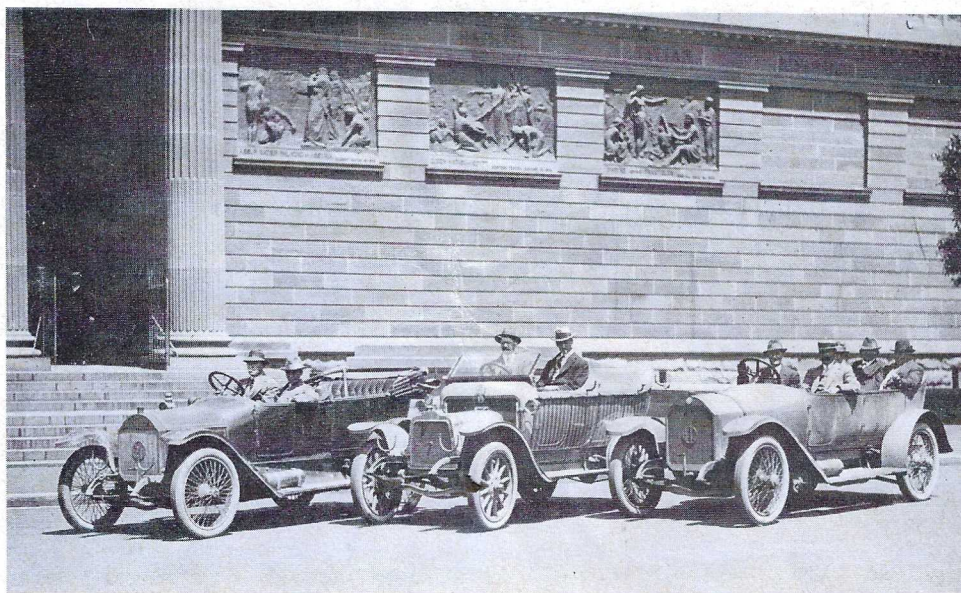


NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)  
Registered at the G.P.O., Sydney for transmission by post as a periodical—Category B.

# SPIT AND POLISH

## 1914 MELBOURNE — SYDNEY RELIABILITY TRIAL WINNERS



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(A. V. TURNER)

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(G. F. HILL)

3. BENZ  
(A. HOETTE)

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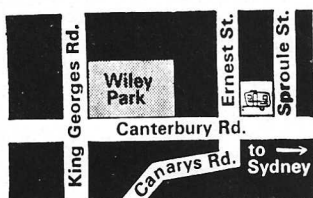
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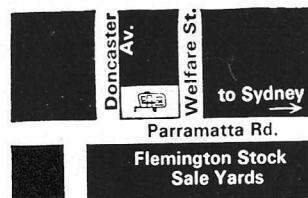
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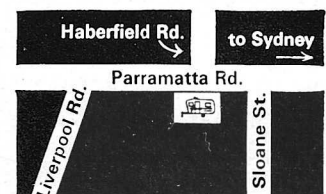
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# SPIT AND POLISH

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

Hon. Editor and Editorial Address—

Patron:

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

J. B. SIMPSON,  
198 Culloden Road,  
Eastwood 2122. Phone: 869-1350

Vol. XIII No. 1

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July 1971

## E D I T O R I A L

### HOW HUMANE (?) SHOULD WE BE?

Everyone is aware of the thalidomide tragedy, and its varied impact on different babies, who, in no time become children, and before they are properly adjusted to life, become teenagers, then adults.

Those who read a certain well-known daily newspaper will have seen the photograph of a young girl seated in her mobile chair. The electric powered device will enable her to do only one thing in life - move from place to place to view different things, perhaps to see people and things from whom and from which she could obtain some pleasure. Undoubtedly she will, on occasions, see children playing tennis and other active games. They will even be walking. They will even sit down, and when they desire to do so, will stand. But having no legs she will never be able to join those children, nor do as they do, even in a pathetic, painstaking and nerve-wracking manner.

Even if she were able to move in some way, how would she alight from her chair? For she has no arms - not even stumpy, partly useful ones which could be used to control man-made additions to them.

And while we have this thought in mind, how does she mount or alight from her chair? Ever think of that? As she possesses no legs - not even stumps! - what purpose would she have in leaving the chair? Someone must be at her beck and call for almost 24 hours each day, for she could wake at some stage during a night and could conceivably be unable to resettle herself comfortably without outside assistance.

In these days of outspokenness and lack of squeamishness we feel at liberty to remind thinking people of the stark awkwardness and embarrassment which must attend the assistance given to her in respect of her normal metabolic functions, particularly in the case of a girl, in fact, even when she attains womanhood.

And all this because we feel that we are being humane in keeping alive the original helpless mite. Are we being humane, or merely revelling in playing with our advanced medical and technical knowledge? (Cont'd. on P.2.....)

NEXT MEETING: The next meeting of the Club will be held at the Community Hall, Great North Road, Five Dock, on THURSDAY, 22ND JULY, 1971, at 8 p.m.

She would never be able to live down the embarrassment that her physical predicament would engender if, for instance, she were taken to a beach and were sat on the sand! She would not be classed as a freak, of course, but would be the object of permanent pity. It seems, in the broadest concept of the whole lamentable happening, to be a most unfair life to which to commit anyone. But of course we are Christians! We give consideration to the well being and comfort (physical and mental) of our fellows! Or do we?

It is a point for conjecture, of course, whether she would hanker for arms or legs when she sees other children putting them to such varied uses, or, not being the possessor of these limbs, a feeling to use them would be generated at all. Most of us at some time have watched birds, and have passed the remark: "Would it not be good to be able to fly?" But as we have no wings, a real deep seated desire to fly is not inherent in us. She would not be in the same position as one with arms and/or legs which have been smitten by paralysis, when she could be involuntarily "trying" to move them, as she would have arm and leg 'sense'!

If her poor little body has developed no buttocks, what does her torso - and that is all she has! - rest on? She would have to either lean back permanently or have a 'seat belt' sort of harness.

Oh yes! We are humane alright! Or are we?

\* \* \* \* \*

#### REPORT OF JUNE MEETING

The President was in the chair.

He welcomed some visitors - well, not exactly visitors, but owners of faces not seen for some time. They included Bob McCarthy, just back home after 13 months in Europe (that ziff must have been a boon during the English winter!), Sandy Holmes (Newcastle Branch. His initials are shown to be "W. MacD.", but we have never known him by any other name than "Sandy"), and Bob Trevan of Lismore. (We understand that he is shopping round for a bilge pump, not for domestic assistance with his first born, but for the draining of a well in order to more easily lay his hands on an early Schacht Buggy.

