

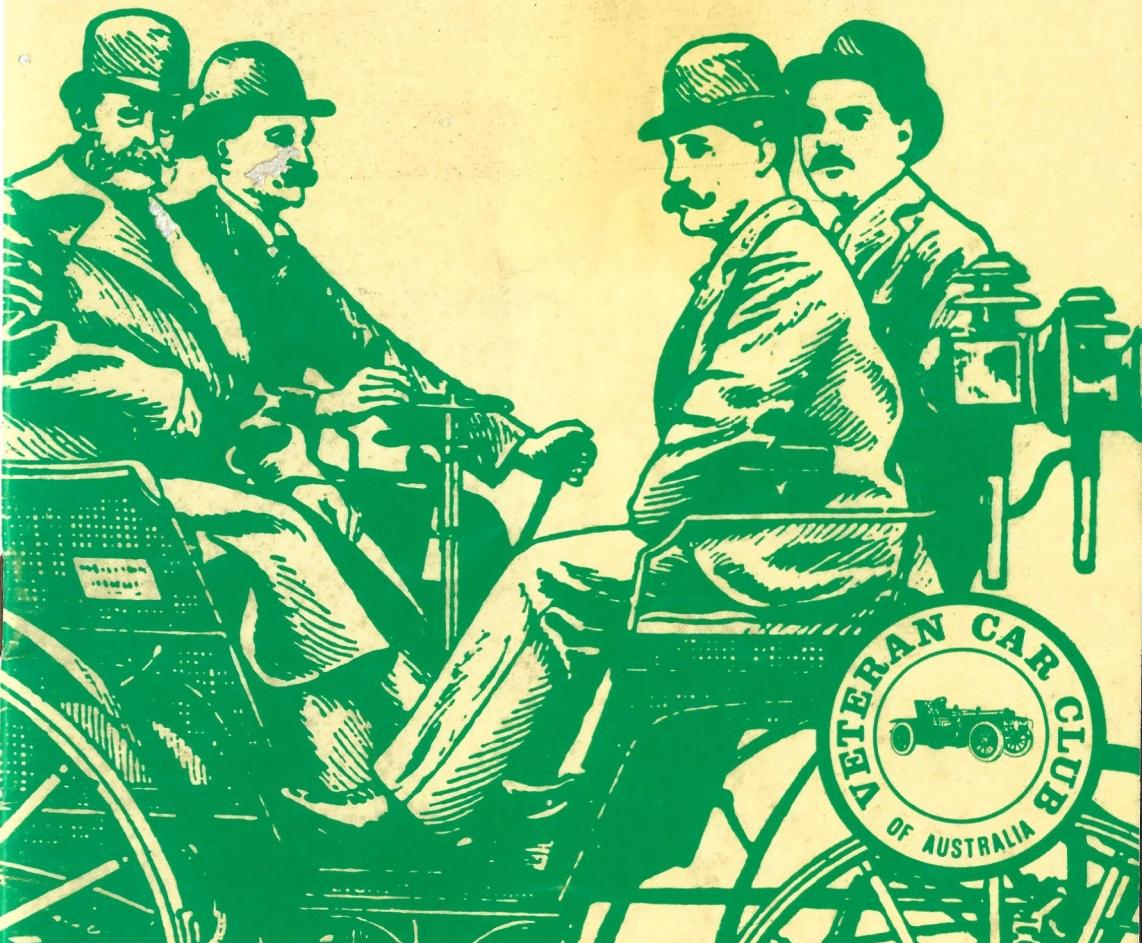
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

# 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 XXVI No. 7

February 1985

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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, 28TH FEBRUARY, 1985.

*Editorial**Comment*

This February issue has a full list of entrants and a report on the Blue Mountains Tour - also a note on the most unanswered question from the Events Committee.

I personally must say how much I enjoyed participating as a driver in my 1912 Austin again. I first drove the Austin in a Blue Mountains Tour in 1957, so it was good to do it again in 1985.

"Letters to the Editor" are gaining popularity - more to read - and Mel Pope tells of the Bay to Birdwood Run he attended late last year. Any other members attended events such as this? If so, share them with all the members through SPIT AND POLISH. Yes, I mean put pen to paper and write an article.

