle Profile so it is recorded for posterity?



Published in 1981, the book has a large format of 25 x 32 cm approximately. However, the size of the book, heavy print font and columned format may prove a challenge to read the book comfortably. What makes the book worth a second look are the superb photographs and the car histories. There are many coloured photos intersperse with black and white images. Where possible, there is a brief history of the car photographed and its location in 1980. It is a record of the rich assortment of marques there were in Australia as some of the cars have been subsequently sold overseas.

Unfortunately, there is no index but the cars are ordered by year of manufacture then alphabetically so you need to know what you are looking for or just browse. For information and as a reference this book is recommended reading.

Events Calendar

Club Events

NOVEMBER

Tuesday 18th	Newcastle Branch Meeting - 78 Main Road, Boolaroo. 7:30pm
Thursday 20th	Committee Meeting
Saturday 22nd	Sydney Christmas Party - please let Louise Yeomans know if you are planning to attend.
Thursday 27th	Monthly Club Meeting - 134 Queens Road, Canada Bay. 8:00pm
Sunday 30th	Sydney Inspection Day - at Smiley Power. Contact Neil Martin or Mal Garthon for details.

JANUARY 2026

Thursday 15th	Committee Meeting
Tuesday 20th	Newcastle Branch Meeting - 78 Main Road, Boolaroo. 7:30pm
Thursday 22nd	Monthly Club Meeting - 134 Queens Road, Canada Bay. 8:00pm

FEBRUARY 2026

Sunday 1st	Sydney North Breakfast Run - details to come.
Tuesday 17th	Newcastle Branch Meeting - 78 Main Road, Boolaroo. 7:30pm
Thursday 19th	Committee Meeting
Thursday 26th	Monthly Club Meeting - 134 Queens Road, Canada Bay. 8:00pm

Future Events - 2026

MARCH

Monday 9th-11th

Premier Event - based in Nulkaba. Contact John Burke or Graeme Newman for more details.

APRIL

Saturday 11th

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

MAY

Sunday 17th

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

JUNE

Friday 12th-14th

Newcastle Branch Rally - contact John Burke for more details.

JULY

Saturday 25th

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

AUGUST

Sunday 16th

Monday 24th-28th

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

SEPTEMBER

Sunday 6th-12th

TAVCCA National Veteran Vehicle Rally - based in Cowra, hosted by VCCA (NSW).
Expressions of Interest open from 10th October 2025.

VCCAQ 70TH ANNIVERSARY RALLY

24th – 28th August 2026
Sandstone Point Holiday Resort, Bribie Island QLD



WHY ATTEND?

- A Celebration of Veteran Motoring
- Spectacular Venue
- Scenic Touring Routes
- Perfect Weather

EVENT HIGHLIGHTS

- Daily rally runs exploring Bribie Island, Moreton Bay and the coastline
- Gala dinner & Celebrations
- Opportunities to connect with fellow veteran car owners and enthusiasts
- Relaxed social evenings at the resort with good food and plenty of motoring talk

EXPRESSION OF INTEREST

Help us plan for a memorable anniversary rally by letting us know your interest.

admin@yorkbuild.com.au
0410 641 396

2025 National Veteran Vehicle Rally

Murray Bridge, South Australia. 5-10 October 2025. By Louise Yeomans.

When the promotion for 2025 National Rally at Murray Bridge popped into my in- box, I was excited. According to the outline, the rally would travel to Mannan, Strathalbyn and Oakbank,- places spoken about by my South Australian family. The Chapmans had lived or been associated with Strathalbyn, Nairne, Mt Barker, Little Hampton, Blakiston and Hahndorf in the Adelaide Hill . It would be a wonderful opportunity to share some family history with my children and grandchildren. Richard and Rachel decided to come with two of their children.

Accommodation was booked at Murray Bridge, an overnight stay on the journey there and back arranged at Euchua and the two Wolseleys made ready.

However, life throws curved balls when you least expect it. Sadly, Rachel's father died on the Sunday before the rally. With a long weekend, the earliest a funeral could be arranged was on the following Tuesday so this meant they would be going to Orange not Murray Bridge.

