

SPIT AND POLISH

PATRON

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

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



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nor are they any indication of club policy.

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

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

Cover Photo:-

*Ian Bourke's 1915 Munroe,
at the morning tea stop at Jemalong Weir,
during the National Tour, Forbes.
September 28th 2018*

Committee of Management

OFFICE BEARERS:

| | | HOME | BUSINESS | FACSIMILIE |
|-----------------|----------------|---|-----------|-------------------|
| PRESIDENT | Doug Fulford | 4654 5432 | 4655 7944 | |
| | | Email: president@vccansw.org | | |
| VICE PRESIDENTS | Phil O'Loan | | | Mob: 0400 730 071 |
| | | Email: vicepresident1@vccansw.org | | |
| | Peter Martin | 4657 2994 | | Mob: 0418 865 235 |
| | | Email: vicepresident2@vccansw.org | | |
| SECRETARY | Louise Yeomans | 9884 9314 | | Mob: 0488 082 611 |
| | | Email: secretary@vccansw.org | | |
| TREASURER | Geoff Yeomans | 9884 9314 | | |
| | | Email: treasurer@vccansw.org | | |

COMMITTEE MEMBERS:

| | | | | |
|-----------------------|-----------------|---|--|---|
| EDITOR | Neville Preston | 4352 1533 | | Email: spitandpolish@vccansw.org |
| EVENTS CO-ORDINATOR | Graeme Newman | 4392 1035 | | Mob: 0412 138 063 |
| | | Email: events@vccansw.org | | |
| REGISTRATIONS OFFICER | Neil Martin | 9632 5047 | | Mob: 0417 236 495 |
| HALL LETTINGS | Robert Fordham | 9899 4395 | | Email: hallrentals@vccansw.org |
| | Peter Weir | 4262 6595 | | Mob: 0414 831 872 |

CHAIRMAN INVESTIGATION & DATING

| | | | | |
|------------------|----------------|-----------|--|-------------------|
| | John Burke | 4991 1806 | | Mob: 0412 821 945 |
| LIBRARIAN | David McCredie | 9653 2592 | | |
| WEB CO-ORDINATOR | Abbey Newman | 4392 1035 | | |

SUB COMMITTEES:

| | | | | |
|------------------------|-----------------|-----------|--|-------------------|
| INVESTIGATION & DATING | John Burke | 4991 1806 | | Mob: 0412 821 945 |
| | Neil Martin | 9632 5047 | | Mob: 0417 236 495 |
| | Max Roberts | 6545 3410 | | 6545 1045 |
| | Ian Streatfeild | 9457 8449 | | Mob: 0488 248 177 |
| | Neville Preston | 4352 1533 | | |

BRANCH CHAIRMEN & SECRETARIES:

| | | | | |
|---------------------|----------------|-----------|---|---|
| NEWCASTLE CHAIRMAN | John Burke | 4991 1806 | 6570 3446 | 6570 3478 |
| | | | Mob: 0412 821 945 | |
| | | | Email: hupmobile@bigpond.com | |
| SECRETARY | Graeme Newman | 4392 1035 | | Mob: 0412 138 063 |
| | | | Email: kazngra@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 |
| LEGAL ADVISOR | Andrew Aitken | 8987 0000 | | 8987 0077 |

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

134 Queens Road, Canada Bay, 2046

PATRON:

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

Minutes of Monthly Meeting of VCCA (NSW) Inc.

Minutes of Monthly Meeting of VCCA (NSW) Inc held on Thursday 24th January 2019

ATTENDANCE

Committee: 9 Members: 17 Family members: 4 Visitors: 1

APOLOGIES: Bob Hobson, Laurie Garrod, David Norton, Phil O'Loan, Ian Shinfield.

MEETING OPENED AT 8:15 PM.

PRESIDENT'S OPENING REMARKS

The President welcomed all members and their families to the meeting after the two-month break. He welcomed Malcolm Lorimer, whose membership will be voted on tonight and Cameron Davies, grandson of Bruce and Kath Kinnear. One minutes silence was held to remember Valmai Weir. The President informed the meeting that Bob Hobson has had a triple by-pass and is recovering.

MINUTES PREVIOUS MEETING

Matters arising: Nil

Moved: Graham Weekes Seconded: Bill Betts

INWARDS CORRESPONDENCE

Invitations:

VCCA(Vic) – mid-week meeting, Pre - 05 event
Gnoo Blas classic 2019 at Orange, 16-17 February
FIVA World Rally to Austria

Other Club publications:

| | |
|-----------------|---------------------|
| Brass Notes | Small Torque |
| Veteran Torque | Retronauts (online) |
| ACMC (online) | Cough and Splutter |
| Torque | Early Auto |
| The Vintage Car | |

Other:

MotorLife News
Lane Cove National Park – confirmation of booking for 23 Nov 2019
Darren Grant – apologies about HMAS Waterhen display
Apologies for the working bee- John Grant, Ron Hattersley, Kerry Hobson, Rod Holmes, Graeme Newman, John Prentice, Neville Preston, Susan Tulloch, Les Watton, Peter Weir, Geoff and Louise Yeomans.
John Prentice – library donation
HCCA Rally 4th newsletter
Arthur Garthon
CMC- minutes from AGM
Philip Virgonia – Gilltrap's memorabilia, query about electric car
VCCA National Veteran Rally 2020 Swan Hill 11-17 October 2020
Anne Baxter – letter
Ron Selig – letter
His Excellency The Governor of NSW – Christmas card

OUTWARDS CORRESPONDENCE

Fees reminders - 5 members
Malcolm Lorimer- pre-membership
A Rostron re working bee
Flowers to Jim Weir, Bob Hobson
Group emails- Christmas greetings, vale Valmai Weir, working bee.

The President read the letter from Anne Baxter to the meeting.

Moved: Peter Weir Seconded: Bruce Kinnear

TREASURER'S REPORT

| | |
|-------------------|-----------|
| Balances are: | \$ |
| Ordinary account: | 69,093.93 |
| Term deposit 1 | 29,473.85 |
| Term deposit 2 | 30,295.89 |

Over the last two months accounts have been paid to carpet cleaner, locksmiths, roof repair, cleaning and the printer. Income has been received from renters, sale of the safe (\$100) and some membership dues. Both term deposits have been reinvested at 2.6% for 6 months.

Moved: Lauren Newman

Seconded: Graeme Newman

MAGAZINE Nothing to report

EVENTS

Graeme Newman reported on some recent events. There were 6 veterans at HMAS Waterhen for their family Christmas party. Five veterans were driven to the Newcastle Christmas Party. Sydney Inspection Day was well patronised. Doug's last coffee run was on a hot and windy day and as the same weather is predicted for tomorrow the proposed run on Friday is cancelled. The working bee was well attended.

Coming events include CARNivale on Australia Day, 8 February is the MaSH morning tea, 9 February Newcastle Branch have been invited to Heilbrunn's for a BBQ and to look at Neil's motorbike collection. Doug's coffee run is scheduled for 1 March and the Sydney North Breakfast Run is to the Estuary Restaurant at Kangaroo Point on 3 March. Please advise Louise Yeomans by 17 February if you are coming. The Berrima District Car Club are holding their annual rally on 16-17 February. Robyn Betts gave details of the proposed visit to Fairground Follies owned and operated by Craig Robson which is an extensive museum for fairground rides.