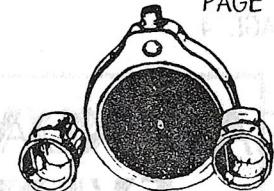
- SANDY ROBERTS

*A THOUGHT FOR VALENTINE'S DAY:*

*love is...*



*... a vehicle to  
happiness.*

*President's Message*

Many members have contributed towards the construction of our new Clubrooms in a variety of ways. Some have given their labour freely, others have generously donated building equipment, earth-moving machinery, windows, doors etc., while a number of members have supported us by investing in Club Debentures. Add to this list those members who continue to augment the Building Fund with monies raised through raffles and the use of cars for various functions and it is clear to see that it has been a great effort.

Notwithstanding all the above, a member approached me recently and asked how could they help? For various reasons they found it difficult to be physically involved but they wished to contribute in a positive way towards the construction of the building. They have volunteered to arrange the supply and installation of the Vehicle Access roller-door. Possibly you also feel that you have received a host of enjoyment from the Club and would like to respond and at the same time leave your mark on the hall.

We have a series of projects that could be successfully completed by this system, such as a set of doors leading to both Halls, the kitchen cupboards, the lighting Library furniture, an Official Table for each Hall etc., and all could be installed with an appropriate brass plate. If you wish to leave your mark within the Club, then give me a ring and discuss your proposal.

The 29th Annual Blue Mountains Rally was another highly successful event and thoroughly enjoyed by all who attended. Many thanks must go to Terry and Lois Cook and their band of helpers who made the weekend the success that it was. Terry, your idea of hiring the pavilion area at Auburn Botanical Gardens for Sunday lunch was really appreciated by all who dined and relaxed under cover after motoring down from Katoomba.

- BOB BAXTER

## CALENDAR OF EVENTS

1985

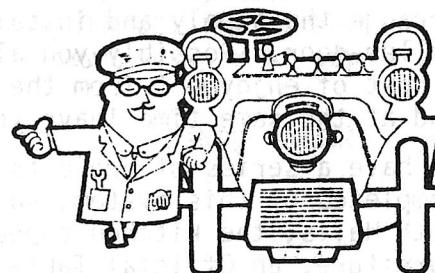
Mar. 10 DAY RUN - details page 4

Apr. 14 SATURDAY OUTING

May 24 (FRIDAY) PRESENTATION DINNER

May 26 (SUNDAY) 3RD ANNUAL VETERAN AND VINTAGE DISPLAY DAY at 'The Old Green's Museum Property'. Full details March issue.

### Coming Events



### Next Event - Sunday, March 10

Start at Queen Elizabeth Park, Concord, Broughton Street end at 10.00 a.m. for a run through the older suburbs of Glebe, Surry Hills, Redfern and Paddington to finish with a picnic in Centennial Park.

Terry Cook  
Malcolm Garthon  
- Events Committee



## Australia's finest holiday resort *Vacation Village* at Port Macquarie

### LUXURY HOLIDAYS FOR THOSE CAR MEMBERS WHO WANT SOMETHING SPECIAL (Ideal for 4 or 6 people)

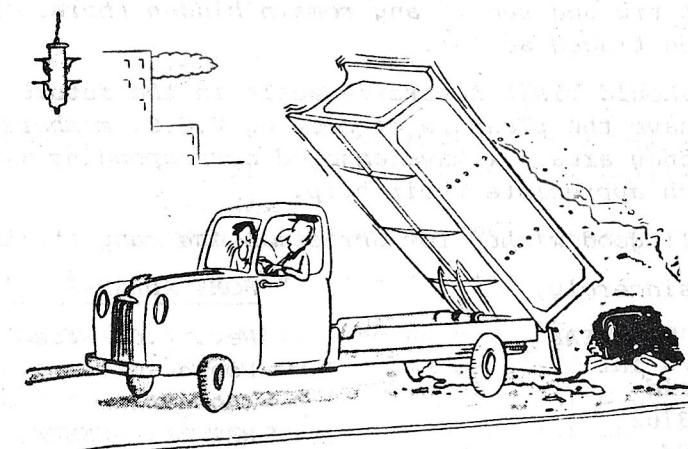
Spacious 11 square apartments, 2 air-conditioned bedrooms, 2 bathrooms, 2 colour televisions, piped music, a superb kitchen with dishwasher, microwave, 14 c.f. fridge and complete with appliances, dinnerware, linen, etc.