We left Sydney as planned early on Friday morning and made steady progress to Albury. Then google maps and Navman disagreed on the best route to Euchua. Both devices led us onto B and C roads with few towns and even fewer petrol stations. No wonder the Riverlands are popular with the Victorians for veteran events. The roads are long and straight with some gentle undulations.

The scenery spectacular following its recent rain with fields of golden canola, green wheat, and fava beans. Contented cows munched the lush feed but the sheep looked dirty perhaps because of the drought. Eventually, we found fuel and Euchua and spent a comfortable night in a huge B&B. Another early start and some more B and C roads until we met the main road just before Ouyen then through Pinnaroo, Tailem Bend and finally Murray Bridge. The villa at Murray Bridge Caravan Park looked new and was very smart. Even better, there was room for the trailer, the car, and the Wolseley next to the villa. The Wolseley was unloaded and all was ready for the start of the rally on Sunday.

On Sunday daylight saving started. In the morning, we could see some more veterans in the caravan park. After some food shopping, we arranged to meet Rod and Loida Wise at the rally headquarters at the Bridgeport Hotel for the sign in. What a noisy occasion! People were catching up with friends, collecting their rally bags while locals might have been hoping for a quiet Sunday drink.





The paddle steamer at Mannon

Each morning the rally started at Sturt Reserve by the mighty Murray River. The cars were directed into two long lines and the people were attracted to the jazz playing from the sound system. Hamish McDonald briefed the participants and this was followed by the drawing of some lucky prizes either a first aid kit or breakdown kit. I am unsure if the prizes were lucky as several winners needed to use their breakdown kits! On the first morning the SA club's patron, Mr Rod Bunten, husband of the Governor of SA, welcomed everyone then waved the cars and bikes off with help from the Mayor of Murray Bridge.

On Monday Rod and Loida Wise came as passengers with some big cushions to soften the ride on hard, non-bouncing horsehair upholstered seats. The roads to Mannon were along the river so relatively flat. Our first stop was at an apricot farm, Aussie Apricots, with an informative but amusing

talk from the grower and his wife. He then became the guide at Revolution Motor Museum, an extensive collection of vehicles from veteran, vintage to modern muscle cars. Then onto Manum for lunch. As Monday was a public holiday the display of veteran cars beside the Murray in Mary Ann Reserve at Mannum attracted a lot of attention while we found some lunch and experienced a sail on a paddle steamer, PS Murray Princess– a quiet smooth ride with spectacular scenery. Again, the way back to Murray Bridge was picturesque with green lush crops and the grapes vines starting to shoot. We dropped Rod and Loida at the Bridgeport and would see them on Wednesday at Strathalbyn.



Two honoured guests: At Murray Bridge Racecourse - Mr Rod Manton with 1898 Benz

On Tuesday the plan was to travel 70 kms to Karooda in the Mallee country then back another 70kms. After some calculating with time differences, and considering the distances to Karoonda and back we decided to miss the event as we needed to be back by 1PM to stream the funeral service for Rachel's father. From all reports, it was a long, windy run and those who joined in the gymkhana had fun. In

one event, the passenger needed to guide the blindfolded driver in parking the veteran! The women loved the patchwork shop in the middle of nowhere and spent up big. That afternoon was the high tea. Its start was delayed by the relatively long run back to Murray Bridge from Karoonda. Some of the women and men looked gorgeous and elegant, appropriately dressed for an Edwardian afternoon outing but the catering let everyone down with a rather ordinary afternoon tea and serve yourself tea and coffee.

My favourite day was Wednesday when we drove to Strathalbyn. Gone were the flat roads beside the river and we drove up into the hills with some long steady climbs. Farms of olives, wheat or solar cells and vineyards lined the roads. At Strathalbyn two draught horses pulled a cart for tourists not attracted to the veteran display. Most of the rally participants were more interested in Gilbert's Motor Museum or the antique and quirky shops lining the main street which all did a roaring trade. My father had been apprenticed at Gilberts either in Strathalbyn or Mt Barker but sadly there no records prior to 1950 had been kept. Rod and Loida found us at Strathalbyn and were travelling onto Swan Hill. We hoped the hard seats of the Wolseley and the wind had not discouraged them from future events!