Jack Dance (Secretary) in covering the correspondence, emphasised portion of a letter from Mt. Gambier, S.A., in which the writer stated that he possessed an axle from an I.H.C. Buggy, stating (inadvertently, we presume) that "No reasonable offer would be accepted." This brought forth some heartfelt laughter from the meeting.

John Corby spoke for the Events Committee when he said that the only event already on the calendar for 27th June had been organised by the outgoing committee (prospectively out of office on 24th June). They had endeavoured during the past year, he said, not to improve on the efforts of earlier committees, but make the events a little different, and had given some variety in thinking them out.

The Investigations Committee, represented by George Roberts, told the meeting that work is being done on the 1914 Belsize of Kevin Willis of Woonona. The FWD Ammunition Carrier of Carl Bliim is apparently no later than 1918. It is a model B, and was in use, obviously, during the First World War. Following the war, i.e., when the vehicles were being 'demobilised',

five thousand were made available to various Roads Boards. Toby Bent's 1916 T Model Ford was given the treatment. George Green's 1912 Star (Alex. McLeod custodian) is a model which was made for one year only. Dating Certificates were handed to Ross Marshall for his 1911 Brush and to Jim Cooper for his 1908 Renault. George explained to Jim particularly and to the meeting generally, that the Renault made the 1908 grade by a matter of six cars. From the smile seen on Jim's face we would say that his chest did not obtrude more than it should, but that he received much satisfaction from George's announcement. The award for the Restoration of the Year went to Barry Garth with his 1915 T Model Ford. Word has been received from Mr. Dunbar, who is in possession of a Reo. Presumably the vehicle was a 'char-a-banc'. (For younger members, let us explain that was a long chassis vehicle with 5 or 6 rows of seats, each accommodating five passengers. Each seat had a door at each side of the vehicle. The early version of our present touring coaches, but obviously with a lengthy one-piece hood, folded right back in the usual way, with a hood bow at each row of seats. Ed.)

The Secretary announced a list of new members, as under:

Full: Carl Bliim, 32 Eddie Ave., Panania - F.W.D.  
O.M. Joseph, 7 Lenthal Street, Kensington

Associate: Roy Muddle, Wollongong East.  
H.C. Judd, 21 Sir Joseph Banks Street, Botany.

Registrations Officer (David Berthon) had nothing to report. So also, the Registrar (Max Roberts).

Arthur Garthon announced that he had attended the June Meeting of C.V.V.T.M.C. He did not have much to say concerning what took place there. Bruce Cooper (C.V.V.T.M.C.) held that there was, in fact, quite a bit to report, and he enumerated some of the subjects discussed.

The President announced that the Postwar Thoroughbred Club and the Packard Club had each been accepted to membership of C.V.V.T.M.C.

Max Roberts, referring to the Building Committee, reported that the Committee has met, and is still in the process of drawing plans for the most appropriate type of building. At the same time, enquiries are in progress regarding the acquisition of a local church. It may be possible to come to terms at a reasonable price, and another point in its favour is that it bears creditably close proximity to the existing meeting area.

The Coff's Harbour Rally directorship has been taken over by Arthur Garthon from Len Sheen, due of course, to Len being about to proceed overseas - er, with Hilda! Arthur issued to applicants all vouchers to hand, to enable those recipients to finalise their arrangements, and, as Arthur pointedly observed, to forward cash as well.

As Librarian, Len Sheen suggested that his son-in-law, now an associate member, could take over in his absence, as he will be in the house, anyway.

In the matter of the day at Pratten Park, Percy Stewart informed the meeting that the profit on the day was \$306.

Sally Bar....., er, sorry! Sally Kable, reported that she was not receiving her SPIT AND POLISH each month. (Sacrilege! Ed.) Len Sheen answered that new Addressograph plates are being made now, and they will certainly include one for her new address (an surname, presumably! Ed.)

Gerry Stelling announced that "Roll on, Roll off" details were available for those participating in the New Zealand Rally.

A question from Alex. McLeod about the number of members solicited from the President the fact that they are pretty well at the 340 mark.

A stand holding a half-dozen plastic soft drink glasses was donated by Doug. Perce for the raffle, the winner being John Thompson. Most members will doubtless observe: "Never heard of him!" And quite possibly. He is a friend of the Steers (but not headed for Homebush) and is a member of Antique and Classic.

Terry Cook gave a quick run-down on a trip he had made to Echuca recently.

The meeting then adjourned for some supper before proceeding to the Annual General Meeting.

\* \* \* \* \*

FIFTEENTH ANNUAL GENERAL MEETING

As the President was clearing his throat preparatory to reading his Annual Report, the figure of Roy Farrell (Signor Alpha) was seen to slink furtively through the doorway and to occupy a seat in the bleachers.

When the President had concluded his report, discussion took place on the proposed increase in Membership Fee and Magazine Subscription. Bill Hardman moved that increases be as the Committee had decided. George Green proposed an amendment - that the Annual Membership Fee for country members be reduced by \$2. Sandy Holmes (Newcastle) submitted that the Magazine Subscription should be \$5, to ensure that the quality of the magazine be maintained.

It was agreed that the Magazine Subscription be \$5 per annum, with Membership Fee at \$6 per annum, but only \$4 for country members.

Sandy Holmes spoke up against any reduction for country members, as they receive as much value as do city members, but in different ways.

The motion that the Fees and Subscriptions be increased as recommended was put and carried.

The election of Office-Bearers for the ensuing twelve months produced the following details:

President	-	Allan Foy	)	
Vice-Presidents	-	Arthur Garthon and Len Sheen	)	
Secretary	-	Jack Dance	)	Unopposed
Treasurer	-	Bill McCarthy	)	
Committee	-	David Berthon, George Roberts, Warren Irish, Max Welch, Peter Kable		

\* \* \* \* \*

PRESIDENT'S REPORT 1971

It is with great pleasure that I present this Seventeenth Annual Report of the Club's activities for the past year.

Being your President has been a most rewarding experience, and in a Club of this size, with so many diverse points of view on all matters, one is always conscious of the need to tread a path which will avoid treading on too many corns!

One of the greatest assets this Club has is an enthusiastic and hard-working Management Committee. No task or project is ever declined, and the time and effort spent on Club affairs is not generally realised by many Club members. To single out individual members in this context would be unfair so I thank them all for their efforts and support throughout the year.

Membership this year has risen to 331, consisting of 226 Full Members, 92 Associate Members and 13 Junior Members. Our net gain in new members for the year has been 34. We currently have 161 carrying Club registration and 5 cars with full registration. Eleven new registrations have been processed this year.

Our Secretary, Jack Dance, this year has done a most commendable job. Jack, as you know, is never lost for a word, and is a most prolific writer of letters on all matters of Club affairs.

