

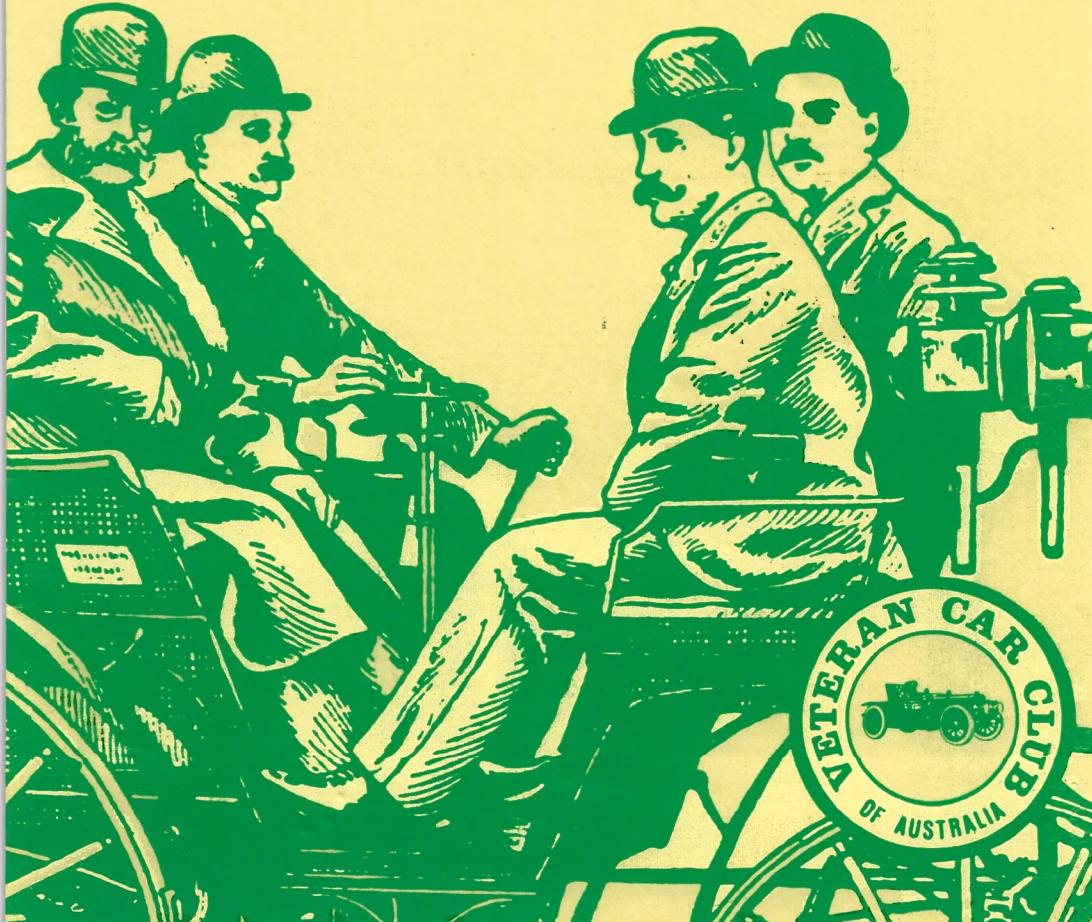
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

# SPIT AND POLISH

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June, 1986 Vol. XXVII No. 11





PATRON:

His Excellency,  
The Governor of N.S.W.,  
Air Marshal

Sir James Anthony Rowland,  
KBE, DFC, AFC, K.St.J.

# *Spit & Polish*

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

Volume XXVII No. 11

June 1986

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Other Veteran Car Clubs have permission to copy.

The next Monthly General Meeting of the V.C.C.A. (N.S.W.)  
will be held in the Clubrooms at 8.00 p.m. on THURSDAY,  
JUNE 26, 1986.

## *Editorial*

## Comment



If you were not at the Presentation Dinner, the Literary Award for 1985/6 went to Max 'Belt Drive' Burke for his contributions to SPIT AND POLISH. Unfortunately Max was not present that night so I will arrange for his award to reach him soon - congratulations Max and thank you for your original and lively articles over the last year and previous years.

Keeping SPIT AND POLISH alive and running is very important for our Club and although I am retiring from the position of Editor I will still take a keen interest in the magazine and continue to give a "literary Award" in consultation with the new editor.