### FACILITIES TO MAKE EVERY HOLIDAY COMPLETE

- 2 Tennis courts
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- Chip n'putt golf green
- Golf and Cricket nets
- Squash court
- Hot spa
- Gymnasium
- Billiards
- Swimming pool
- Children's play area
- Fleet of Bicycles
- Table tennis

Even a full size all-weather, bowling rink!

Telephone for more information on how you can Own or Rent.  
Enquiries: Sydney Office - (02) 699 6666



"No. That isn't the cigarette lighter."

# Letters to the Editor



Dear Sandra,

As we fly home on Thursday this week, I do wish to thank you for inserting my letter in the V.C.C.A. magazine. I have received a really encouraging response and information from members which will be of great interest to the small group of G.W.K. owners and friends in England.

It is good to discover that two of the early 2 cylinder cars exist in N.S.W. - a fact of which we had no idea. Perhaps in time further discoveries will be made and if so I do hope some kind friend will be good enough to pass the information on to me at the address below.

Though G.W.K. Ltd. was never a large-scale manufacturer, they did appear to succeed in spreading their vehicles all around the world in a remarkable way. It is known that a number were sold in Ceylon (Sri Lanka) of all places, and we must try and see if any remain hidden there. Nothing has been traced so far.

If we should visit Australia again in the future I hope I shall have the pleasure of meeting V.C.C. members around the Sydney area. I have enjoyed corresponding with several and much appreciate their help.

With all good wishes for Christmas and many thanks.

Yours sincerely,

LESLIE C. STEAD

Caulfield,  
Vic. 3162  
11.12.84

#### HOME ADDRESS & 'PHONE:

Rev. L.C. Stead  
Pound Cottage  
Ashburnham  
BATTLE, SUSSEX, TN33 9NR  
'Ph.: 0424-892580

Dear Sandra,

To the President and Members of the Veteran Car Club of Australia (N.S.W.).

Please accept our thanks for the many calls etc. from our members on our 60th Wedding Anniversary. Very much appreciated by us both.

- RETA & BILL EAST

#### AN OPEN LETTER TO ALAN ROWE

It was with sympathy, surprise, and a query, that we read of your mishap at Campbelltown.

Sympathy - it must be disconcerting to have to cope with such an inconvenience. To be in keeping with the Sydney Festival suggestion, it is hoped that you managed to design the sling in Green/Gold motif (or is it "decor"?).

Surprise - that after all these years such a thing would happen.

A query - do you put the arm into traction at night, or hang it over the side of the bed?

With a spot of imagination we could visualise an advertisement in SPIT AND POLISH after the style of:

WANTED Veteran car, complete. Low compression.  
MUST BE ANTI-CLOCKWISE ENGINE (pre-digital rating).  
Apply: A. ROWE MOTORS, EARLWOOD.

\* \* \* \* \*

Backtracking a few (?) years. We have not forgotten your grand effort on Anzac Parade after a Doll's Point event, when you ran to a chemist for a skin cream for our daughter's hand, burnt by contact with an overheated brass radiator cap. We suggest in your case: "To relieve soreness, rub with Peach Melba". Incidentally, we are in a position to supply a set of left-handed screwdrivers, should they be needed.

- VOICE FROM THE PLAINS

MEMBERSHIP UPDATENEW MEMBERS:

PENNISI, Santo	791
6 Freeborn Place, Alstonville. 2477	
Ford Tourer 1914	
(B) (066) 871447 (H) (066) 280807	
SIMMONS, GEOFFREY	792
15 Surrey Ave., Georges Hall. 2193	
Delage Single Cylinder 1907	
(B) 57.6520 (H) 709.7530	
WARE, Robert William	793
10 Buffier Crescent, Rutherford. 2320	
Overland 79T Tourer 1913	
(b) 33.7806 (H) 32.7199	
LUCKY, Mark Andrew	794
16 James Cook Island, Sylvania Waters. 2224	
De Dion Bouton - Rear Entrance Tourneau 1903	
(B) 546.1417 (H) 522.8302	
DELMEGE, Maxwell Philip	795
14 Bungan Street, Mona Vale. 2103	
Talbot Tourer 1911	
(B) 997.4444 (H) 997.4445	

CHANGE OF ADDRESS:

ROBERTS, James T.	715
49 Blake Street, Dover Heights.	

