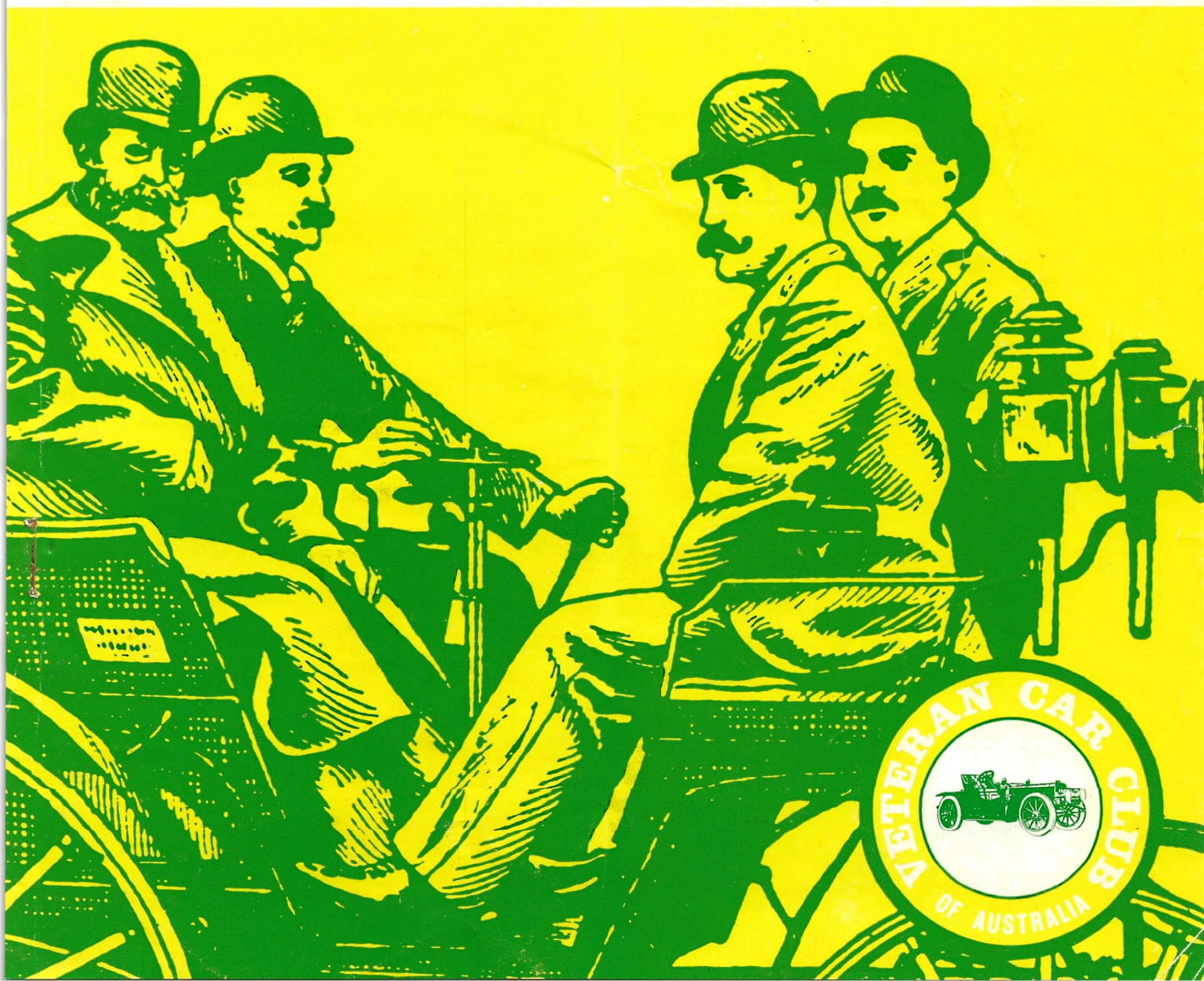


SPIRIT & POLISH

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

134 QUEENS ROAD, FIVE DOCK, 2046

OFFICE BEARERS 1973-74

PRESIDENT: L. K. Sheen, Ph. 42-4198 (Home)

VICE PRESIDENTS: R. A. Foy, Ph. 449-1524 (Home). G. A. Roberts, Ph. 371-8626 (Home)

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HON. TREASURER: W. McCarthy, Ph. 798-6941 (Home)

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EVENTS COMMITTEE:

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INVESTIGATIONS: G. A. Roberts, D. M. Roberts

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REGISTRATIONS OFFICER:

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INSURANCE OFFICER: V. Jacobs

PHOTOGRAPHER: C. Burke

VEHICLE RECORDS: D. Pearce

LIBRARIAN: R. Petersen, Ph. 639-8233 (Home)

C.V.V.T.M.C. DELEGATES: L. K. Sheen, R. A. Foy

AUDITORS: W. V. King & Associates

SOCIAL SECRETARY:

PUBLIC RELATIONS: R. A. Foy

Mrs. G. King, Ph. 522-7108 (Home)

"SPIT AND POLISH" PANEL: R. C. Baxter (Chairman), Ph. 522-9661 (Home) E. Lang, Ph. 579-5790 (Home)