This month Bob Baxter has written about the Merimbula Tour - sounds like it was a great week - George Roberts gives us some interesting history on Ford in Canada and those results from the Blue Mountains Rally are published, plus the last Navigator's Tour and list of the trophy winners for 1985/6. The Newcastle branch has their entry form for the Annual Tour at Morpeth enclosed in the centre of the magazine.

As is customary on handing over the magazine, I will be Editor for the July issue, so until then

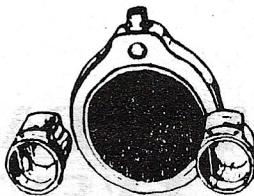
- SANDY ROBERTS

COPY REQUIRED BY FIRST THURSDAY OF MONTH

Address all correspondence to:

SPIT & POLISH, 134 QUEENS ROAD, FIVE DOCK. 2046

# President's Message



Some members may have noted Lyn Martin busily taking photographs during our May meeting. Lyn was recording an end of an era for posterity. It was our last meeting in the Ex-Sunnyside Congregational Church Hall which has been our headquarters for the past fourteen years.

Our Club will hold the first meeting in the new building this month. This most historic occasion marks the culmination of thirty years of dreaming, planning, scheming and sheer hard work on the part of many members. It would not have been possible to get the building to its present state of completion without the efforts of Neil Johnston our Honorary Builder and the extremely generous donations of members of the Veteran Car Club and associated Clubs.

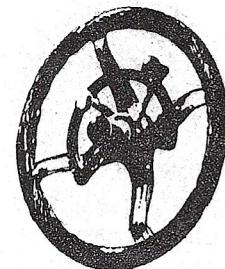
This month's meeting will also see a change in name for our Club. Through the efforts of our Club Legal Officer, Malcolm Johns, we will become the Veteran Car Club of Australia (N.S.W.) Inc. and will be bound by a new set of rules sanctioned under the Associations Incorporations Act of 1984.

On top of all this it will also be the Annual General Meeting at which you will have the opportunity to nominate and elect your Executive and Committee for 1986-7. If you are willing to stand for any of the positions, then fill in the nomination form or give Secretary Ken or myself a call and we will complete your nomination.

- BOB BAXTER  
President

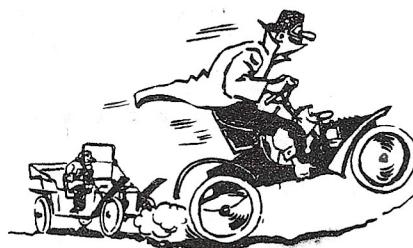
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## CALENDAR OF EVENTS



### 1986

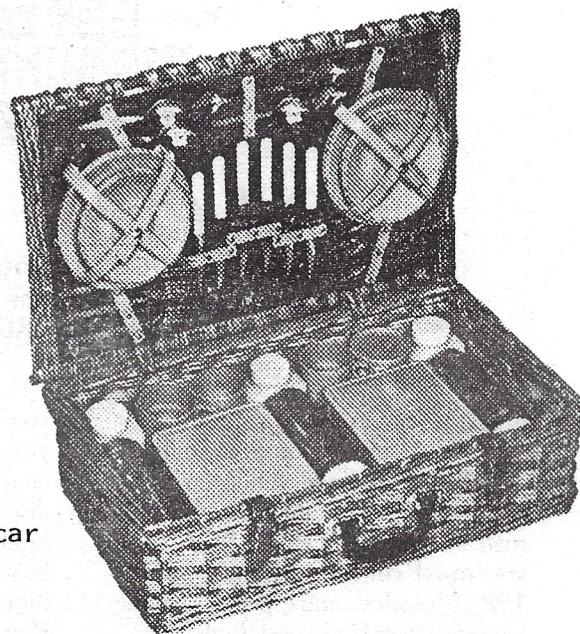
June	29	PICNIC RUN. (Details page 5)
Sept.	14-19	THIRD NATIONAL 1 & 2 CYLINDER RALLY
Oct.	3-4-5-6	ANNUAL TOUR AT MORPETH (Entry form enclosed)
Oct.	12	(SUNDAY) 1986 BRITISH DISPLAY & SWAP DAY - Hawkesbury Agricultural Showground
Oct.	18	(SATURDAY) 'GOVERNMENT HOUSE' in aid of 'Arthritis Foundation' (Details later)
Dec.	12	(FRIDAY) CHAUFFERING VISITING TOURISTS
Dec.	16	(TUESDAY) CHAUFFERING VISITING TOURISTS



"P - I - C - N - I - C

R - U - N"

SUNDAY, JUNE 29, '86



Short run from Rodd

Park, Russell Lea.