The job of Treasurer this year was again in the experienced, competent hands of Bill McCarthy. In these times the job of Treasurer is not an easy one, but Bill's long experience in financial matters has stood us in good stead. Later in this report I will be referring to other matters concerning Club finances in the future.

In the matter of Events this year we have had an excellent balance of new and different outings, as well as our traditional events. Outstanding amongst these were our visits to Old Government House, Parramatta, and to Fort Denison. Our thanks to John Corby and to Jim Weir for a year of memorable Veteran motoring. Eleven major outings were held and average attendance was 25 cars. Our traditional Rally to the Blue Mountains was conducted as usual, but accommodation is becoming increasingly difficult in this area.

The Children's Christmas Party was again an outstanding success, 98 children attending. Finances for this day were provided once again by the proceeds of the raffle held at each meeting, once again the organisation being undertaken by John Corby and Jim Weir. I would also like to acknowledge the gift of a set of numbered marbles to the Club by Jack Thorp.

Our Dating Historian, George Roberts, and assistant Max Roberts, have investigated 15 cars this year. Additionally 10 cars have been officially dated. More cars are required for dating - it should indeed be our objective to see every car in the Club officially dated.

I mentioned Club Registrations earlier, and our Registrations Officer, David Berthon, has been responsible for administering this function. A move this year to tighten roadworthiness inspections of vehicles has met with universal acceptance by members. I thank those members who acted as inspectors to enable this scheme to work.

On the social front this year has seen some outstanding occasions under the guidance of Jan Sykes. Jan also takes the minutes at our

General Meetings and is generally a hard and enthusiastic worker for the Club.

Public Relations Officer, Warren Irish, has had some considerable successes during the year in keeping our image before the public. He is also responsible for the overall production of SPIT AND POLISH. In the latter I am pleased to say that our Editor, Jim Simpson, is getting increased support from the Club. Our Club magazine is only as good as we make it.

Some valuable additions have been made to the Club library during the year. Our Librarian, Len Sheen, has it at his home. It is hoped that in the future some schemes may be introduced which will give members a greater opportunity to use this valuable collection.

The matter of Club premises is still giving us concern but at least we now know what the Club requires. We have had a group, consisting of Arthur Garthon, Len Sheen, Max Roberts, Max Welsh and John Corby, pursuing various aspects of Club premises. In the near future some concrete proposals can be laid before the Club. A special building fund account has been opened, thus effecting a motion put more than 12 years ago.

I must mention Max Roberts. He had produced a new edition of the National Roster this year and what an excellent job it is! He is also the Club Registrar, having in his care the membership archives so to speak.

We have continued to take an active interest in the affairs of the C.V.V.T.M.C., delegates to which are Arthur Garthon, Les Sheen, Jack Dance and myself. This Body is entering an interesting stage of its development and enjoys a high standing in official circles in matters concerning Veteran and Vintage affairs.

I now come to the matter of Club finances alluded to earlier. You will have realised from the Treasurer's Report just presented that this year we have not ended up with the surplus of income over expenditure we have enjoyed in the past, although Club assets have increased substantially during the year. Realising that some action would be required at this meeting we commissioned the Treasurer to enquire into the Club finances and report. He found that -

1. Cost of goods and services had increased in proportion to the Nation's current inflated economy.
2. Cost of the production of SPIT AND POLISH was now exceeding the estimates laid down by a considerable amount.
3. Investment in assets such as number-plates has tied up a sizeable amount of capital.
4. No increase in fees has been made for at least 9 years.
5. Joining fee is nominal considering the assets of the Club to which a new member becomes entitled.

Accordingly, in order that this Club retain its solvency and protect its assets, it is the recommendation of the current Committee that fees be increased as follows:-

Annual Subscription	\$6.00	(from \$3.50)
Magazine	\$4.00	(from \$1.50)
Joining Fee	\$5.00	(from \$2.00)
Junior Members unaltered.		

At the appropriate time this matter will be dealt with.

Our Newcastle Branch continues to prosper and what an enthusiastic group they are! Office-bearers this year are: Chairman - Laurie Macey, Vice-Chairman - Ray Thomas, Secretary - George Adams, Treasurer - John Riley, Newsletter - Howard Hughes, Liaison - Doug. Marr. Jack Dance and myself had the pleasure of attending their May meeting and were made most welcome.

Some mention should be made of the contributions made by our two Vice-Presidents, Arthur Garthon and Len Sheen. They are both very busy men in their day-to-day activities and the amount of time they spend on Club affairs is staggering. Len is about to leave for an extended overseas trip and we wish him and Hilda all the best for a happy and enjoyable time. Len, with Victor Jacobs, has been organising the forthcoming National Tour to Coffs Harbour, which promises to be a beauty! Arthur now takes over from Len as Tour Director.

In conclusion, I would like to thank all those other people who have contributed to making this another successful year, and to the rank and file members themselves without whose support none of this would be possible, I say thanks again.

R.A. FOY,  
President, 1970/71.

\* \* \* \* \*

INTERNATIONAL RALLY - N.Z. - 1972

As you know, air fares are cheaper when there is a large booking than when there are only one or two. With this in mind, we are interested in finding out the names of those going to New Zealand next year for the Rally.

Anyone interested please contact:

JAN SYKES,  
24 Stuart Street,  
Blakhurst, 2221  
'Phone 54/4791 (H)

OR

JERRY STELLING,  
35 Waugoola Street,  
Gordon, 2072.

The details required would be:

Number of people in your party.

Destination -- Auckland, Wellington, Christchurch.

Date of departure from Sydney.

Interstate entrants who would be interested are quite welcome to enquire.

\* \* \* \* \*

POINT TO PONDER.....

How some words come into being. Many have a language derivation. But what about 'Fiat'? The initials of four words, of course.

We speak quite glibly lately of the 'Laser Beam'. What was the language derivation of that word? None. It is the initials of 'Light Amplification by Stimulated Emission of Radiation'.

And looking back to the last war we recall the appalling loss of shipping through the agency of enemy submarines. One method of countering this was 'Pluto'. Nothing to do with a Cartoon Canine. It was the code name for the method of transporting essential petrol by a means other than surface carriage. It stood for 'Pipe Line Under The Ocean'.

HOW I WAS HOOKED BY A HUPP (1913 STYLE)

To find a veteran Hupmobile while dutifully engaged in one's lawful employment must constitute one of the greatest delights that this life can offer. Such was my lot at Cobar in October 1964.

At that stage we (Joan and I) had only recently become interested in veteran or vintage cars, an interest that had grown out of an earlier ambition to rebuild a T series M.G. Availability was the deciding factor when it seemed obvious that the raw material necessary to rebuild a veteran car was rapidly disappearing, whereas it was a safe assumption that there should be TC's around for a while yet.

