

SPIT AND POLISH

PATRON

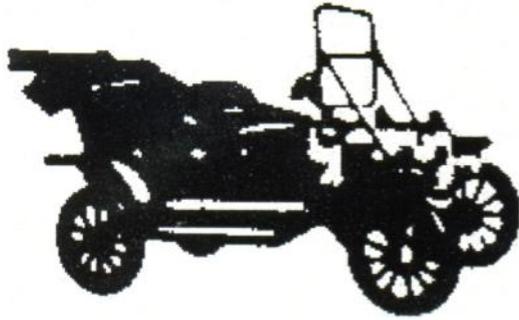
His Excellency General The Honourable David Hurley AC DSC (Ret'd)
Governor of New South Wales

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



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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:-

*A line up of Talbots at the morning tea stop at Fitzroy Falls Reserve,
during the MaSH Ramble in February 2016.*

*Sarah Gotley’s 1914, Neville Preston’s 1913, Graeme Newman’s 1914,
Kevin Boardman’s 1914 and Greg Roberts’ 1913.*

Photo courtesy of Abbey Newman.

Committee of Management

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LIBRARIAN	David McCredie	9653 2592		

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	Max Roberts	6545 3410	6545 1045	6545 1687
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	Neville Preston	4352 1533		

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

134 Queens Road, Five Dock, 2046

PATRON:

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

Minutes of Monthly Meeting of VCCA (NSW) Inc.

Minutes of MONTHLY MEETING held on Thursday 28th April 2016

ATTENDANCE

Committee: 8 Visitors: 1 (Richard Lane) Members: 26 Family members: 5
Apologies were received from Dennis Ballard, Warren Irish, Don Liddle, Norm Mitchell and Phil O'Loan.

MEETING OPENED AT 8:15 PM.

PRESIDENT'S OPENING REMARKS

The President, Peter Martin, welcomed all members, especially Allan Foy and Jim Weir. He also welcomed Karyn Newman and Richard Lane.

MINUTES PREVIOUS MEETING

Matters arising: Nil

Moved: John Wards Seconded: Barry Shinfield

INWARDS CORRESPONDENCE

Invitations

Shoalhaven Historic Vehicle Club -National Motoring Heritage Day 15 May.

Museum of Fire – invitation to National Motoring Heritage Day 7: commercial vehicles to Annual Sydney Classic & Antique Truck Show 29 May

Other Club publications:

Small Torque	Veteran Torque	Brass Notes
The Vintage Car	The Preserve (online)	Early Auto
Motorlife News	Bulletin of VCCSA	

Other:

Request for club sticker

Emails from Russell Holden, Laurie Macey and Bob Trevan

John Logan Cancer Treatment Foundation

2016 Shannons Melbourne Autumn Classic Auction 2 May

OUTWARDS CORRESPONDENCE

Letters to Robert Freeland and Bill and Robyn Betts

CMC - Eastern Creek entries

TAVCCA- order for 100-year badges

Emails – Manhart garage sale, stolen 1910 Delage and trailer (car found the next day, trailer missing)

Moved: Doug Fulford Seconded: Bill Betts

TREASURER'S REPORT

Balances are:	\$
Ordinary account:	35,861.14
Term deposit 1	27,428.87
Term deposit 2:	30,000.00

Outgoings: The accounts for cleaning, hall administration and printing have been paid.

Income: Sydney Voice have paid their regular rent. Invoices have been sent out to tenants for the last quarter.

Moved: Graham Weekes Seconded: Neil Martin

MAGAZINE See general business

EVENTS

The Events Coordinator, Graham Weekes, reminded members of the MaSH Friday run tomorrow and the Sydney North Breakfast run. He pointed out a typographical error in *Spit and Polish* for the dates of the Singleton weekend. The correct dates are from 17 to 19 June following the Queen's Birthday long weekend. Expressions of interest by hands were made for the Yamba Rally and the 1&2 cylinder rally.

PERMIT TO MOVE

Neil Martin reported that one registration has been processed.

LIBRARY See general business

DATING

John Burke has kindly agreed to be the new chairman of the Dating Committee. The Dating Committee has completed the dating and the 100-year certificate for the Carden's Clement Bayard. The dating of the Froud AKD motorcycle is almost complete. Ten 100-year badges have been ordered.

MEMBERSHIP

An application from Richard Lane has been received and will be voted on at the next meeting.

CMC

In his absence Norm Mitchell tabled his report. It was noted that National Motoring Heritage Day will be celebrated on 15 May and venues are published on the CMC website. Logbook users were reminded that maintenance runs are to be logged before the vehicle leaves home.

HALL

Robert Fordham reported that there had been a blocked sewer. He is following up requests for repairs to the air conditioner in the small hall and concerns about the parking, the mowing of the grass and the hall cleaning.

WEBSITE

Peter Weir announced that some entry forms for coming events have been uploaded to the website. He has also renewed the domain name for the year.

GENERAL BUSINESS

Technical library

The President advised that the committee was investigating the possibility of a grant. An extract was read from the 1960 Treasurer's report voicing the same concerns about the club's library: access and use.

Group emails

The Secretary requested that if a club member wishes to use the group email system to advise of a garage sale etc the member needs to provide his/her contact details so potential buyers seeking further information about the sale items can speak with them directly.

Presentation of 50 year membership badges

The President presented badges in recognition of 50 years membership of the VCCA (NSW) Inc to Allan Foy (joined 20 June 1958), Leon Smith (12 May 1961), Neville Preston (20 February 1964), Mike Bendeich (26 March 1964), John Wards (28 April 1966), Les Watton (28 April 1966) and Jim Weir (28 April 1966). Members and families acknowledged the longevity of their membership with a round of applause.

Newspaper cutting from John Fryirs

John read out an article published in 1974 about the Hobson's T Ford being driven to Perth. Two days later another article appeared increasing Bob's age by two years. He queried: Is this what driving a veteran does – ages you by two years in two days!

Techie Talk – Barry Shinfield

Presentation of members' badges

Other badges will be distributed to members in the near future.

