

SPIT AND POLISH

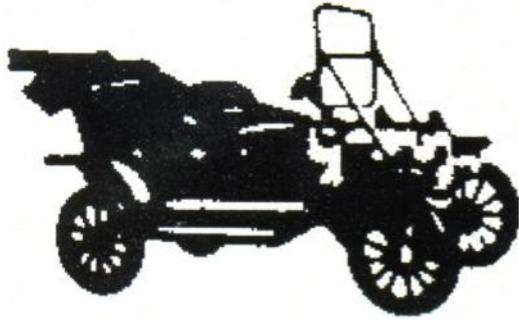
PATRON: HER EXCELLENCY PROFESSOR MARIE BASHIR AC CVO
GOVERNOR OF NEW SOUTH WALES

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



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SPIT AND POLISH

WEB PAGE: www.vccansw.org

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All letters, advertisements, articles are to be sent to "The Editor Spit & Polish" preferably by
Email: nevpreston@gmail.com or by **Mail: 18 Byron St. Wyong, NSW 2259**

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

Cover Photo:-

*David Francis's 1912 Zedal 12HP.
On the display day
at the National Rally, Shepparton 2013.*

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

134 Queens Road, Five Dock, 2046

**PATRON: HER EXCELLENCY, PROFESSOR MARIE BASHIR AC CVO
GOVERNOR OF NEW SOUTH WALES**

President's Report September 2013

Well here I am again. At the September Committee meeting I offered to fill the vacant Presidents position, my nomination was accepted, so it's me again trying to think of something intelligent to write for this report. Firstly I want to thank Wilga for her service to the club in her time as president, as I'm sure all members will agree she has done a great job. I would imagine everyone that takes on a role such as this, does so with the intention of making their stint in office the best ever, and to that end I'm no exception, whether at the end of my term that would have been the case remains to be seen.

I want to bring back some interest in the General meetings, so I have invited Mr Tim Smith, Manager of the Blue Mountains Cultural Centre, to address the October meeting, They are hosting an exhibition "The Air Up There: Vintage Tourism in the Blue Mountains" from 13 December - 26 January 2014: and would like the loan of some Veteran Cars for the term of the exhibition. As the Veteran Car Club has a long standing history with the Blue Mountains, 57 years now and all of that Veteran Tourism, I'm sure his talk will be of great interest to you all.

If any member has something that you think will be of interest for "show and tell" at a monthly meeting, approach any committee member and let us know.

There are only a few events left for the year now, the Newcastle Branch's Maitland rally, the Christmas party and Rego day, and I look forward to seeing you at one of those events.

Until next month,

Peter.

This December, Blue Mountains Cultural Centre in Katoomba will be presenting an exhibition "The Air Up There: Vintage Tourism in the Blue Mountains" **13 December - 26 January 2014:**

We're interested in the possibility of loaning a vehicle to be on display inside the Blue Mountains City Art Gallery for the duration of the exhibition, particularly a vehicle with a link to the Blue Mountains in the past, for example - a car that was a popular choice of early motor vehicle touring such as:

De Dion-Bouton 1904

http://www.flickr.com/photos/blue_mountains_library_-_local_studies/3469279577/

or Belgian Fabrique Nationale 1918

http://www.flickr.com/photos/blue_mountains_library_-_local_studies/4709832403/

or Dailmer

http://www.flickr.com/photos/blue_mountains_library_-_local_studies/2675794038/

or perhaps even this unidentified motor vehicle!

http://www.flickr.com/photos/blue_mountains_library_-_local_studies/5554127547/

We would greatly appreciate your assistance to contact vintage car owners that may have any of the above vehicles, or indeed, own a car that has a history associated with the Blue Mountains, something that could tell a story!

Tim Smith, Blue Mountains Cultural Centre, Promotion & Retail Manager.

Anyone who is interested or can be of help, please contact our President Peter Martin or our Secretary Louise Yeomans.

As stated in the President's report above Tim Smith has been invited to speak at the October meeting on the above subject.

Minutes of Monthly Meeting of VCCA (NSW) Inc.

Minutes of Monthly Meeting of VCCA (NSW) Inc Date: 26th September 2013

ATTENDANCE

Committee: 9 Member's family: 2 Visitors: 1 Members: 15 Apologies: 5

MEETING OPENED AT 8:15 PM.

PRESIDENT'S OPENING REMARKS

Peter Martin introduced himself as the new president who had been elected unanimously by the committee to fill the position of president for the next 11 months as a casual vacancy. The President welcomed all members, especially Geoff Yeomans, the newly elected vice-president, and John Freyirs, a visitor and prospective member. Members observed a minute's silence in memory of Bill Spraggon who died last week.

The President indicated that he would no longer be Chairman of the Dating Committee. Neil Martin would be taking over the administrative duties of the Dating Committee during his term of presidency. The Committee of management had agreed to these changes. The President thanked Neil for assuming this role.

The President outlined his goals for the coming year. He would like to have more members attend club meetings and proposed that members bring objects of interest to the meeting. He wants to advertise this in advance in *Spit and Polish* hoping it might encourage members to come to the meetings. He requested members see him if they propose to bring something of interest. He reported that the Committee had discussed the future of the Blue Mountains Rally. The President indicated that he would like to have a change in the format and some flexibility in the date. He requested that anyone interested in organising the rally to see the Committee.

MINUTES PREVIOUS MEETING

Matters arising: Nil

Minutes accepted.

Moved: Warren Irish Seconded: Lynette Martin

INWARDS CORRESPONDENCE

Flyers received

2013 Shannons Melbourne Spring Classic Auction	Cancer Council
Port Stephens Holiday getaways	Kiama Car Spectacular
Gerringong Rotary Club Car Spectacular	Goodson Catalogue
Highlands Steam and Vintage Fair	Radum Catalogue

Other club publications

Mustang Owners Club – All American day	Brass Notes
Small Torque	Veteran Torque
Vintage Motor Club Bulletin	The Broken Spoke
Bulletin of VCC of SA	

Other

Request from Zabette Newman for a car ride on 19 September

Request from Blue Mountains City Council for veteran cars for display 13 December 2013- 26 January 2014 in Blue Mountains City Art Gallery requested a De Dion Bouton 1904, FN 1918 and a Daimler.