The Hupp was not complete - not by a long shot. Missing bits included the radiator, magneto, front axle, tailshaft, pinion, lights, etc. The motor had also been removed, but many of the major components of this were located at the homestead 5 or 6 miles away. The body had deteriorated badly, aided by the attention of 'roo shooters and the ravages of 30 odd years abandoned in the open. The gearbox innards, and diff. centre were useless, but we had already heard of a similar car, badly rusted at Cootamundra that could supply these parts. This was later acquired and the engine/gearbox of that car is basically the one in use at the moment. This diff. however was also badly damaged, having suffered the same problem - collapsed pinion bearing with the bits caught up in the works.

Christmas 1964 with Joan for moral support I headed back out to Cobar to dismantle the machine and freight same back per box trailer. Joan's enthusiasm waned somewhat when on arrival a hot and cranky brown snake detached itself from the Hupp and offered to contest ownership - however we managed to establish our title to the car. With a tarp cover to keep off some of the summer heat the dismantling was completed in two days and a major part of the thing carted home. While dismantling, considerable deterioration became apparent. The all-steel body had formed a natural trap to accumulate dirt, water and whatever else (?) that was about when left in the open for such a period. Dust storms etc. had piled up to a foot of dirt inside, and when this was excavated it was found that the steel floor and parts of the chassis had been shovelled out as well.

Fortunately a further "work" trip to Cobar a little later permitted the necessary deviation to collect the remaining bits which had been stored for me at the homestead.

Having managed to shift all the bits home to Picton and started work on the project, we decided to shift camp to Campbelltown. Eighteen months disappeared while we settled in, prepared gardens, paths etc. before the project could be taken up again.

The restoration began in earnest with a rebuild of the chassis. Learning the rudiments of welding, plating the chassis, forming new cross members and floor took the best part of a year. At that stage it was Christmas 1967, but there seemed plenty of time to complete the job for the 1970 run. However, work still required long absences from home so that little time was available.

Apparently at this stage I began going about the job back to front by comparison with what I've since observed as the "normal" procedure. I decided to continue with the body work and leave the mechanical side till last. However it soon seemed necessary to get the thing on wheels, suggesting

the diff. and front axle should come in for some attention. A diff. was located south of Dalgetty by some Cooma friends and a quick Sunday trip had this home. Unfortunately this proved to be a 3.6 ratio - the highest of the three options available and apparently used with 23" wheels on a runabout. However it was fitted and is still in use though with the 500 x 24 wheels it makes the car very high geared and therefore not particularly fond of long hills. (Food for thought - if the engine would only rev. to 3,000 odd we would top the ton). Actually my navigator claims it only fired 75 times between Warwick Farm and Melbourne, but you don't have to believe that.

Finally, in mid 1969, the body was generally completed and primed and the engine/gearbox next in line. At about this stage it seemed a good idea to join the Club and we were pleased to be accepted as full members.

The engine unit from Cootamundra having been selected as the best proposition, work started. All bearings in the gearbox and torque tube required replacement but no stock line was available. Some good experience in turning was acquired making up the necessary adaptors to enable stock bearings to be fitted.

The crankshaft was reground and big end and main bearings remetalled. While hawking the crankshaft around, only one firm could be found who would regrind same without removing the rivetted flywheel - this was McGregor and Parker of Newtown. New valves, guides, gudgeon pins and rings were fitted to the top end. The original block had already been rebored about 1926 and is again well worn but the old cast iron pistons are still in use. According to the previous owner the engine has covered a very high mileage probably 100,000 miles, and until the block can be sleeved and new pistons fitted, it will possibly continue to drop the odd puff of smoke here and there.

The engine was completed and first run in January 1970 and a request for registration submitted when it was apparent the Hupp was a going concern. Robert and Bill McArthur attended to the inspection in early February and I recall that they seemed a bit sceptical of our chances of completing the job in time for the Melbourne run - paint upholstery and hood were still required. As we were determined to complete the car ourselves, it meant little sleep for the remaining weeks while we completed the upholstery and other jobs. Fortunately friends gave us assistance with the paint job - it was obvious that time would not permit a good hand brush job and we were prepared to go on the rally with the car in prime. However the offer of the necessary equipment and assistance was gratefully accepted and the spray job was completed at home. The hood we finished two days before the rally, and so with two or three laps around the block (total mileage about 10) we set off for the start at Warwick Farm, not terribly confident of our chances. No need to worry though as the Hupp took us to Melbourne and back without any real trouble.

The car has provided us with considerable enjoyment in the year past, and we have endeavoured to make use of it at every opportunity. Mileage to date, since registration, would exceed 2,500 for the year, with only one unexpected stop on the road due to a priming cup opening on the way to Bundanoon. The clutch has caused some trouble due to a lack of inclination to disengage, however this has now been overcome and the correct adjustment apparently achieved.

Now to go on would only cause trouble. Jimmy Simpson said to write something but keep it short so probably the friendship is already strained. Anyone who wants to hear to remaining 20 or 30 pages that I've torn

up had better visit us at Campbelltown some time where we can discuss it over a cold one or a cuppa tea.

- KEN QUARMBY

\* \* \* \* \*

A SONG OF SPEED

By a Mad Motorist

A Fay and a Sprite on an Aerolite,  
Came down to the human race:  
They rode afar on a motor car  
At less than the legal pace.

So deadly slow they tried to go,  
That a funeral passed them by,  
But a man of oaths in his private clothes  
Was watching with eagle eye.

"I saw you exceed the legal speed,"  
He said with a demon grin,  
"And racing a hearse, which makes it worse,  
And so I shall run you in."

A genial Judge to their plea said "Fudge!"  
And allotted them "life with hard"  
And Constable James, who stopped their games,  
Has a statue at Scotland Yard.

And the Sprite that night on the skies did write,  
As soon as the Fay he'd freed,  
This motto grand in a big round hand,  
For the whole of the world to read:

The Devil is said I have somewhere read  
The Father of Lies to be;  
But it's surer far that the motor car  
Is the Father of Perjurer.

\* \* \* \* \*

THAT T MODEL AGAIN - UNDER DIFFERENT SPONSORSHIP

Reading through the June Newsletter of V.C.C.A. Victoria, we found an article entitled: "A 'Two Cylinder' Ford T".

It is an interesting description, not of a 2-cylinder T Model, but of a conversion of the 4-cylinder motor, to run on 2 cylinders only. Having arrived at this stage one sets to wondering to what use such a device could be put. A surprising idea, but no more surprising, surely, than the signature at the foot of the letter concerned.