Guest speakers – Night of nostalgia

Les Watton, John Wards and Jim Weir all joined the club on 28 April 1966 were at the meeting. Les Watton and John Wards reminisced about the last 50 years of the club. John Wards presented a slide show and videos of previous past events. Les Watton shared his collection of memorabilia including rally programs and newspaper cuttings and he described how his life long interest in veteran cars was sparked as a boy. Alan Foy shared his

memories of previous club meetings and events. He brought along lots of memorabilia including items from the first Blue Mountains Rally. Graeme Newman provided photographs from Newcastle Branch archives. Other members contributed to a display of club memorabilia. The President thanked members for their presentations, those who contributed to the display of memorabilia, and Doug Fulford for organising the presentation. Members showed their appreciation by acclamation.

The raffle was drawn.

MEETING CLOSED AT 9:45 PM.

Peter Martin
President

Louise Yeomans
Secretary

Events Calendar - Club Events

MAY 2016

- 26th Committee Meeting starting at 6.45pm
26th Monthly Club Meeting at Club Rooms, Fivedock at 8pm.
27th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

JUNE 2016

- 10th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
17th - 19th **June Weekend - Singleton.** *See Coming Events Page 7 for details*
18th MaSH Branch Meeting - 2pm - Mittagong RSL Club
21st Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
23rd Committee Meeting starting at 6.45pm
23rd Monthly Club Meeting at Club Rooms, Fivedock at 8pm.
24th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

JULY 2016

- 3rd **Sydney North Breakfast Run** *See Page 7 for details*
8th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
10th **Christmas in July.** *See coming events Page 8 for details*
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
29th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

AUGUST 2016

- 7th **Navigators Day.** *Details to follow*
12th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
14th Shannon's Sydney Classic. Sydney Motorsport Park, Eastern Creek
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

OCTOBER-NOVEMBER 2016

- 30th - 4th **The National Veteran Tour in Tasmania.** To be held in Ulverstone, which is situated approx. 30km west of Devonport. Expression of interest form was in *August 2015 Spit and Polish* or can be obtained from John Biggelaar Email: biggelaarj@gmail.com or by post mail addressed to:
The Secretary National Veteran Tour 2016.
PO Box 170,
Riverside, Launceston,
Tasmania, 7250.

Information will be sent at regular intervals to those sending in their completed expression of interest form.

Events Calendar - National Rallies (cont.)

SEPTEMBER 2017

17th - 22nd **The 11th National Veteran Motorcycle Rally** will be: Hosted by The Veteran and Vintage Motor Cycle Club of South Australia, Inc. <http://vvmccsa.org.au>
Held in South Australia's glorious Barossa Valley. <http://www.barossa.com/>
Centred on The Barossa Tourist Park, Nuriootpa, South Australia. <http://barossatouristpark.com.au>
tel. 1800 251 634
The Barossa Tourist Park has been bulk-booked for the week, so please mention the NVR to receive a 5% discount (a maximum discount applies) off their normal rates for cabins and camp sites. There are numerous accommodation options in the region if you're looking for something different - try <http://www.barossa.com/> or the Barossa Visitor Information Centre tel. 1300 852 982.

SEPTEMBER 2017

24th - 30th **National Veteran Vehicle Rally, Clare Valley, South Australia.**
Expression of Interest Form, also available from our web site under Downloads

Events Calendar - Invitation Events

JUNE 2016

18th - 19th **16th Debenham Winter Tour** motorcycle rally Especially for older bikes & small capacity machines. Limited to 60 entries. Start & finish at Moss Vale Village Caravan Park, Wilson Drive, Moss Vale.
Entry Form on our web site under Downloads

JULY 2016

17th On behalf of the Peugeot Car Club, the Citroen Car Club and the Renault Car Club, I invite your members to participate in the all French car day and concours d'elegance to mark Bastille Day. The event will be held on Sunday 17 July 2016, from 10.00 a.m. Entries to the concourse close at noon on the day. The entry fee to the field is \$10 per car.
You will understand that the concourse is an event where we can show off our beautiful French cars. The venue is Silverwater Park, and the entry is east of Clyde Street (off Silverwater Road) and follow the road under Silverwater Bridge to emerge on the western side of Silverwater Road.
Members attending may decide to bring their lunch - there are barbeques at the venue or purchase from the mobile facilities on the day.
We look forward to making your members and families welcome at the function.
Should any of the members of your club be interested in arranging a trade display, please ask them to contact me.
Paul Pracy, (Any inquires may be referred to me on telephone number 0409 504 551)
President
Peugeot Car Club of NSW Inc

AUGUST 2016

14th Shannon's Sydney Classic. Sydney Motorsport Park, Eastern Creek

SEPTEMBER 2016

18th Vintage Motorcycle Club Veteran only run at Maraylya. *Further details to follow*

OCTOBER 2016

21st - 24th We would like to officially invite your members who are Chevy owners (chev bodied & powered) to the 40th National Chevrolet Festival, in Mt Gambier South Australia. The 2016 National Chevrolet Festival is celebrating its 40th Anniversary and the Chevrolet Performance Assoc of SA is proud to be the host club for this prestigious event.
For more information please call: Graeme Gilbert - 0407 037 837 Rebecca Bottrill- 0402 049 011

Coming Events

May Club Meeting

May club meeting our presentation will be on mechanical music making machines, by Anthony Sinclair.

Doug Fulford

Vice President

Newcastle Branch - June Tour

This year the event will be held on the Weekend of the **17th to 19th June.**

(Friday, Saturday and Sunday)

which is the weekend after the long weekend.

Motel

Charbonnier Hallmark Motel, Singleton.

(02) 6572 2333

Dinner Bed & B/Fast packages

mention the Veteran Car Club when booking

John has organised a package deal with the motel of Dinner Bed and Breakfast

Any queries contact John Burke

Ph (02) 4991 1806 (AH) 0412 821 945 (M)

Entry Form in April Spit and Polish

or from our website under Downloads

SYDNEY NORTH BREAKFAST RUN

Sunday 3 July 2016

“Pie in the Sky”

1296 Pacific Highway

Cowan.