Start 10.00 a.m. to

Georges River

Recreation Area

ENTRY FEE: \$2.00 per car

No questions -

No times -

No prizes -

Just a family day, so pack the picnic basket and come.

oooooooooooooooooooo



## NOW READ THIS

Jim Redman has arranged for our club to transport 180 tourists - from the Regent Hotel, Sydney, to the Opera House on both Friday, December 12 and Tuesday, December 16 at great profit to our Building Fund.

Please leave these two evenings free to assist with the chauffering.

# BAY to BIRDWOOD RUN



Come to  
**ADELAIDE**  
for the  
**JUBILEE 150 MOTORFEST**  
and join in the world-famous  
**BAY TO BIRDWOOD RUN!**

If you're interested in historic motor vehicles – cars, motorcycles, military vehicles, in fact any vehicle with an engine and wheels that drives on the road and was built before 1950 – then you **must** come to Adelaide for the 1986 Motorfest, and especially for the famous Bay to Birdwood Run!

From September 21 to October 5,

you'll meet new friends who'll share your interest. In one of the most charming cities in the world, you'll discover new sights, new sounds, fine food and fine wine, the weather should be wonderful, and there's no doubt that the centre of it all, The Bay to Birdwood Run on Sunday September 28, will be one of the most memorable days of your life!

#### FOR ENTRY DETAILS CONTACT:-

Lindsay Mason – Entry Director, Bay to Birdwood Run, 13 Willson Road, Gilles Plains, South Australia, 5086

#### LETTER TO MEMBERS

Dear Members,

I would like to express my appreciation to all of you who attended my late husband's funeral. Also for the letters and expressions of sympathy I have received.

Bill did so enjoy being a member of the V.C.C.A.

1986 BLUE MOUNTAINS TOUR - TROPHY WINNERS

Sandy Holmes - 1 Cyl. Trophy	Geoff Simmons - 1909 Delage
George Green Memorial - 4 Cyl. Trophy	Berry Thew - 1916 Hupmobile
Broadway Motors - 6 Cyl. Trophy	Jim Redman - 1913 Rolls Royce
Len Masser Trophy for Outright Winner	Barry Thew - 1916 Hupmobile
W.T. Coggins Trophy for 2nd Outright	Graham Steer - 1911 Argyll
Len Sheen Concours D'Elegance Trophy	Bill Burrows - 1913 Hispano Suiza
Rose-Bray Shield Concours D'Etat	John Riley - 1912 Austro-Daimler
V.C.C.A. Motorcycle Trophy	Don Liddle - 1915 Triumph

Other Trophies for 1985-86:

Navigator's Trophy	Betty Ward - 1918 Dodge
Goodwill Trophy	Ben Bronk
John Burke Officials Trophy	Lyn & Neil Martin
Literary Award	Max Burke
Veteran of the Year	John Wards - 1916 Benz

Following is list of Participating Entrants showing times taken in Cylinder Groups:

		<u>GARAGE</u>	<u>STRAIGHT</u>	<u>MULTI-LOOP</u>	<u>JUDGMENT</u>
<u>MOTOR CYCLE</u>					
49	D. Liddle	0.57	0.32	0.59	0000
61	N. Bird	1.06	0.34	1.05	0000
<u>1-CYLINDER</u>					
03	B. Inder	1.24	0.46	1.07	0018
04	B. Lamond	2.22	0.52	1.17	0039
05	M. Garthon	1.24	0.39	1.00	0033
19	G. Simmons	2.12	0.41	1.05	0004

(Cont'd. on P.8)