*Graham Weekes and Robert Fordham
at Oakbank Racecourse*

On the road back to Murray Bridge the route took us through Langhorne Creek, a wine region, salt pan lakes and the Australian Salt Works, and dairy farms. Bright orange and yellow gazanias grew profusely on some of the sides of the roads as if the seeds had been randomly thrown out onto the verge.

Wednesday night was the rally dinner, a vice-regal occasion, at Murray Bridge Racecourse. On display was 1898 Benz lent from the National Motor Museum. It was an enjoyable night with delicious food and great company. The Governor of South Australia and her husband, Mr Rod Manton, joined us. The guest speaker described the features and history of the Benz.

Thursday was windy as we drove to the start in the Wolseley. After a leisurely breakfast with Malcolm and Julie Roy at the Bridgeport (much better than the high tea) we decided to drive modern to Milang taking Malcolm and Julie as passengers. Again, some different scenery – flatter as we approached the delta of the Murray at Lake Alexandrina. Lots of bird life to see. After a visit to the Milang Historic Museum and a spot of lunch we travelled home through Langhorne Creek to taste and buy some of the gourmet horseradish products at Rusticana. It's easier to take smaller things home than bottles of wine!

Friday's route took us back into the Adelaide Hills with some long slow hills to see some beautiful views over the farmlands. The route took us through Nairne where Chapman's Small Goods factory site is now a gin distillery then onto Oakbank Race Course. It was so windy that Geoff's hat blew off crossing the railway line at Naire.

At Oakbank Race Course the veterans were guided into two lines to park. Imagine everyone's surprise when a kangaroo bounded between the rows of cars and off to the other side of the race course. Lunch was served - yourself but the organisers forgot to provide the chairs so we eat quickly so others could sit down to enjoy their lunch. The Wolseley ran well, pulled strongly on the hills, and gave the new gearbox a good workout.

On return to Murray Bridge, there was another function at the Bridgeport Hotel to finish the rally. We expected just drinks but due to the fiasco with the high tea a one course dinner was served. John Burke, the new President of TAVCCA, thanked Hamish and his team for organising such a great rally and announced the 2026 National Rally in Cowra. Most of the participants packed up and went their own ways on Saturday. We had decided to stay an extra day and tried to do some family history research at Mt Barker, where my father was born. A visit to Mt Barker library gave me some hints to follow up but no luck finding any ancestors in the cemetery at Mt Barker although records indicated that some were there.



Veterans at Mary Ann Reserve Mannum with magnificent Murray Gums

On Sunday we left for Euchua, hoping to take a route with better roads, travelled through Bordertown to Nhill and around Bendigo to Euchua. Again, not many major towns or places to refuel. Determined to follow a route home on more major roads, on Monday we left Euchua to Shepparton, Benalla and M31 to Albury and home by 5 pm. The veteran was unloaded, the car unpacked and a wonderful sleep in our own bed.

It was great to have the Wolseley on the road again, wonderful to catch up with friends, and to see and learn new things. I have some new leads to find out more about my South Australian family. There were many different veteran cars and motorcycles and many dogs but it was exciting to see another Wolseley. It was a well organised rally with a variety of scenery and activities. The challenge will be for our club to do a national rally as well or even better!

Participants from VCCA(NSW) Inc

Alan & Denise Barker - 1906 Darracq

Maxwell, Darius, Samuel & William Boardman - 1913 Ford

Ian Bourke & Derek Page - 1915 Munroe

David & Betty Cherry - 1915 Ford

Chris Duncan & Catherine Strutt - 1911 FN

Malcolm & Julie Roy - 1913 Hupmobile

Graham Weekes & Robert Fordham - 1912 Buick

Rod & Ruth Holmes - Modern

Ian & Karen Brenner - 1916 Cadillac

John Brumby - 1917 Maxwell

John & Kelly Burke - 1918 Buick

Peter, Sue & Harriette Martin - 1913 Crossley

Steve Flemming - 1915 Ford

John Wards - 1916 Benz

Geoff & Louise Yeomans - 1914 Wolseley

Rod & Loida Wise - Modern

Newcastle Branch Midweek Run

5th November. By John Burke

Three veterans and nine people were in attendance at today's midweek run to the Heritage Gardens at East Maitland for morning tea.