Dating application from Michael North

OUTWARDS CORRESPONDENCE

Response to request from Zabette Newman

Thank you letter to Ray Thomas

Letter to Brad Grant re membership

Get well card to Bill Dudley

Sympathy card to family of Bill Spraggon

Correspondence accepted.

Moved: Geoff Yeomans Seconded: Wilga Coutts

TREASURER'S REPORT

Balances are:

Ordinary account: \$15,419.50

Rally account: \$ 3,003.00

Term deposit 1 \$11,222.30

Term deposit 2: \$10,000.00

The Treasurer advised that brass stem valves and dust jackets are for sale.

Public risk insurance has been renewed.

Moved: Robert Fordham Seconded: Graham Weekes

MAGAZINE Nothing to report

EVENTS

Vice President, Wilga Coutts, informed members of the visit to Ron Hattersley's on Sunday 27 October. Details will be published in *Spit and Polish*. The Club is seeking a venue for its Christmas Party. Would anyone willing to host the event contact Wilga. The calendar for 2014 is being planned and Wilga requested dates from members for any events proposed for 2014. She reminded members about the Newcastle Annual Tour 18-21 October.

PERMIT TO MOVE:

4 movements; 4 permits issued.

LIBRARY

Currently there is no librarian. The President urged anyone interested in the position to see him.

DATING

An application was received from Michael North.

MEMBERSHIP

Application from John Freyirs.

CMC Nothing to report.

HALL

Robert Fordham reported that some of the tenants have changed their address but everything is going well.

WEBSITE

Peter Weir indicated that the website appears to be cleaned up.

GENERAL BUSINESS

Robert Fordham enquired about any decisions made by the Federal Association. The President replied that no official correspondence has yet been received from the Federal Association and the delegate was yet to complete his report. He was aware that the Veteran Car Club of South Australia had been admitted with shared voting rights with the other South Australian club. Future national rallies will be as follows: 2014 – Kalgoorlie; 2015 Canberra; 2016 Tasmania. There was discussion about the Federal Association's decision regarding the South Australian situation and its possible implications.

Lyn Martin reported that Jan Coulcher has some photos of the Club's 25th Anniversary Dinner to donate to the Club. The President welcomed the donation. Lyn will liaise with Jan.

Graham Weekes is seeking a copy of Dykes Encyclopaedia to purchase.

Greg Roberts reported on the Shepparton Rally. The damp weather did not deter the 100 or so participants who all enjoyed themselves. It was well organised with excellent flat runs. The use of a large shed at the showground provided easy storage for cars and trailers. Happy Hour each day provided participants with an opportunity to mingle. It was good fun.

The query regarding the use of vintage cars on veteran runs had been referred to the Committee. The President reported that the Committee had voted unanimously that the informal status quo remains – members use their veteran car or modern car. There was discussion about whether the club could enforce this and if cars would be covered by club's insurance. The President hoped members would respect the Committee's decision. Vehicles would be insured if they belonged to another club and the club was notified officially of their participation.

Request from Blue Mountains Cultural Centre for cars for an exhibition from 13 December 2013 to 26 January 2014 at the Blue Mountains Art Gallery to be published in *Spit and Polish*. Members to let the Secretary know if interested in participating. Don Liddle drew members' attention to a photograph of veteran motoring to be displayed at the exhibition.

The open day at Ron Hattersley's will be held on Sunday 27 October from 11:30. Light refreshments will be served.

The raffle was drawn.

MEETING CLOSED AT 9:00pm.

Peter Martin
President

Louise Yeomans
Secretary

Events Calendar - Club Events

OCTOBER 2013

- 24th Committee meeting starting at 6.45pm
24th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
27th **Visit to Ron Hattersley's** *See Page 7 for details*

NOVEMBER 2013

- 3rd **Newcastle Branch Registration** - Maxon Machinery, Boolaroo. 8am. *See Page 8 for details*
8th **MaSH Branch** Morning Tea run.
12th Forum Sydney Club Rooms
17th **Newcastle Branch Registration Day** - Gotley's Tuggerah. 9am. *See Page 8 for details*
19th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
24th **Sydney Christmas Party** *Details to follow.*
28th Committee meeting starting at 6.45pm
28th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
Tim Smith will be our guest speaker. *See page 3 for details*

DECEMBER 2013

- 1st **Sydney Registration Inspection Day** *See Page 8 for details*
7th MaSH Branch Meeting, 2pm - Lake Alexander, Mittagong
8th **Newcastle Branch Christmas Party** - Bargeod House Swansea, *See Page 8 for details*
10th Forum Sydney Club Rooms
13th **MaSH Branch** Morning Tea run.

National Rallies

OCTOBER 2014

19th - 24th 2014 **NATIONAL VETERAN RALLY** hosted by the veteran Car Club of WA (Inc)
To be held in the Kalgoorlie - Boulder area Western Australia
Correspondence to Committee:
Secretary John Wood Email: wood1941@bigpond.com 7 Eleanor Court CRAIGIE WA 6025
Chairman Harry Pyle Email: hdpyle@bigpond.net.au
Expression of Interest Form February 2012 Spit and Polish

Application for Membership

John Alfred Fryirs
PO Box 611 Moss Vale NSW 2577
'Gandangara'
1277 Joadja Road,
Joadja, 2575
Associate membership
Nominated: Ray Priest
Seconded: Peter Martin

Change of Address

Brad Grant (1100)
7 Colville Street
Kings Langley NSW 2147
Phone Numbers unchanged

Voting for the above application for membership
will take place at the Monthly Meeting
on the 24th October 2013

Coming Events

Ron Hattersley
Sunday 27th October

103 Bay Street
Beauty Point

An open day is to be held at Ron's to have a look
at his collection of goodies.

To commence at 11.30am.

Light refreshments will be served.

This is a once in a lifetime
to have a look at what Ron has amassed.

Any queries contact Ron 9969 7216

Newcastle Branch Registration Days

Day 1

Sunday 3rd November

8am to 11am

At Maxon Machinery
Cnr Lakeview & Second Streets,
Boolaroo

Day 2

Sunday 17th November

9am to 10am

At 'The Gotleys'
210 Old Pacific Highway
Tuggerah

Sunday 1st December 2013

9am to 1pm

At 'Smiley Power'
45 Railway Street

YENNORA

(Between Orchardleigh Street and Junction Street)
UBD 230 G9

Enquiries to Neil Martin on 9632 5047.