Peter Martin has organised a Blue Mountains Rally for 30-31 March 2019. Accommodation is at the Carrington Hotel in Katoomba. It starts at Prospect Reservoir and then lunch at Valley Heights Train Museum. The roads are fantastic! There are some concerns about parking so entries will be limited to 25 unless entrants wish to park on the street. The President thanked Peter and Sue Martin for their organisation of the rally.

PERMIT TO MOVE/REGISTRATION

At Sydney registration day 40 inspections were made; at Newcastle Branch 39 inspections were completed and so far, papers for one inspection have come from MaSH. More to come. Neil Martin thanked Geoff Simmons, Bob Hobson, Barry Shinfield, John Burke and Kevin Boardman for their inspecting vehicles.

LIBRARY Nothing to report

DATING Nothing to report

MEMBERSHIP

Malcolm Lorimer was voted as a full member of the club and his membership applauded. Applications have been received from Mike Robinson and Geoff Hall.

CMC Nothing to report

HALL

Robert Fordham thanked the members who came to the working bee. They worked hard and completed many tasks. There are problems with the air conditioners in Hall 2 and the exit door needs to be fixed. The rekeying of the hall has been completed and all key holders are recorded in a register.

WEBSITE

Graeme reported that slowly bits and pieces are being added to the website. More contributions are welcome.

GENERAL BUSINESS

E version of Spit and Polish

The President announced that Spit and Polish will be sent out electronically next month to all members with email as a trial. Paper versions will continue to be mailed.

Techie Talk

Barry provided an amusing reason for the differences between men and women feeling pain.

Show and tell

A film clip of the National Rally at Forbes will be played during supper. The footage was taken and supplied by Hamish McDonald.

The raffle was drawn.

MEETING CLOSED AT 9:00 PM.

Doug Fulford
President

Louise Yeomans
Secretary

Events Calendar - Club Events

FEBRUARY 2019

- 19th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
28th Committee Meeting starting at 6.45pm
28th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

MARCH 2019

- 1st **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*
3rd **Sydney North Breakfast Run.** *See Page 7 for details*
8th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
19th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
24th **Extended Committee meeting starting at 1pm.**
28th Committee Meeting starting at 6.45pm
28th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
29th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*
30th - 31st **Blue Mountains Rally** *See Pages 7 & 8 for more detail and Entry Form*

APRIL 2019

- 12th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
16th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
25th Committee Meeting starting at 6.45pm
25th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
26th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

Events Calendar - National Rallies

MARCH 2019

10th - 16th **National Veteran Motorcycle Rally** (Ulverstone Tasmania)

SEPTEMBER 2019

17th - 23rd **2019 National Veteran Vehicle Rally.** Bundaberg/Bargara, Qld. *EOI Form in October 2018 S & P*

APRIL 2020

1st - 7th **1 & 2 Cylinder National Rally** - Charleville Qld. Hosted by the VCCA (Qld)Inc.
Expression of interest form in May 2018 Spit and Polish.

OCTOBER 2020

11th - 17th **VCCA National Veteran Rally 2020** - Swan Hill. *See January Spit and Polish for further details*

Events Calendar - Invitation Events

MARCH 2019

- 9th - 11th VCCA (Tas) Tasmanian State Rally *Contact Doug Fulford for further information*
- 14th-17th RACV 1 & 2 Cylinder Rally BRIGHT Vic. Entries close 21st February. Rally contact information
John Stanley Mob: 0409 001 836 Email: john.m.stanley1947@gmail.com
Entry Form in November Spit & Polish 2018

MAY 2019

- 3rd - 5th Pre 1931 Autumn Tour at Orange. (Details on VCCA web site.) For all Veteran & Vintage vehicles.
Registrations: Thursday 2nd 2pm - 5pm & Friday 3rd 9am - 1pm Two half day runs on Friday 3rd
Full day run & Presentation Dinner Saturday 4th Breakfast Sunday 5th
Contact Rally Director: Peter Amos (02) 6366 3152
Email: orangedamc@gmail.com Website: odamc.org.au *Entry Form January Spit & Polish*
- 18th - 19th Pre 1905 Pioneers Rally - Ballarat. Information and Entry Form on our web site under Invitation
Events. Or contact Greg Smith, Email: schach09@bigpond.com. Ph: 0447 395 233
or Ben Alcock, Email: events@veterancarclub.org.au Ph: 0404 917 366

AUGUST - SEPTEMBER 2019

30th August - 6th September 2019

HCCA International TOUR 2019 BATHURST, NSW, AUSTRALIA

For Petrol, Steam & Electric, Veteran Cars & Motorcycles produced prior to December 30th, 1916.
Hosted by the HCCA 5th Eastern Australia Region Invitation to ALL Veteran Car Clubs worldwide.
Rally headquarters will be the famous Mt Panorama Raceway Pit and Corporate area. With Hotel accommodation adjacent to the raceway.

Any questions, please contact: **Russell & Chris Holden (Rally Directors)**
Ph 61 422 219 911 or email: russell@oldworldlamps.net
Further information and Entry Form in October 2018 Spit and Polish

Welcome New Member

Malcolm Lorimer & Pam (1143)
90 Burns Road
SPRINGWOOD NSW 2777
1911 Cadillac
Ph: 4751 1091
M: 0408 511 727
E: mal.lorimer@gmail.com

Applications for Membership

Francis Michael Robinson
9 Campden Way
Hanforth, Wilmslow
CHESHIRE UK SK93JA
1912 Talbot x 3
Nominated: Graeme J Newman
Seconded: Neville Preston

Geffrey Hall
5 Cameron Street
NARRABRI NSW 2390
1911 Ford T
Nominated: Malcolm Roy
Seconded: Douglas J Fulford

REMOVE THESE MEMBERS FROM THE ROSTER

Bill Maunsell
Sam Movoizio

Voting for the above memberships will take
place at the meeting on the 28th February 2019

CMC WEBSITE

www.councilofmotorclubs.org.au

January edition of The Preserve on the link below

<http://www.councilofmotorclubs.org.au/images/preserve/January2017.pdf>

Retroautos Publication
is available *free* on line at
<http://issuu.com/retroautos>
or go to www.retroautos.com.au

Members can now access CMC meeting minutes.
Log into the CMC web site <councilofmotorclubs.org.au>
From the side panel select "Document Centre",
From the choices select Minutes of AGM's and GM'sm
Select the desired meeting date.

Coming Event

Sydney North Breakfast Run **3rd March 2019**

Come and join us for breakfast at Estuary Restaurant Kangaroo Point, 1420 Pacific Hwy, Brooklyn NSW 2083.
Breakfast starts at 9 am. The views are panoramic and the food delicious!
Last year it was about \$30 a head, this year it is \$34
(southern end of the bridge over the Hawkesbury River
on the Pacific Highway)

As a booking needs to be made in advance please notify Louise Yeomans by 17 February if you plan to come.
Email: louise.yeomans1@gmail.com or mobile 0488 082 611

CHRISTMAS PARTY - ADVANCED NOTICE

To be held on 23rd November 2019
A site has been booked in Lane Cove National Park - further details will follow.

2019 Blue Mountains Rally

Limited to 25 entries due to parking restrictions on site at the accommodation location.

