

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

SPIT AND POLISH

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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 XXV No. 4

October 1983

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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,
27TH OCTOBER, 1983.*

Editorial Comment

So soon it is October and you will find your entry forms for the 1984 Katoomba Rally enclosed with this issue - out with your pens, fill it in and post it back quickly.

Did you know all those radiators last month? Now you can check your answers.

This month Pedr Davis has penned more information on rear vision mirrors, Vic Jacobs takes us back in history and George Roberts compares global differences in rallying.

Next month we look forward to an interesting article by Ray Hill.

So read on.....



- SANDY ROBERTS

.....

Sincere sympathy to Morrie Williams
(Club Member 46) on the recent death
of his wife Pat.

.....

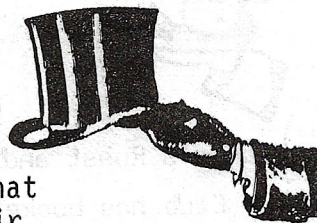
COPY REQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH, 134 QUEENS RD., FIVE DOCK. 2046

President's Message

Newcastle. The only branch of the N.S.W. club that for many years now has had a very static membership but those that belong wait twelve months to see what new faces may appear in October for their Annual Tour or for some of the older faces to reappear.

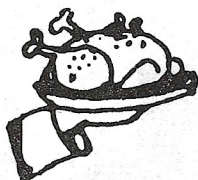


Some Sydneysiders have been critical in the past as to the type of accommodation available but there have been marked changes on this subject and by the time the next pilgrimage takes place will have improved even more.

Under Chairman John Gorton and the fatherly eye of George Adams the Newcastle branch always seem to find another way around the surrounds of Morpeth, Dungog and Paterson which allows for leisurely Veteran motoring without too many hassles from the modern traffic. They must also have some contact upstairs of late as the weather, although brisk in the evening, can be quite warm in the daytime, even to the extent of sunburn cream required for legs etc. on Sunday evening.

The Saturday evening drive through Largs and the surrounds is - if nothing else - a very refreshing run with an assortment of lights from gas to electric, all pointing in different directions. Those who made the trip have no doubt been before and will go again, to those who have not, well maybe next year, but from those who did, a very big thank you to those up North for a very enjoyable weekend.

- BARRY T. THEW



CHRISTMAS DINNER

FRIDAY 16 DECEMBER 1983 - 7.30 P.M.

Mischa's Roast and Carvery - 136 Military Road, Neutral Bay.

The Club has booked the upstairs of the restaurant which seats 72. Three course dinner with a choice of six different roasts, including traditional turkey for \$15.00 a person.

Don't miss out - book now. Tables still available.

RING: Sandy Roberts 449.1722 or
Merryl Godfrey 85.6924



CHILDREN'S CHRISTMAS PARTY

SUNDAY 4 DECEMBER 1983 - 10.30 A.M.

PLACE: Darvell Park, Chatham Road,
Denistone.

Fun and games for all, with
Santa arriving after lunch.

COST: Appetising picnic lunch for
\$5.00 per adult. Children
are free.

Adults please bring folding chairs and own drinks.

Please ring Merryl or Jack Godfrey on 85.6924 with children's names and ages.

HOPE TO SEE AS MANY ADULTS AS CHILDREN, ON SUNDAY 4 DECEMBER.

P.S.: Persuade your club friends to come too.

CLUB CHRISTMAS CARDS

This year, for the first time, the club has had Christmas cards printed. They are red with a black car silhouette and the club badge and message inside. The net proceeds go to the Building Fund. On sale at the next meeting. Packet of 10 with envelope - \$3.00.