A nice day and a great drive. The gardens and nursery were explored and some purchases made.

In attendance:

John Brumby - Maxwell

John, Kelly, Max & Joan Burke - Essex

Chris Duncan & Catherine Strutt - FN

Allen Dunlop and friend Barbara - modern



National Veteran Motorcycle Rally

By John Burke

The National Veteran Motorcycle Rally (NVMR) is conducted every two years. VCCA (NSW) member John Burke organised the first NVMR in 1997 with 56 veteran machines in attendance.

This year the 15th rally was conducted in Ballarat Victoria, and with the weather a little on the cold and wet side, the rally attracted over 130 veteran machines. The week long rally toured the Ballarat district including the Lake Goldsmith steam rally site.



Several VCCA members in attendance on their veteran motorcycles.

Pictured left: a very nice V twin Chater-Lee (JAP) from QLD with John Burkes Kerry Abingdon.

VSCC Isabella Rally

28th September – 2nd October. By Jackson Shinfield.

Recently a few members of the Veteran Car Club attended a Vintage Sports Car Club rally based at the President's family property in Isabella. The rally was pre 1931 cars only which was an opportunity for veteran cars to keep up easier. Malcom Garthon went in his SCAT, Peter Weir brought his A type Vauxhall and Ian and I took our recently acquired Talbot.

The event started on Sunday the 28th of September which was just a day for everyone to arrive and set up as it was camping. On Monday morning we went to Bathurst and all Veteran cars had full seats. It was a beautiful drive majority on quiet roads. We had an early lunch in town and then headed to do a lap of Mount Panorama. The group then got very split up. We were headed to a surprise which was quite the way back, we followed the physical map we were given but couldn't find it unfortunately and we gave up and headed back to camp. The surprise was on someone's property who had a few tanks. Throughout the day multiple cars broke down and everybody decided that the run we did on Monday was a bit too long and we shortened Tuesdays drive.



On Tuesday I rode with Malcom in his SCAT which was quite the adventure. We drove to Taralga pub and Malcom had organised another surprise which was Warren Brown in his bean which did London to Melbourne.



Mal and I arrived there first (how good), after slowly descending a very steep gorge. We didn't leave very early in the morning making it perfect timing when we arrived for lunch. So we all ate at the pub and put fuel in the cars, And headed back. Peter left very early as he wanted to video the cars coming up the end of the hill. All 3 veteran cars made it up the very steep hill. While others didn't quiet and needed pushing. Unfortunately Steve who is a member of the vintage sports car club who had been working very hard to get his car ready for this event had a wheel fall off causing a bit of damage to his car, thankfully no one was injured. Once Malcom and I arrived back onto the property driveway, he let me have a drive back to the house, I was very fortunate as he had said if I could crank start it I could drive (I was unsuccessful but tried very

November 2025



hard). On Tuesday night Peter Weir did a presentation on his journey recasting his engine block. The group was very impressed with Peter's skills.

On Wednesday we had a quick drive to Mayfield gardens for breakfast so we left at 8. I went in with Ian and the wind was terrible - it was not enjoyable as the windscreen is badly made and I didn't have enough layers on. The breakfast was lovely and the place had some really cool water features.

After breakfast we headed back and by now lots of people had left. We didn't do much else until the afternoon when they put on a gymkhana sort of event. With a slow race, a speedy race and a stopping test. Mainly for the junior members to have a go at driving.

That was the driving part of the event completed and we then loaded up the car trailer ready to head home the next day. It was a fabulous event and so good to see all the veteran cars survive.