The club has decided to re-introduce the Blue Mountains Rally into our events calendar, and as such I have been negotiating with various places to hold the event.

This year the rally will start and we will have morning tea at Prospect Reservoir. Bring your own tea/coffee, then proceed as far as you can get from the highway to the Valley Heights Locomotive Depot Museum for lunch. We will have guided tours of the facility, rides on a steam locomotive (fire restrictions permitting) and a barbecue lunch.

From the lunch stop we will follow the Great Western Highway to Katoomba.

I have negotiated accommodation at the Carrington Hotel Katoomba; and have made a block booking of 25 rooms of various types, listed below. Please call to secure your room as soon as possible.

Carrington Hotel, 15 - 47 Katoomba St Katoomba. Ph. 02 4782 1111, Mention the V.C.C.A when booking.

After I had organised the whole event the Carrington informed me that their planned construction works for March had been brought forward to February where there will be major construction works on the site to build a new 3 storey car park. That means most of the on-site parking will not be available, however there is an under-cover car park that will hold 18 cars possibly more if we are frugal with space, and the Carrington has agreed to reserve for us on a first come first in basis hence the restriction on entries.

Please note; if you are unable to secure a place on the grounds there remains no alternative but to park on the street

The hotel restaurant will be open for both Breakfast (included in the room rate) and dinner at the entrants cost. If you wish to make a weekend of it and stay Sunday night as well, there is a two night rate that is better than those listed below. (see next page)

There will not be an entry fee for this event; however there is a cost of \$20.00 per head adults and children for the entry, rides and lunch at the railway museum. If you do not want the lunch you can pay for your entry separately

Coming Events (cont.)

Veteran Car Club of Australia, N.S.W. Inc.

Blue Mountains Rally

Saturday 30th Sunday 31st March 2019

ENTRY FORM

Name.....
Address
Post Code..... Telephone No..... (H)..... (B).....
.....
Make of Vehicle.....Year.....No of Cyl's.....

Entry Fee; \$20.00 per person, this is the cost of the lunch on Saturday.
Total \$.....
Please make cheques payable to the Veteran Car Club of Australia NSW.
Direct deposit; VCCA NSW Inc. BSB 062-009 Acct; 2802 3425, please indicate that this is for Blue Mountains Rally

DON'T FORGET TO BOOK YOUR OWN ACCOMMODATION

We have negotiated accommodation at the Carrington Hotel at Katoomba, 15 - 47 Katoomba St Katoomba. Ph. 02 4782 1111. Mention the V.C.C.A when booking.

I have made a block booking of 25 rooms of various types, listed below. Please call to secure your room as soon as possible.

There will be major construction works on the site to build a new 3 storey carpark starting at the end of February so most of the on-site parking will not be available, however there is an under-cover carpark that will hold 18 cars possibly more if we are frugal with space, that the Carrington has agreed to reserve for us on a first come first in basis.

The hotel restaurant will be open for both Breakfast (included in the room rate) and dinner at the entrants cost. If you wish to make a weekend of it and stay Sunday night as well there is a two night rate that is better than those listed below.

The room rates are,

- Traditional room (shared bathroom facilities) - \$155.00 per room
- Colonial Room (standard with ensuite) - \$255.00 per room
- Premier Non-View Room - \$285.00 per room
- Premier Balcony Room - \$320.00 per room
- Premier View Room - \$320.00 per room
- Junior Suites - \$375.00 per room
- Signature Suite - \$495.00 per room

Please return this entry form and payment or make a direct deposit into the clubs account to, Peter Martin, 170 Binalong Road, Belimbla Park, 2570. Or email veteranlegend@bigpond.com

PLEASE HAVE ENTRIES IN BY February 28th 2019

Editorial

Again I would like to thanks the members for the articles, supplied for this edition of **YOUR** Spit and Polish. The more I get from the members the less I have to look for and copy from other sources.

I apologize to Peter Cockbain for leaving his name off the attendees list for the Newcastle Branch Christmas Party.

A couple of reports on events and other things this month. Outing reports from Graeme, on the Newcastle Branch Breakfast Outing to Rathmines, then a report from Lauren on the Newcastle Branch’s second Breakfast outing held at Neil and Marias’ home at Martinsville, for which they provided all the ingredients for breakfast, which was very good, thankyou. Also an article from Peter on his 1910 Humber. Some light-hearted humour and Children are quick, from Ron. An article on Hudson Miniature Veterans model kits from Andrew and an Official Conversion Chart from Malcolm

Coming events for the next month or so are: Sydney North Breakfast run. The Blue Mountains Rally and an Advanced notice about the Sydney Christmas Party.

Just remember that if you wish to compete for the Hattersley’ Cup, articles on outings and a list of those attending must appear in Spit and Polish.

At the moment I have a **very very small** supply of material, but it is always handy to have a little extra just incase things get quiet. I would prefer to get more reports on outings attended. So if you have something it would be appreciated.

Just remember a short article can be made into a page presentation with a couple of photos as I have stated before.

Remember this is **“YOUR MAGAZINE”**.

Enjoy your Veteran motoring

Nev Preston



Hattersley Cup update 2018-2019

Graeme Newman

As you should all be aware, in 2017 Ron Hattersley has donated a trophy that is to be awarded each year to the club member who supports the greatest number of events and meetings. The hope being to encourage members to support our various club meetings and events. Points are also awarded for interstate events or other events members may attend in their local area, with the caveat being that a report is published in Spit & Polish (the exception being meeting attendance which is recorded in minutes).

As we are about half way through the ‘club year’ I thought it appropriate to publish **some** details of the current point score. As the score keeper I took the liberty of deciding that anyone who took a veteran to the National Rally in Forbes would receive 20 points. Whilst I realise that some people are not much interested in this type of thing, Ron is genuinely hopeful that it might help to encourage members to attend a few extra meetings or events which is extremely important if our club is to continue to be successful.

I will ‘double check’ the top 10 before the prize is awarded to ensure accuracy

| | | | | | | | |
|------------------|----|------------------|----|---------------|----|------------------|----|
| Michael Bendeich | 29 | Louise Yeomans | 26 | Peter Weir | 29 | Bill Heeney | 42 |
| Robert Fordham | 24 | Bill Betts | 35 | John Brumby | 26 | Neil Heilbrunn | 22 |
| Laurie Garrod | 29 | Alistair Clarke | 25 | John Burke | 31 | Abbey Newman | 24 |
| Darren Grant | 22 | John Fryirs | 30 | Matt Burke | 20 | Lauren Newman | 40 |
| Neil Martin | 34 | Doug Fulford | 49 | Max Burke | 31 | Jeff Palmer | 27 |
| Michael North | 22 | Peter Martin | 24 | Betty Cherry | 25 | Neville Preston | 42 |
| Phil O’Loan | 27 | Rob McCarthy | 25 | Allen Davis | 30 | Ben Rose | 30 |
| Barry Shinfield | 34 | Alan Miller | 30 | Chris Duncan | 37 | Kevin Spackman | 30 |
| Graham Weekes | 36 | Graham Sawyer | 25 | Allen Dunlop | 26 | Catherine Strutt | 31 |
| Geoff Yeomans | 52 | Anthony Sinclair | 27 | Dianne Gotley | 40 | Rod Holmes | 24 |

Newcastle Branch Breakfast Outing to Rathmines Saturday 12/01/2019

Graeme Newman

The first Newcastle Branch outing for 2019 wasn't really an overwhelming success if you were to judge success by the number of people and cars attending. Those who did attend had a pleasant couple of hours by the edge of the lake at Rathmines where an onshore breeze kept the temperature to a quite comfortable level, although those that went for a bit of a paddle in the shallow water at the edge of the lake said the water wasn't much cooler.