Events Calendar



1983

- Oct. 29 Saturday
Parramatta Procession
Assemble 11.30 a.m. Parramatta Park
- Nov. 5,6 Weekend
INSPECTION DAY - FIVE DOCK
Saturday 1-5; Sunday 8-12.30
- Nov. 13 Sunday
Fishers Ghost Tour
- Nov. 27 Sunday
VIC. JACOBS DAY
Crippled Children to Model Engineers at
Luddenham. (See article pages 13, 14, 15).
- Dec. 4 * * CHILDREN'S CHRISTMAS PARTY - Details Page 4
- Dec. 16 Friday
CHRISTMAS DINNER - Mischa's Roast & Carvery,
Neutral Bay - \$15 per head, plus drinks.
Details Page 4

1984

- Jan. 28 Saturday - Festival of Sydney Parade
- Feb. 4,5 Weekend - BLUE MOUNTAINS RALLY - accommodation
'Everglades'
- Mar. 18-25 Veteran Car Club of S.A. - National Hub Rally
- Mar. 31 to Veteran & Vintage Silver Anniversary Hub Rally
Apr. 8 organised by Antique & Classic Motor Club
- Sept. 16-22 1 & 2 CYL. HUB RALLY - PORT MACQUARIE

* * * * *

"THE SOUTHERN TOUR"

Henry Lawson Drive on 25th September was the meeting place for the Southern Tour. Cars then headed off to Narellan through Cobbity and then around the streets of Camden noting all the historic buildings, finishing at Camden Showground where members picnicked at tables in the Victorian Pavilion.

Those who attended:

Cliff & Betty Ward	Chevrolet 1981
Roley & Jan Coulcher	Star 1911
Peter & Robyn Wards	Hupmobile 1916
Ian & Phyllis Millburn	Talbot 1911
Jim & Dorothy Wilson	Oakland 1913
Neil & Lyn Martin	Fiat 1913
Reg & Olive Jones	Clement Bayard 1908
Ken Qarmby	Hupmobile 1913
Mel & Annette Pope	Modern
Max & Sandy Roberts	Modern

* * * * *

"NEWCASTLE TOUR 1983"Entrants:

<u>MAKE</u>	<u>YEAR</u>	<u>OWNER</u>	<u>DRIVER</u>
1. Napoleon	1902	A. Simmons	
2. Garford	1917	G. Adams	J. Gorton
3. Morris Oxford	1913	J. Simmons	P. Bagnall
4. Argyll	1911	D. Steer	D. Steer
5. Talbot	1911	J. Dance	
6. Renault	1908	B. Spraggon	
7. Clement Bayard	1914	K. Carden	
8. Studebaker	1918	G. Adams	
9. Austro Daimler	1913	J. Riley	
10. Vauxhall	1914	M. Holmes	"50 Bob"
11. Wolseley Siddeley	1909	L. Benham	
12. Studebaker	1918	D. Moffat	

	<u>MAKE</u>	<u>YEAR</u>	<u>OWNER</u>	<u>DRIVER</u>
13.	Ford T	1914	J. Dennisi	
14.	Talbot	1914	R. Newman	
15.	Ford T	1911	H. Hughes	
17.	Talbot	1913	N. Preston	
18.	Ford T	1915	J. Wards	
19.	Chalmers	1913	M. Bendeich	
20.	Sunbeam	1913	D. Marr	
21.	Paige	1913	P. Adams	C. Duncan
22.	Hupmobile	1916	M. Burke	
23.	F.N.	1912	P. Adams	
24.	Talbot	1914	R. Newman	G. Newman

Winners:

1st Car	-	23.	P. Adams	F.N.	1912
2nd Car	-	14.	R. Newman	Talbot	1914
3rd Car	-	5.	J. Dance	Talbot	1914

Spotto Car - 15. L. Hughes

"HAPPY ENDING"

The Veteran Car Club's successful film night on 9th October of "Kitty and the Bagman" at Merrylands Mall Cinema, was in fact the last Sunday showing as the contents of the theatre will go under the hammer on Friday, 14th October. The management was delighted to see such a large enthusiastic audience in the theatre prior to the auction.