A Fascinating Purchase

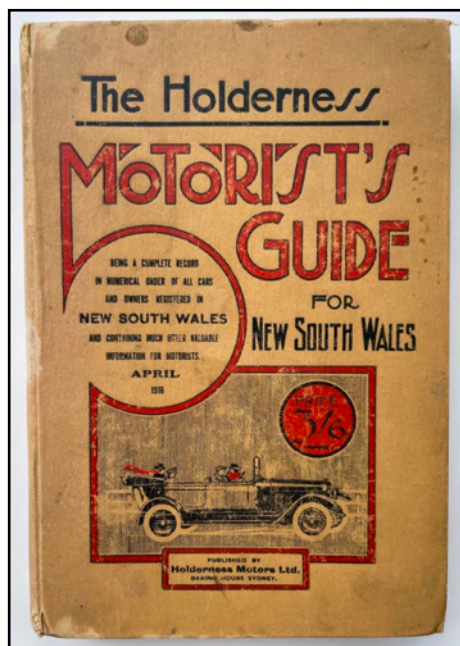
By Catherine Strutt.

On our recent month long trip on the road in the FN travelling to the National rally at Murray Bridge and then to the Victorian club's 70th Anniversary rally at Swan Hill, Chris and I stopped in at an old sheep station on the Murrumbidgee River on the outskirts of Hay, NSW. The property, "Mungadal", is now part of a massive conglomerate of pastoral properties under the banner of "Paraway" but in 1915, a Mr Robert C. Simson lived and worked on the station and he happened to also own a tiny FN1250 car, the same model of FN as my recent arrival from South Africa, Number 1. Number 1 is a totally complete car however there is a very "cool", and admittedly, fairly unnecessary part missing on the car which I would love to have to put back on the car. Only one of the four surviving FN1250s in the world has this part still intact. It's a nifty kick start pedal which protrudes through



The pFN at Mungedal Station, Hay

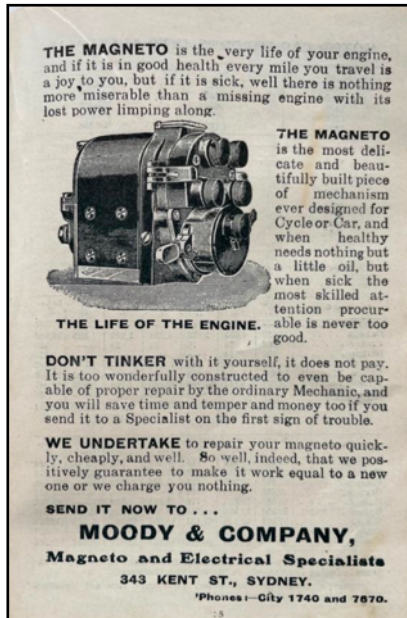
the floor in the cabin about under the foot of the passenger, long shaped, unlike the standard clutch and brake pedals. FN is embossed in the centre. In the hope that parts of the car at Hay may have still been hanging around on the riverbank or under the shearing shed, I made contact with the current manager of the property a year or so ago, knowing that we would be driving right past on our way to the National Rally, to see if he would agree to meet and let us look around his property for FN parts.



But how did I know there was once a FN on the property? Well it's thanks only from searching through the records of NSW registered cars and owners that have been reproduced online from the Holderness Motorist's Guide for NSW from 1915 by historian, Terry Callaghan. Some members may be aware of this excellent resource and website. Unfortunately, in recent months the website has, in my opinion, deteriorated and users are now required to pay a fee and login to use the site. The once operational site itself has become clunky with pages not loading and information only partly being displayed across the screen. A once brilliant resource for veteran car ownership and records in NSW 1915 which displayed the owner, car, address and rego number, it is now sadly not entirely user friendly. Users can pay a very small fee to access

the information on the site but with the site in a clunky condition and not loading successfully on screen, it doesn't bring a sense of confidence that the user will be able to see or find what they need anyway once they've paid the fee and given access to the site.