RESIGNATION:

WELCH, Max	693
------------	-----

\* \* \* \* \* \* \* \* \*

*"Why are you racing through town at 80 kmph?"*

*"Well you see, officer, my brakes aren't working and I want to get home before there's an accident."*

1985 BLUE MOUNTAINS TOUR'S MOST UNANSWERED QUESTION

Some answers: The distance on Saturday was 54 miles; Mini Rally 13 km or 8 miles; and Sunday 56 miles.

The most unanswered questions were:

"What is 133?"	Army Signal Squadron
"Mr. Lukin's initial?"	'V'

The Events Committee hope everyone enjoyed what was a different format. We would appreciate suggestions for the proposed three-day 30th Annual Tour next year.

It is interesting that most entrants were pretty close to their nominated speed of 18 mph or 24 mph (except for the lead-foots).

Thank you very much to all our loyal officials for their assistance. Particular thanks to Barry and Judy Garth for help with many essential odds and ends. Also Ann Irish, Mary Sultana, Val Weir, Rhonda Trollope, Judy Garth and my wife Lois for looking after Sunday lunch.

- EVENTS COMMITTEE

\* \* \* \* \* \* \* \* \* \* \*

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

Solution to No. 36

ODD NUMBERS

One answer is 3, 3, 3, 3 and 1. You were not forbidden to use the same number more than once!

No. 37

REFLECT ON THIS

What three-letter word reads the same when held upside down in front of a mirror.

VETERAN CAR CLUB (NSW) GOTCHA BRAND KNITTED SPORTS SHIRT

A new idea to help our Building Fund - why not buy yourself a shirt and surprise your good lady with one as well?

The "Bonds" shirts are available in two styles, and samples can be seen at the January meeting and on the Blue Mountains Rally (modelled by Bill Trollope and Terry Cook).

Be individual - have your own car printed on your shirt as well - all you have to do is supply a photo of your car and a cheque for \$65.00 to cover cost of preparing the art work.

Place your order - by FEBRUARY 28 - with:

Bill Trollope  
229 Bobbin Head Road  
NORTH TURRAMURRA 2074

Delivery will be in March.

STYLES, COLOURS, SIZES, PRICES ARE:STYLE I - STUD (Suit men)

COLOURS: White, cobalt, navy, sand, yellow. (VCCA emblem printed in suitable co-ordinated colour)

SIZES: 10-22 PRICE: \$16.00

STYLE II - V-NECK (Suit men or women)

SHIRT/COLLAR COLOURS: Bone/brown; white/navy; cobalt/white; white/black; sky/navy. (VCCA emblem printed to match collar colour)

SIZES: 10-22 PRICE: \$14.00  
(Tear off here)

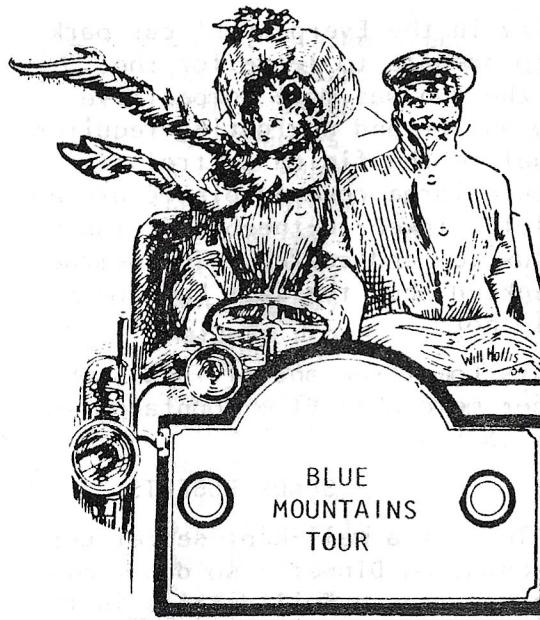
ORDER FORM - VCCA (NSW) SHIRT

STYLE	SHIRT COLOUR	SIZE	PRICE
-------	--------------	------	-------

NAME..... AMOUNT ENCLOSED.....