We sold all our tickets and thank you to Ron Cox for printing them, also everyone who helped with the organisation. Ben Bronk, who found the theatre and organised newsreels, Jim Redman who organised the film, Peter Wards and George Roberts assisting with ticket sales and John and Sue Wards who ushered at the door. Lastly thank you to you the members for coming --- it was a great night AND we made money for the Building Fund.

- SANDY ROBERTS

GLOBAL CONTRASTS - VETERAN AND VINTAGE RALLIES

Having only last month, September 4th, 1983, completed the 5th Annual Tour of the Vintage Vehicle Club of Australia, of 8 days' duration, and upon returning home read from the 'Veteran Car' May/June edition which awaited me in the post, of the "French Sunday Luncheon Excursion", by members of the Veteran Car Club of Great Britain, it occurred to me to record the great differences that confront veteran and vintage motorists in Australia, with that of our counterparts in the U.K. and Europe. To make this comparison I quote verbatim from the VCC South-Eastern Section, Excursion, April 29th to May 2nd, 1983.

* * * * *

Twenty-five cars and sixty members arrived at Dover, including contingents from the Midlands and Mid-East Sections. Notable amongst these were Henry Wilkins in his zippy 1915 Ford 'T' racer, with his American friend, Jim Partington from Palm Beach. Also Rod Bardwell in his faithful 1913 Unic, who was one of two who celebrated birthdays in France. A special welcome was accorded to Joe Thomas on his first event in the 1912 Renault A.X., and to Dennis Wright in the 1902 Panhard.

The gathering at the Granham Webb Hotel at Dover on Friday evening, all part of the weekend organised by John Wilkins with the very able assistance of his wife Marie, started off with a superb English dinner of mutton soup, smoked trout, steak and kidney pudding and tipsy cake! Most slept well after the banquet, but one member was called out at 2.30 a.m. to attend to a leaking fuel line on a 1910 Hotchkiss - such was the quality of the overnight security in the car park.

After a hearty breakfast we set off in a faint mist to the Hoverport where we boarded one of the larger craft - THE PRINCESS MARGARET. A smooth crossing in dazzling sunshine landed us in Boulogne, 35 minutes later, where the effort of staying on the right-hand side of the road, or perhaps just picking the wrong leader to follow, had some of us going round in circles, until John and Buster Jackson in the Land and Range Rovers performed their sheep-dog act.

"Chez Alysse" was 30 miles from Boulogne, which was our rendezvous for lunch where a sumptuous cold buffet was

provided. Madame la patronne with her Chef son and the rest of the family were on hand to serve us and on our departure there was much taking of snapshots as a souvenir of our visit. A leisurely run of about 20 miles, with beaming children's faces along the route, brought us to Abbeville, where May Day celebrations (Fete des Travailleurs) were in progress and enthusiastic crowds surrounded the cars as they arrived outside the Hotel de France.

A walk round the busy town provided essential exercise before sitting down to another gourmet dinner, ending with dimmed lights to surprise Peter Phillips with a flambe gateau for his birthday celebrations.

The hotel garage on Sunday was a hive of activity. For some reason - and some ungenerous spirits blame poor quality inner tubes - there appeared to be an epidemic of slow and not so slow punctures. This in turn produced a run on supplies of a special fluid dispensed by Reg. Taverner (1912) Unic and many were the mystified French faces watching a green oily fluid being squeezed into affected tyres.

The morning was grey, but we were all looking forward to our run to the coast and the centre piece of the trip, Sunday lunch at the Auberge du Fiacre. Chris Jaques left us at this point to pay a visit to the Chateau where he had acquired his Panhard, returning later with a real 'find' - a photograph of the car soon after delivery to the Count's family in 1903.

Lunch is a poor word to describe a feast - more like a work of art. Fresh boned salmon accompanied by a mosaic of shrimps in aspic, followed by breast of duck and heavenly potato puffs rolled in almonds, a cheese board one can only see in France and as a piece de resistance, fraise genoise - a concoction of cake, cream and strawberries that was lighter than air and finally petit fours to go with the coffee.

