



Spit and Polish

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

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periodical.

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EDITORIAL

Members are again urged to take an active part in the elections. I think this last year has shown considerable benefit from a few new Committee members.

I wish to apologise to Mr. J. Chenery for not printing his May contribution last month. It is included in this issue and I am hoping that I have not mislaid anything else. I am in the middle of moving my office - indeed at present it has no "fixed abode" - but my private home address is still as listed above.

- GEOFFREY LEHMANN

MEETING NOTICE

The Annual General Meeting will be held at the Royal Aero Club, Bankstown, on THURSDAY, 22ND JUNE, 1967 at 8 p.m.

Members are urged to be sure and attend this meeting.

MEETING REPORT

The May General Meeting was held at the Royal Aero Club rooms at Bankstown. The chair was occupied by Mr. G. Green, and the attendance was quite up to normal.

Miss H. Hardman reporting on the treasury stated that she would be resigning from office at the close of this term. She suggested that further term deposits that were maturing be reinvested again.

The Investigations and Events Reports were given and the details of these will be seen under the separate headings. A. Foy notified that new number plates would be available for \$2.55.

John Naylor, Publicity Officer, requested photos of cars coming from Wagga, Dubbo and Forbes to help with his country newspaper articles. These should be addressed to him at the McMahon's Point post office.

Hilda Sheen replied to discussion concerning the suggestion of a change of place for next year's Presentation Night. She felt that Kogarah Bay provided most of the club's needs at the right price.

Lionel Jones was representing the V.C.C. at a Royal Aero Club meeting concurrently taking place. His report will be presented to the June meeting.

Vice-President George Green especially asked for nomination to the position of Treasurer. He also encouraged younger members to be prepared to stand for office.

Your editor also informed the meeting that he would retire from his position in the near future.

After the meeting a most interesting history of the Ryde District was given by Mr. J. Stewart of the Ryde Historical Society.

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LOOKING BACK

Participants who can recall for us the pre-1918 motoring scene are not now too plentiful, and, alas, are getting scarcer.

My earliest motoring memory, a juvenile one, scrapes within the period, and concerns a two-wheeler - a true Veteran - antique even at the time in question.

This motor-cycle, owned by a "hero" uncle of mine, was built before the days even of spring forks, magnetos, and Bowden cables. Ignition was by "Accumulator", which was housed in the tank and had to be recharged from time to time. Throttle, air, and spark were controlled by small levers mounted on the sides of the tank, and this didn't make for ease of handling. The only cue as to breeding was the legend "LONDON AUTOMOTO CO." embossed on the crankcase, a name I've never seen or heard of, anywhere, before or since. Pedals were fitted, but starting was by run and jump.

Uncle Will used to take me for pillion rides on this machine when I was a boy. The take-off drill was to seat me on the carrier, with a cushion for insulation; he would then push off, break into a canter, and when the engine fired, leap for the footrest, bringing his other leg forward and over the tank. This arrangement used to work well until, one terrible day, the throttle lever was set too far open. The engine fired with unexpected vigour, Uncle mis-timed his leap, and was dragged instantly to his knees.

Now, at this difficult moment, he had an important decision to make. He could have released the handles, and let the bike (and me) take our chances. Or he could have raised the exhaust lever under his left hand and battled the roaring monster to a halt somehow. But Uncle Will, though small of stature, was an extraordinarily strong and stubborn little cuss, and was not going to be beaten. He hung on, scrambling and stumbling, and finally managed to clamber aboard, swearing furiously, with his trouser-legs ripped open and flapping in the slip-stream. Meanwhile, I was clinging to the carrier, laughing my head off. Probably hysteria.

This trifling mishap did nothing to deter us, and a few days later we set out again, as usual. This time, Uncle Will pulled up a few miles from home, turned the bike around, and ordered me into the saddle. Always a man of few words, he offered me no briefing, just laid his brawny hands to the carrier and pushed. When the engine fired I was off on my first solo ride, trees and fences flying by and the wind rushing in my ears. Surely the biggest moment in my young life, so far. Luckily, there was no traffic on the quiet country road; all I saw was a couple of kids with their eyes on stalks.

