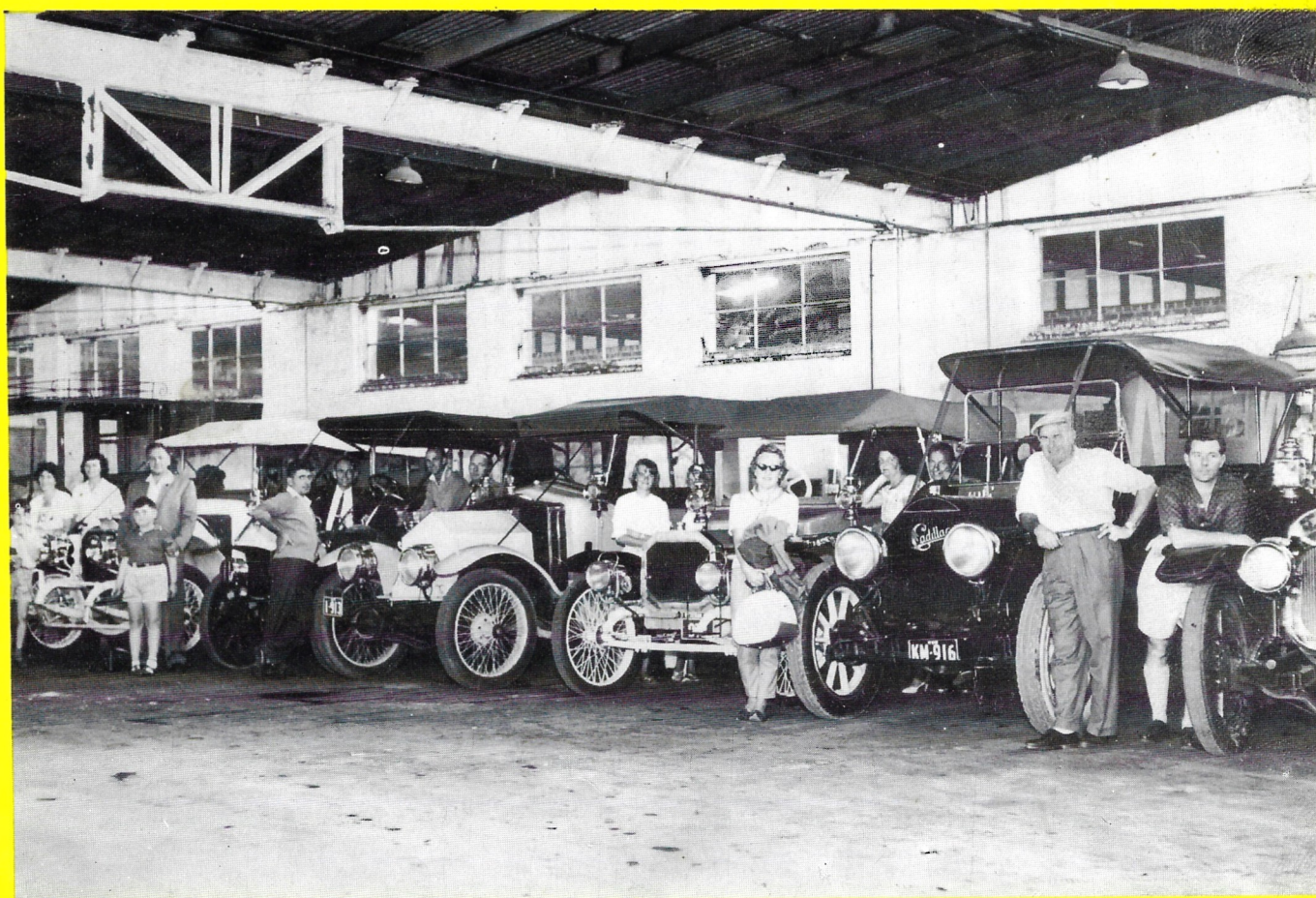


SPIT AND POLISH

The journal of the VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC.