When the website was functioning well, I scrolled through the listings and recorded the properties that all the FNs listed were at. Once I had this list, I then Googled every property to see which ones still existed. This is how I discovered "Mungadal" at Hay. I then found a contact email for the manager of the property, wrote an introductory email, included a few photos of our FNs and sent the email. A reply email arrived. The manager was more than happy to have us look around his property for FN bits and pieces! In fact, his old Dad was a car enthusiast and he could relate completely to our mission. It was literally, "too easy"! Arriving at "Mungadal" in the FN on our way to Murray Bridge, we were met by two very generous and friendly station owners who not only let us have free reign to look wherever we wanted to but gave us pre prepared coloured aerial photos of the property with large circles drawn on the photos of where all the metal and scrap dumps were that we werelikely to find parts! None of this could have happened without the brilliant records from the 1915 Holderness Motorist's Guide for NSW book



Now I know that some people might think "Wow, this bird really needs to get a life!" but in fact, I actually find early records of cars and where they were, especially FNs, very fascinating and if I can find the needle in the haystack and make my baby FN complete with a kick start pedal, it's worth it! So when I could no longer access the Terry Callaghan website with the Holderness records, I tried my luck and searched online for the book. Surprisingly, I had a result and a later edition, The Holderness Motorist's Guide for NSW 1916, popped up for sale from the National Automobile Museum of Tasmania. I couldn't believe my luck and I purchased it straight away.

Not only is the small book an excellent resource for all the registered cars of NSW in 1916, owners and importantly, locations, but it has extra information that illustrates a time when apps and the internet didn't exist but the information still needed to be known. All the motor garages in country NSW are listed along with all the fuel stations and the type of fuel they sold. For example, at Coonabarabran you could get Pratt's Motor Spirits, Plume, Taxibus and Gargoyle brand fuel but at Warren you could only get Shell. There is a timetable at which the sun sets for every day in 1916 so that the motorist could know when "lighting up time" was to light their motorcar's lamps. If you needed tyres, there was one hotspot only in the state and that was Clarence Street, Sydney, with Dunlop, Firestone, Gaulois, Goodrich, Goodyear, Michelin and Mosely all jostling within doors of each other for custom. Further interesting facts include motor car imports into Australia. In 1903 there were 275 cars imported. In 1907 this figure jumped to 1138. The book also has a record of all registered makes of taxis, lorries and interestingly, cars of the Red Cross. Private registration listings start at rego number 6 and end at 16757, with numbers not always consecutive. Interestingly, as the listed registration numbers grow larger, FN listings

become noticeably fewer. FN stopped production of cars in early 1914 when the factory was taken over by the Germans in WW1 and perhaps this was reflected in the later registrations when FN cars were no longer available

There are many other fascinating snippets of info and stats in the book along with early print advertising but aside from the list of owners and motorcars, which makes up ninety percent of the book, there is a listing of all the makes of cars in NSW and the quantity of them registered. On January 1st, 1916, there were 207 FNs registered in NSW and this included a FN1250 owned by Colonel John M. Arnott, the Managing Director of Arnott's Biscuits. He clearly had great taste in cars (pun intended!)

Important road rules are clearly set out for the intrepid motorist including drivers must "not drive a car backward more than absolutely necessary" and "when about to stop or turn (a motorist) must raise his hand or give some intelligible signal of his intention, so that any person immediately following may understand". It's a curious thing, but I have observed that intelligible hand signals of intent are still used by motorists of today.

I'm not sure how many years The Holderness Motorist's Guide was produced but if there are earlier years than 1915, these would be even more fascinating. It's a great little book and hopefully it will give insight to further locations around NSW of where an FN once resided. There MUST be some treasure still left under a shearing shed or on a riverbank somewhere. With this little book's wealth of information, the hunt for a kick start pedal will continue!