		<u>GARAGE</u>	<u>STRAIGHT</u>	<u>MULTI-</u>	<u>JUDGMENT</u>
			<u>SLALOM</u>	<u>LOOP</u>	
<u>2-CYLINDER</u>					
25	B. Spraggon	2.25	0.42	1.32	0000
<u>4-CYLINDER</u>					
07	J. Godfrey	1.33	0.42	1.10	0000
09	G. King	2.15	0.55	1.17	0014
11	M. Chapman	2.09	0.50	1.09	0032
12	B. Trollope	2.26	0.44	1.14	0042
15	J. Vanstone	1.26	0.41	1.10	0026
17	B. Baxter	1.37	0.32	1.03	0020
18	K. Quarby	2.00	1.55	1.25	0017
22	D. Steer	2.36	0.44	1.13	0045
23	K. Gardener	1.20	0.40	1.01	0002
24	J. Pickup	3.07	1.45	1.24	0038
26	R. Clarke-Bruce	1.10	0.40	1.02	0043
28	G. Steer	1.04	0.39	0.58	0029
32	M. Vormister	1.34	0.42	1.07	0000
33	P. Martin	1.14	1.51	1.13	0020
35	N. Preston	1.35	0.47	1.17	0000
36	R. Jones	1.24	0.36	0.56	0058
37	K. Carden	2.18	0.52	1.08	0044
40	V. Jacobs	1.25	0.59	1.11	0054
43	P. Wards	1.31	0.41	1.06	0000
44	D. Tunbridge	1.58	0.50	1.18	0038
45	B. Burrows	1.21	0.34	4.58	0048
48	B. Thew	1.18	0.31	1.06	0000
51	B. Pearce	0000	1.41	1.08	0004
54	J. Riley	1.51	0.40	1.51	0006
55	C. Duncan	1.21	0.41	0.54	0021
56	C. Sultana	1.37	0.44	1.09	0015
57	G. Newman	1.15	0.40	1.00	0035
58	A. Grellman	1.56	0.46	1.12	0043
<u>6-CYLINDER</u>					
34	J. Wards	2.09	2.05	1.34	0019
46	J. Redman	2.41	1.31	1.00	0005
<u>8-CYLINDER</u>					
39	J. Corby	1.52	0.42	1.57	0021
47	P. Nissen	1.21	0.42	2.01	0033

\* \* \* \* \*

RESULTS - NAVIGATORS TOUR 11/8/85

1st	Betty Ward	5 Points	Loss
2nd	Peter Hobson	6	"
3rd	Ray Hill	7	"
4th	Anne Baxter	11	"
5th	Judy Grellman	12	"
6th	Allan Brook	13	"
7th	Olive Jones	16	"
8th	Peter Martin	18	"
9th	Geoff. Simmons	30	"

\* \* \* \* \*

PRESENTATION NIGHT

Ron and Edna Cox graciously made their home available for the evening of May 31 for an informal Presentation Dinner.

On arrival a welcoming log fire was burning and a delicious aroma greeted one from the two enormous woks used by the Chinese Chef and his assistant for cooking the appetisers and later our meal. Soon the Chinese feast was in full swing and we kept returning for more delicious courses. Lyn and Noelene then served the desserts and coffee.

After dinner Roly Coulcher announced the winners of the past year's trophies and Bob Baxter presented them, except in the case of the Len Sheen Shield which Len presented, and George Green Memorial Trophy which Sandy Roberts presented. Sandy also announced the Literary Award and George Roberts announced the Veteran of the Year Award. Results printed in this issue.

Everyone enjoyed the evening and it was very well patronised - congratulations and thanks to our Social Committee and the Coxs.

- Ed.

DATING & INVESTIGATION

Vehicles dated and for which Dating Certificates were announced at the May 1986 meeting are as follows:

1. 1910 FORD, Model 'T', 22 hp Tourer, Engine No. 29478  
Owner: Bob Trevan, Lismore. N.S.W.

This car was purchased originally by Mr. John McLennon of Temora, N.S.W., who - according to a letter received from his daughter (Flora Thompson) - traded in the car to Giles and Byrns, also of Temora, on a Model 'B' Ford in 1931.

What transpired over the intervening years, until the remains were located, still in Temora, by the late Murdoch McDonald and Noel Howarth, in the 1960s, is anyone's guess, but they were to pass through several other hands until acquired by Bob Trevan in 1981. Bob has since transformed these components into an immaculate and concourse veteran, down to the nth degree in authenticity and colour.

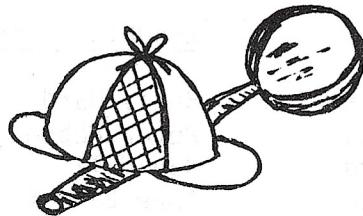
To return to it's production history, it came off the assembly line, 19th May 1910, at the Ford Motor Company of Canada Ltd., Walkerville plant Ontario, having received it's engine one week earlier from across the Detroit River at the Ford Detroit plant in the U.S.A.

2. 1910 FORD, Model 'T', 22 hp Tourer, Engine NO. 33162  
Owner: Bob Trevan, Lismore. N.S.W.