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

SYDNEY

REGISTRATION DAY

ONE DAY ONLY

Newcastle Branch Christmas Party



Sunday 8th December 2013

'Bargeod House' Nesca Oval
Old Pacific Highway, Swansea.

Contact John Burke 0412 821 945

Gate open between 9.30am & 10.30am



Letter to the Editor

In your report on Millbrodale , you touch (with some derision) on a subject that I feel deserves further (light-hearted) investigation.

SUBARU SHERPA V.S. PORSCHE

According to the great Jeremy Clarkson (top gear) if you drive a Porsche, you are indeed universally recognised as a “tool”. In Germany the plague of said “tool” is so vast they have their own purpose-built asylum to keep them off public roads! (It’s known as the Nurburgring).

Being passed by a Porsche generally invokes a physical and emotional response, usually the “little weiner” hand-signal, followed by sympathy for the young “bimbo” in the passenger seat, hoping for her sake that the “tool” behind the wheel is actually her father (unlikely).

Driving a Subaru Sherpa, on the other hand, engenders universal respect! Men find you unthreatening, intelligent women admire you, because driving a Sherpa you aren’t “overcompensating” for anything.

A service on a Sherpa will cost you peanuts, about the same as an annual service on a Briggs and Stratton lawn mower!

Servicing a Porsche on the other hand will have you doing C.P.R on your wallet, while dealing with a “stressed out” super mechanic who despite charging you one hundred and sixty dollars an hour still considers you a “prize tool”.

A wise old V.C.C.A. member once told me that while owning a Porsche might get you the beautiful young woman, owning a veteran car will take your mind off them! So if you add it all up a Subaru Sherpa is better than a Porsche !!!!!

I rest my case!!!!

Rick Thomas

Editorial

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

Ray for his memories of Bill Spraggon, Rick for his couple of articles and Alan Lowe for part 2 of The Desert Song. Some light hearted humor from Ron Hattersley and Don Liddle. Also the photo from Bob Lamond.

As you can see at the moment we now have a **PRESIDENT**, thanks to Peter Martin, but we still need an **Events Co-ordinator**. So anyone willing to take on the position would be most welcome.

Information on coming events, the inspection day at Ron Hattersley’s will be a most interesting day. The Sydney Registration Day and the Newcastle Branch Registration Days, also The Newcastle Branch Christmas Party.

Also we are to have a guest speaker Tim Smith, from the Blue Mountains Cultural Centre, at the October meeting.

At the moment I am holding very few fill-in articles, I would really appreciate some more that can be used when things are quiet. 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



Vale - Bill Spraggon

I think it was in 1962 that I received a call from Ken Moss, A.K.A. “Mr Cadillac”. His neighbour and good mate, who also owned a Cadillac wanted to purchase a restored veteran car. His name was **Bill Spraggon**. Ken said “he was a real good bloke”, simply stated, but coming from Ken, it was a Gold Plated Reference. As it happened Frank Kennedy had purchased the late Eric “Tiny” Barlow’s cars and was selling them on. Frank Craze had purchased the 1911 F.N., but the 1908 A.G. Renault was available. Bill came to Newcastle and bought the Renault. For the next 50 years and more, Bill and the Renault participated in nearly every rally and outing. He was a constant supporter of Newcastle events, from their earliest days. On these events, Marney and I were fortunate to have him stay with us. He was one of that rare breed – what you see is what you get. He did not suffer fools, and was honest to the degree that he never hesitated to tell of any wrongdoer or bad mouth. He had the personality that brought out the respect in even teenagers, ask my sons!!! Even as mature adults they still have the utmost regard for him, but still always sharing a laugh with him.

A Katoomba rally meant that I often enjoyed the Friday night staying at Spraggon’s, and admiring Bill’s collection of Cadillacs, La Salles, Chevrolets and of course his magnificent Vincent Motor Bike. When Bill shifted to Port Macquarie, he immediately joined up with the local enthusiasts. He still came with the Renault to every Newcastle major rally as well as many in Sydney. Bill was a very hard worker. He started with his uncle, Bill Moroney at Praties, delivering heavy bags of potatoes around Sydney. He took pride in showing me his photograph with horse and cart. After the war, he purchased his first motor truck – a Bedford. He stayed with Bedfords till he retired. The owner drivers friend he called them. He certainly converted me. I had six – everyone a goodun. I am having great difficulty in writing this, as apart from a sense of loss of a good mate, so very many happy memories keep flooding in. It would be impossible to relate even a few. What I am certain, is that there are many others sharing the same thoughts. Thanks Bill, it has been a privilege to laugh and share times with you.

Ray Thomas

24 hr. tilt tray towing at your service



What car is this?

(Supplied by Bob Lamond)

Maitland Steamfest 8/9/13

Rick Thomas

Recently a friend invited me to attend Maitland Steamfest, and being “my father’s son” any excuse to drive the Studebaker is grabbed with both hands!

So with young son Alex riding “shotgun” and a fine picnic lunch provided by Karen we set off under very threatening skies.

Coming past the Molly Morgan Motel a light shower of rain started and although “Burt” has a fine set of “Betco’s”, I was definitely on edge until we turned into Steamfest Park where the rain magically stopped.

After parking “Burt” next to a massive Thornycroft truck, Alex and I wandered off to check out the cars and bikes.

Australia's first Dirt-track speed-car would have had the T Model Ford guys in tears!

It was made out of a 1909 T Ford, crudely shortened and narrowed and fitted with a modified Alvis engine! With the driving position involving one leg either side of the unprotected engine , with the pedals near the radiator and ones private parts in very close proximity to and un-balanced flywheel driving this beast would never make my “bucket list”!

Alex fell in love with a 1917 Harley race bike that featured extensive gold plating including the carby, pricy chain and final drive chain!

My pick was a vehicle I had only seen before in a magazine, an early Twenties Trojan! It was time to head home and out on the highway we were passed by a convoy of “Fast and Furious” modified Japanese cars with just about every car waving and beeping or taking a photo.

That night Alex chatted non-stop about the day and took the camera to school to show his teacher the photo’s that he took!

It seems Alex’s “Corruption into cars” is progressing well!



Our Trip to and from Shepparton

Nev Preston

Thursday 12th.

Met Mick Duncan and the Marshalls at the Ourimbah rest area at 8.25am and Doug travelled with Mick as navigator in the F.N. and Dianne travelled with me as my navigator.

