

# SPIRIT AND POLISH

## 1970 INTERNATIONAL RALLY



WARWICK FARM — THE START OF IT ALL . . .





# SPIT AND POLISH

NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

Registered at the G.P.O. Sydney for transmission by post as a periodical

**Patron:**

His Excellency the Governor of New South Wales,  
SIR RODEN CUTLER, V.C., K.C.M.G., C.B.E.

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## EDITORIAL

### The Rally - a probe into the future

During this year we have witnessed the Rally to end all Rallies. As the years drag on - no! wait a minute - as they hurtle on, we will, barring vehicles now under restoration, have no increase in veterans, but a greatly increasing number of vintage vehicles.

But, as the regulations go, how long do we feel that these wonderful old crates will be permitted to be an alleged traffic menace? Each year sees more expressways, or at least more botanical and arborical sacrilege in preparation for them. So that speeds must increase everywhere.

And, as the present batch of vintage vehicles show an appreciable step up in performance in comparison with the veterans, so they in turn will be outshone - or will it be 'outcomputerised' or 'out-transistorised'? - by the then modern vehicles, which will join the queue of the then oldies.

Nowadays we have Veterans (bless 'em!) and Vintage vehicles. It sets one wondering what is to be the word - probably a coined one - for the then new classification.

Considering the rate of degeneration of the language at the moment, with even academics finding a difficulty in spelling, and all this working in combination with the 'language' of computers, it is quite likely that what we now know as a word will give way to a sign, which will obviously have no name which may be written, but will be designated by a series of grunts and noises, after the manner of dots and dashes of the morse code. Man will have ceased to talk, as there will be music permanently driven at him from all quarters, removing all need for speaking.

(Continued on Page 2.....)

### NOTICE OF MEETING

The next meeting of the Club will be held at the Community Hall, Great North Road, Five Dock, on THURSDAY, 28TH MAY, 1970, at 8 p.m.

Editorial, Continued:

By then, with cars kept on course to their destinations by a cross between asdic and radar, the children of that era will be astounded at the fact that man ever had to watch where he was going, and deliberately to cause the front wheels of a car to alter their directional setting. "Why, he had to continue this comical set-up even on a straight road!" we can almost hear them say. But, as has just been suggested, will the children be talking at all in that not too far distant era?

The crystal ball is becoming clouded. Or is it our own eyes?

Perhaps we had better stop this before we run out of 'gazing space'!

REPORT OF APRIL MEETING

When is a visitor not a visitor? George Roberts took along a 'visitor' in the person of his brother from Queensland, who is a member of V.C.C.A. (Q.) Three other persons who attended the meeting could not, in our estimation, be classed as visitors, but more correctly as members who had taken part in the International Rally, but who had not yet returned to their respective homes. These latter 'visitors' were as follows:

Attended by Jim Eisenhower (I like Ike!) who introduced John Dillon, from Kansas, U.S.A. He spoke feelingly of the Rally, stating that the runs made in his own country do not seem to reach anything like the distance of our International Rally, nor the duration. He stated that a typical run could be 250 miles, occupying three or four days.

Don Steer introduced Mr. and Mrs. Ivor Benge, who came from New Zealand and drove a 1924 Overland (470).

The Secretary had very little in the way of minutes of the last meeting, but managed to assemble the main facts, anyway.

The Events Committee was caught up for a while with requests for vehicles, and offers for vehicles to attend various functions in varying suburbs.

The Treasurer reported an adjusted credit balance of \$73.

The Investigation Committee advised no further work during April.

The Social Secretary spoke of the Presentation Dance set down for 16th May at Kogarah Bay.

The P.R.O. had nothing to report.

The Editor read to the meeting part of the April issue of the Wagga Wagga V. & V. Motor Club newsletter. The subject matter concerned a report of the theft of a T Model Ford from the property of a member in Victoria. The letter is quoted elsewhere in this magazine, following upon a motion moved to that effect by Jock McGowan, seconded by Ross Marshall.

It was suggested from the Chair that the balance of the International Rally magazines be offered by members to their local newsagents on a sale or return basis. Still to be sold at 40¢, the agent retaining 15¢.

With regard to the present cover for SPIT AND POLISH, it was learnt that the cost of overprinting is \$23 per issue.

Len Sheen suggested that serious consideration be given to organising a run of one week's duration to Western and South Western districts next April, following the pattern of the International Rally. Discussion showed that it was desired that the entrants be confined to Veterans only and "thus ensure a quiet leisurely run". Len asked for a show of hands by those able to go. This met with a goodly response. A request for a further show of hands, this time by those who would like to go, put aloft the balance of the hands in the hall.

The raffle produced a winning ticket for Bob Paddle, who left the hall after the meeting, clutching a sewing box, every line of which must by now have been memorised by those who attend the meetings regularly.

\* \* \* \* \*

We must hasten to correct an injustice meted out in the April issue of SPIT AND POLISH. It was incorrectly stated that David Garthon accompanied his father to the abbreviated meeting. This was not so! We apologise here and now, for to mistake a man's identity is a terrible thing. We are sorry, Malcolm. We should know better next time!

\* \* \* \* \*

#### STOLEN VEHICLE

At the April meeting we read an announcement from the Wagga Wagga Veteran and Vintage Motor Club, concerning the theft of a car.