The remnants of this car were located at Swan Hill, on the Victorian side of the Murray River and as yet the original owner has not been traced, although as Bob has remarked, "he is working on it". Many parts were missing but were obtained from sources in the U.S.A., New Zealand and Australia.

Like it's counterpart, item 1. above, it's origins were also Walkerville, Ontario, Canada and Detroit U.S.A., while it's assembly date was 20th November, 1910.

The Ford Motor Company of Canada Ltd. had it's first Australian office in Melbourne in 1909, while the origin of Ford in Australia and initially sole distributors were Davies and Fehon Motors Ltd., 112 Hunter Street, Sydney.



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

NEWCASTLE BRANCH

ANNUAL TOUR AT MORPETH

3RD, 4TH, 5TH & 6TH OCTOBER, 1986

This year's Annual Tour will once again be based at the Morpeth Conference Centre near Maitland, and will be along similar lines to the 25th Anniversary Tour held last year. The programme will include a short run on Saturday afternoon to a place of interest, a night run on Saturday evening, and the main tour on Sunday.

This year, we are making a special effort to cater for one- and two-cylinder vehicles by offering them a shorter route on the Sunday, but with the same morning tea and lunch stops as the rest of the field. The roads covered will, as usual, be generally scenic rural byways with a minimum of modern traffic.

Two types of accommodation are available, both types being very reasonably priced. The "First Class" accommodation is in the new Bishop Tyrrell Lodge and is of a very comfortable standard, with excellent facilities, including a common room for the use of those staying there. The "Budget" accommodation is in the older parts of the Conference Centre, and provides basic accommodation particularly suitable for families.

All meals, including morning and afternoon teas and suppers from the evening meal on Friday to breakfast on Monday, are covered in the prices quoted. Meals are of the same high standard regardless of the type of accommodation selected.

We look forward to seeing you at Morpeth.

Prices for meals and accommodation at Morpeth Conference Centre are as follows, from evening meal on Friday to breakfast on Monday, inclusive:

	<u>1st Class</u>	<u>Budget</u>
Adult	\$105.00	\$80.00
Child under 12 years	\$78.00	\$67.00
Child under 5 years	\$62.00	\$50.00
Child under 3 years	Free	Free

Entry Fee is \$12.00 per car. Please send the full cost of accommodation and Entry Fee with Entry Form to:

JOHN RILEY,  
Red House,  
Rosebrook Road,  
BOLWARRA. N.S.W. 2320

Please send entries as soon as possible as accommodation is limited.

Entries close September 1st, 1986.

Refunds will not be guaranteed for cancellations made after September 15, 1986.

The event is open to vehicles manufactured up to December 31, 1918 only.

For further information telephone

JOHN GORTON (043) 521.528

V.C.C.A. (N.S.W.) NEWCASTLE BRANCH

ANNUAL TOUR AT MORPETH

3RD, 4TH, 5TH & 6TH OCTOBER, 1986

ENTRY FORM

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_  
\_\_\_\_\_

PHONE NO.: \_\_\_\_\_

MAKE OF CAR: \_\_\_\_\_

NO. OF CYLS.: \_\_\_\_\_ YEAR: \_\_\_\_\_

ESTIMATED DAY & TIME OF ARRIVAL AT MORPETH:

\_\_\_\_\_

(RETURN THIS SECTION)

(Please fill in accommodation details overleaf) .....

## PASSENGERS (INCLUDING DRIVER)

FORD MOTOR COMPANY OF CANADA LIMITED

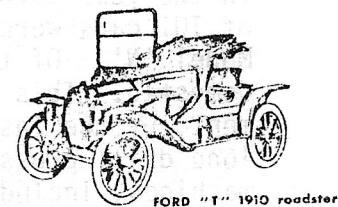
The dating of the two Model T's - Items 1. and 2. - is a reminder of the commencement and growth of the Ford Motor Company of Canada Limited, Ford, Ontario, founded to provide an avenue of supply of Ford Cars within the structure of the ten British Empire and to take advantage of the lower tariffs that then applied to export and import of goods between countries within the Empire.

The magnitude of this motor manufacturing enterprise and it's growth, from inception in August 1904, to become self-reliant and fully operational in all phases of the industry by May 1913, "less than nine years", is a story with few precedents in production annals at that time, outside the parent company in Detroit.

Although Henry Ford was the presiding genius, the company was largely financed by Canadian capital and employed Canadian labour, while each passing year saw a tremendous increase in the use of Canadian raw materials to manufacture the answer to the man of moderate means motor car "then considered a rich man's toy". From a modest beginning, "the first output being made mostly from the assembly of imported components from Detroit" the factory's first car (a Model 'B') was shipped in February 1905.