Location: 3.5 klms north of Cowan on the Pacific Highway.

Perched on top of the cliff overlooking the M1

Location suggested by Jenny & Ian Streatfeild

See you there from 9am onwards.

Coming Events (cont.)

“Christmas in July” lunch at Eschol Park House – Sunday 10 July 2016

Eschol Park House in Eschol Park near Campbelltown is an historic house the first parts of which were built in 1816. It was restored some years ago as a wedding and function centre. We have arranged to have a “Christmas in July” lunch there on Sunday 10 July from 12:00 noon. The lunch will be held in the Victorian drawing room which caters for a maximum of 40 people. Assuming wintry weather we will have a fire going in the fireplace. The cost is \$65.00 per head which covers canapes followed by a lovely two course meal with soft drinks and tea / coffee with waiter service which is excellent value and a special deal for our club. There is off street parking and excellent photo opportunities both outdoors with our cars (if you are coming veteran) and indoors (especially if you dress in period costume). We will organise a local run to Eschol Park House for those who want to bring their veterans. The details will be worked out when we know who is planning to come veteran. It may start from our house so ladies have a suitable place to “dress”. If you can't bring your vet but would like to arrive vet, we will try to fit you into any spare seats that are available. Tickets available on a first come first served basis up to a maximum of 40. Payments should be made to the club treasurer. Please direct any other enquiries about the event to Doug and Vivian Fulford who are organising the event. Let us know of any special dietary requirements you may have.

The treasurer has requested that where possible you pay by bank transfer to avoid hassles with cash. The bank details are:

Account Name: Veteran Car Club of Australia NSW Inc

Bank: Commonwealth Bank of Australia

BSB: 062 009 Account Number: 2802 3425

Please identify the deposit with your name.



Application for Membership

Richard Lane
4 Kensington Road
SUMMER HILL 2130
1912 Baker Electric
Proposed: Peter N Martin
Seconded: Douglas J Fulford

Voting for the above application will be held at the meeting on 26th May 2016

Editorial

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

I would like to apologise for the error in the date for the Newcastle Branch June Tour in the coming events advertisement in the April magazine. Maybe it is time for a new Editor.

A few outings reported on this month, reports from Euan Coutts on the National 1 & 2 Cylinder Rally at Morwell in Vic. A report from Graeme Newman on the washed out Newcastle Branch outing, a report from Doug Fulford on the MaSH Branch Northern Coffee Run and a report on the Sydney North Breakfast run from Louise Yeomans which was almost washed out. I intended going but it was still raining in Wyong at 9am. Also thanks to Louise Yeomans and Ron Hattersley for their light-hearted humour contribution.

Also a report from John Wards on the 'Nostalgia Night' we had at the last meeting which was well supported by the members. It was pleasing to see a good support for the night.

Coming events are the Newcastle Branch, June weekend at Singleton, Sydney North Breakfast run, and the Christmas in July and of course the MaSH Branch Northern and Southern coffee runs.

Next meeting there will be a talk by Anthony Sinclair on mechanical music making machines.

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

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

Remember this is **"YOUR MAGAZINE"**.

Enjoy your Veteran motoring

Nev Preston



Club meeting night 28th April 2016

National 1 & 2 Cylinder Rally - Morwell Vic. 3rd to 8th April 2016

Euan Coutts

This Rally is held every two years and was held this time at Morwell which is heavy industry and mainly involved with brown coal mining and power generation. However, the countryside surrounding is very picturesque mainly cattle and dairy raising with the topography varying from dead flat to hilly.

The rally attracted around 75 entrants and true to form The Victorian Club organizers had everything in hand with the headquarters at the spacious Kernot Hall, where all of the social events and all starts and finishes for the runs were held. Their sponsors were the RACV, Old world lamps and tyres and the Local Council.

We towed our Renault via Cooma, Bombala, and Cann River to Morwell and stayed with most of the other entrants in the Big 4 Caravan Park, which is half way between Morwell and Traralgon. Not a bad trip.

Sunday was registration and welcome evening, a great way to catch up with other entrants some of whom we hadn't seen for two years or so.

Day 1 started with a run of about 160kms over mostly flat country in beautiful warm weather to Maffra. A good shakedown run and an interesting vehicle museum at Maffra. The volunteer group who run it change the theme, with exhibits to match from time to time. We struck it when the theme was country so there were displays of farm machinery as well as farmers' type vehicles.

Day 2 was a completely different run to Mirboo North which was mostly a long climb through very pretty scenery. About 90km. At Mirboo North we met with Laurie Garrod who surprised us and had come down for the "Day" (which must be some kind of dedication record). Again almost perfect weather. At the lunch stop a local displayed a 1898/9 Renault, very original and running, with a De Dion engine. (Louis Renault bought his first engines from De Dion.)



1909 Model F Buick



White Model OO

In the evening of day 1& 2 there was a Ghost trip to Walhalla, and old gold rush town right up in the hills. Very interesting with good historical commentary but we were disappointed that we didn't see any Ghosts

Day 3 was meant to be a display day and the well organized Victorian Club had arranged with local TV and some councillors to be on hand for publicity. However, the weather gods were displeased and it absolutely poured all day and only three hardy souls ventured out. Robert Fordham kindly chauffeured us, modern of course, and we visited one of the local power stations.

Day 4 the weather returned to sunny and fine and there was a run to the Heyfield wetlands. Again lovely countryside, not as hilly as Tuesday but definitely undulating about 130 Kms.

Thursday night was a dinner at a local winery –a very swish affair with beautiful food.

Day 5 Still great weather and a short run, 60 kms, to Moe racecourse for a lunchtime display, over typical cattle / dairy country. The Renault decided to play up so we went modern as it was the last day. I must admit we sneaked away and went back to Walhalla, which was not far away and much more interesting in the daylight and quite a picture being in a deep ravine. Well worth a visit if you are in the area.

Friday night was the farewell dinner which was well attended and full of the usual hilarity. To be different the direction signs were not auctioned but offered at a nominal price, first in best dressed.