Following are the relevant details:

Ford T 1910 (body type not given, nor engine number, Ed.) stolen from the property of Ray Flight, Bufraboi (near Wakool), Victoria, apparently during the owner's absence from the district.

All and sundry are reminded of the case of the plausible supplier (or would-be supplier!) of veteran parts who was eventually run to earth, and "taken over" by the police, a matter of only months ago.

All members, by this article, are advised to beware of any persons offering for sale a 1910 Ford T. How parts are to be identified as possibly belonging to that chassis, it is very hard to say. But if we publicise the happening in this journal, that is about the only help that we can give.

\* \* \* \* \*

We have been handed an application form for the Wagga Wagga Veteran and Vintage Motor Club. It concerns their Centenary Rally, set down for 13-15 June next. It is stated that entries are to close on May 15. Any further details should be available from our Hon. Secretary.

\* \* \* \* \*



RALLY HO! Some notes and observations .....

Laurie Sykes, having successfully stalled the Star (the Star was in declination, as it were!) at the entrance to a busy parking station in the heart of Melbourne, was very hard at work, sweating and swearing, endeavouring to get a start.

The bystanders kept pestering Laurie with the usual questions, such as: "What is it?" "How old is it?", etc. etc.

Laurie's answer was a classic:

"It's plastered all over the thing! If you can't read, then you don't deserve to know!!"

(We understand that this quote is not verbatim, but as we have no wish to have the Chief Secretary on our heels, with a charge of "obscene publication", we have played Laurie down a bit. Saurie, Lorry!)

\* \* \* \* \*

It is remarkable the odd ways in which people and materials come into contact.

Allan Blevins told us that he had a chance to have some conversation with a N.Z. owner of a 1929 Studebaker. At some stage the New Zealander mentioned that his car was complete with the exception of the Overdrive Box, which incorporates a solenoid.

At least one New Zealander went off home well satisfied with his trip across the Tasman, for Allan was able to produce just the very part that the visitor needed.

\* \* \* \* \*

"Absence makes the heart grow fonder." It would appear that in the cases of Laurie Sykes and Peter Kable "absence makes the hair grow longer!" Did you notice how complete the facial adornment of each member now looks?

\* \* \* \* \*

Peter appeared in another role also, at the April meeting, that of a pot-hunter, no less! Remember that last year's invitation run to Toronto caught Peter quite unawares? A very good answer to the thought - "How to succeed without trying". Yes, for those who may have forgotten (sorry, Peter), Peter was declared the outright winner of the Newcastle Trophy. Wonder why the management was so long in presenting it to him. Anyway, he had to make some semblance of payment for it, as he was requested to run his eye round it and read off the names of previous winners. That must have taken a little of the edge off his ego! No, that's not fair, as we feel that Peter possesses very little ego at all, either spontaneous or inhibited.

\* \* \* \* \*

### THIRTEENTH INTERNATIONAL RALLY.

All those interested, and who seek information thereon, should send enquiries to:

The Director,  
A.A. Anderson,  
1972 International Rally,  
Box 2327, Post Office, Christchurch, N.Z.

CLICK GO THE TAPPETS

By the Kiwis, at the International  
Rally

- I Its on the Hume Highway the Kiwis are in force  
Driving their cars quickly of course  
Sleeking down the highway like an army of the just  
Followed by the Aussies eating up our dust.

Chorus:

Click go the tappets, click, click, click,  
Fast are our cars in fact quite quick  
The Veterans they are polished with their twinkling brass  
They will get to Melbourne and they won't be last.

- II We stopped at a pub on our way here  
But we got a shock at the price of the beer  
23 a middy - a dollar for a jug  
To be a drinking man you'd have to be a mug.

Chorus.

- III In twenty four months, in nineteen seventy two  
We will fix the prices just for you  
Beer is forty cents, petrol 38  
Come along Aussies, bring all your mates.

Chorus.

(Submitted by Joe Webster)

\* \* \* \* \*

RALLYING.....

- Warren Irish

Whilst returning from Melbourne via the coast road on the Monday after the Rally, I had the misfortune to suffer water pump trouble at the little town of Genoa, just near the border in Victoria. The town was virtually deserted as this day had been declared a holiday in that part of Victoria for the Bi-Centenary celebrations.

I had just been joking with Anne about making a cup of tea (as we watched the hot water from the radiator running uselessly onto the ground) when who should materialise but two angels of mercy in the forms of Alex and Marion McLeod. The wheels of his caravan had hardly stopped turning before the kettle was on and the cups on the table!

I believe Joe Webster broke down at exactly the same spot, although his dropped valve took somewhat longer to repair than my water pump!

Later that same day a group of us arrived at Eden, just after dark. We drove into a motel, unseen by the lady in the office, and having established that rooms were available were asked for details of name, address etc.

She then asked Reg Jones what make of car he was driving, no doubt expecting to hear Holden or something equally incongruous, but when he said "Clement Bayard" she shook her head in disbelief! However she managed to get it down when he spelled it. The next question of course was -



"What's the number?"

"200".

"Yes, but what letters?"

"Oh, no letters - just 200."

The poor woman was most confused by this time, particularly after seeing "Hispano-Suiza" on my form, but when Eric Lang said "T-Model Ford" the penny (cent?) dropped and all was made clear. A glance out the door confirmed her deduction that we weren't a bunch of nuts after all - just a group of veteran drivers (same thing?)