Cheques payable to VCCA (NSW)

If you do not wish to cut this order form from your magazine,



Malcolm Johns, Debbie and Ross Murray who provided devonshire tea no less from a splendid English picnic basket at a roadside park.

Members were booked into their rooms and lunching at Leura by 1.30 p.m. due to the easier route and this was much appreciated by the drivers of the smaller cars. There was plenty of time to enjoy that 'Mountain Air' in the free afternoon and talk about "cars" and chat to members not often seen - such as Jim Simpson from Bathurst and Life Member Len Masser, who both came by for a while.

An optional tour was organised, taking in some of the beauty spots and delightful residential areas for an hour, which left at 3.00 p.m. for those who wished for more motoring.

The dinner at Everglades in the evening was very pleasant and members danced to the music and singing of an organ duo.

The moment finally came when Bob Baxter announced the drawing of the raffle - prize of a week at Vacation Village, which Vic Jacobs so kindly donated. Young Elizabeth Wards - Peter and Robyn Wards' daughter drew the winning ticket - Keith Carden and Jean will be enjoying a holiday at Port Macquarie soon.

'Come Up for Air' say the brochures for the Blue Mountains Area. Veteran Car Club members in their vehicles did just that on the weekend 2nd and 3rd February on a very successful 29th Annual Run organised by the Events Committee - Terry Cook and Mal Garthon.

The start was at Auburn Botanic Gardens - clocked out by George Sevenoaks for any easy question-free drive up the highway with half an hour allowed for morning tea. Max and I were lucky enough to join

Breakfast over, much activity in the Everglades' car park as cars and drivers began to prepare to leave for the return journey. This time the run was more competitive and there were questions to answer and navigating required to a control at Blacktown before the finish control at Auburn. Here specially booked large covered picnic ground was the venue for a plentiful chicken-in-the-basket lunch and welcome cool drinks, plus tea and coffee. The weather had been perfect for the weekend, but the last hour or so from Penrith on it was quite hot.

Congratulations to the Events Committee and officials who all made possible yet another memorable Blue Mountains Tour for the members of V.C.C.A. (N.S.W.)

- SANDY ROBERTS

P.S. Who won the awards? This is a well-kept secret until the night of the Presentation Dinner - so don't miss out and keep the 24th May free. Full details in the March issue of SPIT AND POLISH. - MERYL GODFREY

#### RALLY ENTRANTS - 1985 BLUE MOUNTAINS TOUR

John Simmons	1902 Napoleon
Peter Hill	1905 De Dion
Bill Trollope	1912 Renault
Richard Marshall	1908 Brush
Bill Spraggon	1908 Renault
John Pickup	1915 Studebaker
George King	1909 F.L.
Greg Daley	1910 F.N.
Jeff Vanstone	1908 Metallurgique
Jack Godfrey	1914 Ford
Don Steer	1914 Wolseley
Graham Steer	1911 Argyll
Ian Steer	1915 Ford
Ken Moss	1912 Cadillac
Max Chapman	1913 Wolseley
Bob Baxter	1912 Calthorpe
Bruce Knight	1916 Ford
Sandy Roberts	1910 Austin
Neil Lewry	1915 Ford
Roly Coulcher	1911 Star

Robert Clarke-Bruce	1915 Ford
Ian Millburn	1911 Talbot
Arthur Garthon	1914 Delahaye
John Hughes	1911 Ford
George Adams	1918 Studebaker
Keith Carden	1912 Clement Bayard
John Riley	1912 Austro Daimler
Jack Dance	1911 Talbot
Ken Quarmby	1913 Hupmobile
Malcolm Johns	1914 Sunbeam
Cliff Ward	1918 Dodge
Joe Quattrochi	1917 Ford
Jim Wilson	1913 Oakland
Bob Hobson	1912 Ford
Chris Sultana	1913 Vulcan
Dick Donnelly	1914 Ford
Max Delmage	1911 Talbot
Peter Wards	1916 Hupmobile
Bob Newman	1914 Talbot
Neville Preston	1914 Talbot
John Wards	1915 Ford
Reg Jones	1908 Clement Bayard
John Corby	1918 Cadillac
Peter Nissen	1915 Cadillac
Ross Marshall	1914 Rolls Royce
Graeme Newman	1914 Talbot
Neil Martin	1913 Fiat
Bill Sewart	1917 H/Davidson M/c
Don Liddle	1912 New Hudson M/c
Mike Morgan	1917 Elcelsior M/c
Noel Bird	1916 R/Standard M/c
Rob Hart	1918 Rover M/c
Howard Burrows	1903 CC M/c
Mel Pope	Modern
Warren Irish	Modern
Terry Cook	Modern
Barry Garth	Modern
Ron Cox	Modern
George Sevenoaks	Modern
Jim Weir	Modern/Vintage