Registered by Australia Post,
Publication No. NBH 1442



MARCH 1989

PRICE \$1.20

PATRON:
His Excellency
The Governor of N.S.W.



Volume XXVIV No. 13

March 1989

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Other Veteran Car Clubs have permission to copy

NOTICE OF MONTHLY MEETINGS

Regular monthly meetings of the Association will be held at 8.00 p.m. at the Clubrooms on:

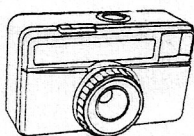
THURSDAY	MARCH	23	1989
THURSDAY	APRIL	27	1989

The business of the meetings will be:

- * to receive and act on reports from Committee and Management
- * to raise issues for the attention of Committee
- * to discuss matters relevant to the interests and activities of the Association

MICHAEL LOWE - HON. SECRETARY

COVER PHOTO: This month's cover photo sent in by Arthur Garthon. This photo should get the brain cells going: Who are in the photo? When was the photo taken? Where was the photo taken? And what was the event?



Editorial

THIS IS THE SECOND ISSUE OF "SPIT & POLISH" WHERE I HAVE TAKEN OVER AS TEMPORARY EDITOR FOR KEITH EDWARDS, WHILE HE IS AWAY, HOWEVER, BY THE TIME YOU RECEIVE THIS MAGAZINE, KEITH WILL BE BACK.

THIS MONTH WE HAVE PUBLISHED A COUPLE OF INTERESTING ARTICLES, ONE OF WHICH IS A SMALL EXTRACT FROM THE FIRST ISSUE OF "SPIT & POLISH" WHICH WAS PUBLISHED IN JUNE, 1959. I HOPE READERS WILL FIND IT ENJOYABLE, FOR OLDER MEMBERS, IT MAY BRING BACK SOME MEMORIES, AND OTHERS WILL BE CURIOUS, AS TO WHAT WAS PUBLISHED IN THE FIRST ISSUE. PERHAPS IN THE FUTURE, WE CAN PUBLISH FURTHER EXTRACTS FROM THIS ISSUE (AND OTHER EARLY ISSUES IF POSSIBLE), IF READERS ARE INTERESTED.

ALSO IN THIS MONTH'S MAGAZINE IS AN ARTICLE FROM A NEWCASTLE MEMBER, JOHN HUGHES. IT IS TITLED "MY 1914 'INVINCIBLE' TALBOT, TOGETHER WITH PHOTOS. THIS ARTICLE AND ARTICLES LIKE "MY TRIP TO THE TIP OF CAPE YORK IN A MODEL T " PUBLISHED IN THE LAST THREE ISSUES, ARE THE SORT OF ARTICLES WE ARE LOOKING FOR, PARTICULARLY, IF ACCOMPANIED BY PHOTOS. THERE MUST BE MEMBERS OUT THERE WHO HAVE INTERESTING STORIES TO TELL.

SINCE THE LAST ISSUE WAS PUBLISHED A COUPLE OF EVENTS HAVE TAKEN PLACE, WITH A GOOD TURN OUT AT BOTH, AND OF COURSE THE BLUE MOUNTAINS RALLY WILL BE OVER FOR ANOTHER YEAR, BY THE TIME THIS MAGAZINE REACHES YOU.

REMEMBER THE DEADLINE FOR THE NEXT ISSUE IS THE 6TH APRIL, 1989, AND AS BOTH KEITH EDWARDS AND I WILL BE AWAY FOR THE MAY ISSUE, RALLYING IN SOUTH AUSTRALIA, WE WOULD LOVE TO BE INUNDATED WITH PLENTY OF STORIES, FOR BOTH ISSUES.

GOODBYE FOR NOW
ASSISTANT ED.