Vic Jacobs arrived in "Henrietta" with acetylene lights ablaze - the first time he had ever used them - and would like to know from members more experienced in the use of these lights - is it normal for oncoming cars to flash their lights onto high beam?

\* \* \* \* \*

#### OFFICIAL PROVISIONAL RESULTS OF 10TH ANNUAL INTERNATIONAL RALLY

(This information supplied by Newcastle Branch in form of a Supplement to April/May issue of SPOKES IN THE WHEEL and was reprinted from International Rally "REVS. & BACKFIRES")

<u>OUTRIGHT WINNER:</u> Car 137, 1916 Ford T, F. Dallimore, Vic.		47 points
Class 1	Car 38, 1905 Reo, E. Simms, Qld.	55 "
	Car 521, 1906 Cadillac, B. Byers, N.Z.	81 "
Class 2	Car 487, 1914 Delage, W. Reed, N.Z.	49 "
	Car 100, 1913 La Buire, E.J. Cobb, Vic.	318 "
Class 3	Car 62, 1909 N.A.G., Mrs. J. Forryman, Vic.	50 "
	Car 456, 1922 Morris Oxford, B.C. Moore, G.B.	51 "
Class 4	Car 137, 1916 Ford T, F. Dallimore, Vic.	47 "
	Car 433, 1913 Daimler, A.P. Thonks, B.G.	54 "
Class 5	Car 155, Overland, F. Rodwell, N.S.W.	80 "
	Car 27, 1913 Hotchkiss, N.J. Gibbs, Vic.	86 "
Class 6	Car 259, 1923 Fiat 501, P. Harris, Qld.	154 "
	Car 510, L. Keys, 1928 Austin 7, N.Z.	166 "
Class 7	Car 376, 1925 Armstrong Siddeley, B. Lieberman, Vic.	104 "
	Car 319, 1926 Overland, W.G. Tyson.	131 "
Class 8	Car 470, I.F. Bengé, 1924 Overland, N.Z.	87 "
	Car 190, P. Kane-White, 1924 Rolls, Vic.	97 "
Class 9	Car 197, J. Flood, 1921 Hispano Suiza, Vic.	145 "
Class 11	M/C 518, N.J. Bird, N.S.W., 1916 Reading Standard	73 "
	M/C 516, H.D. Bennett, S.A., 1929 Norton	94 "
Class 12	M/C 252, 1929 Harley Davidson, T. Welsh, W.A.	186 "
	M/c 566, 1925 B.S.A., G. McBryde, Qld.	226 "

Official Provisional Results International Rally, Cont'd.:CONCOURS D'ETAT

Veteran Car 94, Renault 1912, W.A. Trollope, N.S.W.  
Car 448, 1912 Buick, L. Southward, N.Z.

Vintage Car 493, 1930 Chrysler, A.G. Taylor, N.Z.  
Car 504, 1927 Vauxhall, A.J. Beattie, N.Z.

M/Cycle 419 A.S.D. Precision, 1913, J. Comerford, Vic.  
(Vet.) 115 Harley Davidson 1917, S. Sheffield, Vic.  
(Vint.) 566, 1925 B.S.A., G. McBryde, Qld.  
377, 1928 AJS, G. Holstein, N.Z.

CONCOURS D'ELEGANCE

Veteran Car 31, 1911 Ford, R. Tilly, S.A.  
Car 549, 1900 Darracq, J. Pickvance, G.B.

Vintage Car 182, 1927 Bentley, N.S. Webb, S.A.  
Car 299, 1923 Rolls Royce, J. Jeffery, N.S.W.

(Complete results available by sending self-addressed 9 x 4 inch envelope to Pedr Davis, P.O. Box 57, Kingsford, N.S.W. 2032.)

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ATTENTION T FORD OWNERS

Being a T Ford fanatic I would very much like to start work on a booklet of "T's in Australia" so therefore would be much obliged if all those members with T's could possibly furnish me with say a photograph (not slide) of their T and also a little information on the car's history and/or restoration.

This project I figure will take quite a long time but I personally feel one quite worth it. My main objective is to establish a more or less photographic booklet of as many T's as possible in Australia, just for my own personal interest, but if any others are interested, a copy could be made available to them.

- Geoff Smith,  
"Bellevue Park",  
Tara, Q'ld. 4421

\* \* \* \* \*

THE CLEANING AND MAINTENANCE OF COPPER AND BRASSCleaning:

On objects which have previously been polished to a glossy surface, and which have become only lightly stained or tarnished with age, but where the original metal colour can still be seen, care must be taken not to damage the original surface finish. In this case it is merely necessary to use one of the many



The Cleaning and Maintenance of Copper and Brass, Cont'd.:

proprietary liquid metal polishes specially made for copper and brass. These may be obtained through most general stores, and should be applied and used as instructed. Generally, it is preferable merely to use a soft clean cloth or the pad supplied, on open surfaces, and a small soft brush in any crevices. On patterned or engraved work, a soft toothbrush is useful, with a minimum of the finest metal polish.

The smoother the surface and higher the finished gloss required, the finer must be the polishing agent.