Section Secretary Grahame Dutch called upon le memento of our appreciation. To John and Marie Wilkins, who worked so hard to make this trip such a happy event, a cheese board and to Buster and Joyce, two glasses, as a small token of our gratitude for his marshalling throughout the weekend.

While we had been enjoying the food and wine, we had hardly noticed the worsening weather, but the journey back to

Abbeville was, depending on the degree of weather protection, somewhat bracing. That evening some of the group were seen to be resting; others found their appetites on returning and managed a little nourishment later on.

Monday morning had one objective - get to Boulogne by 13.00 hours. At the coast, however, the Hovercraft company were not able to match the VCC efficiency. The weather had deteriorated and Boulogne cancelled its service. Buster and Joyce re-directed us to Calais where we arrived to board the ship to Dover.

Count me in for a French Sunday Lunch anytime!

* * * * *

By comparison, within Australia there are no international borders and our nearest neighbours, New Zealand, cannot be reached in a 35 minute Hovercraft ride, but on a drive-on-off-vessel, a sea voyage of 3 days, whilst a journey in a veteran or vintage car from Sydney to our nearest State boundaries (excluding the A.C.T.) necessitates a drive of at least 3 days at 240-320 kms per day.

Admittedly one is unlikely to become lost in New Zealand, for our friends and counterparts there speak the same language, display the same road signs and drive on the same side of the road, but we are two nations, with more water between our shores (as the crow flies - to use a term commensurate with the age of our vehicles) than between the U.K. and the U.S.S.R., or from London to Athens, while (as an island continent) our other neighbours to the east, north and to a lesser extent west, are also islanders and of course the only habitation to the south will be found in scientific groups in the wastes of Antarctica. Agreeably there is a unity of cultures between New Zealanders and Australians, yet with the approach of our World, Veteran and Vintage Motor Rally in 1988 and despite the distances that separate our shores, the European misunderstanding of the term "international" was brought home clearly to me, not so long ago, from the lips of a man most prominent in world, veteran and vintage circles, when he commented, quote: "vehicles from New Zealand, entrants in an

Australian rally, or vice versa, cannot be considered international" unquote. Such is the indifference of those who may visit, but see with closed eyes our part of this world, down under.

In contrast to our European counterparts, with their quaint and often ancient hotels, that exude charm and provide gourmet lunches, participants in our rallies will be found by the roadside, at a selected spot, in groups, sharing the picnic baskets and consuming tea or coffee, piping hot from a vacuum flask or pressure pot.

As with all countries, once the cities have been left behind, country roads provide for pleasure in driving our old vehicles, but it is the companionship between peoples, brought about by our hobby, that is uppermost. Let me give you examples of this from incidents in the 5th V.V.C.A. Annual Tour.

No sooner had we stopped, when Margaret Hawke's car sustained a puncture, than the task of changing a wheel was taken from our hands by one fellow ralliest, who produced the required low-lift jack and another, who purported to be a Rolls Royce mechanic of long standing. It was reminiscent of the help once expected of the passing motorist, when our cars were young (a code of ethics between road users from all walks of life).

The air was cool but sparkling as we topped a ridge, to be confronted by the waters of shimmering Myall Lakes that followed one after another around each bend in the road, whilst the wattle "in full bloom" was in abundance, its fragrance and its golden-yellow - against a background of lush green fields and trees, made up the colours of which we Australians are justly proud.

Having left the coastal region behind, we climbed the Dorriggo Ranges that join the Great Divide, up a constantly winding road, through dense rain forests, deep green foliage, clinging vines, with the ever-present staghorns, elkhorns and crows nests growing in the upper branches and treetops, then immediately alongside the road the spectacle of a rushing waterfall. Having topped the range, on the verge of the rain forests, the inevitable scene of twenty or more old cars

parked, while their happy occupants gathered and talked, over a cup of tea, of the beauty of the countryside, parrots in their multi-coloured plumage screeched as they flew overhead. The road had been steep and radiator temperatures rose, but the bracing air prevented the pot from boiling over.