MOTOR VEHICLES REGISTERED IN N.S.W. On January 1, 1916.			
PRIVATE CARS.			
Abbott	10	Enfield	11
Adler	52	Everitt	9
Albion	31	Fafnir	30
Alldays	27	F.I.A.T.	340
American	26	Flanders	71
Argyll	55	F.N.	207
Arm-Whitworth	59	Ford	2,816
Arrol-Johnson	40	Grant	11
Astor	6	Gregoire	13
Auburn	5	G.W.K.	27
Austin	163	Henry	7
Aus. Daimler	7	Herreshoff	5
Bayard	128	Hillman	51
Bell	5	Hispano-Suiza	6
Belsize	64	Holsman	14
Benz	65	Hotchkiss	36
Berliet	83	Hudson	67
Bianchi	15	Humber	161
Brasier	117	Humberette	8
Britton	8	Hupmobile	443
Briscoe	15	Hurtu	6
Brush	58	I.H.C.	38
B.S.A.	86	Italia	43
Buick	597	Jackson	14
Cadillac	219	King	21
Calcott	21	K.R.I.T.	23
Calthorpe	38	Lacere	9
Car-Nation	25	Lacia	9
Chalmers	78	Little	23
Charron	19	Little Four	13
Chenard Walcher	19	Marathon	19
Chevrolet	19	Marlborough	8
Clement	8	Martini	8
Coe	9	Mass	6
Cole	9	Maudslav	12
Cottin Desg.	9	Maxwell	147
Crossley	32	Mercedes	21
Cutting	5	Metz	36
Daimler	174	Metz	176
Darracq	75	Michigan	9
De Dion	127	Minerva	176
Delage	37	Mitchell	33
Delahaye	37	Moline	14
Del. Belleville	33	Morris Oxford	29
Del. Clayett	7	Mors	5
Detroit	7	N.A.G.	29
Detroitier	53	Napier	88
Diatto	14	New Parry	9
Dixi	5	New Pick	8
E.M.F.	49	N.S.U.	14
Empire	83		
			Total 12,338
			*Less than 5 each.

Equip Your Garage with a "BOWSER."			
No.	Name	Address.	H.P. Car.
6054	Williams, E.	42 Castlereagh-st., Sydney	18 Itala
6055	Beazley, Albert T.	Maderty, Coonabarabran	7 Bayard
6056	Wright, Frank	Mount Drysdale, Cobar	10 Brush
6057	Long, Rev. Geo. M.	Bishopcourt, Bathurst	48 Mitchell
6058	Wright, Alfred E.	Telofa, Harefield	12-16 Stower
6059	Lester, James	Cootamundra	25 Paige
6060	City Council of Syd.	Town Hall, Sydney	12 Doriot
6061	Chew, Kenneth	Avoca, Monteagle	20 Hupmobile
6062	D.G. of Pub. Works	Sydney	20 Ford
6063	Terry, Hedley	Lang-rd., Centennial Pk.	10-12 Renault
6064	Hillier, Harry	Ada-st., Concord	16-20 Enfield
6065	Capel, Henry W.	Eulabil, Barraba, N.S.W.	20 Ford
6066	Chapman, W. W.	Park-st., Mosman	25 Marathon
6068	Mansfield, Dr. W. C.	Wellington-st., Woollahra	25 Buick
6069	Balmain Bros. Ltd.	Carp-st., Bega	20-30 F.I.A.T.
6070	Batty, Harold R.	Elrington-st., Braidwood	20 Hupmobile
6071	Carroll, John H.	High-st., West Maitland	33 Michigan
6072	James Bell & Co.	109 Pitt-st., Sydney	32 Hupmobile
6073	Foy, H.	21 The Avenue, Petersham	20 Hupmobile
6074	Wilson, H. A.	Bexley	20 Ford
6075	Baxter, James	Crookwell	20 Pullman
6078	Brown & Hellicar Ld.	Wentworth-av., Sydney	10-12 Metz
6079	Maunder & Beer	Gunnedah	25-6 Detroitier
6080	Everest, S. F.	Aberdeen	20 Ford
6081	Everest, Samuel F.	Aberdeen	20 Ford
6082	Young, Hubert C.	23 Phillip-st., Sydney	20 Humber
6083	Robinson, Rebecca	Royal Hotel, Kempsey	12 F.I.A.T.
6084	Vernon, M. M.	Inverell	15-20 Studebaker
6085	Moss, William	Glebe-st., Ryde	20 Ford
6086	McWilliam, John J.	Junee Junction	45 Overland
6087	Bennett, W. A.	Menindie	20 Ford
6088	Newham, W. H.	Molong	22 Metz
6089	Adams, H. P.	Moree	20-25 Overland
6090	Norman, W. C.	Parramatta	12-16 Wolseley
6091	Craig, Thomas	Bellingen	20 Ford
6092	Swan, J. H.	Woolomin	20 Ford
6093	Harker, Alfred E.	Morehead-st., Lambton	10-14 F.N.
6094	Hickey, William J.	Lyons-rd., Drummoyne	15 Daimler
6095	Smith, Alfred E.	Bridge-st., Drummoyne	22 Metz
6096	Walker, W. M.	19 Hunter-st., Sydney	25 Oakland
6097	Oehm, William B.	Old Junee	10-15 Star
6098	Chenhall, Wm. T.	233 Macquarie-st., Sydney	16 Minerva
6099	Mead, Robert R.	58 Corso, Manly	22 Metz
6100	Curry, P. J. H.	Tenterfield	20 Ford
6101	O'Connor, C. Y.	Billinudgel, via Lismore	25.3 Buick
6102	Harvey, John T.	319 Argent-st., Broken Hill	10-12 Brush
6103	Nicholson, John D.	Flora-st., Arnccliffe	20 Flanders
6104	McLean, Samuel	Molesworth-st., Lismore	30 Overland
6105	Robson, H. N.	Tucki, via Lismore	30 E.M.F.
6106	Morrison, D. W.	Broadwater	20 Ford