\* \* \* \* \*

D A T I N G      A N D  
I N V E S T I G A T I O N

Dating Certificates announced at the January 1985 meeting and presented to vehicle owners were issued in respect to the following veteran cars:

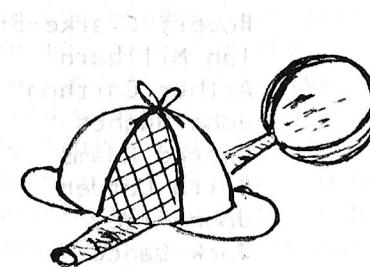
1. 1911 VAUXHALL, Type A11, 4 cylinder, 20 hp Tourer  
 Chassis No. A11-487  
 Owner: Jim Weir, Castle Hill. N.S.W.

As a result of information "in the form of Vauxhall Official Records" obtained in England in November 1984 last, this car (originally considered of 1912 manufacture, has been redated 1911 - to be precise 7th November 1911). These records reveal that chassis numbers for the type commenced at No. 251 and continued in sequence to No. 628, less chassis Nos. 258, 267, 369, 553 and 627. They further reveal that the first car of the A11 series was produced in October 1910, the annual production being 1910 - 43, 1911 - 229, 1912 - 101, respectively. No. 630 is quoted, not as A11, but as A12, while some of the vehicles with chassis numbers dropped from the series were designated "Prince Henry C10 type" with numeral suffix.

The acquisition of these records has caused the Dating Committee to reinvestigate all previously issued Dating Certificates against Vauxhall cars (total eight) and these official records serve to substantiate the Committee's previous decisions, in respect to seven of the eight vehicles, ranging from the 1904 1-cylinder to the types "A" of 1908, 1913 and 1914, the A11's of 1911 and 1912, the type "C" of 1914 and "D" of 1913, thus requiring amendment to the dating of one car only.

2. 1916 FORD, Model 'T', 4-cylinder, 22.5 hp Tourer  
 Engine No. C65828  
 Owner: Bruce Knight, St. Ives. N.S.W.

The restoration of this car which had it's origins in Barcaldine, 108 km east of Longreach, on the black soil



plains of Western Queensland, was a task that required the renewal of all body timbers (destroyed by the elements or attacked by white ants) but there is one consolation with vehicles recovered from the outback, surface rust only is the norm with metal parts, including most sheet metal body panels.

Purchased originally by the proprietor of a bus company in Barcaldine, the car passed through the hands of two previous club members, Daryl Cawthorne and David Wesley, before being acquired by Bruce, in a partially stripped condition.

Bruce Knight and Bob Bradbury were responsible for the total restoration, which included not only mechanical repairs, but as previously stated, all body timbers, plus upholstery and hood.

Although related only by it's origins, it will probably be of interest to mention and record the restoration of another such motor body retrieved from the remote areas of North Western Queensland.

In 1965 I helped recover the major body panels, front bucket seats and rear tub from a 1912 Cadillac, deposited many years previously in the 'tip' at Winton. Time had ravaged all signs of the timber frame but the panels, after sand-blasting and painting, were restored to their former glory. They have since adorned the large tourer body of Dave Fiechtner's Model "40" Cadillac, through many rallies, but Dave, on that auspicious occasion twenty years ago, could not believe his eyes when they spied the remains from a distance on the tip and he took off in hasty pursuit, almost fearing a mirage.

Reposing alongside the Cadillac remnants were also the bones of a 1915 Ford 'T' Model body, it's dignity destroyed and awaiting eventual rescue by another ardent enthusiast.