Lunch at Ebor, in the little solitary pub, brought more refreshments, more happy gatherings, while our cars were spread in a circle in the fore-court.

On to Armidale, past deep gorges and further waterfalls, "a country seat of learning on the northern tablelands", the spires of its many churches and colourful city gardens left lasting impressions not the least the viewing by enthusiasts of a large local collection of veteran and vintage cars.

Further west, at Gunnedah, all entrants assembled for the presentation dinner and trophies, then it was south across the Breeza Plains, in the direction of Sydney, but it was at morning tea, on the last and eighth day of our tour, in almost continuous sunshine, that will remain vividly in my mind. We had selected a spot in the picturesque Howse Valley, where even with its close proximity to Sydney, a stretch of 108 kms of virtually uninhabited road winds its way through the valley.

From our vantage point we could observe rally cars cresting a hilltop about $\frac{1}{2}$ km to our left, a wave of the hand as they passed by, then to disappear a similar distance to our right, over yet another crest.

Those happy smiling faces were seen again at the final barbecue, set up on the banks of the Hawkesbury River at Windsor, but it was the aforementioned sight of our cars driving past on an otherwise almost traffic-less road, on this bright Sunday morning, that seemed a fitting climax to this tour and the contemplation of one to follow in 1984.

- GEORGE A. ROBERTS

* * * * *

HISTORY OF THE LIONS/ROTARY ANNUAL NOVEMBER VETERAN CAR OUTING

For the last 20 years in association with the Lions Club of Vaucluse and later the Rotary Club of Hurstville, we have organised an annual charity outing for those less fortunate than ourselves.

A day in November of each year is now set aside as one of the major events on our annual calendar and it all began some 20 years ago.

Victor Jacobs, a Committee Member of the Vaucluse Lions Club, asked at one of our 1964 meetings "could our Club help by taking out some 40 Senior Citizens from Woollahra provided that the Lions Club organized the petrol, catering and entertainment for the day?" Some 14 cars attended this first outing and Golden Fleece Petrol Company came to the aid with the donation of petrol.

Looking back to the first outing in 1964, there were such names as George Green, the then President of V.C.C.A., Roy Farrell, Ron Craze, Frank Russell, Perc Stewart and Col Parker, all who have either passed on or are no longer Members of the Club. Since that time, this event has taken place each year and collectively we have provided a great day's outing for over 2,000 people from the following worthy Organizations:

The War Veterans Home, Narrabeen - three times,
the Blind and Deaf, from North Rocks - five times,
the Crippled and Blind children - six times,
Aboriginal children - once,
Orphans and neglected children - five times.

How could we ever forget the 1966 outing for the War Veterans when we picked them up from the Mosman R.S.L. Club and organized a private Council Park in Ryde for lunch. When we arrived we found the local R.S.L. Club Members waiting with an 18-gallon keg for pre-lunch drinks and between that, the mouth organs and violins that the Veterans provided, it became just one hell of a day!

When leaving the lunch spot everyone including the drivers were all the worse for the 18-gallons! Just as well there

was no "breathalyzer", the Club would have finished up with NO active members!!! We finally dropped our passengers off (yes, literally "dropped") at the R.S.L. Club, North Sydney. In trying to make a hasty retreat, only to find that that Club there had also turned on an "afternoon tea banquet" plus the addition of another 18-gallon keg of beer! It must have been a big day when even Spraggo, Mossy and Pickup couldn't take it!!

Always another successful day is the outing for the blind when all the route instructions are printed in Braille to enable the children to participate in a rally. They tell the drivers where to go - it was a case of the blind leading the blind.