Travelling there and back in the veteran was quite enjoyable, although it was one of those mornings where it was definitely more comfortable with the hood up to provide some shade and it soon started to heat up when you stopped.

We only had four veterans take part, being three Talbots and one F.N. The only contribution from the U.S being discussion about the ongoing restoration of Catherine's 1914 Grant, which seems to be progressing quite well, despite a few little challenges along the way. From an update they gave us at the January Branch Meeting it is hoped we should see it on the road a bit later in the year. *(We have since heard they have encountered another bit of an obstacle in that the engine, which was believed to have been 'overhauled' at the time of the original restoration wasn't, meaning they have a bit more work to contend with.)*



Looking across Lake Macquarie from Rathmines

Our visit to the area provided some intrigue to a lady who was wandering by when she was looking at the cars and learned that F.N along with other marques was involved in the production of not only cars, but also armaments, motorcycles, bicycles and other products. This came about after she studied the radiator badge and name plate on the F.N.

Young Isaac once again seemed to enjoy the morning both in the water and climbing a few nearby trees, while the rest of us were pretty happy sitting in the shade.



1911 F.N, 3 x 1914 Talbot's



F.N. plaque and radiator badge



Those attending

Chris Duncan, Catherine, Heather, Jennifer & Isacc Strutt
Wendy, Ben & Kate Rose
Dianne & Christopher Gotley
Lauren, Graeme & Karyn Newman
Jeff & Kaye Palmer

1911 FN
1914 Talbot
1914 Talbot
1914 Talbot
Modern

Newcastle Branch Breakfast Outing - Saturday 8/02/2019

Lauren Newman



1916 Buick, 1916 Benz, 1913 Talbot

Despite the overnight torrential rain and morning cloud cover, the weather turned out to be ideal for a morning of Veteran motoring for our February breakfast outing. With a change of venue to the home of Neil and Maria Heilbrunn in Martinsville, we left home just before 7am and travelled through Wye towards Cooranbong, arriving not long after 7:30am.

A good number of cars were in attendance for the event, with Uncle Nev not far behind us, then followed by the Benz, the Burke Buicks & Hupmobile, the Adams Hupmobile and the F.N.

Breakfast was generously provided by Neil and Maria and included a delicious array of goodies, and I think I can confidently say that everyone enjoyed the morning.

Since our last visit in 2017, Neil has been rather busy and constructed 'The Bike Barn' to house his 30 or so Veteran, Vintage & Post Vintage motorbikes as well as other items of memorabilia which provided a great deal of entertainment for our members. Despite not being a huge motorbike enthusiast myself, I was quite amazed at the collection and the range of other goodies that 'The Bike Barn' now houses, so congratulations Neil on being able to develop such a collection!

By 10:30, the summer weather was starting to come through, with 35°C being forecast for some areas of the Hunter so we headed for home and despite the heat, it was pleasant driving along with the breeze.

A huge thankyou to Neil and Maria for opening your home for us and providing a great morning.



1911 F.N, 2 X 1916 Hupmobile & 1918 Buick

In attendance:

John & Kelly Burke
Matthew Burke, John Brumby & mate
Max & Joan Burke
Neil & Stuart Adams
John & Sue Wards, Malcolm Garthon
Chris Duncan, Catherine, Jennifer & Isaac Strutt
Neville Preston
Graeme & Karyn Newman
Lauren & Abbey Newman
David Cherry, Kevin Spackman
Bill Snr & Bill Jnr Dudley & Margaret
Jeff & Kaye Palmer
Peter Cockbain
Les Watton

1916 Buick
1916 Hupmobile
1918 Buick
1916 Hupmobile
1916 Benz

1911 F.N.
1913 Talbot
1913 Talbot
1914 Talbot
Modern

Modern
Modern
Modern
Modern



2 x 1913 Talbot & 1914 Talbot



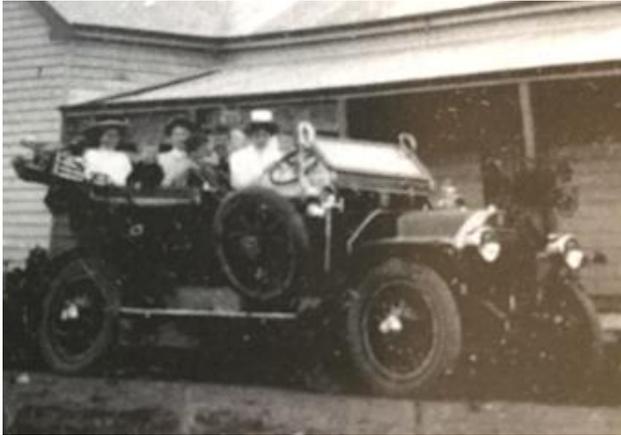
Part of the very impressive display inside the 'The Bike Barn'.

1910 16/25 Humber Down Under

Peter Cockbain

The car was exported from Coventry to the Australian Humber agent, George Innes and Co in Sydney. It was subsequently sold to a Mr John Gill Snr who ran "Brookmount", a 3,000 acre sheep station in Walcha, a small town some 300 miles north west of Sydney.

Following Gill's ownership it was sold to Mr Bill Pearce of "Micklegate Station" on Bundarra Road Armidale, where it was ultimately used to drive a saw bench. It was eventually sold to Mr Frank Kennedy in 1959. Kennedy then on-sold it to Mr John Moore for \$120.



I first saw the car in Moore's motor body repair shop (see photos below) in Newcastle in December 1964 while walking from the train station to start work on my first day for Crompton Parkinson, an English electrical manufacturer with extensive manufacturing operations in Australia.



I enquired if the car was for sale and was told, in no uncertain terms, that it was "DEFINITELY not for sale" and subsequently ordered out of the shop by the elderly owner. I then enquired every month with the same response, ultimately to be told by Mr Moore Snr, that he had bought the car for his son, John Jnr, to restore it.

The car was subsequently moved to another part of their extensive workshop, well out of sight from the road and I accepted the fact that it was not mine to be had.

In May 1967, I had a phone call from John Moore Jnr who asked me if I was still interested in buying the car. I asked him why he had decided to sell it, given his father had bought it for him to restore some 10 years before hand. His response was "I have restored cars every day for the past 20 years for a living and I am not interested in restoring this bloody thing for a hobby. I sail boats and if you are willing to pay me the equivalent amount for me to buy a set of sails for my boat, you can have it!"

We reached a fair value and the first, and easiest, part of my ownership of an Edwardian car was done.

The next, and most challenging part was to explain to my wife what a "good" deal I had done, so I bought it home on Sunday 14th May 1967 and gave it to her as a Mother's Day present - not the smartest idea of my tenuous married career!