The company from it's inception was located on a site one-half mile from the Walkerville Ferry Dock, between Sandwich Street and the Detroit River, in a township now known as Ford, Ontario.

The first main building was a brick structure, two and one-half storeys high, containing 34,000 square feet of floor space, but the only machinery available was a solitary drill press and when power was required to run the elevator or drill press, a belt was attached to one of the rear wheels of a Model 'C' car. The top floor was devoted to painting of bodies, chassis and wheels, while assembly and testing occupied the two lower floors. The office staff consisted of the manager Mr. G.M. McGregor, one stenographer and one bookkeeper, nevertheless from a payroll of only sixteen employees in the first year '1905' the total output was 114 cars, comprising 7 Model 'B' and 107 Model 'C'.



FORD "T" 1910 roadster

In the year 1906, Models 'K' and 'N' were added and a total of 101 cars were built, 54 Model 'C', 12 Model 'K' and 35 Model 'N'. Of the shipments, 76 were foreign and 25 domestic. This year saw additions to manufacturing equipment, by the installation of two lathes to supplement the lone drill press and the supply of electric power to all machines, including the elevator, while the number of employees had grown to 25.

In 1907 Models 'N', 'R', 'S' and 'K' were produced, a total of 327 cars, 236 for the domestic market and 91 foreign. More machinery was installed to keep up with the increasing demand and the number of employees reach 70.

In 1908 the machine shop was again enlarged and Models 'N', 'R', 'S', 'S Roadster' and 'K' were made. The total output was 324, comprising 13 Model 'N', 4 Model 'R', 164 Model 'S', 137 Model 'S Roadster' and 6 Model 'K'. Domestic shipments were 210 and foreign 114.

1909 saw the manufacture of the first Model 'T', 458 Model 'T' cars were built, 2 Model 'S', 25 Model 'S Roadsters' and 1 Model 'C' - the latter, one might suggest (kept for emergency purposes), was the means of power supply in 1905. 360 of the Model 'Ts' were touring cars. Of the 486 cars made, domestic sales claimed 364 and foreign 122.

Chassis were now assembled, tested and finished and about one-half of the chassis parts requiring machining were done locally, while engines were supplied from the U.S.A. side of the Detroit River.

The steady growth in output of Model 'Ts' continued in 1910, with shipments totalling 1200 cars. In August 1910 the erection of a new three storey concrete building with 19,000 square feet of floor space was commenced and completed in January 1911.

The output for 1911 doubled that of the preceding year and totalled 2400 cars, placing limitations on floor space. As a result a further reinforced concrete building of four floors, containing 60,000 square feet was commenced 1st August 1911 and completed February 1912.

Office staff, initially three, was now fifty, while 1911 marked a new epoch in the development of the company - the capital stock was increased from \$125,000 to \$1,000,000 and

the name changed from The Ford Motor Company of Canada Limited to "Ford Motor Company of Canada Limited".

The year 1912 saw still greater expansion; the capacity of the machine shop was increased threefold and a heat-treatment building of 4,725 square feet erected and manned. 6500 cars were shipped in this year, all Model 'T's, the only change being in body design. The first cars with fore-doors were built.

1913 saw a further increase in building space, the 1911 structure of four floors being added to, making a total length of 705 feet.

The Model 'T' production for 1913 was 16,000 - more cars than the Detroit production of four years earlier and almost tripling the previous year's output, yet the demand from New Zealand, Australia, India, Africa and the Canadian home market were to absorb them as rapidly as they were produced.

Although some components were still to be produced across the river in Detroit, especially heavy castings made in the Dodge Bros. Foundry and embossed with the Dodge insignia, as late as 1914, the year 1913, commencing May 1st, was to witness the introduction of the Canadian "engine numbering system", prefixed by the letter 'C' and by July 31st engines 'C1' to 'C1500' had been so designated.

Expansion of trade was manifested in the establishment of offices throughout Canada from 1907 through 1912 and for the first time in Australia, at:

103 William Street, Melbourne, in October 1909

It is significant that the two Model 'Ts', now part of Bob Trevan's collection in Lismore, had their origins in the above mentioned 1910 production line and may I add that my family's Model 'K' was one of the group of 18 only 6-cylinder Fords produced in 1906-07, the engine from which probably still reposes in the silt at the bottom of the Bremer River, a tributary of the Brisbane River, where in it's latter years powered a long forgotten motor launch, sunk during a flood.