It is then most important to remove all traces of polish or cleaning agent, especially if the object is to be covered with a clear coating. Polish is best removed by repeated washings in clean, soapy water, then thoroughly rinsing in warm, clean water, and drying with clean towelling.

All cleaned surfaces must be kept out of contact with the hands to avoid any possibility of perspiration or grease causing localised discolouration. For this reason, it is recommended to use clean cotton gloves when polishing copper and brass.

In other cases, uncoated surfaces may have become spotted with verdigris or completely stained and darkened with age, so that the original metal surface cannot be seen. These areas must be cleaned but, once again, the minimum amount of metal should be removed.

Only in such extreme cases, or when preparing a hand-made copper object for polishing, should it be necessary to actually cut into the metal surface. This is best done with fine "Scotchbrite" abrasive metal polishing pads (NOT "pot scourers"), followed with a very fine "Scotchbrite" pad or powdered pumice (150 mesh), on a soft rag moistened with water.

It is generally not advisable to use steel wool, no matter how fine, because chemical residue or steel particles left on the surface of the copper will cause spots of discolouration. Finishing with a very fine emery powder, pumice powder, or a fine "Scotchbrite" pad will give a soft, "silky" lustre and this is often best for decorative purposes.

Badly tarnished and neglected copper and brass may be immersed in, or rubbed with a dilute solution of one part of spirits of salt to at least six of water. But this must be handled wearing rubber gloves, and the object immersed in several washes of clean water immediately the original copper surface becomes visible.

The final surface should be obtained by finishing with a minimum of liquid metal polish after which all traces of the polish should be removed by repeated washings in detergent or soapy water, then warm clean water, as before.

Common salt and vinegar is another slightly acidic solution which can sometimes be effective in removing tarnishing. After each of these steps, the surface may be finished with polish, and washings as before. Where the surface of the copper or copper alloy has previously been coated with a lacquer, paint or varnish, this must first be removed with a lacquer remover or stripper, followed by the cleaning steps and repeated washings in clean water as outlined above. Stripper should not be used unless no other method is effective. It should be kept away from fire or heat, and the hands protected by rubber gloves.

(Cont'd. on Page 9.....)

The Cleaning and Maintenance of Copper and Brass, Cont'd.:

The foregoing information was reproduced with permission from:

The Directors of the Copper and Brass Information Centre,  
321 Kent Street, Sydney.  
Telephone 29.1831.

(Submitted by Melburn R. Pope).

An additional article on "Protective Coatings" will be presented in June  
SPIT AND POLISH.

\* \* \* \* \*

A PAGE FROM THE PAST

An acquaintance of ours moved into a relatively old cottage, and in scouting round the place, his ramblings took him through the manhole, up into the roof. He found there a pile of newspapers, browned with age and the heat which must have poured down onto them for tens of years. He noticed the one article, particularly, and knowing our interest in the old vehicles, saw to it that we received the paper.

Yes! Tens of years all right. One paper near the top was a copy of the "Sydney Morning Herald" of Saturday 18th January 1908! Sixty two years ago! They could have been in the house for, say, five years or so, then been transferred to the ceiling, so that it is still, as we say, tens of years.

Now even then, it may well be asked of us "so what?" Nothing, of course, except for one column, which went for half the page, and was headed: "Great Motor Run, Melbourne to Sydney, 25 hrs. 40 min., Feat of Skill and Endurance". We give a scaled down copy of the article, as it is necessarily too long to use so much space for one subject. And so:

"Messrs. Harry James and C.B. Kellow, two of Australia's most prominent motorists, arrived at the G.P.O. Sydney at 4.10 a.m. yesterday from Melbourne, having covered the 572 miles between the Victorian and New South Wales capitals in the wonderful time of 25 hrs. 40 mins.

"The motorists, who were mounted on one of the latest 1908 Talbot cars, ..... started on this long journey at 2.30 o'clock on Thursday morning. Their object was not to beat the Melbourne-Sydney express, as had been erroneously stated, but to cover the distance between the two cities in 24 hours..... Very few motorists believed that it was possible to cover such a long or difficult run in the time. For, outside the fact that the roads in many cases consisted of mere bush tracks, the undulating nature of the course, the many winding and sharp turns, the prevalence of culverts, and the possibility that a wrong calculation might be responsible for the motor dashing over one of the many precipitous byways en route were against the intrepid and experienced drivers doing anything like a big performance. To drive over the Sydney/Melbourne road in broad daylight at a speed such as has been put up is a difficult matter at any time, even to the most skilful motorists; but to do almost one third of the journey in half-darkness - with the course by no means clearly defined - shows that Messrs. James and Kellow must share the honour which naturally must be awarded the Dunlop-shod Talbot.

(Cont'd. on P.10.....



"At times, Mr. Kellow asserted, only prompt and accurate judgment avoided disaster, and on more than one occasion the motorists found themselves careering down the wrong path....

"When Goulburn was reached on Thursday at 8.55 p.m. the motorists were well within their time. Up to that stage they had covered 443 miles in 18 hrs. 25 mins..... besides losing an hour or more at railway crossings which were found to be shut.....