D. Pearce, Ph. 50-6280 (Home)

P. Kable, Ph. 579-6942 (Home)

CLUB MEETING DATES 1973-74

1973

AUGUST Thursday 23rd
SEPTEMBER ,, 27th
OCTOBER ,, 25th
NOVEMBER ,, 22nd

1974

JANUARY Thursday 24th

FEBRUARY Thursday 28th
MARCH ,, 28th
APRIL ,, 25th
MAY ,, 23rd
JUNE ,, 27th
JULY ,, 25th

SPIT & POLISH



PATRON:

His Excellency,
The Governor of NSW
Sir Roden Cutler,

V.C. KCMG, KCVO, CBE

NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (NSW)

Vol. XV, No. 5

NOVEMBER 1973

TABLE OF CONTENTS

Opinion	Page 2
Minutes of Meeting 25/10/73	2
Social	4
Events	5
Story of the "Arrow"	6
Compulsory Registration Inspection	10
Steering Column	11
Vehicle Roadworthiness	12
Advertisements	12
Which I Drank	13
Statement of Income & Expenditure of the Council of Veteran, Vintage & Thoroughbred Motor Clubs	14

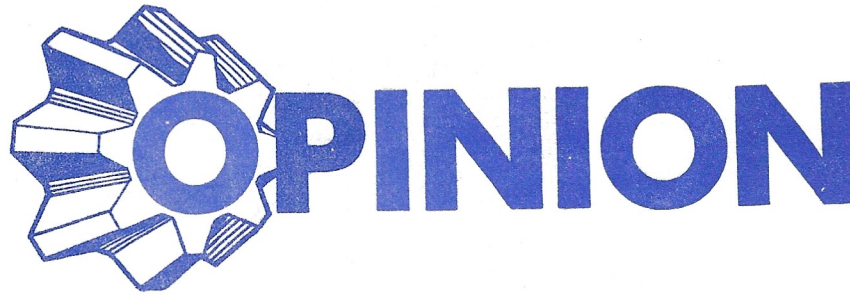
The November General Meeting will be held at 8 p.m. on 23RD
NOVEMBER, 1973, at the V.C.C.A. (N.S.W.) Clubrooms, 134 Queens Road,
Five Dock. There will be entertainment arranged after the meeting.

COPY ACQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO

SPIT AND POLISH, 134 QUEENS RD, FIVE DOCK

2046



Certainly the last three months have offered more opportunities for members to drive their veteran cars on organised outings than in any similar period and if you have not availed yourself of these opportunities, then it is only you who can be blamed for missing out on some of the best outings ever held by this club. The response by members to join the Events Committee in these rallies has been heartening and it is noticeable that there is a resurgence in attendance at all outings which augurs well for the club.

Our Social Secretary has informed me that we have in excess of 105 members and friends going along to our Christmas function at the Music Hall and this is a record attendance. All this goes to prove that knockers can keep knocking with little effect!

#####

Incidentally, the new postal rates for SPIT AND POLISH should be in the vicinity of \$9.00 until March 1974 when it will increase to approximately \$14 and then in 1975 to \$17. These costs are calculated from the new P.M.G. scale of charges recently published. These costs are not as high as was expected when the Budget was announced. These prices are based on SPIT AND POLISH not exceeding 50g, which is a total of 16 pages. If we exceed 16 pages of copy, then the postal rates are increased by 50 per cent. Subsequently all future copies of S & P will be limited to 16 pages until we can devise a method to reduce the overall posting weight. (One lark has suggested that we add more hot air to reduce the weight - funny man!)

MINUTES OF THE MEETING of the Veteran Car Club of Australia (N.S.W.) held at the Clubrooms, 134 Queens Road, Five Dock on Thursday, October 25th, 1973 commencing at 8.15 p.m.

CHAIRMAN: L.K. Sheen.

PRESENT: 63 members and 8 visitors.

APOLOGIES: V. Jacobs, G. Green, J. Godfrey, T. Bent, A. McLeod, J. Thorp, J. Wilson and J. Weir.

MINUTES of the meeting held on Thursday, September 27th as circulated, were confirmed on the motion of A. Foy, seconded J. Pickup.

ARISING: Relating to the matter of professionally producing a magazine in co-operation with other Clubs as suggested at the September

meeting, and in view of the consideration given the question by the Management Committee, it was moved by A. Blevins, seconded J. Cooper, that this meeting agrees with the recommendation of the Management Committee that we continue to publish our own Magazine, SPIT AND POLISH, as before, on our own.

CORRESPONDENCE: Letters received from P. Hird, Thirroul re Veteran Cars in Alice Springs; Newcastle Branch Minutes and change of address; Sportsmen in Action, letter of thanks; A.D. Sharpe, Sydney, requesting information on the club; A.R. Carey, Waverton, enquiry re Wolseley Club.

Moved G. Roberts, seconded D. Berthon, that the correspondence be received.

INVESTIGATION: Studebaker of Mrs. N. Adams and Studebaker of Mrs. B. Adams, Newcastle Branch, to be inspected. Renault of B.J. Pike had been accepted.

NEW MEMBERS: Bruce Pike, 57 Park Road, Rydalmere - Full Member.
Jack Arrowsmith, 39 Waugoola Street, East Gordon - Associate.
Mrs. Reta East, 48 Brown Street, St. Peters - Wife Associate.
Moved A. Foy, seconded F. Ehlert that the above be admitted to membership.