C O N G R A T U L A T I O N S

CONGRATULATIONS TO BRYAN AND KAY INDER ON THE BIRTH OF THEIR DAUGHTER IN FEBRUARY. BRYAN AND KAY ALREADY HAVE TWO SONS.

ASSISTANT ED.

...President's Message...



As I am writing this message I know many members are preparing their vehicles for the Annual Blue Mountains Rally, the club's major event, yet when you receive the magazine the Rally will be run, stories told and a great weekend had by all participants. However, this event is not truly concluded till the Presentation Dinner has been held later in the year, a social event on the Club's calendar - watch your magazine for details.

At the last meeting the Librarian, Rox Cox, asked for donations of books or magazines for the Library. Maybe you have a copy of a book or magazine on veteran vehicles surplus to your needs, if so, consideration of giving it to the V.C.C.A. (N.S.W.) Inc.'s library would be most appreciated and safely kept for members and future members reference. The library is one of the club's great assets for the members, particularly with the photo copier at hand facilitating the instant reproduction of a diagram or article.

Remember "The Time Machines" Video of the 1988 Castrol World Rally will be shown at the March Meeting.

SANDY ROBERTS.

INVESTIGATING & DATING

The manufacturing date was confirmed for two cars over the new year period. Graham Steer's Flying 15 Argyll has been finalised at 1911 and Martin McCarthy's 6 h.p. single cylinder De Dion Bouton is confirmed at 1904. The Argyll is well known and often used at the club events although the De Dion is nearing the end of its restoration we may have to wait a few months before we see it at a rally.

MAX ROBERTS & DATING COMMITTEE

THE CASTROL VETERAN & VINTAGE DISPLAY DAY.

Sunday 19th February, 1989.



This established event organised by the Vintage Vehicle Club in association with the Veteran Car Club proved to be one of the most successful yet held.

The final choice of Silverwater Park, by the water, was certainly a good one, with ample parking on the grass and shady trees. The geographic location too pleased many members, as it was a more convenient distance to travel.

Approaching over the bridge and looking down, the sight was most appealing with George & Glad King's street organ playing, Michael Bendeich's stationary engine working and the cars and motorcycles parked on the grass and members, some dressed in costume to the period of their vehicles, strolling around.

The attendance was high - 140 plaques were struck and at about 11 a.m. they had all been handed out and the final count of veteran and vintage vehicles was in the vicinity of 170, with a good showing of veterans.

At about 12.30 p.m. two representatives of Castrol - the sponsors of the day - arrived with their wives and a walk around started the preliminary judging of the vehicles and best presented driver and crew. After lunch, another judging inspection of the display, this time in Barry Thew's Sizare et Naudin.

The presentations were made at 2 p.m. as the weather appeared to be changing. All in all it was 'a top day' and congratulations to the winners and to Barry Thew, President of the Vintage Vehicle Club, who organised the event and thank you to all the helpers from both clubs, Castrol the sponsors, and last but not least the members for attending.

Looking forward to the 1990 Veteran & Vintage Display Day.

TROPHY WINNERS

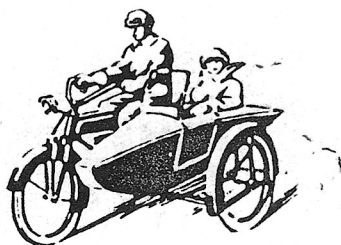
Most Appealing Veteran Car - CROSSLEY - AUSTIN GRELLMAN.

Most Appealing Vintage Car - 1929 CHEV. ROADSTER - D. CAWTHORN.

Most Appealing Commercial Vehicle - G. BIESMANN - MORRIS COWLEY VAN.

Most Appealing Motor cycle - NEW HUDSON(OUTSIDE CAR) L. COLLIS.

Best Presented Driver & Crew. - PETER & BETH WILKIE.



SANDY ROBERTS.