The only really bad luck story to NSW entrants was Robert Fordham who backed his newly restored Renault off the trailer, started it on first pull of the handle and was rewarded by strange noises from the back axle, so it went back on the trailer and he and Warren Irish went modern or got rides with other entrants. Sorry Robert.



1910 Model 14 Buick



Humber at Miraboo North



Tulip Cadillac

All in all it was a very well organized event, with good company food and venues. The Committee is to be congratulated overall, particularly for the runs, social runs and for the direction signs which were on every turn and pointing the right way!

A sorry note to end on: Victorian entrant, Daryl Meek had his Delage (ex- Laurie Schneider) complete with trailer stolen from outside his home on 10th April. Please contact Daryl if you hear of the car being offered, even overseas, or De Dion/Delage spares being offered for sale. Further details are on the Victorian web site : www.veterancarclub.org.au Or Daryl Meek 0407881288.



1910 Model 14 Buick

NSW entrants

- | | |
|-------------------------------------|----------------|
| Bill and Robyn Betts | Renault AX |
| Euan and Wilga Coutts | Renault AX |
| Rob Duffy and Bill Pearson | Black Runabout |
| Robert Fordham and Warren Irish | Renault AX |
| Russel, Christine and Andrea Holden | Thomas |
| Bob Lamond | Brush |
| Robert and Meryl Lovell | De Dion Bouton |
| Laurie and Marcia McGrath | Reo |
| Alan Miller | Brush |
| Geoff and Anna Simmons | Delage |
| John and Sue Wards | Sizaire Naudin |

Photos courtesy of Laurie Garrod

Newcastle Branch Outing - Sunday 17th April 2016

Graeme Newman

Our Branch outing for April was to be a visit to the Newcastle Museum in Workshop Way, Newcastle. The current Museum which opened in 2011 is housed in what were once Railway Workshops when the foreshore area of Newcastle was dominated by heavy industry, with much of the southern (Newcastle) side of the river being dedicated to the railway.



Allen Dunlop's '14 Cadillac & Graeme Newman's '14 Talbot

The outlook for the day was not very promising with morning showers and storms being predicted for the Central Coast and Newcastle areas. I spoke to Neville on the Saturday night and he had made the sensible decision that if it looked like rain, he would leave the (sparkling clean) Talbot at home. I was fairly keen to take our car as it was to be the first chance I had to take it on a run after rebuilding the rear universal joint cover (which had failed on the drive home from Mittagong) and the gearbox. I also felt some obligation to take the car as I had been involved in arranging the outing.

On the Sunday morning the weather looked quite dismal. Despite this I finished cleaning the car, much to the amusement of other members of the family who were confident it was going to rain. I did concede that if it was actually raining at the appointed departure time we would leave 'Annie' at home. A little while later when we were ready to go it wasn't actually raining so we set off.

By the time we got to Lake Munmorah, about 15km's up the road it started to rain, with the clouds to the north looking more threatening. Thankfully it wasn't very windy, so we weren't getting too wet at that point.

By the time we reached the old 'Aero Pelican' site at Pelican, we stopped to put on a few more side curtains. When we reached New Lambton it was raining quite heavily and at Sandgate the car was starting to miss due to the magneto getting a bit wet.

We were a bit late to arrive at the meeting point at Hexham with five other veterans getting there before us. The group were gathered under the shelter of some large fig trees on the northern side of the carpark. By this time the rain, which was becoming very heavy at times was also accompanied by some electrical storm activity. After a quick discussion, the decision was made that we would abandon the outing at that point and head for home as it looked as though the weather could worsen.



Chris Duncan's 1911 F.N.

Given the weather, the attendance of six Veterans at the start was very pleasing. It would have been seven however Neil and Toni Adams and family had some problems with the Model T Ford en route and decided (quite wisely) to go home rather than try to fix it in the rain. Stuart and Kelly Adams probably had the least fun, being in the Renault which doesn't feature a hood. Thankfully they were able to offload the kids to travel home in the rear of the Studebaker, which whilst becoming a bit crowded by this time was warm and dry.

We got some more rain on the way home, but I was happy to have taken the car for a run. John & Max Burke who were in the 1916 Hupp arrived back at Cessnock where it didn't rain till the early afternoon. Allen Dunlop, who was accompanied by a neighbour and his mate, was thankful we didn't venture into Newcastle as he experienced problems with a leaking manifold gasket on the way home which would have been worse had we gone the extra distance. He was thankful though to have had two 'pushers' with him to help out when required. I think Mick, Katrina, Chris and Isaac in the FN may have got a bit wet on the way home, especially Chris and Isaac who were in the back seat which is a fair way from the shelter of the windscreen.



Max Burke's 1916 Hupmobile & the Adams' 1918 Studebaker & 1913 Renault

Those attending:

Mick, Katrina & Chris Duncan & Isaac
 Allen Dunlop & 'pushers'
 Stuart, Kellie, Nicholas & Jack Adams
 Brian, Kristy, Hamish & Neryl Adams
 Graeme, Karyn, Lauren & Abbey Newman & Josh Higgins
 John & Max Burke
 John Brumby
 Neville Preston
 Rick Thomas & family members

FN
 Cadillac
 Renault
 Studebaker
 Talbot
 Hupmobile
 Modern
 Modern
 Modern

Nostalgia Night - Thursday 28 April 2016

John Wards

Following a casual comment to Doug Fulford about a few of the members reaching 50 years as members on 28th April, He thought a celebration was in order.

So here is my little bit of history of the day 50 years ago

Les Watton, Jim Weir and myself joined the club on 28th April 1966. There were a few others but they are no longer members.

On the night we joined, George Green was the president. It was held at the Sea Scouts hall near the Meadowbank bridge, the meeting was crowded as they were in those days

1966 was also the year I got the Benz. 20 years later it was on the road.

At this time there are about 23 members who have been members longer than us, with Barry Perdriau 60 years last month being the longest!

The Children's xmas party was always a huge event with what seemed like hundreds attending. Autumn Tours were also quite popular and there were often more than 10 vehicles attending.