EVENTS: 22 cars had attended the Long Legs Tour, Allan Foy the winner. Waratah Procession, 36 starters in period costume. Moved W. Maunsell, seconded B. Garth, we do not put our cars on display in the Rocks area because of industrial troubles and unfair to the police. Parramatta Procession, Saturday, November 3rd, 11.15 p.m. November 11th, Narrabeen War Veteran's Home Outing. Petrol and oil provided. Inspection Days December 2nd and 9th. November 24th Warringah Mall Display. November 25th combined Club outing and Children's Day to Model Engineers Ground, Leppington.

REGISTRATIONS OFFICER: Registration had been transferred from L. Masser to J. Thomson. The plates had been returned from the Renault sold some short time ago.

SOCIAL SECRETARY: Christmas Dinner to be held at the Music Hall on November 29th.

MAGAZINE: When the new postal rates com in, it will mean limiting the magazine to 14 pages. Touching on the matter of the composite magazine, it would mean the Committee would lose control of our contributions to this magazine.

C.V.V.T.M.C.: A meeting had been held on October 22nd. A report from Dunlop Rubber Co. stated that tyre supplies will be maintained and it was hoped to keep the prices stable. Import Duty. There had been a deputation to Canberra who had obtained the concession on parts for cars 30 or more years old would be duty free, special forms would be required for imports. There would be no relaxation in import duty on complete cars. Sales tax will still apply.

CLUBROOMS: The working bee had been very successful, amongst other things a doorway had been cut and now gave access to outside from the main hall.

LIBRARIAN: A new system of loaning and checking books would be in action shortly.

GENERAL BUSINESS: A question was asked regarding the suggested concours at the next Motor Show.

Moved D. Berthon, seconded W. McCarthy, that an account for forthcoming annual subscriptions be sent to all members, enclosed in the Notice for the Annual General Meeting.

The Veteran of the Year Award was presented to Fred Rossiter.

Moved A. Foy, seconded W. Maunsell, that the matter of contacting the Ford Co. re their donation for Ford Day at Oran Park be left in the hands of the Management Committee. Laminex Industries had been contacted and would inspect the floor covering.

It was suggested we invite Jim Cross to address the meeting on the activities of C.A.M.S.

As there was no more business the meeting closed at 10 p.m.

* * * * *

S O C I A L

Hope George Burton is feeling better after his recent illness.

Our sympathy to Bill Dudley on the loss of his mother.

Ladies of the North Side, have you given any thought to my suggestion of a Progressive Dinner on the north, during February. A notice will have to go in the January magazine, so I would like to hear from you soon.

Tickets for the Christmas Night at the Music Hall will be available at the November meeting.

Many thanks to all who have supported my social functions during the year.

GLAD KING

* * * * *

E V E N T S

LONG LEGS TOUR. Very gratifying to see 20 or 21 Veteran Cars and some half a dozen or so Modern Cars turned up at Camden Airport and finish of this Tour. Seeing the smiling faces of the occupants of the Veterans, it can only be assumed no arguments occurred during the run, which is good.

A beautiful day, warm and sunny weather greeted us and was marred only by the loss of Bob Baxter who suffered some mechanical trouble at Campbelltown. With the help of George King (who went home for a car trailer) and Ken Quarmby, Bob got home O.K. (Many thanks to all. R.B.)

Winner	Loss 4 Points	A. Foy
Second	" 7 "	G. Roberts
Third	" 8 "	M. Chapman
Fourth	" 9 "	A. McLeod

This result goes to prove competition is still very keen amongst our Pot Hunters!

WARATAH PROCESSION. Rain dampened most of those taking part in this year's procession, but not their spirit. 33 cars out of 37 nominated filled our 2 places, which is not bad. Considering the miserable conditions.

PARRAMATTA PROCESSION. November 3rd, 1973. 13 members indicated their willingness to attend procession starting 12.00 noon from park gates.

VIC. JACOBS LIONS OUTING. For War Veterans from Narrabeen War Veterans Home. Pick-up Point: Mosman R.S.L. Club, 740 Military Road, Mosman. Morning tea served at 10.00 a.m. to all War Veterans; drivers and navigators by courtesy of R.S.L. Club, Mosman. A barbecue lunch at St. Ives Showground and thence to North Sydney R.S.L. for afternoon tea. Petrol and oil free. Members, this is a most worthy cause and a very good opportunity for us to put our shoulder to the wheel and keep the good name our club enjoys, but sad to say Vic. had a most difficult job getting enough seats to take these War Veterans out. It only occurs once per year and from my experience of the Lions Club, a most enjoyable day is assured, so why the trouble to get cars for this purpose?

RETARDED PERSONS BENEFIT. 20 or more cars are needed at Warringah Mall on Saturday 24/11/73 from 8.30 a.m. to 12.00 noon. Cars will be roped off while on display and \$100.00 is donated to the club if 20 or more cars attend. So far only 9, with 2 doubtful, have nominated. It is up to the members.

CHILDREN'S CHRISTMAS OUTING. Tour to Model Park, Model Club, at Leppington. Enjoy a beaut. day at this 25 acre club, which is free admittance to our members. Thanks to the generosity of the Model Club, models of cars, boats, aeroplanes and trains will be working. The club is situated on Luddenham Road, Leppington. Also, opposite but not connected with the Model Club, is a horse riding school, admittance is free to people in veteran cars but \$1.00 charge to modern cars.