The article is opened up by a letter from a farmer of Redbank, via Avoca, Vic., who wrote:

"To Power Farming, Box 1813, G.P.O., Sydney.

Dear Sirs:

Cont'd. on P.11.....

"I would be pleased to have your help and advice in the following. I am contemplating fixing up a Model T Ford engine to use as a stationary engine. As it has no electric wiring on it, could you give me a diagram showing how to wire it up. It has a K-W timer in place of the usual timer, and would you give advice re using the ordinary Ford timer.

I would like to retain the starter, generator, and would use one light from the battery to light the shed it would be used in.

If at some time later I converted it into a two-cylinder job, which two cylinders would you advise I use, is there a simple way of doing so, and what h.p. would it develop at medium revs. What grade oil should be used?

Yours faithfully."

The answer to this enquiry was made in the following words:

"The Sydney & Melbourne Publishing Co.  
Pty. Ltd.,  
Trade Journals-Institutional Publications,  
29 Alberta Street, Sydney.  
9 January, 1952.

Dear Sir:

Your remittance ordering a copy of the 1957 Technical Annual is acknowledged with thanks and we attach our receipt. In regard to your queries we are enclosing a wiring diagram which you may find useful when installing your engine. Although this is a diagram designed for 'trouble-shooting' on a modern car, the general lay-out should be easy to follow. The light for your shed should be taken from point II, the generator side of the ammeter.

The K.W. Timer is quite satisfactory to use. Low tension current is applied through the breaker points and distributor to each of the four Ford coils in turn. The coil side of the Ford coils and not the vibrators is used. Should you not have the Ford coils on hand, four standard type ignition coils could be used. The firing order for the engine is 1.2.4.3.

If you convert the engine to a two-cylinder job, we would suggest that you use the rear two cylinders, and remove the pistons, con-rods etc., from the two front cylinders in order to minimise friction losses. To seal off the front cylinders from the manifolds, the valves should be left in position, but their tappets removed.

Your engine when running on four cylinders at about 1200 r.p.m. would develop 18 h.p. When running on two cylinders at the same revs., we should say that it would develop between 9 and 10.

Although the manifold has stamped on it the words "Ford Vaporiser" we could not recommend that you use any fuel other than petrol as the engine may be damaged because of dilution if power kerosene were used. For stationary work it is recommended that S.A.E. 40 lubricating oil be used.

Glad to be of help, and with kind regards,

Yours faithfully,

'Power Farming in Australia and New Zealand',  
R.A. FOY, Asst. Technical Editor."

T Model - Diff. Sponsorship Contd.

The personal touch was the main motivation in our referring to this article, but the technical brilliance took our mind back to some early Ford advertising and engendered the thought that "if you can't afford a Ford, perhaps you can afford half a one."

In any case, we see various uses for such a conversion, including grinders and small lathes, where electricity is unavailable. Even a small compressor and tank for starting certain Wolseleys and for spraying restorations. It would seem to suggest a new use for old engine blocks.

Had we no stable knowledge of the authenticity of the Reo we could well have been convinced that it was powered by Foy's Famous Fractional Ford.

However, we feel that the description of this conversion must be interesting to many, and a challenge to some. It could even potentially sharpen the wits and observational capacities of the Concours Boys when listening to Two Lungers.

\* \* \* \* \*

A RECENT REO RECOVERY

- Paul W. Butler

As Bob Stubenrauch quotes in "The Fun of Old Cars" "the going price for a discovered car will be substantially more than the farmer put on the hopeless wreck he was happy to eject from his barn".

This precept was recently put to good use when in Menindee towards the end of last year. After a long flight to Broken Hill we motored the 60-odd miles to the Darling River town and though late in the afternoon, I continually posed my question to all comers: "Are there any old cars about?" The first clues led to old Falcons and Holdens, as asking for cars not less than 55 years old usually produces more blank stares than cars. However, one business acquaintance did indicate that his father had some old cars and I could follow him home the short distance.

Across the uncommon road bridge with the standard gauge railway bridge in the same width, led us to his father's farm and amongst the old corrugated iron, ships' water tanks etc., stood out a quite huge General Motors truck and a car with the inevitable utility back. My colleague's father was indisposed and though the car was most likely pre-1918, no name was then apparent, but the name 'Reo' was mentioned but I could not confirm manufacturer or year at that stage.

If I wished to purchase, a most reasonable figure was agreed and after having photographs printed on return to Sydney, the identification quest started. Messrs. Georges Green and Roberts were, as usual, most helpful and the discovery at about the same time by John Dunbar of Walcha of a similar machine, underlined that 'Reo' was correct, and this made two of a fairly uncommon car.

On the same trip and not far away a vintage "R" type Vauxhall body rested and after some telephone calls it was learned that the owner had gone to Adelaide a decade before and the local police would be delighted to see it removed.

Now how does one economically recover a Veteran Reo and a Vintage Vauxhall some 600 miles from Sydney? I knew that I wanted the Reo and I

recalled a friend's interest in Luton products of that era and a proposal to Malcolm Stewart to obtain the loan of his brother Andrew's Land Rover met with ready acceptance.

I had business to attend to in the Riverina and up as far as Hillston and I first hoped that I might be able to get the units from Menindee delivered that far. However I was prepared to go the whole distance and met the Rover and trailer late in the afternoon at Hillston only to learn that a wheel had been lost some hundreds of miles before but as Hillston looked a more likely spot for repairs they met me as planned. It was quite exciting to meet the tower and trailer just as arranged, parked where I expected, so many miles from home.

Repairs were delayed due to the trailer axle being almost impossible to remove. However, it eventually came off and a good replacement put us on our way to Mossgiel and Ivanhoe at about 6 p.m. Even the highways are dirt out that far but the one thing I shall always recall is the extreme visibility; car lights first appear about twenty miles or more away and the sky produces millions more stars than we ever see in the city.

Beyond Ivanhoe a little rain had deteriorated the road and we were seriously bogged (fortunately with an empty trailer) some six times and over and over again I was pleased that we were equipped with four-wheel drive and someone competent to extricate us.