I then built a carport on the side of our single car garage for our modern car and set about the restoration. I removed what body parts I had to start work on the mechanical bits and, not having anywhere to store them, I was fortunate to be allowed to store them in a garage from an elderly family just across the road who had a 3 car garage and only 1 car - problem solved, but more on that later.

In 1968, my employer, Crompton Parkinson, advised us that they were closing their Australian manufacturing operations over the next 2 years and would be importing everything, which meant that, at best, I had 2 years at the most to find another job.

Consequently 3 other electrical engineers and I decided that we would start our own business and so began many years of long days 6 days a week with no time or money for the Humber's restoration.

We also had a growing family and moved to a bigger house in 1977 that I had built which had enough garage space for me to recommence work on the Humber. During that time I had promised my very young daughter that she could have the Humber for her wedding car, again something that would come back to haunt me!

During the restoration of the mechanicals on the Humber I had very comprehensive assistance from Lee Majors from Humber, John Tarring and Phil Diffey from our Register, who were of invaluable assistance to me.

Two other particular episodes that I experienced were:

Firstly I took the engine to a Mr Jack Jones, a well renowned motor restoration engineer in Newcastle. I walked into his well-equipped and very tidy workshop and told him I had an engine I would like him to recondition, to which he replied "if it is a Ford or General Motors - **** off!" It was only after I explained that it was a 1910 Humber engine that he condescended to have a look at it. He subsequently restored the engine to a very high standard.

After that I took the flywheel to a small machine shop in our town run by a very elderly gentleman - a Mr Card, who said to me "This is a cone clutch car isn't it son?" to which I said "yes it is Mr Card" and he asked me if I had ever driven a car with a cone clutch. I admitted that I had not, to which he replied "it is like letting a shotgun off slooowly and anyone who tells you that they can slip a cone clutch is a bloody liar!"

As always, there were several parts missing off the car or had been "modified" during its life, some of which I could get made such as one front door and both back doors, but two pieces that required replacing were the inlet manifold and the dashboard mounted oil flow gauge. Thankfully Phil Diffey solved both.

Firstly he took me to see a similar Humber in England that belonged to a Miss Timmins where I was able to photograph and measure up the inlet manifold and subsequently had a brass one cast. He also told me of an oil gauge that was located in Nogent Le Rotrou in France. Over the next 3 months I corresponded with the owner, with me writing in English and he replying in French with both of us needing to get each other's letters translated hence the 3 months delay.

The following year I had the opportunity to visit France for the very first time and took the very slow train from Paris to what I thought was an outer suburb, arriving there two hours later. The oil gauge turned out to be an unused spare part, still wrapped in oiled cheese cloth and in its original wooden box. It was quite expensive but not having any alternative, I gratefully paid the price and returned to Paris with my prize.

I finished the mechanicals in 1978 and then started on the body work. I went to see Mr Wills (our old neighbour) where I had stored the 4 mudguards some 10 years earlier who told me that, as we had moved away and he had not heard from me for over a year, he had a scrap merchant come and pick them up!

This was quite a shock to me but I understood Mr Wills' situation and thanked him for the use of his garage for 10

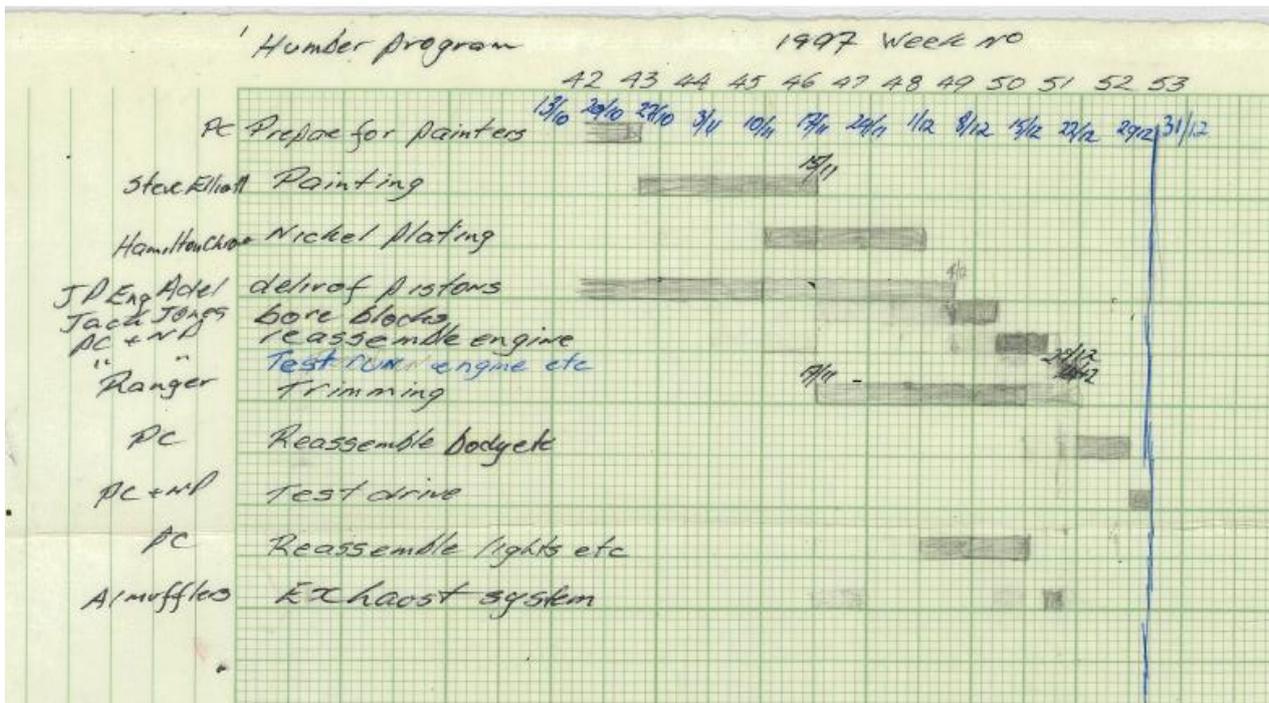
years. Later that day I explained to a fellow car enthusiast what had happened and he told me that, if it was the local scrap merchant, he would not have scrapped them but would have kept them to take to our annual swap and sell day.

I rang the scrappy and he had in fact kept the guards! I immediately went to see him and confirmed that they were my guards. I asked him how much he wanted for them and he said "I know these are off a Chev and are worth big money, at least £10 each", which I hastily agreed to pay. I took my wallet out only to find I only had £5, which I left as deposit and raced home to get the remainder before he spoke to Mr Wills and found out their real value. I returned, paid him the £10 quid each for them and came away a very lucky and relieved man.

Using the one door I had as a guide, I had 3 more made, proceeded to have all the nickel plating done and started fitting the body work.

In March 1997, my daughter became engaged and promptly reminded me of the promise I had made her some 20 years earlier that she could have the Humber for her wedding car. The challenge was they had set the wedding date as New Year's Eve the same year – only nine months away!