We travelled straight down the freeway to Hornsby, then down Pennant Hills road and onto the M2 and then the M7 and followed to the end. Got off the M7 at the end and had morning tea in a picnic area just along Camden Valley Way. After we drove into the picnic area we realised it was for golfers only as it was part of the golf course, but as there was no one around we made good use of it.

We then continued along Camden Valley Way to Camden, a lot of road works being done in this section. Up over Razorback to Picton, on through Bargo, Yerrinbool, to Mittagong for our lunch stop in the park near the railway station. A nice display of tulips in the park.



Tulips in the park at Mittagong



Gunning Motel

Rejoined the highway at Welby and followed through to Marulen for a fuel stop. Continued on, bypassing Goulburn and joined the old Hume Highway about 9 kms past the turn off to Canberra and travelled through Breadalbane, Cullerin to Gunning, arriving about 4.30pm, where we caught up with the other 2 cars, Hobsons and Martins at the Gunning Motel. The group went to the hotel for our evening meal. Motel \$75, if you had a Seniors card only \$70 for a twin room and very comfortable rooms.

A nice day for veteran motoring but cooled the further south we travelled.

Friday 13th.

Departed at 8.30am and out onto the highway, a cool day for travelling and a bit of a head wind. Bypassing Yass and followed through to the turn off to Bowning, a pleasure to get off the highway and away from the trucks. Through Bowning, Binalong to Harden for our morning tea stop. On through Wallendbeen, Cootamundra, Bethungra, Illabo to Junee for our lunch stop, pies in the park. Kevin and Chris Boardman caught up with us at our lunch stop.

Starting to see a number of canola crops which look magic interspersed with wheat or barley fields.

Did you know that the railway line from Bethungra to Cootamundra is 3 miles longer than the line from Cootamundra to Bethungra due to the fact that it winds around the hill to get to the top?

On through Yatheila, the outskirts of Wagga Wagga and along the Sturt highway to Collingullie, only to find you can no longer buy fuel there.



Sculpture in the park opposite the Lockhart Motel

So a quick check of my fuel tank to find that I had enough to get to Lockhart. It rained on the trip to Lockhart but had stopped by the time we arrived.

The group walked to the RSL for our evening meal and a light drizzle on our walk back. It had been raining heavy while we were having our meal as the gutters were flowing a fair bit when we came out.



Sculpture in the park opposite the Lockhart Motel depicting life on Brookong Station

Saturday 14th.

A much clearer morning still a bit of cloud about but no cold wind. Filled with fuel before leaving town. A nice drive across to Urana for our morning tea stop in the picnic area beside the Aquatic Centre Lake. Saw a few emus on the trip across.



Morning tea stop at Uran. Crossley, Ford T, Talbot (Kevin's), F.N. & Talbot.

We then continued on through Oaklands, Osborne, Berrigan, The Drop to Barooga for our lunch stop. The local NRMA man talked with us about a Ford T truck he is restoring, while we were having lunch.

From lunch on through Cobram, Katamatite, Invergorden, Congupna to Shepparton arriving at our accommodation about 3pm.

Walked across the road to Auto Barn and bought a car cover, teach me not to leave my cover at home.

Walked to the RSL for dinner with Bob and Elizabeth, which is 1 block down the road, very convenient.

(Maybe someone can write a report on the Shepparton Rally for the magazine?)

Saturday 21st.

Departed the motel about 8.30am on our journey home. We retraced our tracks back to Barooga for our morning tea stop. Bob and Neil deviated to have a look at the Ford T truck the NRMA man was telling us about on the way down to Shepparton, apparently he has a lot of work to do before being mobile.

We continued our journey back along the same roads through Berrigan and Oakland to Urana for our lunch stop. Greg and Jill Roberts called in briefly with Talbot on trailer on their way to Temora. Bob found that fuel is no longer available in Urana, so he made sure of going first, just in case. He has been known to run out before.

Only a little over an hours drive from Urana to Lockhart, so time was spent before going to the motel having a look at the museum and the main street of shops and buildings. Lockhart is known as the 'Verandah Town'.

The group walked to the Commercial Hotel for our evening meal, very nice with a log fire burning. A nice day for travelling but a little cool at times.



Sculpture at Lockhart

Lockhart is situated about in the centre of the original Brookong Station property, in 1845 when the run was first taken up it covered some 480,000 acres. From 1894, the gradual breaking up of Brookong was pre-empted by government resumption of expired leases, taxes on unimproved land and closer settlement legislation. Apart from two acres, the remaining land had been sold to smaller farms by 1926. The Brookong Homestead is about 16 kms S.W. of Lockhart on the Urana Road.



The main street of Lockhart - "The verandah Town"

Sunday 22nd.

A shower of rain overnight made the road wet for our trip to Collingullie, but was then dry from there on. Through the outskirts of Wagga Wagga and on to Wallacetown for our morning tea stop. We then continued on through Junee, Bethungra to Cootamundra for our lunch stop in Apex Park beside the Muttama Creek.

Pressing on through Wallendbeen, Harden, a deviation through the main street of Binalong and on to Bowning. Here we joined the Hume highway with the traffic and followed through to Gunning.

Again the group went to the hotel for their evening meal.



A family of ducks enjoying a swim in the Muttama Creek.

Monday 23rd.

An early start of 7.25am as the Newcastle group had a fair way to travel. We used the old section of the Hume through Cullerin and Breadalbane and joined the Hume highway and followed to Marulan for our morning tea stop in the park in the main street of Marulan.

Just followed the Hume to the M7 then onto the M2 and onto Pennant Hills Road with our lunch stop at Mt Wilberforce Lookout Reserve in Castle Hill Road. The weather most certainly getting hotter. Along Pennant Hills Road and onto the F3 (now called the M1 Pacific Motorway) and to home.

An enjoyable 3 day trip each way, the weather perhaps not the kindest on the trip down to Shepparton, but much better on the trip home. First time for a long time that I have travelled through the Southern Highlands in warm sunny weather, usually raining.

I did 1,055 miles for the trip down and back.

On the Trip

Bob & Elizabeth Hobson 1915 Ford T
Neil & Lynette Martin 1913 Crossley
Kevin & Chris Boardman 1914 Talbot
Mick Duncan & Doug Marshall 1911 F.N.
Nev Preston & Dianne Marshall 1913 Talbot

The Desert Song

From the memoirs of Dr H Onestone

Edited by Alan Lowe

Part Two

Story so far:- Travelling through the Dutch East Indies (Indonesia), Onestone jilts a Javanese Princess, Trisniata. He escapes to Australia to meet his former innamorata Betty and their beautiful daughter Elizabeth.