However, after a while, problems started to loom up. How far should I go? My "instructor" had to come up, on foot. I wasn't game to attempt a "U" turn with the clumsy fixed-gear machine. Once stopped, I would be physically incapable of getting re-started. To make matters worse, my bearing would pass by the headquarters of the local constabulary, and even in those easy-going days, the cops would take a dim view of a youth of barely twelve years careering around on a motor-cycle. So, finally and reluctantly, I pulled up, narrowly avoided capsizing the heavy bike, and stood there gingerly balancing it, afraid to move, but feeling on top of the world.

After an eternity, Uncle Will strolled up, took over and prepared for the journey home. He made no enquiry about my ride, and to my disappointment, never offered to repeat the experiment. However, I was left with a determination to own a motor-cycle when I grew up, and with a lasting affection for the two-wheeler.

- JACK CHENERY.

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CARS ATTENDING QANTAS INSPECTION DAY:

R. Jones	1913	Oakland
R. Baxter	1912	Calthorpe
J. Cooper	1909	Renault
W. East	1915	Studebaker
G. Green	1913	Rolls Royce
K. Moss	1912	Cadillac
W. Spraggon	1908	Renault
J. Vanstone	1908	Metallurgique
M. Chapman	1913	Wolseley
L. Grey	1910	Rolls Royce
J. Leckey	1913	Vauxhall

CARS ATTENDING C.V.V.T.M.C. AT WARWICK FARM (MAY, 1967):

L. Sykes	1905	Renault
A. Foy	1906	Reo
J. Cooper	1909	Renault
W. Spraggon	1909	Renault
L. Jones	1909	Hupmobile
J. Vanstone	1908	Metallurgique
D. Steer	1908	Renault
W. Dudley	1909	N.A.G.
G. Campbell	1909	Argyll
L. Grey	1910	Rolls Royce
P. Kable	1911	"T" Ford
J. Dance	1911	Talbot
R. McCarthy	1911	Martini
J. Gorton	1911	Straker Squire
S. Rumble	1911	Renault
D. Pearce	1911	Benz
J. McGowan	1911	Armstrong Whitworth
A. McLeod	1912	Star
T. Lee	1912	Vauxhall
R. Craze	1912	B.S.A.
J. Lewis	1912	Buick
V. Jacobs	1912	"T" Ford
J. Cooper	1913	Renault
R. Baxter	1913	Studebaker
M. Chapman	1913	Wolseley
A. Colburt	1913	Crossley
C. Dowd	1913	Vauxhall
A. Garthon	1914	Delahaye
J. Godfrey	1914	"T" Ford
M. Johns	1914	Sunbeam
D. Cawthorne	1914	F.N.
R. Newman	1914	Talbot
L. Sheen	1914	Humber
P. McKeown	1914	Rolls Royce
J. Butcher	1916	Mitchell
D. South	1916	Mitchell
M. Roberts	1916	"T" Ford
R. Jones	1914	Oakland
T. Cook	1912	Rolls Royce
J. Lecke	1914	Hispana Suiza

DATES TO REMEMBER

June 18th

Associates Day

Trip to South Pacific Electric Railways

FAR-FETCHED? WHO KNOWS?

As we have seen, all metal is not the same metal.

Iron, even in its smelted state, before receiving "additives" and special treatment, has good molecular cohesion. The point being that even in its natural state on this planet, it possesses qualities that are of immense use to mankind.

Now that we seem to be on the point of putting our feet down on other heavenly bodies (don't feel that it will end with the moon!) we set to wondering are we to find that the metals which we use on this planet are not going to maintain their molecular cohesion under the different conditions of electrical and/or magnetic influence on other planets?