Will we ever forget the 1967 outing for deaf people from Stanmore? Although deaf, they could feel the vibrations of our whistles and horns. When we returned them to the Home, afternoon tea and musical entertainment was provided. It was surprising for us to see them dancing by picking up the beat of the music through the floor. They even had better rhythm than Olive and Reggy Jones - if that is possible!

And what about that outing in 1971 to Bundeena with the Aboriginal children - how our cars survived that outing and arrival home intact, some of us will never know!!!

In two different years, the Royal Australian Navy have provided the entertainment by conducting a private inspection of their warships. This has not only created tremendous interest for the children but for the car drivers and the Lions and Rotary helpers.

Yes, there are a dozen or more stories we can write about these outings. I am sure we all feel that it is a very rewarding experience and self-satisfaction must be derived from these combined projects. Indeed we have done something worthwhile by bringing a little happiness into the lives of these people.

Now for the 1983 outing to be organized for 100 crippled children. They will be picked up from various Homes around Sydney and taken to Luddenham where George and Glad King have generously organized with the Committee of the Model Park for the children to see the model aeroplane and speed cars

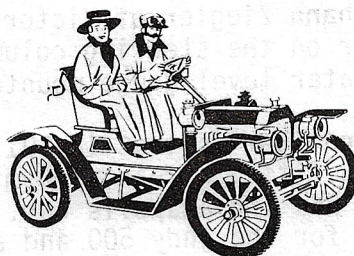
and, best of all entertainment, a ride in the miniature trains.

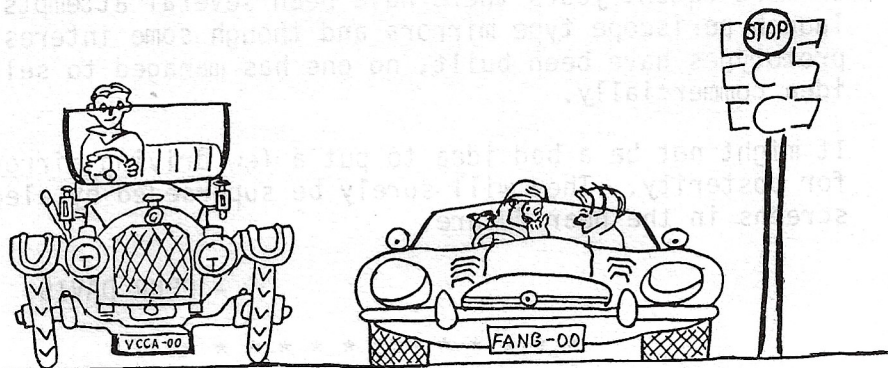
No doubt George and Glad will be pleased to show their "Flying King" to all our Members who have not seen, but certainly heard about, one of their pride and joys.

Those Members wishing to participate in this great day should contact Arth Garthon as time is getting short. We particularly extend an invitation to our newer Members of the Club to participate in this charity project and take the opportunity of meeting other Members on such a pleasant outing.

A special invitation to your wife or favourite navigator - all you have to do is volunteer your time and car - the Lions and Rotary boys will do the rest, so get the Brasso out and those valves ticking. Will see you all on Sunday 27th November, 1983.

Don't forget, telephone Arthur Garthon on 57.2740 (H) or 57.6520 (B).





Letter to the Editor

Dear Editor,

Was interested to read in SPIT AND POLISH about Mrs. Dorothy Levitt and her 1906 advice to lady motorists to carry a hand mirror under the driving seat.

Having a special interest in forgettable trivia, I checked my files and find some other very early mention of driving mirrors.

In 1906 Englishman J.W. Cockerill produced a mirror mounted on a ball joint so that a driver could adjust it to give optimum rear vision. The first mirror to be fully adjustable from the driving seat was brainstorm of Marcel Buyse of Brussels in 1932. He used a complex system of Bowden cables!