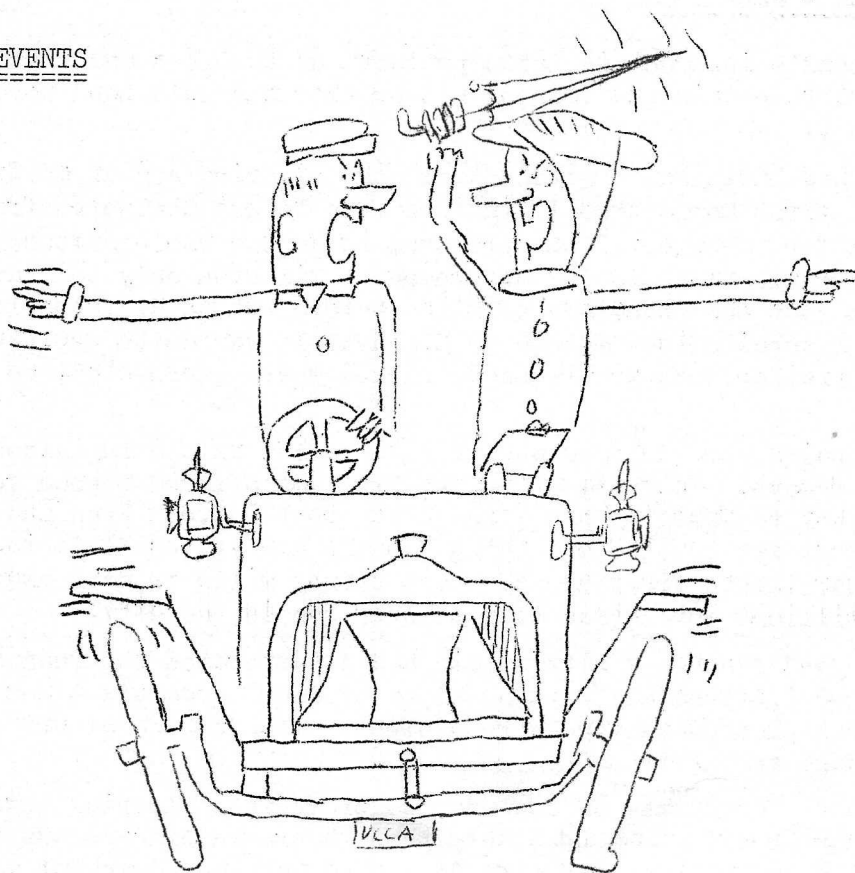
On the outskirts of Menindee we crept into sleeping bags when the dawn was already breaking and precisely three hours later cars and rifle shots indicated that a bounty-hunt for wild dogs (and Saturday drinking money) was under way - our seller being one of them. Needless to say an early start was made and we were contemplating our Veteran before 8 a.m. A little prior organisation had produced a large mobile crane and after dislodging the old utility tray, only a few minutes was taken to hoist the Reo from 6" of settled mud onto the nearby empty trailer. A little searching produced generator etc. and the car with two blocks again in place was largely ready to go. Unfortunately pistons and rods had been sent to a factory before the war (which war wasn't made clear) for reconditioning but alas the shop was burnt down so that was that. The bonnet inevitably covered the pump on the banks of the Darling River, a task now accomplished by an old sheet of iron!

Then onto Menindee itself and seeing the Vauxhall body was too much to expect to carry, a spare rail wagon became its transport and classed as 'scrap metal' reached Sydney in a few days for less than \$20 freight. The engine was just over the fence and the crane soon had this stowed across the Reo chassis, a few ropes and we were ready to leave late on the Saturday morning.

Still having vivid memories of the bogging problems it was decided to return the longer way through Wilcannia and though the highways are largely corrugated dirt roads no mud was encountered. This final 700 miles was taken at up to 35 m.p.h. and after a night's sleep near Hermidale, Sydney was reached uneventfully late on the Sunday evening, but I was very glad to have all the extra gears in the Stewarts' Land Rover to negotiate Victoria Pass. We had carried all our petrol from Sydney, some 80 gallons, which gave a great independence, and in the 1300-mile round trip our only call at a service station was to check tyre pressures. The only other mishap was that the one petrol container that developed a minor leak was above the food box: anyone for ham and petrol sandwiches?

\* \* \* \* \*

COMING EVENTS



15TH AUGUST - NAVIGATOR'S DAY.

Bring along your picnic lunch, compete or come for the run.

Start 9.30 a.m. under Gladesville Bridge in Drummoyne Avenue, Drummoyne.

29TH AUGUST TO 5TH SEPTEMBER - COFF'S HARBOUR RALLY.

19TH SEPTEMBER - C.V.V.T.M.C. MEETING.

2ND, 3RD, 4TH OCTOBER - NEWCASTLE RALLY.

Contact Newcastle Branch as soon as possible.

P. KABLE.

E. LANG (579.5790)

FOREIGN CORRESPONDENCE

We have received a second letter from Michael Bendeich (Mr. Chalmers), this time from Montreal, Canada - in the Trudeau Territory.

It is always interesting to travel, whether one does so as a paying guest, or as a paid employee. Michael has been in what he describes as "about 90% of all the junk shops in the slum areas, but it has paid off with all the bits and pieces I have found". He states also: "So far I have found at least two old car encyclopedias at each place we have been to. The best one was printed in 1902 and contains the English Traffic Laws as they stood in that era as well as many pictures of cars". Another paragraph has some self-condemnation, as he says: "Surprising too - the price has always been low - I suppose most people with any sense don't frequent these places!" There is also a personal message for one member in the following words: "I have also found an advertising gadget for an old car which Ken Moss will really like. He will have to wait till I return before he sees it, as it is too heavy to post by air mail." He had only one day at Boston but managed to visit Larz Anderson Museum and inspect an auction of Veteran and Vintage cars. Starting prices for bidding were rather high - Kissell 1923 \$11,000, Cadillac 1929 \$25,000. Michael was unable to acquire a catalogue in order to give further details, as they were \$5 each, and "my budget is already knocked out of shape". He went for a ride on the Metro. and states that "it was rather fun, as the carriages have pumped-up rubber tyres."

He included quite a batch of cuttings from papers showing prices asked for used vehicles. There is amongst this a fair cut off three sheets of a magazine, but the cuts have deleted the name of the magazine concerned. We shall give details of these next month, as they will need too much time spent on them for now, sifting through them.

His final words are: "Will write when I have more news."

\* \* \* \* \*

S O C I A L   N E W S

The only news this month is that Alan Blevins' daughter, Adele, and husband, left for England last month. Bay has been posted to the Stock Exchange there for 2 years. It only took 3 tries for them to get away on the Patris.

Hope Esme Lewis is feeling much better after her uphill fall. The ground jumped up to meet her.

Start thinking now about our Christmas Dinner on Saturday, 4th December. Cost will be approximately \$4.00 head, and it is to be held at East Denistone again.

JAN.

\* \* \* \* \*

TREASURER'S REPORT - YEAR 1970-71

The Club's financial year has resulted in an excess of Expenditure over Income of \$709.13. This contrasts sharply with a surplus of \$394.72 for the corresponding period last year and it reflects a steep increase in costs covering various of the Club's activities.

Income and Expenditure Account.