We are interested mainly in the capacity of metals to withstand pressure, and twisting and bending strains, but the capacity to withstand stretching (which, after all, is the strain applied to the metal when it resists centrifugal force), is also of great importance. This is brought to mind when one considers the use of a wheel revolving at high speed.

From what science tells us we understand that all matter, taken right down to its fundamentals, comprises electrons and neutrons revolving round one another at a prodigious rate. Man is still a little puzzled by this phenomenon, and while we lay people know very little of all this, perhaps we may be allowed to run into an imaginative thought, along what we consider to be mildly logical lines.

Let us consider the magneto, for instance. There is a flow of magnetism along certain paths, which we like to think of, or to refer to as 'permanent'. When a coil of metal is moved in a certain way near these magnetic lines an electric current is produced. With a stretch (there's that word again!) of imagination, can we not see some analogy in this planet of ours, with its magnetism and the earth's daily spinning? In some extraordinary way, masses of iron in the earth may influence the magnetic lines of force and create a current which becomes, to our way of thinking, the ions and electrons. So that, if removed from the influence of the earth's energising power for a protracted period, the ions and electrons could well lose their current and molecular attraction could be badly weakened. After all, look at what we often blame for the failure of a crankshaft - metal 'fatigue'. And 'fatigue' is a name for 'loss of molecular cohesion between particles'!

A little far-fetched perhaps - but who knows? Man is forever learning, and still has some distance to cover.

Consider the laser beam. Not only a shaft of intense light, but light which has been shorn of its capacity for diffusion, a property considered for generations to be an inseparable quality of light. So man has learnt a little more there.

And so, off to the back room.

- JIM SIMPSON

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NEW MEMBERS:

Mr. B. Goodey, 22/67 Bradley's Head Rd., Mosman, N.S.W.

Mr. B.F. Craze, Griffith Drug Co. Ltd., 344 Banna Ave., Griffith, N.S.W.

Mr. D.J. Lindsay, Mt. Pleasant, Carcalgong, Via Mudgee, N.S.W.

Mr. J.W. Riley, 25 Alexander St., Hamilton, N.S.W.

Mr. G.B. Sheldon, 162 Lindsay St., Hamilton, N.S.W.

Mr. A.J. Preskett, 5 De Vilnits Pde., Penrith, N.S.W.

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S O C I A L

My thanks to all our members and friends that came along to the Music Hall on 6th June and made it quite a success. I can see now why I had such a demand for front seats. Our singing waiter that sells Rolls Royces as a pastime was very entertaining.

Glad to see Mrs. George Roberts enjoying herself and can't understand why she doesn't feed George more often so he doesn't eat other people's bread rolls.

Thanks again for making it a success with a nice profit of \$13.81.

HILDA SHEEN,
Social Secretary.

(I believe Bruce Roberts has set the wedding date in July. Congratulations, Bruce and fiancée.)

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ANNUAL REPORT OF INVESTIGATIONS COMMITTEE

During 1966-67 this committee has inspected a total of 56 cars made up as follows:

(a)	Inspected for registration	32
(b)	Inspected for official dating	9
(c)	Inspected for club membership	15

The following were accepted by the club as full members:

S.C.A.T.	1912	D. Berthon
Delage	1912	R. Marshall
Rover	1905	A. Garthon (Custodian)
Hupmobile	1916	V. Pike
Hupmobile	1916-7	J. Eisenhower
Napier	1910	C. Parker
Maxwell	1909	J. Clough
Sunbeam	1914	J. Small
Humber	1916	R. Burgess
De Dion	1914	L. Gray
Ford	1915	J. Smith
Overland	1915	E. Hughes
Ford	1917	R. Peterson

One car was rejected (1919 model) and one car (1910-11 Clement Bayard) was purchased by Mr. J. Cooper who is a full member.

Some of the above were associate members who had just acquired a veteran and applied for full membership and the rest were new members.

The members of this committee have had the opportunity to see and inspect about ten cars that are being re-restored and can report that there will be a sudden influx of "new" veterans attending club outings in the next year or so.