(Cont'd. on P.14..

Appropriately I add the following statement made by Henry Ford himself in 1903, as a worthy reminder of his objects that produced the Model 'T' we enthusiasts enjoy today:

*"I will build a motor car for the multitude. It shall be large enough for the family, but small enough for the unskilled individual to easily operate and care for - and it shall be light in weight that it may be economical in maintenance. It will be built of honest materials - by the best workmen that money can hire - after the simplest designs that modern engineering can devise. But it shall be so low in price that the man of moderate means may own one - and enjoy with his family the blessings of happy hours spent in God's great open spaces."*

- GEORGE A. ROBERTS  
Research Historian

\* \* \* \* \*



MAY TOUR - MERIMBULA

On Saturday, May 10 we met at Heathcote for a 9.00 a.m. start in perfect weather and motored to Bulli Lookout for morning tea which is an obligatory function on May Tours.

From Bulli to Peter and Sally Kable's beautiful home at Kiama for a delightful lunch before pressing on to Ulladulla for the overnite stop.

Fred and Laurel Rossiter joined us on Sunday morning for the drive to Merimbula which was accomplished very pleasantly and without fuss. I say that with tongue in cheek because there are some mighty inclines between Bateman's Bay and Merimbula that tested the brute power of Calthorpe. In any case we made it.

We arrived at the Pelican Motel at 4.00 p.m. about 15 or 20 minutes after the six veterans and four moderns from Victoria arrived. At 6.30 p.m. we had a very convivial hour of drinks at the local R.S.L. arranged by Ron Hobbs from Victoria.

Monday morning saw all the cars lined up near the Tourist Bureau for several hours during which a large crowd milled around and WIN4TV had quite a filming session.

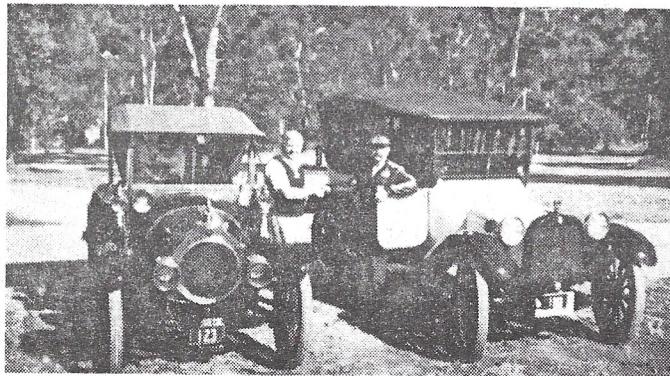
Monday afternoon we were the guests of A.V. Jennings Pty. Ltd. for a drive around their very large sub-division while further T.V. "meterage" was taken, then to a very nice afternoon tea put on by the company.

On Tuesday we all went to Boydton for a picnic and visited the Museum at Eden. Calthorpe disgraced herself and required a trailer to get her into Eden for some well placed welding. Good co-operation was received from Howard Dunshea of Victoria who drove his 1911 Hotchkiss back to Merimbula, picked up the modern with trailer and took Calthorpe into Eden for welding repairs.

While Calthorpe lay broken on the road near Boydton, who should arrive on the scene? Six members of the Antique and Classic Car Club who gave me some wondrous suggestions of

how to fix a stripped spline and then waited to make sure I was safely on my way. Nearly all the cars went off on Tuesday evening for a bar-b-que at the local drive-in before seeing that hilarious move, "Crocodile Dundee".

Wednesday was a free day to visit the local sights and service the cars.



TWO PRESIDENTS - BOB BAXTER & CALTHORPE;  
GORDON GRIFFITHS & DODGE

Thursday we drove to Tathra and via devious routes to Bega then back to Merimbula.

Friday's tour took us through the magnificent scenery of the Bega Valley to the Kameruka Historic Estate where there are nine dairies, a large beef herd and about 8000 merino sheep.

From there we travelled another 20 km to Bimbaya Folk Museum and then back to Cadelo for lunch. During our return trip it began to rain heavily.

After the Farewell Dinner on Friday night at the R.S.L., we had to say goodbye to our friends - old and new - from Victoria and look forward to meeting them all again.

Saturday saw the N.S.W. contingent set off for Nowra. This was our longest drive of about 220 miles and we arrived in Nowra about 4.15 p.m. Incidentally, Peter and Sally Kable and family drove the T-Ford on to Kiama that evening.