As far as I can determine, the first use in Australia was in a car built by Johann Ziegler of Victoria in 1898. He mounted the mirror on the steering column to enable him to keep tabs on a water level gauge mounted under his seat.

Another interesting item is that in 1911 American racing driver Ray Harroun fitted a rear view mirror ahead of the steering wheel in his Indianapolis car. He managed to average 74.59 mph for the Indy 500 and also see how the opposition was faring.

In more recent years there have been several attempts to launch periscope type mirrors and though some interesting prototypes have been built, no one has managed to sell the idea commercially.

It might not be a bad idea to put a few driving mirrors down for posterity. They will surely be superseded by electronic screens in the near future.

- PEDR DAVIS

* * * * *

M - I - N - D - S - T - R - E - T - C - H - E - RSolution to No. 23STARTS AND STOPS

The linking word is ARM.

No. 24CHEQUE CHECK

A bankteller reads a customer's cheque (for whole dollars) upside down and pays the wrong amount. Realising his mistake, he then puts matters right by subtracting the smaller sum from the larger and paying the customer the difference, \$765.

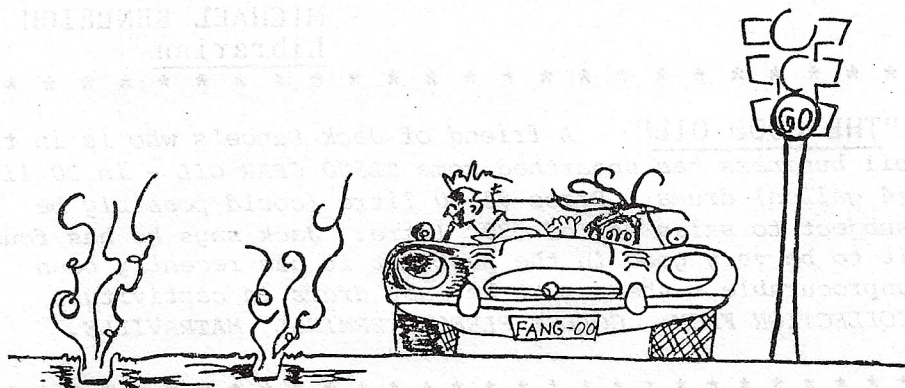
What was the sum on the cheque?

* * * * *

1910 AMERICAN RADIATORS - ANSWERS TO QUIZ IN SEPTEMBER ISSUE:

- | | | |
|-------------|--------------|---------------|
| 1. AMERICAN | 2. BUICK | 3. CADILLAC |
| 4. CHALMERS | 5. GLIDE | 6. HAYES |
| DETROIT | | |
| 7. HUDSON | 8. KNOX | 9. LOCOMOBILE |
| 10. LOZIER | 11. MITCHELL | 12. MAXWELL |

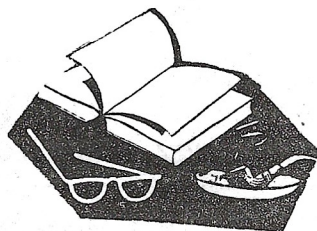
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VAUXHALL OWNERS' CLUB OF AUSTRALIA INVITES
 VAUXHALL AND BEDFORD ENTHUSIASTS TO ATTEND
 9TH NATIONAL RALLY - JANUARY 1984 AT ORANGE,
 N.S.W. ENTRY FORMS FROM:

NEIL HEILBRUNN
 49 KERRY CRESCENT
 BERKELEY VALE 2259

* * * * *



LIBRARY

The Club Library will not be open until it is housed in the new Club Rooms. Books will then be available for reading before each meeting. Any pages or articles will be able to be photostated for members as the books will not be allowed out of the building.