We would like to thank all those members for the warm and cordial hospitality that you have given us during our visits and to all members for the co-operation so necessary to complete our task.

- INVESTIGATIONS COMMITTEE

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SEE PAGE 7 - "REVS. & BACKFIRES".

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ADVERTISEMENT SWANTED "ALL STATES" (W.A.)

Veteran vehicle preferably 5-seater, restored or complete but unrestored. All details, prices etc. to: John McEwin, 66 Lascelles Ave., Warradale, S.A.

2 only wire wheels 21" dia. to take 7" tyres or 2 only 52/26 spoke hubs to suit 1925 Type "A.C." MINERVA. This is not a Whitworth hub, but has a "band" of splines on the inner side of the hub, 35 m.m. wide. Individual splines are approx. 2 m.m. wide at the top, 2 m.m. deep and 6 m.m. pitch. Diameter of spline "band" is approx. 92 m.m. J.M. Lobban, Brayside Road, Stirling East, S.A.

For 1928 Series 328 LA SALLE. Radiator, distributor cap, instrument panel, steering wheel etc. Also any information on this vehicle. Bill Forsyth, Box 318, Esperance, W.A.

Sidelights for 1925 CHEV. Tourer. Also handbook, photos or any information. Bill Pedretti, Lake Road, Kelmscott, W.A.

For 1929 AUSTIN 12/4 Tourer. Radiator Cap and calormeter, tail light, sidelights, windwings and hood supports. Craig S. Morris, 43 Lawler St., North Perth, W.A. 24-4290.

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WANTED - ALL STATES:

1 only 820 x 120 B.E. Tyre. - A. McLeod,
14 Horton St., Yagoona, N.S.W. 644-1565

FOR SALE:

AUSTRO-DAIMLER 1911 TOURER. Reliable, sound and easy to drive. Very original, and thoroughly likeable as a veteran car. Sorry indeed to sell. Any member interested?

- JOHN NAYLOR,
Ring 92/4627, Business hours.

WANTED.

ALCO MOTOR complete, 1911 or 1912. Will exchange or purchase. Also wanted, Radiator for ARGYLL 1908 or 1909.

- J. SCOTT,
High St., Penrith 598.

FOR SALE:

T Model Ford Parts: 1 set and spare spoke wheels (5 in all), 5.50 x 19 Tyres in good order.

Also, axle and springs plus some other parts - not sure if these are for the T Model - belong to son who is overseas, and could belong to a different car.

- Mr. Pollard,
10 Wallendbeen Ave., Dolan's Bay. 524-2664.

FOR SALE - ALL STATES:

DELAUNAY BELLEVILLE. Moteur 4370V. Parts - crankcase, camshaft, cam followers, cone clutch, sump, flywheel, steering box, fan, tailshaft, gear box, crank handle, clutch lever, brake lever, hand brake lever, gear lever, ex.manifold, magneto drive shaft. Contact - R. JONES,

100 Chapel St., Lakemba, N.S.W.

FOR SALE:

1928 Whippet Overland (2) motor; gear box; tail shaft; differential in good condition. The bodies are very poor - one lacks a carburettor - the other has been running. Also part of original Overland inscribed headlights.

- BARRY GAVIN,
2 Surf Beach Road, Port Kembla, N.S.W.

Report that Ron Palmer, Solicitor, of Boggabri, snooty owner of a 1914 Cadillac, has just been handing out the seegars on the event of his manhood being justified by the arrival of a baby daughter, mama and offspring doing well. Once again, I repeat, ad nauseum, that these boys in the bush deserve a tremendous amount of praise in their efforts to keep the flag flying in out-of-the-way places. Soliciting in a burg like Boggabri must be tough these days, even with a Caddy, because I notice in the police court news in the dailies it only brings a four dollar fine and the usual reading of previous convictions.