Members, make their own way to Woodward Park in Memorial Drive, Liverpool, where the start is at 10.30 a.m. on 25/11/73 and all the children will join a

contest on the way to the Model Club. Nothing hard, so everyone enjoys the outing. Winners of the Boy and Girl Section will receive a prize. Sweets, drinks etc. to all children.

REGISTRATION AND INSPECTION DAYS - 2nd and 9th December - Arthur Garthorn
Motors, Forest Road and Cambridge Streets, Penshurst, beside Penshurst Park.
- L. Sheen Smash Repairs, Mowbray Rd., Lane Cove, 9.00 a.m. to 1.00 p.m. sharp.
Please be early, inspectors are voluntary and don't wish to be on the job all day.

EVENTS COMMITTEE.

* * * * *

In the March and June issues of SPIT AND POLISH we published a description and pictures of the Japanese "Arrow" car constructed by Koichi Yano. Well, Mr. Yano did send us a full history of his car as written in a Japanese Auto. Magazine and through George Green we have had this article translated and we will publish it over the next several issues of SPIT AND POLISH. We wish to thank the business associates of George who spent many hours doing this difficult translation.

STORY OF THE "ARROW"

The "Arrow" was a small car produced in 1916 in Japan. It is still going fairly well.

On August 2nd, 1916 one small car was completed manually in the city of Fukuoka on the island of Kyushu. It was called the "Arrow", being named after a young 24-year old man, Koichi Yano, who was the designer as well as the producer. It survived World War II stored in a warehouse in Fukuoka. It had its 57th birthday this summer.

The silver colour on its aluminium body has faded and a part of it has been repaired; but the car, as a whole, still goes fairly well. We, the staff of Car Graphic, had an opportunity to try to start the 2-cylinder engine. After a couple of cranks its silvery-coloured body began to shake rhythmically.

This car, the "Arrow" had not been seen publicly since 1920, but it became known after it appeared on the T.V. screen in September 7, 1960. when "NHK" found its whereabouts and broadcasted it in the program of "My Secret". It was 15 years after the end of the second World War. (NHK is Japan's A.B.C.)

After that memorable occasion, people's interest in it has made the "Arrow" appear publicly when any opportunity has presented itself, and it actually is receiving much public attention. It was often driven in the city, and quite recently citizens of Fukuoka enjoyed seeing this classic car at city festivals.

Though it attracted people's interest, people seem to have only little knowledge about the car itself - its history, capacity, efficiency and

so on. The main purpose of this article, therefore, is to investigate these aspects of the "Silver Arrow".

PROLOGUE - RECONSTRUCTION OF DE DION

One day in the early summer of 1912, some old man paid a visit to a young man, Koichi Yano, who was in the 4th year of Fukuoka Technical School at that time. The old man introduced himself as Yoshitaro Murakami, who was actually a famous millionaire and entrepreneur. Murakami said to this young boy: "I have got a French car at my place. It is damaged and doesn't go at all. Can you repair it for me?" The boy was surprised to be spoken to so suddenly like this. But the old man kept on going: "I have heard you are quite interested in miniature planes at the moment. But could you be interested in cars? It's true that work on airplanes will become quite important for the future of this country, but, you know, this is not the time. It's a bit too early for it, and to fly into the sky is rather dangerous anyway. How about studying cars, using my own."

Since his childhood, this boy, Yano, had been very interested in any sort of machines. In his primary school days, he especially liked experiments in science and was keen on making miniature airplanes. His brother-in-law was running a rice cleaning firm, and since his early days this boy was always busy looking around the machinery of this firm. So, no wonder he knew a lot about the structure of engines and things like that. He, himself, was the eldest son of parents who ran a Sake producing firm and was supposed to take over this job; so he had to persuade his parents to let him go to the machinery section of a technical school. Naturally, his parents were not so happy about his decision - his dream in those days to become an aero-engineer. After he began his work at Fukuoka Technical School, he got involved in the designing and construction of gasoline engines for miniature airplanes. It was when he was in the 3rd year of the school that he succeeded in making a 1/12 horse power engine and the mini-plane to put that engine on.

He was awarded the grand prize for this excellent masterpiece on the occasion of the mini-plane carnival which was held in Fukuoka in April, 1912. His winning the grand prize was reported in various newspapers, and that was why old Murakami visited this young Yano.

Old Murakami was an ambitious entrepreneur, but at the same time he was rather a bossy type of person who was interested in helping promising young people of his city to get success in their own particular field.

The French car mentioned by old Murakami was the early model of De-Dion-Bouton which was brought into Japan as one of the trophies of the Japan-Russian War. It had four wheels but was a light-weight car for only one person, and said to be used by army communication officers. It might be called the four wheel version of De-Dion-Bouton Tricycle (De-Dion-Bouton tricycle was displayed at a classic car festival by Harrah's Automobile Collection held last year). It has a single cylinder of 3.5 h.p. in the rear, no differential, the seat was the same as that of a bicycle and the steering wheel was a bar handle type. The first, the second and the spare gear caused the motion of the car. It was quite a primitive type.

Young Yano accepted the advice of the old Murakami and decided to begin studying the car. The old man was kind enough to offer Yano accommodation at his own place, which gave Yano a great advantage in studying the De-Dion-Bouton quadricycle.

The old man's hope was not only to get the car repaired but also to reconstruct it so that two people could get in it, and to put a hood on it, thus increasing its usefulness.