The British Intelligence Bureau (BIB) ask him to look into two Germans who had jumped ship in Adelaide and disappeared in the Barossa Valley. Onestone entrains for Adelaide with his 1925 AJS and rides to the Valley to commence a search.

Meanwhile, Trisniati (with a very sharp wavy blade Keris) and her Arab bodyguard Ahmat sail to Sydney and find out Onestone has left, and follow his tracks to Adelaide, and then to the Barossa valley.

Onestone discovers the two Germans have met up with an Australian of German descent, and gone with him to Broken Hill, and then to Forlorn Hope, a place north of the Hill, where a hotel of that name operates. This pub inexplicably is full of weird motor cycle enthusiasts. The trio set off into the desert on foot, ostensibly to look for gold.

In the Barossa Tris easily picks up Onestone's trail and follows him up to Broken Hill, driven in luxury in a 1929 Hupmobile Century straight 8 cyl car, where she stays for a couple of days in a top hotel.

Onestone secures the services of a pair of renowned trackers, 'Fish' and 'Chips' Givenluck, who with their Afghan descendant camel driver are at dawn ready to leave on their search, all except the driver mounted on veteran BSA Model K m/cycles. The driver, strangely named 'Bluey' on account of his swarthy appearance leads a team of 4 camels, one carrying barrels of beer, the second BSA spares etc petrol and oil, the third water and food stuffs, and the last tents, essential tracking equipment and personal luggage.

The story continues:-

Before riding off, Fish explained the spares carried on board each bike. There were the following:- A magneto contact breaker set, main jet and carby control cables, valve, valve spring and securing pin, special hexagonal tool for easy cylinder head valve cap removal, grinding paste, spark plug and lead, spare leather belt, belt punch and additional belt joiner. Also a tire and inner tube, and tube repair kit. Lastly a length of strong but malleable wire, and wire clippers and assorted spanners, pliers screwdrivers and small hammer.

Onestone checked over the bikes and saw, despite the rust and sand scouring that the machines were mechanically well kept, although very much prone to oil leaks. Fish later joked that every night they wiped the machines down and squeezed out the oil for reuse!

Fish explained how they would go about picking up the tracks of their quarry. Here again, Onestone was surprised at the Givenluck's professionalism. They had maps of the country with details up to the Queensland border, and to the West parts of Eastern South Australia State. All of them, inclusive Bluey would proceed north for 5 miles. There were a lot of people movement close to Forlorn Hope, making tracking confusing.

All arriving at the starting point, Fish gave each of the riders a magnetic heading to follow, using the ex WW1 compasses the riders were allotted. After riding one hour keeping their eyes open for the quarry's tracks, they stopped. Then turning east, rode 15 minutes at right angles (90°) to the outgoing track, stopped, turned a further 90 degrees south, which brought the riders back on the reciprocal heading. This was then adjusted by a few degrees to take into account that Bluey and the camel train would have progressed approx. 8 miles due East. In this way, quite a large arc of countryside could be covered, The riders had a 30 minute smoko break on their return to base, fuelled and oiled their machines, and were then ready for the next ride, headings again parcelled out by Fish. They were checking areas due North and to the East, because someone in the Forlorn Hope Hotel had overheard one of the Germans telling his mates they would be prospecting in that area.

Onestone found the riding exacting because besides having to concentrate on looking for tracking marks, he had to watch out for rocks, animal holes, and keep on course.

After the first days riding, making 4 rides, Onestone was quite tired, and happy to enjoy camp life with his new mates. Beer flowed at a good pace, and Bluey could knock up some very tasty tucker. One thing kept puzzling Helmut, why did both Fish and Chips carry long whips attached to their belts? He found out later!!

The next day the caravan continued to track due East, and after the second trip, resting himself as close as possible to a stunted bush and eating some cheese and damper, he glanced around and let out the loudest scream that ever came from his lips!! There approaching him about 5 yards away was a very large Brown snake, and Onestone froze. He was mortally afraid of snakes, also scorpions, centipedes and spiders. Great men all have their failings, it seems!

Before you could take three breaths, Chips who was sitting nearby stood up and in a flash released his whip. Craaak and the snake was flying through the air, neck broken, landing quite close to our hero. Chips sat down continued his lunch, looked up and said laconically in the true Aussie way "This damper Bluey made this morning is right bonza". And that was that!

After that, Onestone borrowed a rope, and always sat in the middle of a rope circle, since snakes, he was told would not cross over a rope! He also made sure he shook out his boots before putting them on in the morning to check for scorpions and was very careful not to get bitten by a redback spider whenever he presented his lower body during the daily visit to the privacy of a bush!

So the caravan continued East for another day.

Meanwhile, the afternoon of their departure, Tris, dressed as a young man, and Ahmat arrived at the Forlorn Hope, coming up on the mail lorry. They asked around for Onestone and learnt his caravan had left that morning tracking North and east.

Luckily, that morning another Afghan driver returned with his train, after taking some botanists for a three day trip to examine and photograph the desert flowers that appear in the Spring time, especially after a wet winter. He was named 'Talkie' since he did not converse much!

Talkie happily accepted another job, and so was taken on to guide the pair to catch up with Bluey. The pair stayed overnight in separate rooms, of course, but there was much sniggering amongst the regulars, who could not make up their minds whether Tris dressed as a man was a very effeminate one, or alternatively a very masculine woman! She just could not disguise her inherent way of walking.

But all at the hotel were very broad minded including Talkie who thought to himself that he did not mind what they were up to, as long as they did not frighten the camels!

So next day with a train of 4 camels, one each for Tris, Ahmat and Talkie to ride, and one to carry camping and food needs etc. the caravan left following Bluey's very clear camel tracks. And it wasn't very long before Tris had to explain to Talkie she was a woman, and needed privacy at certain times of the day. She explained she wanted to surprise Onestone, who was her fiancée. And what a surprise she had in waiting for him, cuddling her keris every night!

After two days, Tris' caravan were only a short distance behind Onestone's.

Meanwhile, a conference had taken place, and Onestone had to admit to Fish and Chips that the Germans had planted false information to lead anyone following away from them. So it was decided take a few hours break, then at about 0300hrs to backtrack as fast as possible. They decided to proceed north west for a few miles, before turning due west. They had noted the ground was flatter and easier for the camels to cover quicker this way.