- GEORGE A. ROBERTS  
 Research Historian

RALLY REPORT - 3RD BI-ANNUAL BAY TO BIRDWOOD RUN  
ADELAIDE, SEPTEMBER 30, 1984

This Bi-annual Rally was arranged by the Federation of Vintage Car Clubs (SA), the Birdwood Mill and Channel 10 (SA).

It was my pleasure to fly from Sydney to Adelaide to attend this event by invitation of Bob Chantrell and family, Bob being the inaugural chairman and founder of the event.

The run has a duration of 40 kilometres, leaving from the sea at Glenelg and thence travelling to the Historic Birdwood Mill in the Adelaide Hills, the day was to commemorate the 1899 Shearer steam car run from Mannum to Adelaide in 1900, and also the issue of Australia's first driver's licence to Dr. William Hargreaves in September 1906.

The run's intention was to stimulate the historic vehicle movement and give an opportunity for the public to see motor vehicles built before 1950.

The inaugural event was held in September 1980, the concept of such being that of Bob Chantrell, of which was attended by 669 cars (good for a one-day run), being won on concourse by Steve Boros and family driving a 1930 Ford.

1982 saw the second Bay to Birdwood with 978 entries, the concourse trophy being won by Terry Parker with a 1908 Matchless motor cycle and wicker sidecar.

1984 saw entries of 1188 cars, including 41 veterans, approximately 500 vintage and the rest comprising 30-40 cars, many classics and thoroughbreds including many commercial vehicles.

A sum of \$12,167 was raised on the day, the beneficiary being the Channel 10 Children's Xmas Appeal.

To ensure a good position "on the starting grid" at Glenelg it was necessary to arrive at 5.45 a.m., which we did.

Veterans were separated from Vintage, the Veterans being the first to leave at 9.00 a.m.; by 10.30 a.m. all cars had left Glenelg.



The first car was flagged off by the Premier of South Australia, following a ritual of spreading dry seaweed over the road; this was to depict a practice of gaining traction in the sand when the road was unsealed, also to keep dust down.

I was a passenger in a very original 1917 T Ford which completed the run absolutely flawlessly.

From Glenelg to Adelaide City is some 12 km on a 6-lane highway, the majority of which was lined with many thousands of spectators, in some places 10 deep. The grass between the lanes had many spectators with portable barbecues and babies in playpens, all watching 1288 taking two hours to pass.

On leaving Adelaide City, the climb through the Adelaide hills to Birdwood commenced. Many of the small towns' entire population turned out to see the run, being a Sunday, one church had placed all their pews on the front lawn, so all could watch.

One sad note was to still see the scarred countryside, burnt out from the Ash Wednesday fires, miles of devastation slowly regenerating.

In order to achieve all cars arriving at Birdwood as soon as possible, the 2-lane road through the hills was converted to one-way traffic, with a police officer at every intersection.

Channel 10 provided a helicopter stationed at the Mill for emergency use, to be supported by the State Rescue helicopter if required.

All co-ordination and radio communications were carried out from an Army-supplied Leopard tank, which on semi-rubber pads made the run from Glenelg to Birdwood.

The overall winner of the concourse is judged jointly by a panel on both the car and period dress of the occupants. Of the 20 cars selected, a choice of three was made, the overall winner being a very rare and immaculately restored 1913 Empire.

The Birdwood Mill was built approximately 1840 to serve as a flour mill in a strong German wheat growing area.

During years of disuse, the whole mill, including coachhouse and buildings, fell into disrepair, however the entire

complex is now being rebuilt and restored and is now housing the Australian National Motor Museum, of approximately 100 Vintage, Veteran, Historic and modern cars, the major exhibitor being the Rainsford Collection.

On completion, it will house the most extensive range of motor cars and cycles assembled in Australia.

One exhibit of major interest is the restored 1896 Shearer steam car, in working condition. The boiler was fired up, steam generated and the pistons working.

It was interesting to see that a steam piston of approximately 150 x 100 bore was capable of spinning the rear wheels.

The next Bay to Birdwood Run will be held in September 1986 and will be included as part of the "T 86 Jamboree" which will be the 2nd International T Ford Rally; the first was held in Parkes, N.S.W., in 1983.

On conclusion, I have never seen a better organised or arranged 1-day rally and will look forward to attending the next in 1986.