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Whilst on the subject of soliciting, whether for good or evil, I understand that Lionel Erratt of Gunnedah, has a lovely old Spyker which he thinks is 1904, but he cannot verify this because neither the Dating Committee here, headed by that eggshell blonde, George Roberts, nor Denis Field, who is recognised as the greatest authority in the world on Veteran and Edwardian cars, can definitely place the date of manufacture. Suffice to say, the car is a rare one and we are lucky to have it in this country. Unfortunately, some cars such as a Minerva, a Renault, an A.C.H. have left these shores for America. Our national history is short, and any loss, whether it be cars or otherwise, is a sad thing, but the almighty dollar sometimes overrides these sentiments.

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News that Maurice Williams' "Alldays and Onions" is likely to appear again next year with the original body, a butcher's van, replaced with a natty roadster version. Grandfather Williams bought the Alldays in 1914 and it was used to deliver small orders of meat to sailing ships etc. When he hit the big time the van remained at the back of the shop and later was shifted to the ancestral home at Canterbury. Maurice, who is keeping up the tradition in the meat business, altho' no chop in comparison to Grandpa, and I make no bones about this, has handed the restoration over to Jeff (Pot-hunter) Vanstone. In this case we can expect something out of the box. Jeff, a watchmaker by profession, seems to have the happy knack of making things tick. When you consider he restored the Metallurgique in the street in front of his house, and brother, in my language that's something to accomplish, this one should be a beauty. To be very trite, I would say watch, I say watch this boy, he really looks like getting wound up on this job.

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That venerable old gentleman, Percival John Burrows Stewart, who, you will remember, drives that white monster, the air-cooled Franklin torpedo belonging to the great white father George Green. He's been on all the runs with spouse Norma as navigator, and since his retirement has been doing a fair bit of thumb twiddling, but soon got jack of that. A master at lathe work, and a penchant for trouble-shooting, he would be just the boy for some of those technical jobs that stump a lot of the amateur veteran car restorers. He doesn't know about this article, but I'll take a rough stab that he'd welcome enquiries about your problems. His address is in the club register if you're interested, so give him a go.

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And whilst on the subject of thumb twiddling, have you ever noticed the mannerisms of that pedantic old character, John Naylor. He would be without a doubt the greatest knuckle cracker of all time. First the fingers tip to tip like a parson, and then a sudden twist to bring the palms outward as tho' offering a prayer to Allah. This of course doesn't detract from the yeoman job he does as Public Relations Officer for the club. Persistent and patient, he spreads the gospel of veterans around the country newspapers and to all the people who could help the movement. We have a lot to be thankful for with dedicated blokes like him amongst us. His superb Austro Daimler is a credit to him, so keep up the good work, John.

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Vic Jacobs, and with a name like that you can guess he's a member of the chosen race, must be gnashing his teeth over the recent Middle East crisis. Vic, who handles all Ford products, including Fairlane, Falcon, Cortina and last but not least, the Mustang. On this particular marque the insignia is a horse and this neddly turns out to be an Arab stallion. I heard a soft

moaning noise from the direction of the Jacob's business, so I suggest a fund be set up to send Vic on a trip to the Wailing Wall in Jerusalem. I condescend to act as treasurer, with, of course, a small commission for expenses. Whilst he's over there he may even get an air raid siren to add to his collection of whistles, horns, bells and klaxons that are attached to his beloved T Model Ford. "Bon Voyage! Vic."

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Who says there are no more old cars around? A bloke called Grant of Grant's Spare Parts somewhere in this village, rang me and told me he was going to Queensland to look for veterans and where would he go and who would he see. I answered in my best Oxford English, "I dunno", whereupon he spears off to the sunny state and arrives back with two Hotchkiss, two Hupmobiles (veterans) and two vintage Stutz! So, apparently they are still around. The main thing is to have the dough and the time to look for them. I thought Col Parker, he with the hirsute growth from the ears down, was a good smell outa, but this phella Grant leaves him for dead.