Young Yano had only a few pictures and material to consult a picture of a small British car produced in 1910, and a bit of material about the structure of the car.

Repair and reconstruction of this sort must have been quite a difficult task for him, but, nonetheless, he decided to make a drastic reconstruction. The idea he came across was to shift the power unit from the rear to the front. To realise that idea, he must have made a new propeller shaft and replaced the spur gear with a spiral bevel.

His first job was to take the car apart into each piece and keep the usable parts and to know which piece must be replaced or repaired.

He could work at Murakami's manufacturing factory, and the workers of that factory offered him help. The work went slowly with his incessant effort. He made the spiral bevel gear and propeller shaft with his own hands. The engine was all right, but he must have made the radiator by himself, because the head of the engine had a water-cooling system and the bottom had an air-cooling system. He made the tubes of radiator by winding copper plates.

The transmission part could be used as it was. Leather had been put on the cone clutch, so he replaced it with the multi-iron plated clutch. The carburettor which was of surface type, he replaced by that of a motor cycle. Ignition had been made by a dry cell battery, so it was replaced by a magnetic type one which was from a motor cycle. Bar steering was replaced by wheel steering. The wheels could not be used any more so 28 x 2.5" type ones from a motor cycle were installed instead.

The body was covered by aluminium plate which was not so popular in those days. Of course, that aluminium plate was not painted. The hood, which could be folded, he made by himself.

The original De-Dion had no accessories on it so Yano installed 2 headlamps, a generator of acetylene gas, a rear lamp (lit by fire from petrol) and a horn.

It was in December 1912 when all the jobs of reconstruction were finished, and the cycle car with the front engine came into being again with a bright silvery coloured body covering.

It took approximately half a year. The first test driving was not so successful. The engine itself worked fairly well. However, this 3.5 horse power engine was not strong enough for its body and the mechanism of

front-engine-rear-drive with propeller shaft (had got universal joint in the front and rear) and the spiral bevel didn't function properly. Malfunction of the clutch was also one of the causes of its failure.

When they drove the car out, it stopped in the middle of the street surrounded by curious pedestrians before it went a long way. People had to push and pull to drive the car back to Murakami's house. The people around Murakami's house nicknamed it "Murakami's tin plate car" and laughed at it because the aluminium body cover looked like a tin plate. Yano tried a couple of times again after the first test driving, but every time the result was not satisfactory. But at least the car went on to some extent, which made young Yano have confidence in himself (in those days he was already 20 years old.) Later in 1914, this reconstructed De-Dion-Bouton was decomposed again and the 3.5 h.p. engine was finally utilized as the power generator for an agricultural machine.

Design and Construction. Completion of the whole after 3 years' effort.

Even after he graduated from Fukuoka Technical School in 1913, Koichi Yano remained at Murakami's house to keep on going with his work on the car. His parents insisted on his returning to take over their Sake production business; but he had no intention of giving up his own work. By that time, a couple of cars like Fiat, Wolseley and Ford T had been introduced into Fukuoka city. Murakami told Yano, "Just to drive a car it is cheaper to buy one from overseas. But, if you will try to build Japanese cars which are suitable for the Japanese country and Japanese people, I will help you financially. How about making an effort to build a car on a commercial basis."

Of course, Yano accepted this generous offer. From August of the same year he began to make the plan for the actual construction of the car. He could obtain nothing to refer to except the imported cars or the few catalogues he got in the cities of Moji and Fukuoka. It was fortunate for Yano, however, that Professor Iwaoka at Kyushu Royal University was an expert of the internal combustion engine system, and gave Yano advice on its construction. In addition to that, he could enjoy the opportunity to go to Tokyo often, which gave him a considerable advantage of seeing what was going on in the field of motor car management. In those days Murakami had a big plan of constructing a port of Imazu (which was not realised) and it was a great dream for the rest of his life. Murakami often went up to Tokyo to have political negotiations about his plan, and on any such occasion, Yano accompanied him.

In those days Japan Motor Car had already begun its management in the field of importing foreign cars. On each occasion he went to Tokyo, Yano visited two engineers, Tettchi Shito and Teruo Mori, both of whom were working for Japan Motor Car and came from the same island Kyushu where Yano was living. Shito had learned his engineering knowledge at Ford and Mori at Chandler in the United States. To meet and to have a discussion with them gave Yano a great advantage for his own work and to hear that another man, Komanosake Uchiyama, had already built his own car called "Taccly" gave him refreshing stimulations. In addition to this, Masujiro Hashimoto founded a company called Kaishinsha and was planning to supply the car to the market. (It is 1914 when the first "Datsun" was completed by Kaishinsha).

TO BE CONTINUED IN DECEMBER ISSUE.

VETERAN CAR CLUB OF AUST. (N.S.W.)

COMPULSORY REGISTRATION INSPECTION

Inspection Days this year will be held on Sunday,
2nd December and Sunday, 9th December. Members
may attend whichever day is more convenient at
either of the locations below.

ARTHUR GARTHON MOTORS - 492 Forest Road,
Penshurst.