- MEL POPE

\* \* \* \* \*

#### DARWIN TO IPSWICH BY MOTORCYCLE - OUT OF PETROL --- 12 MILES.

##### PUSH TO ANTHONY LAGOON

Few people come down from Darwin awheel, but the trip would be less strenuous for a solo rider than for the driver of a sidecar outfit, owing to the fact that the three-wheeler's track is too narrow for deeply-rutted tracks, cut, when the road is wet, deep into the mud of outback dirt roads.

Consequently the recent trip by sidecar outfit of two Ipswich motor cyclists down from Australia's northern outpost is of interest, one incident of note being a 12-miles push into Anthony's Lagoon, when the petrol supply ran out owing to having to negotiate 20 to 30 miles in low gear.

The outfit used on the trip was an Ariel Red Hunter. It was practically new, only a few hundred miles had been covered on it before setting out for southern Queensland. Messrs. Jim Campbell and George Roberts left Darwin carrying two spare gallons of petrol, two gallons of water and one extra gallon

of oil, a small quantity of food and camping gear. Thirteen days later they were in Ipswich, 2,400 miles away.

The strenuous nature of much of the going encountered is demonstrated by the high petrol consumption (for a motor-cycle outfit) of approximately 45 miles per gallon. Fifty-four gallons of petrol were used, mile after mile of low gear work playing havoc with the fuel supply.

Early on the trip while detouring to visit friends at Merton Gap, a spring of the sidecar chassis broke and an hour was spent patching it up with wire. The road from the Gap was only fair to Adelaide River and on to Birdum was very rough, with steep stony gullies and frequent sharp outcrops that could do a lot of damage to tyres.

##### CARAVAN TOURIST ADVISED THEM TO TAKE TRAIN

They met a tourist in a caravan on the Darwin side of Pine Creek.

Could this have been Mr. Collins, who went through Brisbane a month or so ago in a luxurious caravan built on a Ford V-8 bus chassis - the "Doomee" caravan - bound for Darwin and Western Australia? - who advised them to put their outfit on the train to the end of the line south from Darwin as he thought it impossible for them to get through?

At Pine Creek they found an old buggy with springs that fitted the sidecar, so they fitted the one half and carried the other as a spare. Birdum was reached 24 hours after leaving Darwin.

Then followed deep sand (bull-dust) and owing to the outfit's track being narrower than that of the overland wagon-train, much difficulty was experienced, as the sidecar wheel was, at times, two feet above the motor cycle wheels. Consequently nine spokes had to be replaced in the sidecar wheel at Newcastle Waters. From Newcastle Waters to Brisbane they often were following rain over inundated country and owing to the mobs of cattle travelling they were forced to do much low gear work and as a result ran out of petrol 12 miles out of Anthony Lagoon.

##### USELESS TO REPLACE SPRINGS

Here they decided it was useless replacing sidecar springs, so they just patched them up from time to time. At Camooweal,

cars were met whose drivers were waiting for the roads to dry, but the motor cyclists carried on.

It was very wet between Roma and Dalby after the rain through Cloncurry and Winton and at one part they travelled through nine miles of water, which was sometimes over the running boards of passing cars.

The sidecar suspension bar broke between Dalby and Oakey and as it was night when they arrived in Toowoomba they decided to continue home to Ipswich under this disadvantage. Apart from the sidecar trouble there were no hold-ups of mechanical cause, the Red Hunter not missing a beat on the long trip, nor was a puncture sustained.

(Extract from the "Queensland Times", March 1933.)

\* \* \* \* \*

## Advertisements



FOR SALE: An original Boyce Motor Meter - never used and still in original cloth bag and cardboard box. \$75.00. Contact the owner on 84.6766,

WANTED: BOSCH DUAL IGNITION COIL AND SWITCH complete or any parts. Required for restoration of 1910 Armstrong Whitworth. R. BAXTER, 65 Formosa Street, Sylvania. 2224 (02) 522.9661

FOR SALE: 1914 FORD Model 'T', Engine No. C17371 (dated) mobile and original, complete including jewellery, easy restoration. \$5,000. GEORGE A. ROBERTS (02) 371.8626

\* \* \* \* \*

COPY REQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:

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