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Glad to say Pam Roberts seems to be on the mend after a holiday at Norahville. She got quite excited whilst standing on the cliffs and yelled to George to come and see the big fish. "Dolphins" she screamed, but they turned out to be a different class of mammal, in fact they were spear fishermen, wet suits and all. Never mind the ticker, Pam, get onto those eyes of yours before the big event next month. I refer to the forthcoming marriage of son Bruce. He's about to take the great leap forward with that charming little Bronwyn Harman who has always been a hot favorite with me. The big event is on 8th July at St. Peters Church, Watsons Bay, so if you've got any old diamonds or refrigerators, shoot 'em over to Bruce the Bull, he'll appreciate them. With a name like Bronwyn and his second name of Llewellyn, it looks like a true blue Welsh wedding. It is to be hoped that they don't name their home after that railway station in Wales, which works out to the jaw cracker of Llanfainpivllogwyngychwyndrodyllawdiserwgo-goch. Just imagine that on an envelope!

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You may scoff at me, but I have my public and my fans. As yet no poison pen letters, but I did receive an anonymous one. It was signed "Edison John" which came from the person who conned the innards of a phonograph from me recently. It referred to George Burton, whom I affectionately call "Fatso". It was apparently cut from a Spanish-English dictionary and the gist of it was, to wit, "El Gordo, meaning the fat one." Now I appreciated this a whole lot and I would be pleased if he could give me the translation in Urdu or Bantu, then I could really go to town on the aforementioned Georgie.

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I am very sorry to see that our very efficient treasurer, Helen Hardman, is not standing for office this year. She has put her whole heart into the job, and officials like her don't come very often. She leaves everything shipshape and whoever takes over the job no blues. Helen's quiet little voice telling us that we have X amount in the bank and all the other guff that goes with this job will be missed. It is to be hoped that she doesn't drop out of sight after she relinquishes her post. My wisecracks and occasional swear words are always greeted with a forgiving smile, so stay with us Helen, stay with us.

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Once again I implore you, if you have any item of interest, please give me a clash on the gongs. Owing to lack of these necessary items, I'm a bit light on this month. Arrividerci.

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SUBJECT: RIMS (from your Editor)

Recently I have become aware that I will be requiring new rims for my 23 h.p. Rolls Royce, as the life of the existing rims seems to be beginning to recede. At present I have 21" rims, but I would not mind fitting it with 20" or 19" rims.

My enquiries to date have shown that there are really no new rims available in Australia of this size, and also it is probable that not only 20 h.p. Rolls Royce owners, but other vintage car owners may have similar needs to my own.

A manufacturer I have encountered has hinted at his willingness to produce the 20" rims, 3.25 well base, if sufficient orders - say 50 rims or 10 cars, 5 rims per car - were placed. Anyone interested in this project please contact me as

(Continued at bottom of Page 10, below "Spokes in the Wheel")

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

Official Newsletter of
THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

NEWCASTLE BRANCH

The next meeting will be held at the Driver Training Range,
Court Road, Adamstown on Wednesday 14th June, 1967 at 8.00 p.m.

CHAIRMAN'S MESSAGE

Although the month of May is far removed from the festive New Year, it marks the beginning of a new year for the members of your Executive Committee. As in the past, the beginning of the Committee's new year brings new cars, new faces, new problems and new ideas for the successful growth and running of the Club - in other words - for YOUR benefit and enjoyment. However, the hard work which is put into the working of the Club and arranging its activities is useless without the support of the Club, and YOU are the Club. Surely one of the most frustrating experiences for a committee is to find that after much planning and hard work to organize an outing, requested by all members, is to find that once again only the same handful of the old brigade turns up. So, how about a belated New Years Resolution and make a determined effort to turn up at all functions. Even if you haven't a mobile veteran, come along - a good time is always guaranteed, and you will always learn something new, and possibly to your advantage.