- MICHAEL BENDEICH
Librarian

* * * * *

"THE GOOD OIL" A friend of Jack Dance's who is in the oil business has unearthed some TL500 GEAR OIL - in 20 litre (4 gallon) drums. Price \$1.00 litre (could possibly be subject to sales tax of .20¢ litre. Jack says he has found it to be very good in the past but it has recently been unprocurable - these must be last drums in captivity. COLLECTION FROM: GOLDEN FLEECE TERMINAL, MATRAVILLE.

* * * * *

Advertisements

FOR SALE 7-8 SEAT TOURER BODY. Complete from front seat (includes jump seats), metal in good condition, needs re-wooding. Would suit medium size 1914-18 veteran. Very reasonable price.
- TERRY COOK - 888.7927

FOR SALE AIR COMPRESSOR. 4' x 15" tank - 5/2½ hp 3ph motor - Servex Comp. - Gauges - air cut out and auto start - air reg. and water trap for paint spraying etc. Good working order. \$260.00.
- MICHAEL BENDEICH - 639.5897

FOR SALE 1913 SILVER GHOST. \$55,000.
- BILL MAUNSELL - 929.7422 (B)
32.2379 (H)

FOR SALE (ALL OTHER STATES PLEASE COPY)
LAUNDAULET - town car type body. Presently mounted on a 1911 Ford chassis, this body would suit any similar-sized English, European or American car of the 1905-1912 era. The "Triplex" glazed windows are raised and lowered on leather straps, it is diamond button upholstered, a hood is fitted, it is painted (emerald green), has loop type door handles, brass assist handles, and a very nice pair of fluted-violet glazed brass "opera" type side-lamps are fitted to it. Price \$4,700 o.n.o.
JOHN HUGHES - 98 Northcote St., Kurri Kurri. (049) 37.4646

FOR SALE - HEAVY DUTY TANDEM BOX TRAILER. 10' x 6'7".
Totally Lockable and removable wire cage. 4 new radial tyres, ramps and winch. Used as mobile garage on last 1 and 2 Cyl. Rally. \$950 firm.

2 WOODEN BOXED TREMBLER COILS. 5¼" x 5¼" x 7-3/4" and 4" x 3" x 7". \$60 and \$100

1 AUTOVOX AUTOMATIC AIR HORN. (Pat.1906) With air pump and foot control pedal. \$400

KING OF THE ROAD SIDE LAMP NO. 664. 1' tall, plus spare font and burner. \$100

<u>1912-13 HUPMOBILE DASH PANEL NO. 29087.</u>	<u>\$20.00</u>
<u>2 BRASS ASS. GAS HEAD LAMPS. 5½" diam. lenses. Totally complete including lenses, burners and glass reflectors.</u>	<u>\$350.00</u>
<u>1 "T" FORD KERO TAIL LIGHT.</u>	<u>\$50.00</u>
<u>1 HERM RIEMANN HEAD LIGHT. 7½" lens. Opening front and back would suit dash mounted spot light.</u>	<u>\$100.00</u>
<u>SMALL SET OF HOOD BOWS. Suit small Vet.</u>	<u>\$50.00</u>
<u>ASSORTED VETERAN WINDSCREEN BRACKETS.</u>	
<u>BOSCH DU2 MAGNETO.</u>	<u>\$120.00</u>
<u>AX RENAULT REPLACEMENT INLET & OUTLET WATER MANIFOLDS. Cast in brass, plus reproduction dash serial plate.</u>	<u>\$50.00</u>
<u>3 DIETZ DAINTY BRASS SIDE LAMPS.</u>	<u>\$200.00</u>
<u>EISEMANN 4 CYL. MAGNETO.</u>	<u>\$40.00</u>
<u>PAIR OF VINTAGE BOSCH HEAD LIGHTS. 9½" lenses single centre bolt mounted.</u>	<u>\$250.00</u>

Will trade any of the above for Vintage Delage scripted clock or ampmeter, tail lights suit Delage or any interesting car mascots.

- PETER MICHAELS

Home: 546.3672