EVENTS DIRECTORS REPORT

NEXT EVENT IS THE CHARITY DAY ON APRIL 9th. PICKUP POINTS TO BE NOTIFIED BY VICTOR OR ARTHUR - DESTINATION - AUBURN BOTANNICAL GARDENS. RING ARTHUR GARTHON FOR FURTHER DETAILS. MORE STARTERS NEEDED!

MAY - PROBABLY SATURDAY 19TH - PRESENTATION DINNER - VENUE TBA - SUGGESTIONS WELCOME.

JUNE - ANY THOUGHTS? RING TERRY COOK - 888 7927.

CANCELLATION - WE HAVE BEEN ADVISED BY THE VETERAN CAR CLUB OF AUSTRALIA - A.C.T. INC., THAT THE SCHEDULED 1989 EASTER TOUR HAS BEEN CANCELLED. THEY HAVE ALSO ADVISED THAT THEY HAVE MADE CONTACT WITH ALL PARTICIPANTS INDIVIDUALLY. THE CAPTAIN.

ONE & TWO CYLINDER GATHERING AT BUNDANOON, FEBRUARY 1989

Colleen and I left for the southern slopes after work on Friday to attend what has been in the past a most enjoyable weekend. Upon arrival at the "Killarney Guest House" we were greeted by several members relaxing on the verandah, and while I unloaded luggage and the Reo, this small but vocal group offered various suggestions regarding the unloading procedure, however they did not move from their comfortable position, to give any assistance.

After a pleasant dinner, a good nights rest, Saturday morning was brilliant. As the morning wore on, more cars and motorcycles arrived and the members were enjoying the surrounding and company. The midday 'sausage sizzle' was well received and this helped put all attending, into a relaxed mood for the weekend ahead. The start of the Saturday run was put back a little to allow those interested to go down to the rail tracks and watch the famous "Flying Scotsman" pass through Bundanoon Station. The short run to Sutton Forest was very pleasant. Most arrived safely, enjoying some refreshments prior to returning to "Killarney" and a quiet afternoon chat before dinner with all getting into the swing of things. A small group, who shall remain nameless, stayed on till the early hours while the rest of us retired for the evening.

Sunday dawned wet and foggy (wouldn't be Bundanoon without some mist and rain would it ??). The run to Fitzroy Falls was really great. Although our Reo was not going well, we were thoroughly pleased with the run there and back. While the cars were at the Falls they attracted much attention from the other visitors, with many having their photos taken with one or two of the cars. On our arrival back

at Bundanoon we sat down to a most enjoyable lunch, which was a nice way to finish a great weekend for those who had to return home. After we had said our goodbyes some stayed on in the lounge while others retired to their rooms.

Amuch smaller group saw Monday dawn grey and overcast, the run to Berrima via Moss Vale was cool when travelling. After some refreshments at the "Surveyor General" we motored on to the newly opened "Sutton Farm" with its small shops, and a display of cars and many horse-drawn vehicles.

It is good to see a few more (new) one and two cylinder cars turning up, and this is creating more interest in this type of vehicle, with approximately 25 cars and motorcycles at this particular rally, it shows that these small cars really need to have a couple of runs by themselves. By comparison, with the larger veterans, their runs are short and the speed is much slower as will be seen on the Blue Mountains Rally.

The organisation was first class and while I would like to see the Saturday mileage increased to something like the Monday run, I feel the run to Fitzroy Falls is just right, as it gives us a pleasant drive and ride and then allows time for lunch with ample time for those returning home, to load up and have a comfortable trip home.

Many thanks to John Simmons for arranging this great weekend for the one and two cylinder brigade. We look forward to the next one in anticipation.

Don and Colleen Liddle.

New Members

WE WELCOME IAN SHINFIELD, JACK WITTER WITH A 1907 VINOT ET DEGUINGAND AND ROBERT JAMES WITH A 1917 FORD T TO THE CLUB.