The scene at the finish, while exciting, was not without its comic element. Word had been sent that the Melbournites had passed through Liverpool at 2.40 a.m., and the crowd, eager after their long wait, were on the 'qui vive' for a first glance of the heroes who were expected 40 mins. later. About 3.20 a.m. a shout went up as the dazzling lights of a motor car could be seen in the distance, making for the Post Office at full speed. Words cannot picture the disgust on the faces of all when it was found that, instead of Messrs. Kellow and James, some of the assembled motorists had played a practical joke on the waiting assemblage. This kind of thing took place every 5 or 10 minutes. Both the motorists and the accompanying pressman looked well, though just a trifle tired..... At the Royal Hotel, Mr. C.O. Sherwood, the host, .....

"The remarkable run just accomplished will probably remain unbeaten for many years to come.

"..... they were considerably assisted along the road by many willing helpers arranging supplies and giving warning of dangerous road turns and V's. Mr. Kenneth Winchcombe at short notice volunteered to drive up to Goulburn to warn them of any bad parts in the road, and was accompanied in his Minerva by Dr. Connolly and Mr. Kerbins....."

\* \* \* \* \*

We must admit - it really would have been exciting in those days, both driving the Talbot, and waiting for it. But we discern an element of 'penny-a-line' reporting, when we note some of the flowery descriptions given of small events. In having to abbreviate the article a bit, we have passed over some of this, but some good combinations of words remain, such as 'the intrepid and experienced drivers'. They apparently lost 'an hour or more at railway crossings, which were found to be shut.' It does not seem clear whether a prodigious amount of time was lost in opening and closing gates, or that the car was brought to a halt at gates waiting for trains to pass through. In either case, 'an hour or more' seems a bit solid.

"..... as the dazzling lights of a motor car....making for the Post Office at full speed".... The 'dazzling' lights, such dazzle probably accounted for by the high speed, probably 30 m.p.h. over the uneven wood blocked surface of George Street, with 35-40 lbs. in those small section tyres. And flickering acetylene to boot.

How 'disgust' was to be registered on faces in the ill-lit street, the said faces already bleary with physical tiredness and want of sleep, is hard to imagine. It can be stated, truthfully, that words could not picture it. We'll go along with that one!

"Both the motorists and pressman looked well, though just a trifle tired". In that same half light of old-fashioned 'globes' on a very high light standard, it is quite understandable that many a face would look 'a trifle tired', or more probably rather akin to the appearance of 'death warmed up'!

How good, anyway, that following such a gruelling (?) test, they only looked a trifle tired! Must have had the right breakfast food, surely! Or, in those days, maybe Benger's Food.

We see old Charlie Sherwood at the fore again, supplying well-needed drinks. Of course at that stage the Talbot pair were 'bona fide' travellers, and, we understand in those days, could demand sustenance at the bar, and invite their 'friends'. It would be an obvious thought, maybe, that the visitors were booked in at The Royal, anyway.

"..... will remain unbeaten for many years to come." Had they not in those days heard of the Birmingham Small Arms factory? And many other excellent car manufacturers?

"Mr. Kenneth Winchcombe.... Minerva....." Is the subsequent history of this vehicle known to anyone? Could be in circulation - who knows?

\* \* \* \* \*

#### HEAD GASKETS

From: Lewis Slee's Allambee Service Station,  
141 Bridge Street, West Tamworth.  
'Phone Tam. 659139 all hours.

"Enclosed is a list of head gaskets which we have in stock and we would appreciate it if you could pass it amongst your members, who may be interested in the purchase of some of these items. On receipt of their cheques we would forward by return to their home addresses.

Trusting we can be of some help,

Yours faithfully,

L.F. & V.B. SLEE

Proprietors."

#### Head Gaskets:

1	Hupmobile, 1928-31	8.00	3	Standard 9 h.p. 1932-36	4.00
4	Plymouth 4, 1929-32	5.00	5	Whippet, 1928-29, Model 98	8.00
3	Whippet 6	8.00	5	Essex 4	4.00
6	Tempo 211/1/55	3.00	3	Standard 10, 1939-40	4.00
1	Jowett, 1927	7.00	5	Coventry Climax, 1933	
5	Fiat 11 h.p., 1933-37	4.00		Mil Ball 10 h.p.	4.00
2	Fiat 4, 1920-1927	6.00	3	Austin 10 h.p., 1933-9	4.00
7	Singer 8 h.p., 1927-28	5.00	7	Singer	5.00
3	Singer	5.00	3	Oldsmobile 1937-40	6.00
11	Pontiac 6, 1935-40	7.00	2	Continental Victa 7R8R/6s/6m	8.00
1	Cadillac 8 cyl(2 parts) 1932-35	4.00	3	Chrysler 6, 1934-7	8.00



Head Gaskets:

1	Austin 6, 1928-36 13.9 h.p.	5.00	2	Reo Wolverine Model 15, 1927-8	8.00
1	Chrysler "72"	8.00	1	Fordson 1917-27	12.00
1	Dodge Victory 1928-30	8.00	1	Packard 1937-50	8.00
1	Hudson	5.00	1	Studebaker Champion 1939-40	5.00
1	Wisconsin V4	6.00	1	Austin Heavy 12/4 1921. 35 Private 30-39 Taxi	8.00
2	Dodge 6 31/8" Bore 1933	10.00	2	Oldsmobile 6 1928	10.00
1	Dodge Senior 6 1927-28	10.00	1	Morris 10-6 cyl. 1934-35	8.00
1	Austin 4 cyl. 1920-29	12.00	1	Marquette 3 1/4" 1929-30	12.00
1	Dodge DH & DL Bore 1931-32	8.00	1	Hillman 1936-7 Model 16	8.00
1	Ford A Model 1928-32	8.00	1	Nash Ambassador 1934-39	6.00
4	Bedford Truck 1938-50	6.00	2	Vauxhall 1935-38	6.00
6	Vauxhall 12 & 14 h.p. ASY ASYC ASX ASXC DX DXSB DY -338-38	8.00	3	Vauxhall 14 h.p. 1939 14 h.p.	6.00
8	Chevrolet Powerglide 52-54	3.00	7	Vauxhall JB Series	5.00
28	Chevrolet 1929-33	3.00	3	Chevrolet 1953	3.00
3	Chevrolet 1935-36	3.00	2	Chevrolet 1934 Standard	3.00
4	Dodge 3 1/4" Bore	7.00	4	Ford Consul 1952-3	3.00
5	Buick head gaskets 1929 onwards, diff. sizes	6.00	4	Various size head gaskets 6 cylinder	5.00

THE ABOVE PRICES ARE PER GASKET. ANY REASONABLE OFFER WOULD BE CONSIDERED.

\* \* \* \* \*

S O C I A L

Sympathy to Alvie and Ross Marshall on the death of her father while they were away on the Rally.

Bon Voyage to Bob McCarthy on his trip overseas.

Sorry to hear Eileen Sykes has been ill since arriving home from the Rally, also Pam Roberts from Dover Heights; hope they will soon be well again.

I heard Leslie Hardman fell - not from the veteran - but a pushbike and broke her jaw. Do hope she is on the mend again and had a good holiday at Lord Howe Island.

The Rally is over and I hope everyone has settled down again. I am sure it was a great Rally and all enjoyed themselves. My thanks to Jill and John Corby for putting me in the back of their Buick and passing me off as poor old Mum. I sure enjoyed their company, also the lovely cuppas along

the road with the other car parties. Thanks John.

I left Len after the first day away from Warwick Farm as I have no patience sitting at the garage for 3½ hours at a time fixing one Cadillac and getting it on the road again only to carry off one of the lovely prizes. Also the unfortunate bikes and cars we fixed. Arriving after all the excitement was over, I found myself wondering was this a Rally or just the same old weekend job - but Len enjoyed it, so took offer of John's to ride with them.

After three lovely weeks entertaining, we have now settled down and hope to get a few spare jobs done, such as painting etc. "After the Rally" has been the excuse for many weeks now, so glad the password no longer stands - and so say all of us!

Our Presentation Dance was a great success, thanks to Vic. Jacobs and Eric Lang for their help with our profit with their song sheets.

Thanks to the many members and friends who helped to make the night a success, also the help with cleaning the hall.

Congratulations to the winners of the trophies, Bill and Rita East; certainly had an exciting time collecting their prizes.

We had 102 people, and made a profit of \$17.60, so I was very pleased. I think everyone enjoyed the night, and it was a change to see handy milliners instead of mechanics. To Barbara McCarthy and Allan Foy - good business ahead for you both in all headgear.

My thanks again,

HILDA SHEEN,  
Social Secretary.

\* \* \* \* \*

#### 1970 RALLY THANKS

I wish to thank sincerely all those members and friends who helped me to meet the overseas competitors at Mascot and drive them to their hotels.

Special thanks to Margaret and Alex. Hawke for the great work they did at the Wentworth - without all your help this personal touch would not have been possible and it was very much appreciated by the overseas visitors.

Sincere thanks,

LEN SHEEN,  
Honorary Secretary.

\* \* \* \* \*



ADVERTISEMENT SALL STATES. EXCHANGE 1914 Overland car for parts of 1914 Hupmobile. .

- H.B. KIMLIN,  
Box 256 P.O.,  
Atherton, 4883. Q.

FOR SALE - Rolls Royce Chassis 25 h.p. \$2000; 1922 Buick 4, \$1750;  
Chrysler 76 \$300; 1920 Jewett \$200; 1922 Maxwell \$200;  
1923 Chevrolet \$100; 1921 Dodge 4-cyl. \$100. Enquiries to:

- W.T. CORRY, SNR.,  
10 Hinderwell St.,  
Scarborough, 6019, W.A.

FOR SALE OR PART EXCHANGE on bigger veteran: 1913 2-cyl. air-cooled  
Humberette single-seater roadster, in going condition, with spare  
parts. Best offer.

- RAY TURNER,  
10 Nulgarra Place,  
Cooma North. 2629

FOR SALE - 1919 Ford T Engine Block U.S.A. \$10.00.  
1922 Studebaker Utility - ideal restoration \$150.00.  
Smith 4-jet Carb. sale or exchange for same type to suit 1913-15  
Humber 4-cylinder.  
600 x 18 tyre, new, Goodyear Diam. Tread, 6-ply, \$15.00.

- REG. MACDONALD,  
35 Shirley Street,  
Inverell. 2360.

AVAILABLE - Crystal Star Products Pty. Ltd., Melrose Lane, Annandale,  
660-5484, for all your gun metal castings at the right price.

WANTED - Any veteran vehicle in the process of restoration or complete.  
Tourer for preference.