President Peter Martin presenting the 50 year badge to, Jim Weir, Les Watton and John Wards who all joined the club on the 28th April 1966

The encouragement days, where we had some of the members children and some of the wives driving the cars (on private property), I think there were 2 of these events in the early 90's.

Photos and videos of various events including 1983 xmas party, runs in 1995, 1998 and encouragement day in 1992 were then shown to the members during supper.

Thanks to the committee for issuing a 50 year badge which was handed out to a number of members on the night.

President Peter Martin presented 50 year badges to those members present on the night.



*Allan Foy (Honorary Life Member)
who joined the club in June 1958*



*Leon Smith
who joined the club in May 1961*



*Neville Preston
who joined the club in February 1964*



*Michael Bendeich
who joined the club in March 1964*

Photos courtesy the Editor

MaSH Branch “Northern Coffee Run” to Cataract Dam - Friday 29 April 2016

Doug Fulford

The weather was lovely as forecast – the rain holding off until Friday evening. The veterans were primed ready to go and go they did although the T Ford decided that it would overheat and destroy a tube later in the day. Robyn Betts had baked some delicious apple muffins for morning tea and was determined to get to the start. Bill first chose the Rugby which duly spewed forth fuel, Reggie the 1956 Renault was uncooperative so the veteran Renault had to save the day. Dorothy Shinfield brought some lovely Anzac biscuits (and Barry). Jan Grant brought a beautifully decorated cake (and John). Our morning teas just get classier and classier although I was in disgrace with the more gentele side of the family for neglecting to pack a table cloth. Kevin, whose Talbot wasn't spewing forth fuel but wasn't pumping fuel to the carburettor either brought his 1936 MGTA which Barry Shinfield, who had brought his MGB, was keen to inspect. The ladies were enjoying themselves and even indulging in a degree of husband swapping with Jan Grant hopping into the T Ford speedster being driven by Steve Fleming and Vivian abandoning me to join Kevin in the MG. Naturally they started behind me so that Vivian could have the pleasure of waving as they sped past.

Morning tea duly dealt with it was time to head off to Cataract Dam to meet up with the Wollongong contingent, Kath and Bruce Kinnear. We had expected the Martins to join us (more on that later) but figured they knew our destination and could join us there if they were running late. As we reached the Sky Diving Centre we noticed the T Ford Speedster parked off the side of the road. Apparently it had overheated. Then we noticed that the left rear wheel had gone flat. The fan belt was still on so we decided to check the oil level. The lower stopcock was stuck but then came out entirely. Judging from the amount of oil that spewed forth before we got the rather hot stopcock back, the oil level wasn't the problem. The T Ford was now definitely a retrieval job. So Steve and Jan climbed into the Studebaker with John and yours truly. From here our route took us through the very picturesque Broughton Pass which with four adults plus picnic gear meant the occasional use of second gear.

The picnic facilities at Cataract Dam are really nice and rather large but we pretty much had the place to ourselves. Barry & Dorothy Shinfield's MGB was parked outside the amenities block but it wasn't a bladder issue but rather a wire had fallen off the coil. Kath and Bruce Kinnear were waiting for us to arrive. No sign of the Betts or Alan Miller so we waited some time before hunger got the better of us. We were discussing whether or not to send out a search party when the Betts arrived shepherded in by Alan Miller. Old car enthusiasts are really nice people. After lunch we inspected the dam which is quite picturesque and definitely worth the look. It also pre dates our cars. Some of our group decided to walk down to the dam but no-one seemed that keen on walking on the return journey.

Steve and Kevin left early in the MG to grab the F truck and trailer to retrieve the T Ford. We decided to abandon the planned route home, instead retracing our route to the sky diving centre with the Betts following. We were just remarking that they might be some minutes behind when the Renault appeared – obviously going very sweetly. Kath and Bruce had kindly changed their planned route home to make sure that the Renault successfully negotiated Broughton Pass for the second time that day. We left Robyn and Vivian to “guard” the Renault and T Ford whilst we drove Bill back to the start to collect his tow vehicle and trailer. No sooner had we pulled back into the traffic than Vivian was donning Bill's goggles to make a matching pair with Robyn. And quite a sight they made too with lots of passing cars and trucks slowing and honking horns as they passed. One gentleman, who had recently assisted in the restoration of an MG Q race car, even returned home to grab his camera and get some photos of the two cars before resuming his journey to Mittagong.

Cars, drivers and passengers all made it home safely – we rang around to check. Whilst doing so we got a call from Lyn Martin. Apparently Neil, whilst hale and hearty at the club meeting on Thursday evening had taken ill on the way home. Lyn had left a message on our answering machine that morning explaining that they couldn't make the run as a result (except we don't have one). She had just received a phone call from Robert Fordham enquiring as to Neil's health. Lyn asked Robert how he knew that Neil was unwell. Robert “reminded” her that she had left a message to that effect on his phone that morning. All of which suggests to me that the entries for Fordham and Fulford in the Martins' telex are presumably one after another. Robert and I were both delighted to learn that Neil was well on the mend that evening as, I'm sure, are you.

Our first MaSH Branch “Northern Coffee Run” was held in May 2015 so next month will be our first anniversary. Our destination back then was Mount Annan Botanic Gardens. There were a few blocks of fairly busy traffic on the route but the destination was lovely. We are trying to find a suitable alternative route so we can visit the same venue a year later.



Sydney North Breakfast Run. Sunday 1st May 2016

Louise Yeomans

Despite the heavy showers overnight, the 21 participants of the Sydney North Breakfast Run were not deterred. After a flurry of phone calls to discuss the weather, the decision was made to continue with the event at Crosslands Reserve.



The Streatfeilds' 1915 Overland

Warren Irish recommended the venue and spoke highly of the facilities in the park. What he didn't fully describe was the steep descent into the Berowra Valley. The route has the same decline as the road through Galston Gorge but without the hairpin bends. By the time we arrived at the bottom there was the smell of burning brake linings which the other drivers of old cars, Michael Trethowan and Ian Streatfeild, also experienced and commented upon after driving into the reserve.