In my normal engineering approach I drew up a Gantt chart which my daughter used as a check list and has kept and is featured below:



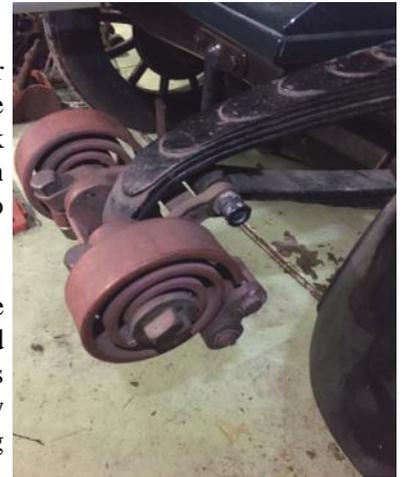
Needless to say I had no time to spare and, with the dedicated help of Nev Prothero, a very talented craftsman friend of mine, we had the car running at 4pm for the wedding which was not until 5! The wedding car is shown below:



After the restoration I enquired if there were still any Gills living at 'Brookmount', the sheep station where my Humber had come from, and found that the original owner's grandson John Gills now owned the property. I contacted him and arranged for my wife and I to call in and see him and took a photo of the restored car with us. We were welcomed in usual country fashion with home cooked scones and blackberry jam and after I gave him a copy of the photo he went to his study and came back and gave me the car's original Humber owner's handbook in mint condition.

I asked John how he had the book and he told me "When Grandfather sold the car he knew the fellow who bought it would not look after it so I took the book". He then took me down to his enormous barn where he reached up to a shelf and took down 4 spiral springs (featured right). These were additional springs for between the back springs of my Humber which were fitted to some cars exported to Australia to handle the very rough dirt roads here. I was thankful to receive them!

John explained that his Grandfather thought they would ultimately break so he bought a spare set. He then asked me was there anything that was missing and I told him I was still looking for a spare detachable spare wheel, the Lucas carbide gas generator and the trembler box and distributor that were removed when replaced by a centrifugal governor when it was used to run a circular saw bench in its dying days.



John then went to another set of shelves, reached up and gave me the original Lucas carbide gas generator and apologised that he could not help with the other missing pieces. It was an incredible meeting where he was grateful knowing the car had been restored and I came away with invaluable items and everlasting memories.

Below are some photos after the hood was fitted.



I am now working on the only surviving 1908 6 cylinder 30HP Humber and hopefully that will be a story for another time.

Children are Quick

TEACHER: George Washington not only chopped down his father's cherry tree, but also admitted it. Now, Louie, do you know why his father didn't punish him?

Louie: Because George still had the axe in his hand

TEACHER: Why are you late?

STUDENT: Class started before I got here.

TEACHER: Clyde, your composition on 'My Dog' is exactly the same as your brother's .. Did you copy his?

CLYDE : No, sir. It's the same dog.

The Seasonal Tale

By Barrie Carter

The Wessex Roads Motor Club was a rather select band of motorists. It may have been because its members were a group of old friends, all of whom were successful in their lives, and were therefore able to indulge their boyhood dreams of owning and driving vintage and veteran cars without the hindrance of small bank balances. 'The only difference between men and boys, is the shape, size and price of their toys', was a very apt statement in their case. Strangers were allowed into the club, but only after careful personal vetting by the committee and their cars' compatibility with the others. Vetoes were many, new members were few.

The secretary of the club was George Hone. Now over sixty, he was a bachelor. His entire life had been filled with his love affair with cars and his profession had only been a means to an end, in order to afford his passion. His motor house contained a glittering array of beautiful machinery, Lagondas, Alias, Nashes, a Delahaye, a Bugatti, to name but a few, plus a couple of veterans.

Each day he selected something that suited his taste or the weather. Cold wet days, something closed. Warm days, something open. Important business - the Derby Bentley or an Alvis; whatever took his fancy. An idyllic life.

It was a warm October day when George decided an early morning run in his Blower Bentley was called for. The Bentley was his pride and joy. Of all his cars this one gave him the most pleasure. The sight and sound of it brought tears to his eyes. Each time he sat in it, his imagination ran riot. He was Sarnmy Davis and the stretch of road in front of him was the Mulsanne straight. It was for this reason that his early morning excursions were important for there were few cars on the road to intrude on his fantasy.

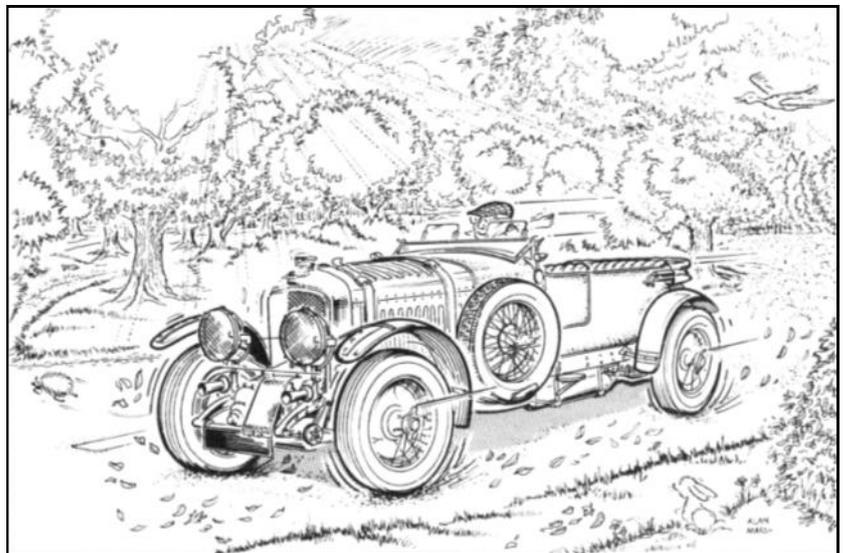
The Bentley started with ease, as did all his cars, and after a suitable period to warm up he was soon listening to the deep beat of its exhaust as it bounced off the trees that lined each side of the road as he blasted through Saracens Wood. And then the beat ceased, there was a splutter, a cough, and the mighty engine stopped.

The car slowly came to a halt and gave George time, between its demise and its stopping, to think what could have caused it. "Magneto? No - just been rebuilt. Petrol? No - tank's full. Maybe it's electrics, course not - it would run on the mag."

George climbed out. It was a still, autumn day, and he was on a straight, flat piece of road right in the middle of the wood. No one for miles, just the trees rustling gently, the odd leaf falling from them, and the tinkling of cooling metal.

He lifted the bonnet and searched the innards of the Bentley. The fault was immediately apparent, a broken magneto-drive coupling. "It's got to be four miles to Starhead, and the garage won't be open for another two hours," he lamented.

George felt, rather than heard the footfall behind him. He turned quickly. A man, probably in his fifties with ginger hair and a check coat several sizes too large, stood behind him. His expression was sad. "Good grief!" said George. "You frightened the life out of me. Where did you come from?" The man gave a wan smile and ingratiatingly apologised. "I'm sorry," he said, "I only live over there." He motioned into the wood. "I



was out for a stroll when I saw you. Can I help? I know a little about cars, I have an Austin Seven." George was a little bemused. He didn't know Saracens Wood that well, but he was sure he'd never seen a house there. However, the wood was so thick that any houses there were probably hidden from the view of a car. "That's very kind of you" said George, "but the magneto coupling's broken and I doubt that you'd have such a thing for your Austin Seven would you?" "If you don't mind waiting for a minute I'll see what I've got - I'm a bit of a hoarder," said the man, and walked into the wood.