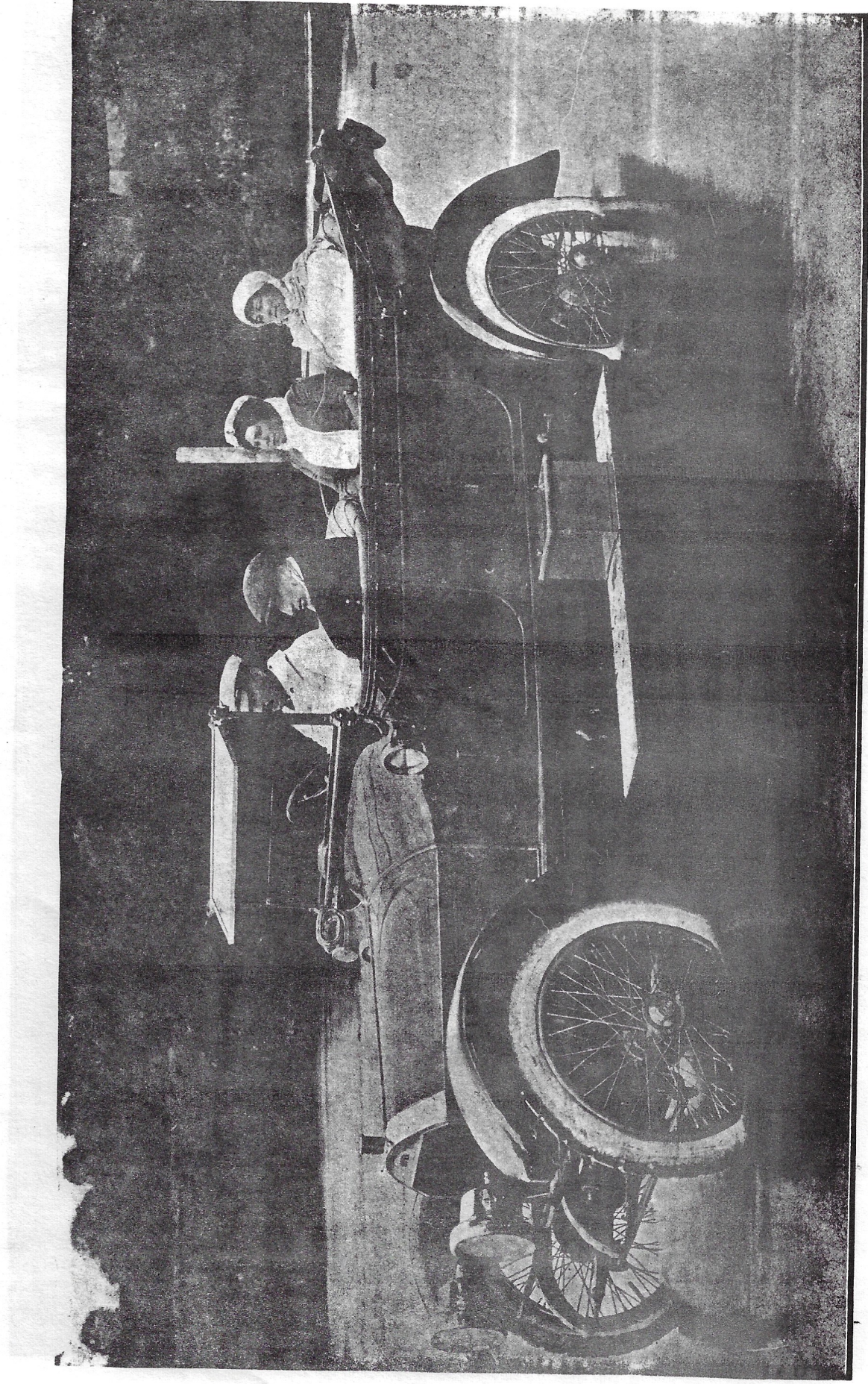
SHEEN'S SMASH REPAIRS - 696 Mowbray Road,
Lane Cove.

Hours of Inspection: 9 a.m. to 1 p.m. sharp.