We shared the venue with some sleepy campers who were packing up after a wet night. There was plenty of room with picnic tables, a children's playing area with a flying fox and somewhere hidden, toilet facilities. As the tide was out, the brown waters of Berowra Creek sluggishly flowed through mangroves on both banks permeating the air with that characteristic earthy smell.

Crosslands Reserve is situated on the Benowie Walking Track, which is part of the Great North Walk. Original the Dharug people, an Aboriginal group living in the Hawkesbury Region lived in the valley surviving well on the abundant seafood and plants of the area.

Similar reasons would have attracted the first European settlers – constant fresh water supply, land suitable for agriculture and tall trees to fell and use. The first European settlers were Burton Crosslands and Matthew Charlton, settling on properties on opposite sides of the creek. In 1856 Crosslands as caretaker for Charlton, built a house on the eastern side of the creek where he made his living by cutting timber, growing fruit, fishing and building boats. His son, Tom Crosslands, continued living on the property and eventually purchased the Charlton's land so Crosslands owned both sides of the creek.

In 1947 the Seven Day Adventists purchased the original Crosslands grant on the western side of the creek and set up a youth camp that still operates. The land on the eastern side of the creek became Crosslands Reserve and was incorporated into Berorwa Valley National Park in 1987 ensuing public access.



Most of the group

People arrived slowly after 9 o'clock. There were two veterans and one vintage car. When the weather fined up, there were regrets from those not driving their veterans!

Les Watton looked resplendent in his St John's ambulance uniform as he was off next to report for duty at the Hunters Hill Wine and Food Festival. Max and Jackson Shinfield enjoyed riding the flying fox then patiently sanded some wooden boxes they had made the day before. For the Streatfeilds, it was a family affair with both of their sons and their partners, and baby Aurora-Bell joining them. Aurora-Bell was very patient as she was passed around for kisses and cuddles. Everyone enjoyed morning tea and the company. Just before lunch and in brilliant sunshine people headed for home. At last sight the Streatfeild boys were trying out the flying fox. Using the full range of gears, all of the cars successfully climbed the steep hill out of the reserve.

The next Sydney North Breakfast Run will be held on 3 July. At Jenny and Ian Streatfeild's suggestion we will meet at *Pie in the Sky*. This time dogs are allowed. Come and join us!

Participants

- Jenny and Ian Steatfeild (1915 Willys Overland)
- Louise and Geoffrey Yeomans (1914 Wolseley)
- Marilyn and Michael Trethowan (Morris Cowley Bullnose)
- Dorothy and Barry Shinfield
- Janina, Ian, Max and Jackson Shinfield
- Emma, Tim and Aurora-Bell Streatfeild
- Ben Streatfeild and Kate
- Kate and David Norton
- Les Watton
- Leon Smith



The Yeomans' 1914 Wolseley

*Photos courtesy
of Les Watton*

A Brief look at the History of ALBION.

By John Burke NSW Dating Chairman

The Albion Motor Car Company Ltd as the company was known throughout the Veteran year's commenced operation in a small building in Glasgow Scotland with Seven employees in 1899. The founders Thomas Blackwood Murray and Norman Osborne Fulton were soon joined by John F. Henderson and the company moved to larger premises in Scotstoun Scotland.

The first motorcar a vehicle made from varnished wood and powered by a flat twin 8hp engine with a patent "Combination Clutches" and solid tyres was produced in 1900. This vehicle was commonly known as a Dogcart.

Further advancement and increased production saw the introduction of a new designed vertical twin engine in 1903 and by 1904/6 a 24hp four cylinder engine. Passenger cars and commercial vehicles were produced until 1913 when the passenger car line finished and Albion Motor Car Company Ltd solely concentrated on Commercial vehicles for the remainder of the Veteran years. During the First World War, Albion premises were increased to produce Military vehicles, producing large quantities of 3 ton trucks, using 32hp engines and chain drive, many survived the war years and were converted to Charabancs. The company also produced buses and it is known that two were delivered to West Bromwich in 1914; these buses were produced on the successful truck chassis.

The routes of the Albion Company can be established through the previous employment of the two directors, Blackwood Murray and Fulton. Both of these men worked for Arrol-Johnston (which latter became Arrol-Astor). The first recorded manufacturer of an automobile in Scotland and Brittan. Sir William Arrol, a bridge engineer and George Johnston a locomotive engineer employed both men in the engineering department, Norman Osborne Fulton being a cousin of Johnston's and Dr Thomas Blackwood Murray who had both been previously employed by Mayor and Coulson, manufacturers of electrical and mining machinery. Murray's first job at Arrol-Johnston was to design an improved ignition source for the engines and Fulton was appointed manager of manufacture and assembly. Murray and Fulton were a key to Arrol-Johnson success but after four years left the company in partnership to form Albion.

Albion had a reputation for producing high quality vehicles and exported too many nations. "Sure as the Sunrise" was adapted into the logo and the sunrise radiator badges featured on all the latter commercial vehicles.

In the 1950s, Lancashire based Leyland Motors acquired Albion Motors, this saw a name change to Leyland Glasgow and latter Leyland DAF. In 1993 a buy out by management saw Albion Automotive re appear, since 1998 Albion Automotive has been a subsidiary of American Axle and Manufacturing Company, manufacturing axles, drive line items, chassis systems, crankshafts and numerous chassis components.

Early Albion's featured many patent designs by Dr Blackwood Murray, these included: Automatic Engine Governor, a Lubricator that allowed all working parts of the vehicle to be oiled from the driver's seat whilst the vehicle is in motion. A fixed armature magneto and the spring or elastic driving device and the Albion change speed gear.



A few of the veteran era Passenger cars and Commercial vehicles have survived in Australia, The Holmes Brothers form Dor-rigo NSW have fine examples of each. A 1908 Lorry and a 1911 Touring car:

JOHN N. WILLYS

(Taken from a 1967 letter from Charles S. Lattin.)

The following bits of information about John N. Willys, are excerpts from a 1967 letter from Charles C. Lattin. Lattin's father, C S. Lattin , was one of Mr. Willys lawyers.