- R.F. HUNTER,  
Lot 1, Windsor Rd.,  
Baulkham Hills, 639-8271.

WANTED ALL STATES - Information, parts or someone to correspond with, who has  
a 1910 or 1911 2-cyl. Maxwell.

- F.A. MUGGERIDGE,  
3 Kent Street,  
Coolangatta.

WANTED ALL STATES - Front assembly Ford T, 1910, or any parts.

- KEITH BATZLOFF,  
3 James Street,  
Oakey, 4401, Qld.

WANTED ALL STATES -

- (1) Needed urgently 4 or 5 23" x 70 spokes wire wheels (straight sided) with approx. 4" hubs (suit Vauxhall, or Packard were similar).
- (2) 2 Torpedo shaped C.A.V. Electric side lights.
- (3) Any parts or information on a 4-cyl. model 6 DeTamble.
- (4) Differential and block to suit 1912 T Ford.

- GEOFF SMITH,  
"Bellevue Park",  
Tara, 4421, Qld.

WANTED - 2 Brass Hub Caps )  
1 Bonnet ) To suit '15-'16 Ford T.

- BARRY GARTH,  
638-2705

FOR SALE - Humberette 1913 V Twin air-cooled with spares and trailer.  
Registered in going condition. Best offer.

- RAY TURNER,  
10 Nulgarra Place,  
Cooma Nth. 2629

FOR SALE (STATES) - Dodge 1915/16 4-cyl. restored. Could be seen at  
International Rally, now for sale.

- KEITH BATZLOFF,  
3 James St., Oakey, 4401.

Hupmobile Tourer 1912, 4 cyl. 21 h.p. Fully restored. Excellent  
mechanical condition. New tyres, all equipment. Registered  
Rhyl. 1914, 2 seater, 4 cyl., 9 h.p. fully restored, fully  
equipped, new tyres and reg.

1 H.C. Auto Buggy 1907, fully restored and registered. Alldays and  
Onions, Engine and Gearbox fully restored with spares. Also  
quantity of general spare parts. Offers.

- ALAN CAMPBELL,  
Box 53, G.P.O.,  
Brisbane, Qld.  
Tele. 211606 daytime.

WANTED ALL STATES -

Radiator - to suit Renault 1911, 4 cyl. 11 h.p.	)	To suit
Gauges, oil press. and air press, switch assembly, for	)	Napier 1914
dash board h'lamps, C.A.V. bell-shaped electric	)	4 cyl.
generator, C.A.V. square type Tail lamp, C.A.V.	)	20 h.p.
diver's helmet	)	Spec. strong
	)	Colonial
	)	model

WILL EXCHANGE FOR:

Chassis frame and diff. assembly, and bonnet  
Renault 1909, 2 cyl., 9 h.p.  
Engine, Renault, small 2 cyl. suitable for parts only.  
Motor complete, less carb., radiator, and rear half of  
chassis frame, Phoenix 1912/16, 4 cyl. 11 h.p.  
Buick engine, early 4 cyl. (pre starter type),  
running order, less carb. and magneto.  
Studebaker engine, 1918/19 4 cyl. less carb. and  
magneto, running order.  
1916 Studebaker 4 cyl. - enough parts to assemble to  
complete running, chassis including radiator.

- JOHN AKERS,  
Molonga Terrace,  
Graceville, 4075, Q'ld.

FOR SALE OR EXCHANGE -

Veteran Petrol Tank (possibly Napier) approx. 12 gallon, excellent  
condition, with filler pipe and brass cap.

Veteran Car Clock, inverted pocket watch type, for dash mounting,  
black face.

FIAT oil pressure gauge, B.S.A. oil pressure gauge, both surface  
mounting.

DIXIE magneto, complete, two 23" Artillery Wheels, less Hubs.

- PAUL W. BUTLER,

'Phone: Bus. 221.3375,  
Priv. 39.4786.

T-Darley Rd., Randwick. 2031.



" S P O K E S   I N   T H E   W H E E L "NEWCASTLE BRANCH

April/May, 1970.

EDITORIALBack to Business

Well, the long-awaited International has come and gone. Those members who saw it in whole or even in part will long remember it; if nothing else than just for the sheer numbers and variety of the entries or the spectacle of seeing them along our highways and byways in such prolific numbers.

Many new friendships will have been forged both in Australia and overseas consolidating further the fellowship of this great hobby. This fellowship was quite evident many times in many ways not least of which was the willingness to help those with breakdowns major or minor. The rally generally was considered so successful despite some failing organisation that many members are making preliminary enquiries regarding the 1972 International in N.Z. again.

Several branch members participating with newly restored cars had minor troubles however none caused any points losing delays to the best of my knowledge.

But back to business as I said. Clubwise little else but the International has been in most branch members' minds since the beginning of the year but now that it is history we must turn our minds once again to the successful management of our branch. Next meeting is the ANNUAL when officers are elected for the ensuing year so here are a few serious points to ponder. So much depends on choosing the right people for the right jobs. Also very important is choosing members who like to work together helping each other as a team. Don't treat the elections as a big joke, coming along to the meeting nominating people off the top of your head. Do some homework before the meeting. Think out a list of the members you would like to see in the various offices and make contact with them to see how they feel about it. Some of the most successful club elections are almost settled before the votes are taken. Another important thing to avoid is the election of individuals UNOPPOSED. This is a very unhealthy sign and indicates lack of enthusiasm and vigor in a club. Now off you go and start lobbying for those offices.