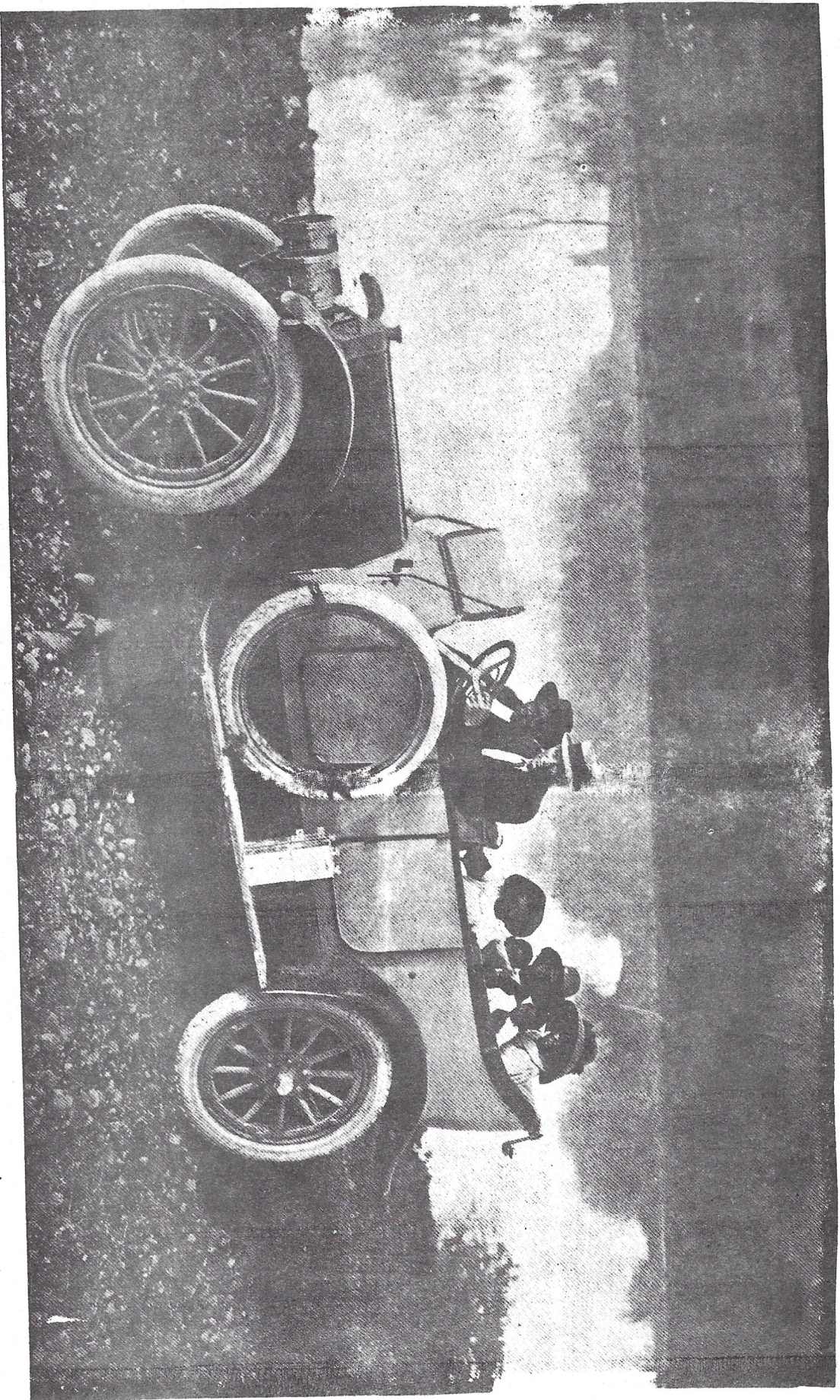
AUTHORISED INSPECTION STATION CERTIFICATES WILL
NOT BE ACCEPTED.

All enquiries regarding inspections can be
referred to me on 639.0603 (home).

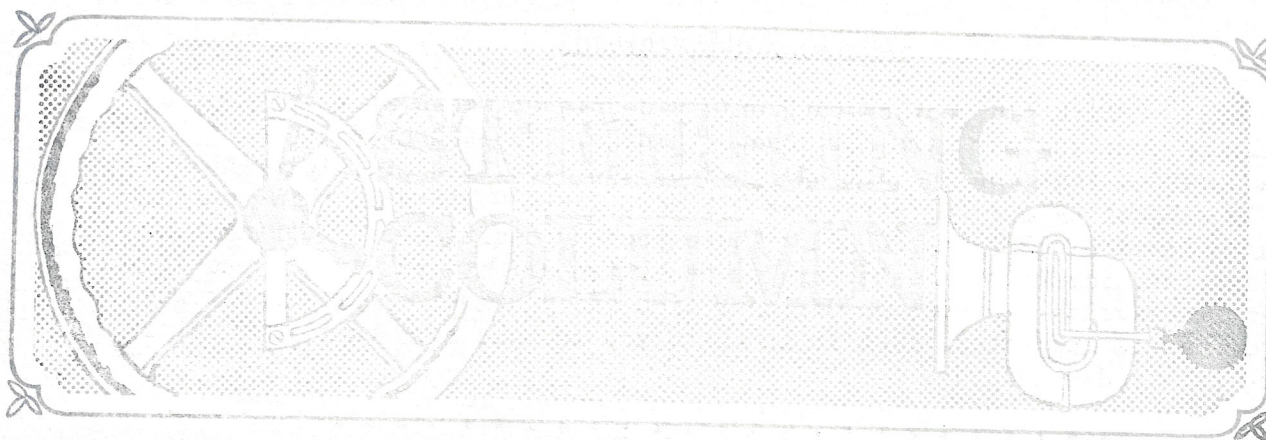
D. BERTHON,
Registration Officer.



POPULAR NOISELESS "NAPIER" 20 H.P. SPECIAL COLONIAL MODEL.



Leaving the Black Stump Waterhole for Stonehenge
Race-course



BLACKOUTS! What a pest they have been - a few "canny" Model T Ford members we know solved the problem by installing their sidelights in their homes, once again proving the dependability of Blackiron!!

A member of the magazine panel decided to barbecue some pork chops (Kosher of course). But the fire refused to burn, so our hero threw some more "metho" over the wood - clouds of black sooty smoke - hm! must be the timber (off-cuts of ply leftovers from a wooden-bodied Model T.)

#

ANYHOW the meat was duly cooked and served to his family. YUK!! The taste (Oh Yuk!!) must be the glue in the ply?? His family refused to eat any more, but our hero ploughed on, his face turning various shades of green. "Eureka!!" cried his wife, "I have solved the mystery, your 'metho' is 'mineral turps'!! The moral of the story is: "When having barbecue chops - stay off the turps!!"

#

The C.H.C. look like joining the rest of us underprivileged by having noisy jet aircraft passing overhead, next thing they'll know those wretched Model T Fords will start moving into their area. Oh! the worry of it all!!