During the night, Tris thought she imagined hearing motorbikes in the far distance, but put this down to a recurring memory that came back frequently of the time she rode pillion behind Onestone on a 500cc FN bike in Solo, her home town. The thrills of speed, village chickens scattering (also the locals!) the beautiful countryside, and the ever present mountains and volcanoes alive or extinct to wonder over.

Bluey made good time with the camels, and kept up a steady 5mph, the other three on their bikes checking out the route. After 3 hours, Bluey, also a bike rider, switched with Fish, and in spells of 2 hrs, Chips then even Onestone took turns leading the hardworking and virtually indestructible, but still haughty and bad tempered camels!

After 12 hours, and a break of another 6, they repeated their efforts until they were due north of Forlorn Hope again. At day break, the three riders rode off on their designated tracks, and on returning he was pleased to find Fish back already, having picked up the Germans trail!

Off went the three riders together, and Bluey followed the bikes tracks. On picking up the Germans trail, Fish rode on the left. Chips on the right, and Onestone followed some yards behind. They rode until one bike ran out of fuel, and then all stopped to wait for Bluey. Onestone noticed the Givenlucks frequently glancing at the sky, which was darkening.

On Bluey's arrival, a meal was speedily prepared, then the guides sprang into action, informing Onestone that in about one hour a duststorm would pass through, so they began their practised preparations. First the two beer chatties were enclosed in heavy canvas jackets and sealed. Meanwhile, Bluey had found a hollow, and got the 4 camels to lie down nose to tail in an arc at the edge, facing the coming storm. The BSA carbies and magnetos were all enclosed in well sealed jackets, and special covers put over the exposed valves, springs etc. Then in turn, each bike was fitted into a sealable canvas cover, all three leaning together. A stick was fixed upright to a handlebar, so the bikes could be easily located in case the dust built up around them.

Lastly, all four huddled behind the camels, each equipped with a sleeping bag, a large canteen of beer, and a type of snorkel device. Onestone was shown how it worked. There, was a leather mouthpiece connected at right angles to the bamboo pipe at the end of which two spring mounted flaps were fitted. One worked inwards, and the other outwards. This enabled the user to breathe in, and exhale, with minimum dust coming in. It got darker and darker, the sky changing from plum red to black. The wind howled driving the dust before it. Onestone thought this must be like the hell of the condemned. The storm seemed to go on forever, his nose was clogged but due to his riding goggles, eyes were O.K. Dust piled up over their sleeping bags, and when finally the wind dropped, all that could be seen was the humped shapes of the camels, and mounds under which the sleeping bags rested. The snorkels opening and closing regularly showed the operators were alive and well. The stick located the bikes.

Behind them, Tris' caravan had also doubled back, and made good time in catching Onestone up. They had settled down for the dust storm in a similar manner to Onestone, but without the beer!

It was hell for Tris, but Ahmat was used to the sandstorms of his native Arabia, and took it in his stride. They followed on as soon as possible, and were about 30miles east. Talkie followed the same heading as the day before, and at day's end, Onestone's tracks were found.

The three motorcyclists once again started searching on different headings, and on the 4th trip out, getting pretty desperate of picking up the Germans track, he stopped for a break, and had the eery feeling he was being watched.

In a twinkling of the eye, Onestone found himself surrounded by a group of 6 Aboriginal men. One came up and examined the BSA then approached our hero, who raised his hand in the traditional sign of peace. The Aboriginal addressed Onestone "G'day mate, howyer going?" But Onestone could hardly understand anything else the man spoke to him, except to recognise "fish" repeated several times. Onestone pointed out where he had come from, started the BSA, and got the man to ride on the back (uncomfortable!) and took him back to camp, the others following in his tracks.

Fish was delighted to meet Injawalla (See editor's note #1 on matters Aboriginal), and sat chatting with him. When the others arrived, all sitting around the fire drinking some beer, Fish started asking about the Germans. Injawalla said his group had been watching them for a couple of days, and were on their way back to meet the tribal elders of their tribe, the Gumbawajers camped nearby to report what they had seen. They were very disturbed since one German seemed to be trying to talk with the spirits of dead tribal members. He had a magic box hanging from his neck, and strange clicking noises, rising in intensity could be heard from time to time. Another German wrote things down in a book. The Germans many times performed this in Gumbawajer sacred sites. They were now only a few miles ahead of where Onestone had stopped.

Injawalla promised to let Fish know what the elders had decided on. Of course, Onestone, with a degree in physics had quickly twigged what was going on – searching for sources of uranium. After the Aborigines left, he decided, after swearing Fish and Chips to secrecy to tell the full story. It was agreed Onestone by himself, would go forward and track the Nazis down, so he could spy on them and take photos for BIB London. The couple were to give him two days and then if not returned were to come and locate him.

At dawn next day, Onestone provisioned for the trip, with his Leica camera, and wideangle/telescopic lenses for use as needed left. He motored to within a few miles of where the Germans were last seen by the Aborigines and then proceeded on foot. He left his BSA on its stand, with a pole and flag attached for easy locating.

By mid afternoon, he was following the Germans tracks, and eventually came up on them surveying again for uranium. He watched them from the top of a steep hillock, and completed one roll of film, which he hid in a special pocket on the inside of his drawers, afterwards fitting in another film. Wanting a better angle for his camera, he moved a stone, and an evil looking scorpion was uncovered. Onestone let out a scream, sprang up, lost his footing and tumbled down the hillock into the arms of the surprised Germans. He hit his head on the way, and took some minutes to slowly regain consciousness, meanwhile hearing his captors speaking in German. Without thinking, he kept asking for help in that language, and so gave himself away as a German also. In his groggy condition, it was easy for the Nazis to find who he was, how he had given up his German birthright and his camera gave away his intention of spying on them.

They bound his hands and legs, and left him thus during the night. Already he was very thirsty, and his head throbbed. In the morning he watched them dig a hole, about 3 foot deep, and then found himself legs freed standing in the pit. Displaced sand was shovelled back, and he found himself trapped upright. They removed his shirt and vest, and then hammered a surveying stake into the ground behind him, and tied his hands to it.

Before leaving, the Nazis screamed at Onestone he was a traitor to Germany, and the Nazi party, and the death he was about to endure was the death all opposing Hitler should suffer. With cries of death to scheiser (rude German word), they left to speedily get away from our hero. Little did they know that Injawalla and his band had returned and started following them. They had no idea Onestone was staked out behind them!