Minutes went by and George was about to start walking when the man appeared behind him again. George jumped and turned "I do wish you wouldn't do that" he said, "I don't like sudden shocks." "Sorry", the man said and produced a brand new magneto coupling from his pocket. "I'll fit it for you if you like." "I don't believe it," said George in amazement. "I mean, thanks - thanks very much. Er, what did you say your name was?" "Mortimer" the man said.

In a few minutes the coupling was in place, the engine timed and the Bentley had resumed its rhythmic throb. "Can I repay you in some way?" said George. Mortimer looked shyly at him. "Do you belong to a motor club?" he asked. "Yes, the Wessex Roads" said George. Then maybe I could come along to one of your runs in my Austin Seven, I seldom get to use it much nowadays. I'd be no trouble, I'd just like the old girl to have a final run before the winter." "Of course", said George, although he was a little apprehensive of this funnily-dressed man and his little Austin amongst such fine machinery as would be on their next run. Still, he had got him out of a difficult spot and his '7' was certainly a car with its rightful place in motoring history. "We meet next Sunday at the Martlet Inn, Oakford, at 9.00am, we move off at about 9.30. Picnic lunch. Glad to have you join us, and thanks, I don't know what I'd have done without you."

With that George drove off, waving without turning round. As he changed into second he looked into his rear view mirror to wave again, but Mortimer had gone and the road was empty.

By the time he'd got home, George had thought the whole incident a bit odd, but he had to admit that the Bentley was going a little quicker than before, picked up better too, another debt to Mortimer.

George telephoned Don Sells, the club president, and told him about it.

"Don't know about an Austin Seven, bit mundane aren't they?" said Don, "Still, I shan't be there - I've got some business in the States and I won't be back until January. Which reminds me, the local orphanage have asked us if we can supply a car as an addition to their Christmas party on the twenty-third of December, and I said we would. Gives the children something to enjoy but as I'm not here, I wondered if you would handle it for me." "Who do you suggest?" said George. "Thought maybe David and that old Bean might be suitable, it's a bit tatty and a few more youngsters being sick in it won't matter too much, eh? Anyway, I'll give you a ring as soon as I get back. Bye."

By the morning of the run, George had forgotten about Mortimer, and it wasn't until he rounded the corner, drove into the pub car park and saw the Austin, that it all came back. Most of the boys had arrived and there was a stunned silence as he switched off the Bentley and was glared at by most of his motoring comrades. Albert, he of the Lancia Lambda, sidled up to him. "Really

George, if this is your idea of a joke, I don't think it's very funny. When you told us about this Mortimer fellow, we didn't realise he would make us a laughing stock when he came on the run." George turned around and stared, for there was Mortimer, and his '7'. He stood by the side of it. It used to be a Chummy, but now it had bright yellow bodywork, each door was a different colour, as were the wheels. There wasn't a hood, and a large plastic pansy was fixed to the top of the screen. The seat, for there was only one, was a box, and steam slowly spiralled up from the capless radiator. Mortimer was in the same jacket and now had white spats on his boots.



"Hello Mortimer" said George, feeling most embarrassed. "Good of you to come. I see you've not quite finished your restoration." He winced as he said it and added quickly "Still, it looks very sporty." "Yes" said Mortimer, "It does, doesn't it?" and he stroked the little Chummy's wing. As he did so, it falls off with a clatter on the ground. "Oh dear", said Mortimer, but as he said it, George detected a faint smile on the old boys' face, only fleetingly, but it was there. "Er, I say, you wouldn't mind following us from the rear would you, just in case anything else falls off and we run over it. Wouldn't like to damage your little car you know." "Of course" said Mortimer, now fixing his wing back on. Shortly afterwards the group moved off. George first, then the rest, followed by Mortimer and his Chummy. People who saw the cars gasped in wonderment as they drove by, but when they saw the Austin they laughed and laughed, and although none of the Wessex Roads members could see, as they were in front of him, so did Mortimer.

By lunchtime, they halted at a pub with a large car park and picnic tables. George had decided what to do, and as soon as they stopped, he went to Mortimer and asked him if he would like to take his little car to the orphanage on the twenty-third and let the children play with it and take them for rides. Mortimer's eyes gleamed and his face broke into a beam. Something stirred in George's mind, but as quickly as it came, so it receded again. "If I'd like to?" "I'd love to," said Mortimer, and he seized George's hand and shook it wildly. "I'll be there, I'll give them a good time," he said. He ran back to his car and, taking his sleeve in his hand, proceeded to polish it.

The rest of the run was quite ordinary, and no-one saw Mortimer turn off, but they were very glad when he wasn't there at the end. Now they could have a pint in peace without feeling embarrassed.

George spent the next few weeks thinking why he'd been stirred by Mortimer's presence, but it eluded him.

On the twenty-third he remembered the orphanage, and panic seized him as he remembered his arrangement. He quickly telephoned the Principal who was laughing as he answered the phone. "Hello Mr. Hone, what? Oh yes - he's here - is he ever - I've never seen anything so funny for years. What a clown, he's got this funny little Austin Seven with wobbly wheels. The doors all fall off, so do the wings and he's got a great big flower that squirts water! What a hoot. The children love him. What a Christmas present for them".

The seed that had been sewn in George's mind all those weeks ago, suddenly flowered. The hairs on his neck rose to prickles. He told the Principal to hold Mortimer until he got there. Running down the steps of his house he practically leapt into the Bentley. As he raced through the lanes, the past came flooding back to him. He was an orphan too, his parents being killed in an air raid in 1943. Before the war they had taken him to a circus, and the clown was called Mortimer. Of course he'd had a white face with crosses on the eyes and a big red mouth. But the Austin was the same, the wings and the flower. How he'd laughed and laughed. How all the children had laughed. And how he'd looked forward to seeing Mortimer again when he was coming to their orphanage Christmas party all those years ago.



He was at the orphanage gates now and they opened automatically and closed behind him. As he drove quickly up the drive he remembered the sadness he and all his friends felt, when Mortimer failed to arrive, and the tears on the Principals cheeks as he told them that Mortimer and his little Austin Seven had had a very bad collision with a tractor, and Mortimer had been killed. The date was December the twenty-third 1948.

As George drove the last few yards up to the orphanage the little Austin Seven passed him going the other way. Mortimer winked at George as he wobbled by, the great red lips laughing as he did so. The children and all the staff stood cheering and waving on the steps as the little Austin raised the dust. George jumped out of the Bentley and watched, as Mortimer the clown - his appointment kept - gave a backward wave and drove the little yellow Chummy through the still locked gates.

The characters in this tale are fictitious and bear no resemblance to any persons living - or dead.

(Copied from THE AUTOMOBILE, JANUARY 1992)

Light-hearted Humour

Bob walked into a sports bar around 9:58 pm. He sat down on a stool next to a blonde at the bar and stared up at the TV.

The 10 pm News was coming on. The news-crew was covering the story of a man on the ledge of a large building preparing to jump.

The blonde looked at Bob and said, "Do you think he'll jump?"

Bob said, "You know, I reckon he'll jump."

The blonde replied, "Well, I bet you \$20 he won't." Bob placed a \$20 note on the bar and said, "You're on!"

Just as the blonde placed her money on the bar, the guy on the ledge did a swan dive off the building, falling to his death.