In conclusion I would like to say how much I have enjoyed producing your newsletter during this term and look forward to seeing it grow even more under the reins of your new Editor wishing him every success.

- DON BARKER

NOTICE OF NEXT MEETING (ANNUAL MEETING)

The 1970 Annual Meeting will be held at the Driver Training Range, Court Street, Adamstown, at 8 p.m. SHARP on Wednesday, May 27. Don't forget to think out your nominations beforehand.

THIS MONTH'S BRANCH MEMBER PROFILE.R.J. THOMAS - VCCA (NSW) MEMBER NO. 108

Well known to most NSW members, as well as many interstate, Ray has been intensely interested in all facets of motoring for many years.

Born and educated in Newcastle, Ray is married with a family of five fine boys. He has worked almost continually with oil companies in the fields of merchandising and administration and is at present an operations

officer with an international oil company.

Ray's interest in veteran cars was aroused after seeing some colour slides of the 1957 Blue Mountains Rally and since then has had quite a number of cars at different times, beginning in 1958 with a 1913 Fiat, followed by others including Metz, Ford, Buick and Talbot. At present Ray is working on an unusual car, a two-cylinder 1908 Adler of 9 h.p. He also has an unrestored 1919 Australian Lincoln Tourer.

Of cheerful nature, Ray has a history of having given unselfish assistance to any members with problems, be it at home or away. He must surely have covered more miles helping members recover their cars than anyone else.

A club member since 1958, Ray was present at the formation of the branch and has since filled most offices in the organisation at some time. In 1965 he was successful in winning the Newcastle Branch Annual Tour with a 1916 Buick which he had at the time.

#### AT A GLANCE

NAME	:	Ray Thomas
OCCUPATION	:	Oil Company Operations Officer
CLUB CARS	:	1908 Adler

\* \* \* \* \*

LETTERS TO THE EDITOR ...

27th March, 1970, Dear Sir:

Many thanks to Don and Val Barker for a most enjoyable evening at the "sausage sizzle". The weather was kind to us and the coloured lights in the garden and the music gave a "carnival" atmosphere.

Val and Margaret Bird are to be congratulated on their prowess as chefs while Peter Adams kept the coals a-burning and Don officiated with liquid refreshments and general running around.

After eats the museum was open for inspection. We then adjourned to the lounge room for a slide showing of previous rallies followed by supper and more natter. Once again, many thanks from all present.

- Peter Adams,  
Events Committee.

12th April, 1970, Dear Don:

We had a back spring give out just before Albury but got it fixed. So I'd like you to put something of the following in the "News":

Many thanks for all those who gave us assistance along the road, in particular to Reg. Jones who devoted nearly all Saturday afternoon to removing and welding the spring also to George Edwards of Albury for making his garage and gear available to us. Also the Cherry's in their Chev. who helped in getting us into Albury.

Could it have been a couple of hefty blokes who were passengers for a day's outing that caused the damage? Who is the heavier, Don or Ray? (Ray!! Ed.)

Max, Peter and Bob all in the 18 mph group passed me (24 mph group) as though I was in low gear. Talk about a lead footed trio. All were booking in at the control points long before their due time.



There was a terrific roll up at the Hume race circuit, should have been quite profitable for the local boys.

Regards,

George Adams.

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# MEMBERS HERE AND THERE ON THE INTERNATIONAL

We heard Max Burke became quite knowledgeable about veteran Dodges during his stays in the caravan parks. Seems he made 'Dusty' Jim's acquaintance. Tell us about it Max!

\*\*\*\*\*

Ask Peter Adams how he kept the school kids at bay at Harden Showground lunch stop. Also ask him why Neryl wanted to stop urgently just south of Yass at a rest area.

\*\*\*\*\*

Ask Ray Thomas how he felt the morning after the night before at the Cootamundra RSL. Was it the "sweet and sour" smorgasbord supper or was it the windscreen-less jaunt the same afternoon in the Albion?

\*\*\*\*\*

Mustering all his driving skill plus some luck George Adams squeezed his Studebaker neatly between a stopped veteran and an adjacent guide post in a successful effort to avoid hitting either. I am sure we all aged considerably.

\*\*\*\*\*

These are but a few of the many anecdotes on the rally. Space here does not permit printing of any others but no doubt SPIT AND POLISH will present many while hundreds of others will be heard first or second hand for many months to come.

Don Barker,  
Editor.

\*\*\*\*\*

# ADVERT.: WANTED - ALL STATES

Radiator for Veteran 1914 Metz, mostly G.I. construction.  
Beaded Edge Rim, 24" x 2½" (to suit Metz, 30" x 3")  
Block and Transmission to suit 2-cylinder Renault.

- PAUL W. BUTLER,  
1 Darley Rd.,  
Randwick, N.S.W. 2031.  
'Phone: Bus. 221.3375  
Priv. 39.4786

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# NEXT ISSUE: 1972 INTERNATIONAL RALLY - NEW ZEALAND - PRELIMINARY DETAILS

Details, preliminary only, of the "Regulations" section of the above Rally, will be printed in the next issue of SPIT AND POLISH.