Meanwhile, Tris and caravan had caught up with Bluey, explaining to Fish she was Onestone's fiancée, and desperately wanted to meet up with him again. How could Fish and Chips not melt to her pleading eyes? So next morning borrowing one of the BSAs, she rode off with Ahmat behind her. She thanked her lucky stars that Onestone had taught her to ride, and had no problems with the old machine.

Spotting Onestone's parked bike, she and Ahmat followed Onestone's track right up to the top of the hillock, where she got the surprise of her life. Looking down, there was Onestone staked out, body burnt bright red, face a dark brown and skin starting to peel off his swollen lips.

Drawing the Keris, she felt the thrill of at last exacting revenge on the man who had betrayed her. About to go down to him, a strange thing happened. Like a switch in magnetic polarity, suddenly all her old feelings of love and passion returned like an avalanche. Crying out in her Indonesian/Dutch accented English she called "I am calling you, I am calling you Helmut" and rushed down and implanted many passionate kisses on his parched lips. Onestone honestly would have preferred water, but had to be patient!!

So this story wound to a final and happy ending. After refreshment, Helmut was helped back to the BSAs, and managed to ride his machine back to camp, Tris carrying Ahmat on the back of her machine. During the evening, Injawalla returned, and after a few beers told Fish the tribal elders had decided that as the Germans wanted to talk with their ancestors the solution would be made easy for them! So Injawalla had been sent back to them with his mates, and with three well aimed spears through their chests, the Germans were given the access they wanted! Not wanting to get involved with White Fellah justice, the Germans and all belongings were buried, and that was that!

Well, the two caravans made their way back to Forlorn Hope, where Onestone commended Fish and Chips for their excellent service, and also their superb maintenance of the BSAs, which performed flawlessly, except for expected occasional belt breakages.

Courtesy of the British Intelligence Service (BIB), besides the amount agreed by the Givenlucks, Onestone also paid Fiery for a couple of barrels of beer to be given the Givenlucks to be enjoyed at their leisure. Both Bluey and Talkie were given a very large tip each, enough for a down payment for wives to be brought from Afghanistan.

Tris and Onestone went to Broken Hill, where Johan Von Birk drove up to in the Hupmobile Century straight 8, and then took the loving couple back to Sydney, with a stopover of one week in the Blue Mountains. Ahmat taking the AJS, went to Sydney by train, and met up with Tris there.

In the mountains, Onestone writes in his memoirs that he and Tris loved to sing the song ‘When I’m calling you’, the hit from the musical the desert song! (see Editors note)

Back in Sydney Tris had to rush back to Java, to complete her doctoral thesis, and sad was their parting. Onestone intended to take a direct sailing to the U.K, but at the last moment received an instruction from the BIB to look into the theft of the Sydney and New Castle harbour fortifications plans. (Editors note. A memoir on this adventure is being edited at this moment)

Editors notes:-

- 1) The names of the Aboriginal tribe and Injawalla are fictitious, being changed by the editor to avoid giving offence to our Aboriginal friends. References are made to dead persons, and also it would be unwise to stir up trouble in relation to the deaths of the two Germans and H.Feldhausen, still noted by the police as lost in the desert.
- 2) Onestone refers to the terrain always as desert. Australians would have used colloquial terms such as bush, scrub etc.
- 3) The BSA veteran bikes were the second best represented by numbers at the last National Veteran Bike rally, only beaten in quantity by the Trusty Triumph.
- 4) In the 1930s, uranium was mined at Radium Hill and Mount Painter in S.Australia. There is a recognised deposit at Honeymoon, North West of Broken Hill, just across the border of South Australia. This is obviously the area the Germans were surveying. The German scientists, at Hitler’s urging, were far ahead of anyone in the theory of atomic bomb construction. The German party were obviously sent out to locate new sources for future use when the Fuhrer started conquering the world!
- 5) Onestone wrote his memoirs some time after the event, and so can be excused for mixing up musical matters! The Desert Song, an operetta with music by Sigmund Romberg, and lyrics by Oscar Hammerstein and others came out in 1926. However the famous song, “when I am calling you, will you answer too” was the hit of the movie “Rose”. Sung by Jeanette McDonald, it became famous (and others would say infamous!). Onestone has taken poetic licence by bringing this into his story!



What breed of car is this?
Answers to the Editor

A Fill-in page of Light Hearted Humour.

Just had my water bill of £175 drop on my mat. That's a lot. Oxfam can supply a whole African village for just £2 a month: time to change supplier I think.

Two women called at my door and asked what bread I ate, when I said white they gave me a lecture on the benefits of brown bread for 30 minutes.

I think they were those Hovis Witnesses.

Seven wheelchair athletes have been banned from the Paralympics after they tested positive for WD40.

Since the snow came all the wife has done is look through the window. If it gets any worse, I'll have to let her in.

I've been charged with murder for killing a man with sandpaper. To be honest I only intended to rough him up a bit.

After years of research, scientists have discovered what makes women happy.

Nothing.

A man invites his mate back home for dinner. The wife screams at him "I've not done my hair, not done my make-up, not done any housework, not done the dishes & can't be bothered with cooking! What the hell did you invite him round for?"

"Cos he's thinking of getting married"

ATTORNEY: What was the first thing your husband said to you that morning?

WITNESS: He said, 'Where am I 'Cathy?'

ATTORNEY: And why did that upset you?

WITNESS: My name is Susan!

ATTORNEY: What gear were you in at the moment of the impact?

WITNESS: Gucci sweats and Reeboks.

ATTORNEY: What is your date of birth?

WITNESS: July 18th.

ATTORNEY: What year?

WITNESS: Every year.

ATTORNEY: How old is your son, the one living with you?

WITNESS: Thirty-eight or thirty-five, I can't remember which.

ATTORNEY: How long has he lived with you?

WITNESS: Forty-five years.

ATTORNEY: Now Doctor, isn't it true that when a person dies in his sleep he doesn't know about it until the next morning

WITNESS: Did you actually pass the bar exam?

ATTORNEY: The youngest son, the 20-year-old, how old is he?

WITNESS: He's 20, much like your IQ.

ATTORNEY: Can you describe the individual?

WITNESS: He was about medium height and had a beard.

ATTORNEY: Was this a male or a female?