The blonde was very upset, but willingly handed her \$20 to Bob.

"Fair's fair. Here's your money."

Bob replied, "I can't take your money. I saw this earlier on the 5 o'clock News, so I knew he would jump."

The blonde replied, "I did too, but I didn't think he'd do it again."

Bob took the money.

Hudson Miniatures Veteran Car model kits

Andrew Benoit

Hudson Miniatures was started as a side project to Scranton Hobby Centre, a hobby shop in Scranton, Ohio that was founded by Tony Kovaleski in 1929. The first kits were released in 1947 - a 1904 Oldsmobile, a 1911 Maxwell, a 1913 Mercer Raceabout and a 1914 Regal Colonial Coupe. These were very detailed die-cut balsa & cardboard model kits in 1/16th scale, with smaller parts such as wheels and lamps in plastic or metal.

In the years following World War II, Tony had restored a 1914 Regal Colonial Coupe and during the restoration had made detailed drawings that he used to create the Regal model kit. By gaining access to other enthusiast's veteran cars, the other kits were produced with a similar level of detail.

The kits were advertised in the back pages of Popular Mechanics and other magazines of the era and proved quite successful although they did require a high level of skill and patience to assemble. By 1951 the range had grown to 20 different models.



Around this time an English company, Gowland & Gowland, released the first all plastic car model kits, moulded in cellulose acetate. These were a lot easier to assemble than the Hudson kits and as they could be built with limited skills they appealed to a broader age range and therefore a larger market. In response to this, Hudson Miniatures release a range of 1/32nd scale plastic kits. These were essentially scaled down versions of the wooden kits. They were marketed as Easy-Bilt Quickie Kits to emphasise how straightforward they were to put together.

Production of the wooden kits finished in 1953 and a few years after that the molds for the plastic kits were sold to Revell who incorporated them into their Highway Pioneer series.

Beyond their value as collectibles these kits are a great resource for the veteran car enthusiast. The 1/16th scale models come with 4 pages of large plans that contain enough detail to produce a fairly accurate body when scaled up to full size. The 1/32 plastic kits while not as detailed are suitable for 3d scanning.

These kits do show from time to time on ebay and are worth looking out for.



1911 BRUSH DELIVERY TRUCK
 The first truck in the "Old Timers" line of antique automobiles. Claims were made by its manufacturer that it was more dependable and economical than a horse.
LENGTH 7 5/8" \$2.95



OFFICIAL CONVERSION CHART

HOW TO INTERPRET

ANTIQUÉ CAR ADS

IF IT SAYS:

IT REALLY MEANS:

| | |
|--------------------------------|-----------------------------------|
| Rare model..... | Nobody liked them when new either |
| Older restoration..... | Can't tell it's been restored |
| Needs engine work..... | It's been frozen for 30 years |
| Uses no oil..... | Just throws it out |
| No rust..... | Body and fenders missing |
| Rough..... | It's too bad to lie about |
| One owner..... | Never been able to sell |
| No time to complete..... | Can't find parts anywhere |
| Needs interior..... | Seats are gone |
| Rebuilt engine..... | Has new spark plugs |
| May run..... | But it never has |
| Low mileage..... | Third time around |
| Many new parts..... | Keeps breaking down |
| 29 coats hand-rubbed paint.... | Needed that much to cover rust |
| Clean..... | It sat out in the rain yesterday |
| Best offer..... | About what I expect to get |
| Always driven slowly..... | Won't go any faster |
| Prize winner..... | Hard luck trophy 3 times in a row |
| Stored 25 years..... | Under a tree |
| Real show stopper..... | Orange with purple fenders |
| Easy restoration..... | Parts will come off in your hand |
| Ready to show..... | Just washed it |
| Top good..... | Only leaks when it rains |
| Good investment..... | Can't depreciate any more |

Courtesy of Malcolm Bailey

Children are Quick

TEACHER: Donald, what is the chemical formula for water?

DONALD: H I J K L M N O.

TEACHER: What are you talking about?

DONALD: Yesterday you said it's H to O.

TEACHER: Winnie, name one important thing we have today that we didn't have ten years ago.

WINNIE: Mel

Classifieds

Please note ALL ADS MUST include the price and if you wish ONO

All States please copy!

If you wish to have a photograph with your Advertisement please Email (Email ONLY!!) the photo and I'll include it next to your ad. Advertisements will only run for 3 months then will be removed unless requested otherwise.

For Sale:

4 off 28" x 3" new tyres still in their wrappers \$1200.

Contact: Ray Green (02) 6329 4847 after 7.00 pm
[1-19]

Dead Easy restored running board tyre pump, in working order, just needs handle. Made by Globe MFG Co – could be 1917. \$250. [1]

Compression whistle, in good condition \$150. [2]

RIPAULTS (5) priming cups, compression taps. Three with 'handles', two without. All stamped Ripaults. \$100 [3]

Dozens of grease caps, mostly steel and assumed American. Let me know what you need. \$5 ea [4]

Contact: Jeff Palmer (02) 4959 1256 or email jasper.1912@bigpond.com
[2-19]



Ripaults
COMPRESSION TAPS.

These most successful compression taps—Ripaults—are made in two parts only. For simplicity and efficiency they excel any predecessors of any make. No "pin" size orifice to carbon up. No possibility of leakage. No lever to stick or break. Strongly riveted fibre rings—cannot break or come off. Made in all standard threads—special threads to order. Every tap guaranteed.

RIPAULTS, Manufacturing Engineers,
1, KING'S ROAD, ST. PANCRAS, LONDON, N.W.1
"Phone" South 1917, 1918. "Wire" Ripault, General, London.

Prices from 2/-
Trade terms on application.

For Sale: (cont.)

Tourer body beautifully built in the 1980's for our 1914 Hispano-Suiza. Car not completed at the time so body stored and never used. It comprises the complete body, four mudguards, running boards, brackets, nickel-plated windscreen, and Bosch wiper motor. See photos.

I can transport from Canberra if required. The body would fit most veterans tourers of approx 10ft wheelbase. Selling for a fraction of its cost at \$5,000.

Contact: John Prentice
Ph: 0408 476 644
john.prentice33@gmail.com
[2-19]



Wanted:

4 off 76mm x 90mm Tyres in new or near new condition.

Contact: Ray Green (02) 6329 4847 after 7.00 pm.
[1-19]

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)
kazngraee@bigpond.com or events@vccansw.org or contact us via the website.

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See the link on Club Website

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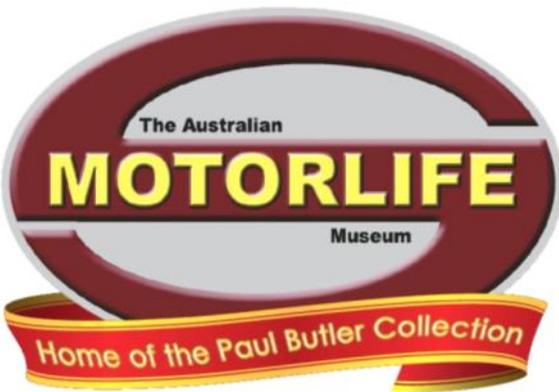
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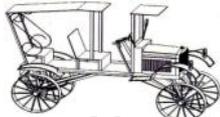
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