#

NEXT ARTICLE IS RATED R (even U.S.S.R.):

WARATAH AND ALL THAT: Noticed our esteemed Patron, Sir Roden, give our President a V for Victory or Hi! Charger! sign as the 'Umber went smoking by; surely the glint in his eye reflected his enjoyment of the parade.

#

B.S.A. bombs it again - Big Jim had his usual stroke of luck during the parade when the old B.S.A. faded out half way around. We have it on reliable sources that the N.R.M.A. came to perform their annual rescue.

#

VEHICLE ROADWORTHINESS

With "Inspection Day" only a couple of weeks away, many of us will be checking our cars for roadworthiness. Subsequently it is recommended that one and all should read the excellent article written about this subject by our Registrations Officer, David Berthon in this year's March issue of SPIT AND POLISH. The expected condition of steering box, king pins, shackles, wheels, brakes etc., are all stated clearly and if you want to save the Inspection Officers time and yourself embarrassment when your car is inspected, then it is up to you to make sure that your car is to the required standards.

* * * * *

NOTE: Are you one of the 60 odd members who have not paid your Annual Club Subscription of \$11.00?

* * * * *

TO ASSOCIATE CAR CLUBS AND SIMILAR BODIES:

THE VETERAN CAR CLUB HALL: There are still several meeting nights that this hall is available for rent:

1. Main hall and kitchen to seat 100, \$7 per night.
2. Main hall, kitchen and committee room \$10 per night.

CONTACT: BILL MC CARTHY,
798.6941.

* * * * *

A D V E R T I S E M E N T S

WANTED ALL STATES: Pair splined wire wheels and hubs to suit 1911-13 Benz tyre size 815 x 105 - 815 x 120.
Buy or swap. - DOUG PEARCE,
111 Kingsland Rd.,
Bexley North. 2207
50.6280

Advertisements Cont'd.

FOR SALE: One Germania gas headlamp in good order. Also side lamp. Reasonable offer.

- B. FISH,
16 Rosedale Street,
Canley Heights.
604.5620

WANTED TO CONTACT: Gentleman believed to be restoring 1906 Tube Chassis Humber in Tamworth district or any other owner or restorer interested in Humbers.

- GEOFF MILLER,
10 Nancarrow Street,
Dubbo. 2830

WANTED: 1917 T Ford motor, one front axle for veteran T Ford, a brass radiator, two veteran T Ford front springs, body panels for 1914 T Ford, one horse shoe skuttle section for T Model, 1913-1914 Ford motor.

FOR SWAP: One good 1915 r.h. mudguard, 1915 T body panels, Rear T Ford wooden felloe wheel (excellent condition) 1913-14 T Ford Diff., one Buick motor, gear box, cone clutch (1912), three cast iron running board supports, two new 30 x 3½ tubes.

- ROSS PAPPALARDO,
P.O. Box 1610,
GRIFFITH. 2680.

FOR SALE ALL STATES: 1911 Albion 16 h.p. 2-cylinder chain drive Roi-Des-Belges tourer, fully restored, plus spare parts \$7,000.

- JOHN RILEY,
25 Alexander St.,
Hamilton. N.S.W. 2303
'Phone Newcastle 61.0411
Extension 235 (Bus.hours)

WHICH I DRANK

I had twelve bottles of whisky in my cellar, and my wife told me to empty the contents of each and every bottle down the sink, or else...so I said I would, and proceeded with the unpleasant task.

I withdrew the cork from the first bottle and poured the contents down the sink, with the exception of one glass, which I drank. I then pulled the cork from the third bottle and emptied the whisky down the sink, with the exception of one glass which I drank.

I pulled the cork from the fourth sink, and poured the bottle down the glass which I drank. I pulled the bottle from the cork of the next and drank one sink out of it and threw the rest down the glass. I pulled the sink out of the next glass and poured the cork down the bottle and drank the glass. I

(Cont'd. on P.

Which I Drank, Cont'd.

pulled the next cork from my throat and poured the sink down the bottle then I corked the sink with the glass, bottled the drink and drank the pour.

When I had everything emptied, I steadied the house with one hand and counted the bottles, corks and sinks with the other which were twenty-nine. To be sure, I counted them again, and when they came by I had seventy-four, and as the house came by I counted them again, and finally had all the houses and bottles and corks and sinks and glasses counted.....

COUNCIL OF VETERAN, VINTAGE AND THOROUGHBRED MOTOR CLUBSSTATEMENT OF INCOME AND EXPENDITURE FOR YEAR ENDED 30TH JUNE, 1973

<u>EXPENDITURE</u>		<u>INCOME</u>	
Postages	61.40	Balance brought forward	176.20
Telegrams	-	Subscriptions	135.00
Telephone	22.08	Warwick Farm (Nett)	382.90
Printing & Stationery	83.76	Swap Meeting (Parramatta)	124.79
Post Office Box	15.00	Bank Interest	15.76
Hire of Hall	5.00	Entertainment Subs. re CCCA	-
Badges	-		
Entertainment	20.34		
National Body Meetings)			
(Canberra & Albury))	184.75		
Delegates' Expenses)			
Floral Tribute	-		
	392.33		
Surplus carried forward	442.32		
	<u>\$834.65</u>		<u>\$834.65</u>