Willys moved to Elmira, new York around 1900. He incorporated the Elmira Arms Company with C.S. Lattin providing legal services. Lattin was paid in stock. The company was a high-grade sporting goods company specialising in bicycles. Apparently it also was a bicycle distributor.

One of the company's bicycle outlets was a small country store in the crossroads town of Fassett, Pennsylvania, just over the state line, apparently the operator of the store was dominated by an overbearing wife. The man owed Mr. Willys some money for parts and bicycles, but the man's wife wouldn't let him pay the bill.



John North Willys

Born -October-25th 1873 (Canandaigua, New York) Died suddenly from a heart attack August 26th 1935 (aged 61) in The Bronx, New York.

My father was asked to arrange for payment, but was told the women wouldn't let him pay. However, the man said shortly thereafter "here is a key to the store". One night my father and Mr. Willys, each driving a wagon, arrived in Fassett around midnight and removed the unpaid-for-merchandise and returned to Elmira. About 4am they stopped at the (now non- existent) Rathbun Hotel for breakfast. When finished and started out again their total cash resources amounted to 10 cents. A policeman inquiring what they were doing at that time of night was informed "We just put a man through bankruptcy".

Somewhere around 1904 the Elmira Arms added automobile sales to its line. Mr. Willys was such a fine salesman that it wasn't long before sales exceeded output. When Mr. Willys decided to become an automobile manufacturer, he asked my father to become a partner in the business. My father felt that the automobile was a "Passing Fad", so he declined. Nethertheless, my father remained close to "J.N." and performed considerable legal work for him, such as arranging for Mr. Willys to become a partner in a race horse with Mr. Ben Record, an Elmira brewer.

My father also fended off the Schemers, such as a local banker who ran a "Broke Bank" for years, always hoping Mr. Willys would "invest" \$25,000-00 to get him off the spot. My father never "seemed to be able to discuss the matter" with Mr. Willys. The bank ultimately closed.

Correspondence to my father from Mr. Willys describes a visit to an Elmira machine shop. He wrote "A.P. Morrow seems to have a very fine machine shop. Perhaps we should buy it. During World War 1, the Willys Morrow plant in Elmira produced airplane motors and employed around eight thousand people. In 1914 Mr. Willys met my father's terms-against his "better judgment" he agreed to pay my father an annual salary of \$4,800-00 a year as assistant chief counsel. Upon the death of the Chief Counsel, Mr. Kepperley, dad became the head of the legal department, a position he held until 1941.

We never moved to Toledo because my father was on the road so much that we wouldn't have seen him there anymore than in Elmira. Since all the family ties were here, we first lived in Elmira, but in 1920 moved into my grandparent's home on Montour Falls. Many of my father's trips were for 2-3, even 6 months in duration. He drew up contracts for dealerships, defended suits, etc.

In the early days Mr. Willys had no credit. So he "financed" himself by "kiting" Cheques. My dad opposed it and repeatedly warned him of the consequences if he got caught. Among the companies my father was involved in forming for Mr. Willys was the Champion Spark Plug Company; Electric Auto-Lite (he was the third incorporator of this); Mountain Paint Varnish; Mather Spring Company; Doehler Die (now Doehler-Jarvis); The Wilson Foundry in Saginaw, Michigan. Of course, Mr. Kepperley entered into some of the earl formations.

Not only was John North Willys a super-salesman, but he was a super-employer. At least once a month he insisted on pushing the pay cart about the factory buildings and "Paying off". It was a long process because he inquired from each about Mary (the wife), Johnny, Jimmie, Mike and Jennie (the children). He knew them all and was beloved by each.

C.S Lattin

(Above article from Les Johnson as answer to Bill Heeney's Overland article in March Spit and Polish.)

English Lesson

Homographs are words of like spelling but with more than one meaning. A homograph that is also pronounced differently is a heteronym.

You think English is easy?? I think a retired English teacher was bored...THIS IS GREAT! Read all the way to the end..... This took a lot of work to put together!

- 1) The bandage was wound around the wound.
- 2) The farm was used to produce produce.
- 3) The dump was so full that it had to refuse more refuse.
- 4) We must polish the Polish furniture.
- 5) He could lead if he would get the lead out.
- 6) The soldier decided to desert his dessert in the desert.
- 7) Since there is no time like the present, he thought it was time to present the present.
- 8) A bass was painted on the head of the bass drum.
- 9) When shot at, the dove dove into the bushes.
- 10) I did not object to the object.
- 11) The insurance was invalid for the invalid.
- 12) There was a row among the oarsmen about how to row.
- 13) They were too close to the door to close it.
- 14) The buck does funny things when the does are present.
- 15) A seamstress and a sewer fell down into a sewer line.
- 16) To help with planting, the farmer taught his sow to sow.
- 17) The wind was too strong to wind the sail.
- 18) Upon seeing the tear in the painting I shed a tear.
- 19) I had to subject the subject to a series of tests.
- 20) How can I intimate this to my most intimate friend?

Let's face it - English is a crazy language. There is no egg in eggplant, nor ham in hamburger; neither apple nor pine in pineapple. English muffins weren't invented in England or French fries in France. Sweetmeats are candies while sweetbreads, which aren't sweet, are animal organs. We take English for granted. But if we explore its paradoxes, we find that quicksand can work slowly, boxing rings are square and a guinea pig is neither from Guinea nor is it a pig.

And why is it that writers write but fingers don't fing, grocers don't groce and hammers don't ham? If the plural of tooth is teeth, why isn't the plural of booth, beeth? One goose, 2 geese. So one moose, 2 meese? One index, 2 indices? Doesn't it seem crazy that you can make amends but not one amend? If you have a bunch of odds and ends and get rid of all but one of them, what do you call it?

If teachers taught, why didn't preachers praught? If a vegetarian eats vegetables, what does a humanitarian eat? Sometimes I think all the English speakers should be committed to an asylum for the verbally insane. In what language do people recite at a play and play at a recital? Ship by truck and send cargo by ship? Have noses that run and feet that smell? How can a slim chance and a fat chance be the same, while a wise man and a wise guy are opposites? You have to marvel at the unique lunacy of a language in which your house can burn up as it burns down, in which you fill in a form by filling it out, and in which an alarm goes off by going on.