Significant factors affecting the above result are commented upon hereunder:

Income. Subscriptions rose by \$138, commensurate with increased membership. Interest on the loan of \$1,000 to the V.C.C.A. International Rally Committee, which was repaid last June, yielded \$227.15. Donations received totalled \$748.38, which is \$255 higher than last year and the Club's thanks are extended to the following donors, listed alphabetically, who have contributed towards this result: P. Butler, G. Campbell, Castrol Aust. Pty. Ltd. (per Toby Bent), D. Cawthorn, M. Chapman, R. Craze, J. Dance, W. Dudley, T. Foulcher, A. Foy, A. Garthon, G. Green, V. Jacobs, R. Jones, G. King, D. Mannhart, W. McCarthy, G. Roberts, M. Roberts, A. Rose-Bray, L. Sheen, W. Spraggon, D. Steer, G. Steer, L. Sykes, W. Trollope, J. Wards, P. Wards, M. Welch. Should any member's name have been inadvertently omitted, please accept my apologies.

Expenditure.

Again SPIT AND POLISH constitutes the major item of expenditure and the net deficiency incurred in producing the magazine is \$1335 compared with \$197 in 1969/70. An analysis of the various figures shows: Typing and duplicating \$855, Wrapping and Posting \$125, Cartage and Sundries \$29, Covers, printing etc. \$818 - total \$1827 for actual cost during the year. To this has been added \$344 worth of covers brought forward from last year's figures. Revenue comprised members' subscriptions towards the magazine \$486 and advertising space sold \$350. The latter figure is \$190 lower than last year in accordance with a Management Committee decision to invoice the advertising on a financial year rather than a calendar year basis. Rallies showed a deficiency of \$59 compared with \$17 for 1969/70 and social functions revealed a deficiency of \$205. This figure is in keeping with an earlier resolution to allocate \$200 of Club funds towards social functions. Our thanks are due to the Social Secretary, Jan Sykes, for her efforts which have contributed to the success of the various functions during the year. We also thank John Corby and his assistants for conducting the raffle at each monthly meeting to provide funds towards the annual Children's Christmas Party. Costs associated with conducting the monthly general meeting were: suppers \$70 and rent of hall \$42. The Building Fund was opened with a transfer of \$40 from the General Account and this amount appears in the Balance Sheet as an asset. Fifty new number plates were purchased at a cost of \$308.20. The Roster of Members was reprinted during the year at a cost of \$736 for 1050 copies. After bringing to account charges to the other States for copies supplied, the cost to the Club was \$411.

Balance Sheet.

The position is substantially the same as last year, having in mind the decline of \$709 in Accumulated Funds due to the excess of Expenditure over Income referred to above. The Club's current account is conducted at the Rural Bank of N.S.W., Rockdale, and at present it stands in debit \$176. Assets total \$8418, the main item being the Club's Interest

Bearing Deposits also held at the Rural Bank, Rockdale, and totalling \$6592, including interest accrued to date. Four of the deposits are currently invested at 6½% and one, amounting to \$1235 at 5%, will be renewed at 6½% on 31/8/71. Sundry Debtors at \$612 includes a credit in our account with the Law Union and Rock Insurance Company Limited of \$300, amounts owing by other clubs for rosters supplied \$190 and 22 car registration renewals outstanding. Stock on hand (at cost) is \$678.

During the past year various cost increases have exerted pressure on the Club's financial position, and this applied particularly to the production of SPIT AND POLISH. It is recommended that consideration be given to the possibility of effecting some economies in the conduct of the journal. It is also considered that the Club's present membership fees, which have stood unaltered for a considerable time, have become inadequate. For an example, the annual fee in 1960 was \$4.20, only 80 cents less than the present charge, and a revision of fees is recommended.

The Club's books and records have been audited by W.V. King, Shaw and Associates and as is customary, a copy of the Income and Expenditure Account and the Balance Sheet will appear in the July issue of SPIT AND POLISH.

May I extend my thanks and appreciation to the Committee members and all other office-bearers for their assistance and support at all times during the past year.

- BILL MC CARTHY,

Honorary Treasurer.

\* \* \* \* \*

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

FOR SALE OR SWAP - 1917 T Ford Parts; Motor, Radiator, Carby, some body panels; other small pieces.

Best offer or swap for earlier parts.

- KEN ROBINSON,  
53-9840

WANTED - Bosch Magneto DU4 Model 4.

- JIM LEWIS,  
134 The Promenade,  
Sans Souci.

WANTED - Frame, Petrol Tank, Wheels and Handle Bars for 1927/28/29 Douglas Motor Cycle.

Apply - TOBY BENT,  
3 Colwell Street, Kingsgrove.  
50-7368

EXCHANGE - 1925 All Chain Drive Douglas for 1927/8/9 Douglas Frame, Wheels etc.

Apply - TOBY BENT,  
3 Colwell Street, Kingsgrove.  
50-7368

\* \* \* \* \*



BALANCE SHEET AS AT 31ST MAY 1971

<u>1970</u>	<u>Liabilities</u>	<u>1970</u>	<u>Fixed Assets</u>
	<u>Accumulated Funds</u>		<u>Furniture &amp; Fittings (At Cost)</u>
8851	Balance 1st June, 1970	8851.43	534.38
	Less Deficiency for year	709.13	50.00
135	<u>Sundry Accrualments</u>		<u>584.38</u>
	Rural Bank of New South Wales		287.00
	<u>Current Account</u>		132.25
			<u>100.00</u>
			232.25
			<u>84.00</u>
			148.25
			<u>40.00</u>
			<u>Current Assets</u>
			<u>Rural Bank of New South Wales</u>
			<u>Current Account</u>
		80	6592.47
		6300	612.42
		359	50.00
		50	678.30
		488	-
		1000	-
		344	-
			<u>\$8418.82</u>
			<u>\$8986</u>

We have audited the books, accounts and vouchers of the VETERAN CAR CLUB OF AUSTRALIA - NEW SOUTH WALES, for the year ended 31st May, 1971 and report that, in our opinion, and to the best of our knowledge, the above Balance Sheet is in accordance therewith. We have accepted a certificate from the Hon. Treasurer as to the value of stock on hand as at 31st May, 1971.

The Register of Members required to be kept in accordance with the Constitution has, in our opinion, been properly kept.

SYDNEY, 24th June, 1971.

W.V. KING, SHAW & ASSOCIATES  
Chartered Accountants

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

NEWCASTLE BRANCH

Hon. Editor & Editorial Address:

Howard Hughes, 86 Verulam Rd., Lambton. 2299 'Phone: 57-4390

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MEETING NOTICE: This club meets on the fourth Wednesday of each month at the Driver Training Range, Court Road, Adamstown, at 8 p.m. Visitors will be made most welcome.