FORD CAR OWNERS, see page 17.

Classifieds

Please note ALL ADS MUST include the price and if you wish ONO. Advertisements will only run for 3 months then will be removed unless requested otherwise. If selling a vehicle or engine, please include all known numbers and details. All states please copy.

FOR SALE: 1910 Brush

1910 D26 Brush Runabout with the only BRUSH 2 Cylinder-2.5 lire-Rotary Shaft Balanced. The only one in the world. Designed and manufactured by Alanson Brush. I am searching for a VETERAN Car Enthusiast in Aussie or NZ , preferably one who is young and dreams of enjoying owning and driving such a Historic Brush.

My Brush and I have enjoyed long distance drives, twice Perth to Sydney, a Brush was the first automobile to drive 4,100 kms in 1912 -Fremantle to Sydney, The BIG DRIVE - Around Australia - 14,700kms, 80 bays, 20 on expedition for the Centenary of Federation, 60 days with help from Family and friends. Ave 40 +kms.

I bought my Brush in 1980, shortly before my retirement from KPMG as National Chair. Audit, and enjoyed the various weekend events of our Australian Clubs. I am 91 and have two inoperable Knees which is why I am searching for a Veteran Car enthusiast.



My Price is \$50,000 to \$60,000 - happy to negotiate on numbers only - I am not interested in museums or O/S interest. I will inform overseas enthusiast in January 2026 of the sale price of \$100,000 if an ANZAC has not been found.

Please ring me on 0409 712 101 if enthusiastic, I have pack of info on Brush 2 Cylinders Etc.

Contact: Bob Lamond

Ph: 0409 712 101



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

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



\$300.00/set plus P/P

Bill Trollope wwt@bigpond.com



EXPRESSIONS OF INTEREST: Cylinder block castings (un machined) for AX Renault

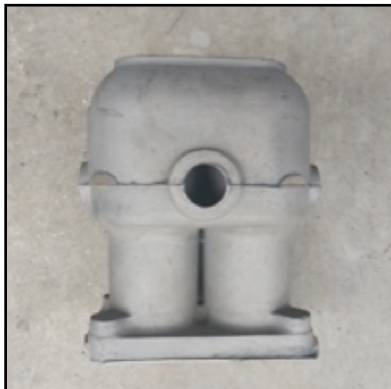
I am looking at doing another run of AX Renault engine block castings (un machined). See photos.

As the pattern for these blocks are almost past their use by date, this is possibly the last time they can be used.

Please let me know if you are interested.

\$2,950.00 ex Sydney (Excluding packing and freight).

Bill Trollope wwt@bigpond.com



For Sale

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

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

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

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

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





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



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

EST 99

THE VETERAN Garage

0422 219 911

ALSO AVAILABLE

1908 BSA Touring. 1910 Buick.

1917 Chevrolet 490 Roadster.

1916 Cadillac Touring - Needs restoration.

1912 Cadillac - Mostly restored.

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

COMING SOON

1908 Cadillac - Restoration project. \$35,000

1903 Stanley - Restored.

SOLD 1913 Crane Simplex - Original unrestored. ~~\$POA~~



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



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

Reconstructing Australian motoring history - one car at a time

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