English was invented by people, not computers, and it reflects the creativity of the human race, which, of course, is not a race at all. That is why, when the stars are out, they are visible, but when the lights are out, they are invisible. PS. - Why doesn't 'Buick' rhyme with 'quick'?

You lovers of the English language might enjoy this.

There is a two-letter word that perhaps has more meanings than any other two-letter word, and that is 'UP.' It's easy to understand UP, meaning toward the sky or at the top of the list, but when we awaken in the morning, why do we- wake UP? At a meeting, why does a topic come UP? Why do we speak UP and why are the officers UP for election and why is it UP to the secretary to write UP a report? We call UP our friends.

And we use it to brighten UP a room, polish UP the silver; we warm UP the leftovers and clean UP the kitchen.

We lock UP the house and some guys fix UP the old car.

At other times the little word has real special meaning. People stir UP trouble, line UP for tickets, work UP an appetite, and think UP excuses. To be dressed is one thing, but to be dressed UP is special.

A drain must be opened UP because it is stopped UP. We open UP a store in the morning but we close it UP at night. We seem to be pretty mixed UP about UP!

To be knowledgeable about the proper uses of UP, look the word UP in the dictionary.

In a desk-sized dictionary, it takes UP almost 1/4th of the page and can add UP to about thirty definitions.

If you are UP to it, you might try building UP a list of the many ways UP is used. It will take UP a lot of your time, but if you don't give UP, you may wind UP with a hundred or more. When it threatens to rain, we say it is clouding UP. When the sun comes out we say it is clearing UP. When it rains, it wets the earth and often messes things UP. When it doesn't rain for awhile, things dry UP.

One could go on and on, but I'll wrap it UP, for now my time is UP, so.....it is time to shut UP! Now it's UP to you what you do with this email is your business.

Thanks to Louise Yeomans for the above fill-in article.

Light-hearted Humour

Lawyers should never ask a Mississippi grandma a question if they aren't prepared for the answer.

In a trial, a Southern small-town prosecuting attorney called his first witness, a grandmotherly, elderly woman to the stand.

He approached her and asked, 'Mrs. Jones, do you know me?' She responded, 'Why, yes, I do know you, Mr. Williams. I've known you since you were a boy, and frankly, you've been a big disappointment to me. You lie, you cheat on your wife, and you manipulate people and talk about them behind their backs. You think you're a big shot when you haven't the brains to realize you'll never amount to anything more than a two-bit paper pusher.

Yes, I know you.'

The lawyer was stunned.

Not knowing what else to do, he pointed across the room and asked, 'Mrs. Jones do you know the defense attorney?' She again replied, 'Why yes, I do. I've known Mr. Bradley since he was a youngster, too. He's lazy, bigoted, and he has a drinking problem. He can't build a normal relationship with anyone, and his law practice is one of the worst in the entire state. Not to mention he cheated on his wife with three different women. One of them was your wife. Yes, I know him.'

The defense attorney nearly died.

The judge asked both counselors to approach the bench and, in a very quiet voice, said, 'If either one of you idiots asks her if she knows me, I'll send you both to electric chair. '

See if you can figure out what these seven words all have in common?

1. Banana
2. Dresser
3. Grammar
4. Potato
5. Revive
6. Uneven
7. Assess

Look at each word carefully. You'll kick yourself when you discover the answer. This is so cool....

No, it is not that they start with a capital letter.

No, it is not that they all have at least 2 double letters....

(Answer next Page)

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Light-hearted Humour

Teacher Arrested At Sydney International

A high school teacher was arrested today at Sydney's Kingsford-Smith International airport as he attempted to board a flight while in possession of a ruler, a protractor, a compass, a slide-rule and a calculator.

At the press conference, the Attorney General said he believes the man is a member of the notorious extremist Al-Gebra movement.

He did not identify the man, who has been charged by the AFP with carrying weapons of maths instruction.

'Al-Gebra is a problem for us', the Attorney General said. 'They derive solutions by means and extremes, and sometimes go off on tangents in search of absolute values.' They use secret code names like "X" and "Y" and refer to themselves as "unknowns"; but we have determined that they belong to a common denominator of the axis of medieval with coordinates in every country. As the Greek philosopher Isosceles used to say, "There are three sides to every triangle." When asked to comment on the arrest, Federal Opposition Leader Bill Shorten said, "If God had wanted us to have better weapons of maths instruction, He would have given us more fingers and toes."

Fellow Labor colleagues told reporters they could not recall a more intelligent or profound statement by the Opposition Leader.

Answer:

In all of the words listed, if you take the first letter, place it at the end of the word, and then spell the word backwards, it will be the same word. Did you figure it out?

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[3-16]

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Contact: Ian Berg Ph; 0419 364 427, E; bergathol@gmail.com
[4-16]

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Contact: Dave Stuart on 0428 282 360.
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[3-16]

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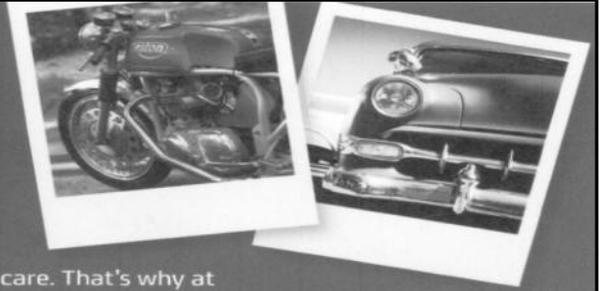
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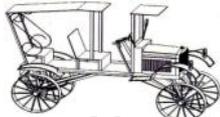
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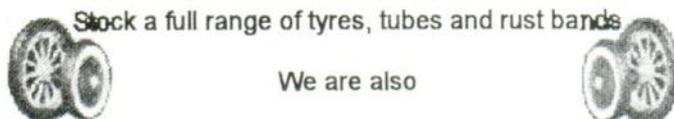
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