WITNESS: Unless the circus was in town I'm going with male.

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 be removed unless requested otherwise

For Sale:

The Club has had donated a number of high quality long stemmed brass inner tube valves complete with nuts and brass dustcovers. They are reportedly of the vulcanizing type although some say they can be glued to the tube. Priced at \$20 each complete.

In addition there a number of brass nuts to fit the stems at \$1 each and some smaller, shorter nickel plated valve stems for motorbike tubes or wire wheels at \$10 each. (no covers)

Contact: Euan Coutts Treasurer Ph: 4861 7356
[8-13]

1918 Studebaker Model SH 4Cyl. Tourer Reliable driver since mechanical restoration. 3,500KM travelled since Restoration which includes complete Engine recondition with new oil pump, new radiator, rebuilt diff. with Crown wheel and pinion and bearings, springs reset, king pins and bushes. Good original 25 inch wire wheels with good tyres and brakes recent all new upholstery VCCA dating Certificate No. 259N Currently on NSW historic registration (not transferable). PRICE: \$26,000 Neg. All offers considered. Could provide free transport within 400Km from Mudgee if needed.

Contact: Richard Bransgrove
Phone (02) 6372 7822 Day (02) 6372 0806 AH
email: rjbgrove@bigpond.net.au
[9-13]



Inner Tubes. Three new 110x90 (460x16) in boxes. \$20 each or \$50 the lot.

Contact: Don Liddle Ph: 9631 7971
[9-13]

1915 MODEL T FORD ROADSTER.

Excellent condition. Green and black. Nice brasswork. Runs well. Club rego. Many extras and spares. Electric starter and trafficators. Safety strobe. Full livery for trailer transport. \$27,500. Or any reasonable offer considered.

Contact: Ray Priest on (02) 9871 5882 or
Email: rayandloispriest@bigpond.com
[10-13]



For Sale: (cont)

List of Books for Sale

No reasonable offer refused.

1. Wolseley World from *Autumn 1981 to 136 (Dec 2008)*
2. Harley Davidson Rider's handbook
3. General Motors Holden 1944
4. How old is that car? Used cars on the Australian market from 1923-1938
5. Automotive Handbook Bosch (1976)
6. Gears and Gear cutting (1929)
7. How to run a lathe (1940)
8. Instructions for the operation and are of cooper 1 h.p. RV air-cooled, 4 cycle petrol engine
9. Instructions for the operation and care of Cooper 11/3 h.p. type PT, 1 h.p. type RV air-cooled, 4 cycle petrol engines
10. Instructions for operating the Moffat Virtue type V3 petrol and kerosene engines
11. High speed diesels and oil engines (1937)
12. HB engine instruction book petrol and petrol-kerosene-engines No 87
13. The handbook of AJS motor cycles Series (1930)
14. Delco-Remy Electrical equipment operation and maintenance handbook DR 324A and DR 324
- ~~15. Scintilla (German edition)~~
16. Serviceman's electrical handbook Wiring Diagrams for 1939, 1940, 1941 and 1942 English and American cars and trucks (1945) 4th and 5th editions
17. The carbon brushes and electrical machines (1961)
- ~~18. Your Ford V8 reference book for 1936 RH control cars~~
19. Motor's auto wiring diagrams for passenger cars (1952)
- ~~20. Lucas workshop manual (1963)~~
- ~~21. Holden electrical catalogue parts Catalogue no. 76-HE57~~
- ~~22. Holden master parts catalogue no. M33512~~
23. North East Equipment for Dodge Brothers Inc and Graham Bros (1927)
24. How to manage a suction gas producer (1913?)
25. Instructions for the care and operation of the Delco electric cranking, lighting and ignition system of 1916 Buick models

Contact: Louise Yeomans 0488 082 611

Car horn, oval front, hand operated \$100

Contact: Bill Green PH: 0419 280 650

[9-13]

Desmo Horn with 4' extension and new bulb, great condition \$650

Pair Dietz Head lights 6" fork Mount (Nice condition for Driver need very little work for Concourse) \$1200 pair

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Veteran Astor screen \$2200

Solar Tail light spade mount, 10" tall \$650

Lg Airmore Exhaust Whistle \$350

Splitdorf single cylinder coil (Bat & Mag) with nice switch & key \$350

Lg 1½ twist horn 11" tall, 7" round mouth \$300

1904 Queens, 9hp, single cylinder, original body with some restoration work started, the only 1904 and the only single Queen of the 6 or 7 remaining to survive, in need of restoration \$75,000

1916 Cole V8, 5 passenger Coupe, fully restored, 26" Houk wire wheels, 126" wheel base, new tyres, \$64,500

Contact: Russell Holden Ph: 04222 19911 or Russell@oldworldlamps.net

[8-13]

For Sale: (cont)

Wire Wheel-Hubs & Nuts - Wheel is in above average condition - Hubs have rust - One cap is not complete with locking device & has Hupmobile on cap. \$150

Contact: Bob Trevan -address 22 City View Drv. Lismore 2480 Ph: 0416 214 902 [AH] (02) 6621 6389

Email: bob@[bobtrevan.com.au](mailto:bob@bobtrevan.com.au)

[10-13]



Wanted:

I am a member of the Queensland club and am looking for a small 1 or 2 cylinder veteran to buy. Any type, preferably drivable will be of interest.

Contact: Syd Norman Jimboomba Queensland Ph: 0427 452 261 Email: syd.norman@bigpond.com

[8-13]

Dykes Encyclopedia around 1912 edition.

Contact: Graham Weekes 02 9533 2161

[10-13]

An original carburetor for an AX Renault. For a friend in USA – Any condition but must be complete. Definitely for a vehicle under restoration.

Contact: Euan Coutts 02 4861 7356

[10-13]

Four 25” Beaded edge rims . They are 625mm Inside diameter (24 5/8”) and 98mm wide (just over 3 3/4”). Also any tyres to suit 880 x 120 b/e. that may or may not be suitable for registration.

Contact: Dave Salter Condobolin NSW. Ph. 0428 952 899 Email: davetany@bigpond.net.au

[10-13]

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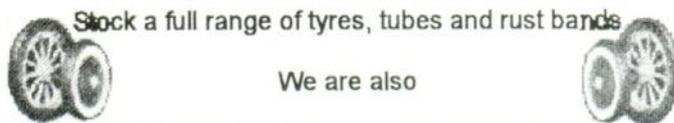
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