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By courtesy of our Events Committee I now have a complete list of this year's outings. This list is printed on the last page, and it is suggested that you remove it and pin it up in a prominent position, as a reminder of all events.

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COVER ILLUSTRATION (Not printed in SPIT AND POLISH)

A 40/50 h.p. Rolls Royce, with bodywork built by "Cockshoot of Manchester", this 1907 car was known as the "Pearl of the East". It was built to the special instructions of a Mr. Norbury of Cheshire, and finished in cream with apple green stripes edged with gold.

He exported it to India where it won numerous trophies both for appearance and reliability. In the 1908 Reliability Trials it covered the six hundred mile course, which included six mountain passes, without an involuntary stop; no tools were carried and the bonnet was locked, an official observer holding the keys.

Its elegance and performance so impressed the motor-minded Indian princes that it was the precursor of many exotic and fantastic Rolls Royce to be built and sent to India.

The "Pearl of the East" was purchased by the Maharajah of Gwalior.

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ERRATA

In last month's SPOKES IN THE WHEEL I reported that the 1912 Gräft and Stift was destroyed by a bomb blast during W.W.II, however after further investigations I have learned that the car was only slightly damaged.

It has since been restored and is now on display in the Heeresgeschichtliches Museum in Vienna.

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NEWS OF MEMBERS AND THEIR CARS

This month I have pleasure in welcoming a new member, namely John Wilson of Cessnock. Already a member of the N.D.V.C.C., John has restored a 1929 Austin Seven and is about to commence the restoration of his 1928 Fiat 503. When that car is completed, he intends restoring the 1918 Buick "6" which he recently acquired from your Editor. Best of luck, John, and we look forward to seeing you and your wife Pat at club functions in the not-too-distant future.

\* \* \* \* \*

We don't see very much of Don Barker these days, but he is apparently very active in local affairs. He is at present (we are told by N.B.N. and the "Newcastle Morning Herald") working for a very worthy cause, the beautification of Brae Park Lookout.

\*\* \*\* \*

At the last meeting we had the pleasure of the company of our State President, Allan Foy, and State Secretary, Jack Dance. At the conclusion of the meeting Allan gave an interesting talk on the workings and future plans of the C.V.V.T.M.C.

Thank you very much Allan and Jack for visiting us, and we hope that it won't be too long before we see you both up here again.

\*\* \*\* \*

Our congratulations go to the Broadbents who, on the last Katoomba Rally, won the Coggins Trophy, and the One-Lunger Trophy, with their tiny 1911 A.C. Sociable. A particularly fine effort.

\*\* \*\* \*

#### EIGHT RULES FOR OFFICE WORKERS IN 1872

Most discussions of labour are concerned with factory or mill workers. What about the white collar worker? This selection should indicate something of his (or rarely in those day her) status in 1872. These rules, by the way, are not invented or even exaggerated; plenty of offices had just such working conditions.

1. Office employees each day will fill lamps, clean chimneys and trim wicks. Windows will be washed weekly.
2. Each clerk will bring in a bucket of coal and another of water for the day's business.
3. Make your pens carefully. You may whittle nibs to your individual taste.
4. Men employees will be given an evening off each week for courting purposes, or two evenings a week if they go regularly to church.
5. After thirteen hours of labour in the office, the employee should spend the remaining time reading the bible, and other good books.
6. Every employee should lay aside from each pay day a goodly sum of his earnings for his benefit during his declining years so that he will not become a burden on society.
7. Any employee who smokes spanish cigars, uses liquor in any form, or frequents pool and public halls or gets shaved in a barber shop, will give good reason to suspect his worth, intentions, integrity and honesty.
8. The employee who has performed his labour faithfully and without fault for five years, will be given an increase of five cents per day in his pay providing profits from business permit it.

According to the Boston Sunday Herald of October 5, 1958, a Boston office manager, cleaning out a file in preparation for his firm's move to a new location, came across these office rules for 1872. He wanted to read them to his office staff, but the members were all out on one of the day's several coffee breaks.

This article submitted by George Adams.

\*\* \*\* \*

PLEASE COPY ALL STATES

- WANTED - 1918 6-cylinder Buick parts. Particularly differential parts, mudguards and body panels.  
- JOHN WILSON,  
5 Harris St., Cessnock. NSW
- WANTED - Pre-1905 twin-cyl. Wolseley (beehive radiator type) parts particularly gearbox. Any photographs would also be appreciated. I have for swap a large Vauxhall diff. containing crown wheel and pinion. Believed to be 30/98 model.  
- JOHN CHERRY,  
Police Stn., Abermain. NSW
- WANTED - Vintage "T" Ford differential and two heavy type 23" wheels (Ford Truck type).  
- DOUG MARR,  
57 Main Rd., Warners Bay. NSW  
'Phone: 48.8756
- SWAP - 1915 4-cyl. Buick motor complete except for carby. (Most parts will fit earlier type Buicks), 1915 Ford Diff.; combined gearbox/diff. unit (intact), with tailshaft - probably Overland or Studebaker, 1908-12 F & J all brass tail lamp - no font or glass, and early all brass "Dreadnought" sidelamp. Will swap these items for Veteran Fiat parts, c.1912-13.  
- HOWARD HUGHES,  
86 Verulam Rd., Lambton. NSW  
'Phone: 57-4390

CALENDAR OF EVENTS 1971

- JULY 11TH - ASSEMBLE at Glendale X-Roads - 9.30 a.m.  
DEPART at 9.45 a.m. Proceed to Cessnock via Kurri Kurri.
- AUGUST 8TH - ASSEMBLE at 2HD (Sandgate) - 9.30 a.m.  
DEPART at 10.00 a.m. Proceed to Finnan Park
- SEPTEMBER 12TH - ASSEMBLE at Boolaroo School - 9.00 a.m.  
Depart at 9.30 a.m. Proceed to Martinsville Park via Toronto, Awaba, Freemans Waterholes and Cooranbong.  
THIS IS TO BE THE INSPECTION DAY. There are good barbecue facilities, water and toilets.
- OCTOBER 1ST, 2ND, 3RD - ANNUAL NEWCASTLE TOUR.
- NOVEMBER 14TH - ASSEMBLE at Croudace Bay Park - 9.00 a.m.  
DEPART at 9.15 a.m. Proceed to Norah Head.
- DECEMBER 11TH - (SATURDAY) - ASSEMBLE at Myuna Bay - 4.00 p.m. in time for barbecue. Have your Veteran lighting operational as there is to be an evening drive after tea.

CHRIS. BROADBENT  
MAX BURKE  
JOHN CHERRY

## Looking for New Veteran or Vintage Car Parts?

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facilities

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