An indication of what can be done with the co-operation of members, even at short notice, was our first outing. This was a most enjoyable picnic outing at Surveyors Creek, and brought forth no less than fourteen members, together with their wives, friends and dogs. Although only two veterans participated, three other members turned up in their immaculate vintage machines. This we like to see, particularly where the member is without a veteran, or is currently in the process of restoration.

May I take this opportunity of thanking you for your confidence in electing me to office, and I wish you success and enjoyment in your next year of veteran motoring.

Ray Thomas.

Report of Events Committee

The Club run held 28th May was really enjoyed by those attending. The weather was ideal, so good in fact that the trip was extended to Maitland Park for an afternoon cuppa, then back home via the Pacific Highway.

Jim Turner, Ray Thomas, Don Barker and myself took part. Phil Cornish, a member of the Antique and Classic Club was a very welcome guest, driving his all original 1922 Maxwell.

A pity so many members with mobile veterans missed this run

What about next time fellows?

Doug. Marr,
for Events Committee.

Article by Member

Shortly before joining the club I developed the "sticky beak in other people's yards and barns habit". This intensified after seeing a few cars members had restored. Before long this habit brought to light a Dodge of unknown vintage which seemed to me OLD ENOUGH to be a veteran. Next day a phone call to Ray Thomas made it more interesting as he thought it could be a 1917 by the engine number I gave him. "See if you can get hold of it but don't buy until I have the number checked," said Ray. The long and short of it was, after a bit of a run-round to get hold of the owner, and a sort of agreement with him on the car, it turned out to be a 1920 model. Bad luck!

.../Over

Spokes in the Wheel, Continued:

We have a members' roster which supposedly tells us that member Jack Smith of Woop Woop owns a 1916 Clankbanger. If it went on a bit further and gave us the engine number e.g. A1234, we could reasonably assume that the one we found last Sunday under the old bridge with engine No. A1220 is most likely a 1916 also. This would enable us to buy it up for the ten dollars it is worth instead of telling the owner "We will be back if we find out its OLD ENOUGH." By which time the price has gone up or "We cut 'er up for a slide yesterday." I realise this addition to the roster means work for the persons who compile it and that some distinction would have to be made between officially dated cars and others, but what a great help for all and sundry, as it makes every boy his own dating committee to a point.

Early veterans appear fairly easy to pick but the 1916-18 models present me with a problem; others may find trouble here also. I would like to think that we could soon list the engine numbers of our own branch and publish them in our Newsletter, so let's have a chat on it at the next meeting.

Max. Burke.

SOCIAL ROUNDABOUT

Have you seen the new piece of machinery in John Riley's garage - a Delauney-Belleville of all things! Will it be ready for next month's outing John?

Member Chris. Broadbent has been in dock again for a small repair job, but is now home, and looking quite well. Hope you're soon back in action Chris.

DID YOU KNOW

- (a) Year 1916. Tyre kicking becomes standard method of appraisal of motor vehicles.
- (b) Use of syrup as a lubricant does not make a sweet running engine.
- (c) New invention makes it possible for motorists to save half their gas - its called "Place to Park".

ADS.

WANTED - URGENTLY: self-starter, spring or air operated. To suit 1560 Series F.N. Chris. Broadbent, 14 Lilian Street, Cardiff.

WANTED for 1916 model N Hupmobile - crown wheel and pinion - gearbox constant mesh gear - Dixie 40 magneto cap and distributor disc - distributor (driven) bevel gear and shaft - "H" radiator emblem and cap - any engine parts.

- Max. Burke, 47 Maclean St.,
Cessnock.

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Subject: Rims (Continued from Page 8)

soon as possible and I will obtain a quote. If the project goes forward, orders would have to be accompanied by a substantial deposit which could be held in trust by an appropriate body until it is complete.

This is because enterprises of this sort have an unfortunate reputation of leaving somebody holding the baby.

- Dr. Geoff. Lehmann,
30 Killarney Street,
Mosman, 96/3477.

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