Sunday's journey from Nowra to Sydney was very pleasant, taking us three hours to get home.

In summary, it was another very successful May Tour, at which we had the opportunity to rally and make good friends with a great bunch of members from VCCA (VIC).

Entrants from N.S.W.

R. Rossitter	Studebaker 1916
R. Jones	Ceirana 1924
R. Coulcher	Modern
R. Baxter	Calthorpe 1912
N. Preston	Talbot 1913
P. Kable	Ford 'T' 1911
G. Adams	Studebaker 1918
B. Thew	Huppmobile 1916
P. Wards	Huppmobile 1916
J. Wards	Benz 1916
M. Chapman	Wolsley 1913.

Entrants from Victoria

R. Hobbs	De Dion 1903
B. Bone	Overland 1913
H. Dunshea	Hotchkiss 1911
J. Jordan	Talbot 1916
G. Griffiths	Dodge 1916
J. White	Humberette 1913
R. Shenfield	Pontiac 1927
I. Heyme	M.G. Modern
W. Loads	Modern
J. Paynes	Modern

BOB BAXTER

\* \* \* \* \*

## MEMBERSHIP UPDATE

### New Members:

GARTH, Judith M'ship No. 809 (F)  
34 Lindsay Ave., Ermington. 2115 638.2608 (H)  
T Ford Roadster 1915

WHERRY, Keith M'ship No. 810 (A)  
105a Clarence Street, Sydney. 2000 29.7455 (B)  
817.2992 (H)

ALLEN, Robert James M'ship No. 811 (F)  
3 Blanche Street, North Gosford. (043) 401.353 (B)  
Alldays & Onions Tourer 1907 (043) 252.503 (H)

QUARMBY, Neil Kendall M'ship No. 812 (F)  
4 Wandoo Place, Bradbury. 2560 (046) 251.962  
1917 Harley Davidson Motor Cycle & Sidecar

GARDINER, Kenneth S. M'ship No. 813 (F)  
22 Tara Road, Blacktown. 2148 622.8191 (H)  
1913 Austin Roadster 633.9633 (B)

HATTERSLEY, William Ronald M'ship No. 814 (F)  
103 Bay Street, Beauty Pt. 2088 969.7216 (H)  
1904 Orient Buckboard 233.6133 (B)

BOTTOMORE, Leslie M'ship No. 815 (A)  
16 Gazalia Road, Faulconbridge. 2776 (047) 513.085 (H)

ROLFE, Peter Frederick John M'ship No. 816 (A)  
73 Fern Ave., Campbelltown. 2560 602.6699 (B)

## POWER OF SPIT AND POLISH :

A new member of our club couldn't believe his good fortune that the lost lens cover for his camera had been found during the Blue Mts. Weekend. It is now back on his camera.

M - I - N - D - S - T - R - E - T - C - H - E - R

Solution to No. 51BIRTH DAZE

He was born in 1866. Only one date is correct so that rules out '20th century' and '1905'. The other three dates must also be wrong for the same reason.

No. 52PICKLED

If half a crate of pickles contains half a dozen boxes of pickles that each hold half a dozen bottles of pickles, how many bottles of pickles will you find in a crate and a half of pickles?

• •

Call me (08) 211 3000

AUTODICTIONARY:

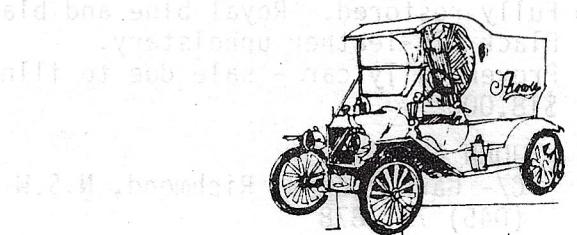
Brakes            Devices which convert petrol into  
                  brake pads (q.v.) and heat.

Clutch            A round plate which alternately sticks,  
                  slips, shudders and smokes.

Convertible       Yes, that bridge certainly was low!

Decoke            A service operation in which engine parts  
                  are cleared of carbon, i.e. take the car  
                  for a thrash.

Acknowledgement: 'The Veteran Car in South Australia'  
March 1986



*Advertisements*

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1910 CLEMENT BAYARD - in excellent condition. Currently unregistered.

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F O R   S A L E :

1912 OVERLAND T60 Tourer.

Fully restored. Royal blue and black.

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