IAN IS BARRY SHINFIELD'S SON AND IS KNOWN BY MANY MEMBERS. WE HOPE TO SEE ALL OF YOU AT CLUB MEETINGS AND EVENTS IN THE FUTURE.

THE CAPTAIN.

LETTER TO THE SECRETARY OF THE
VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC.

HON. SECRETARY
V.C.C.A (N.S.W) INC.,
134 QUEENS ROAD,
FIVE DOCK. 2046

P.O. BOX 413,
CAMPBELLTOWN.
2560. N.S.W.

DEAR MICHAEL,

I HAVE ENCLOSED A COPY OF THE ROUTE DETAILS PROPOSED FOR THE BATHURST
START OF THE BLUE MOUNTAINS RALLY 1989 AND ADVISE COMMITTEE AS FOLLOWS:

ENTRANTS PARTICIPATING ARE MOSTLY TRAVELLING TO BATHURST ON FRIDAY
10TH AND ARE CONGREGATING ON THAT EVENING FOR A BBQ. THERE WILL BE
NO COMPETITIVE ASPECT TO THE BATHURST-KATOOMBA ROUTE AND PARTICIPANTS
ARE AWARE THAT THEY ARE NOT ELIGIBLE FOR THE ANNUAL TROPHIES.

WHILST THERE ARE ONLY 5 ENTRIES FROM THE WEST OF THE MOUNTAINS THIS
YEAR THE PROSPECT FOR FUTURE YEARS HAS GENERATED ENTHUSIASM FOR
RESTORATION WORK ON SEVERAL OTHER WESTERN VETERANS WHICH OTHERWISE
MAY HAVE REMAINED IN THE DOLDRUMS- BIGGER THINGS TO COME I THINK!

COMMITTEE SUPPORT FOR EXPANSION OF THIS OUR BLUE RIBBON EVENT TO
WIDER MEMBER ACCESS, IS A POSITIVE STEP TOWARDS STRENGTHENING THE
INTEREST OF THE CLUB'S TOTAL MEMBERSHIP. AS A MATTER OF NOTE, I THINK
COMMITTEE SHOULD BE AWARE OF A SUBSTANTIAL AND UNEXPECTED LEVEL OF
INTEREST AMONG "EAST OF THE RANGE" PEOPLE IN THE BATHURST START. THIS
MAY BE DUE TO SOME NOVELTY FACTOR, BUT THEN IT MAY BE MORE THAN
THAT WHEN CONSIDERED IN THE CONTEXT OF RESPONSES TO KEITH EDWARDS
SURVEY OF MEMBERS WISHES - THERE WAS A STRONG LEVEL OF INTEREST
EXPRESSED IN 3 DAY EVENTS.

WHILST THE OBJECT OF THE EXERCISE IS WITHOUT DOUBT, THAT OF ENCOURAGING
COUNTRY MEMBERS, GIVEN THE LEVEL OF INTEREST THAT HAS EMERGED FROM
OTHER THAN COUNTRY MEMBERS, (WITHOUT ANY ENCOURAGEMENT, LOBBYING OR
PUBLICITY) I WOULD STRONGLY ADVISE AGAINST "RESTRICTION BY ULTIMATUM"
AS TO WHO CAN START WHERE AS WAS SUGGESTED BY TERRY COOK AT THE
LAST MEETING. COMMITTEE MIGHT PREFERABLY DECIDE TO "TEST THE WATERS"
WITH MEMBERS GENERALLY TO SEE WHAT A CONSENSUS VIEW MIGHT BE.

YOURS SINCERELY,
K. QUARMBY.
(INTERESTED MEMBER)

EXTRACT FROM "SPIT & POLISH" NO 1 JUNE 1959 - FIRST ISSUE.THE PRESIDENT'S MESSAGE.

I know you will be both pleased and surprised to receive this first issue of our Monthly Newsletter. We want to express all the items of news and interest that concern the club members. As time passes it should develop into a fully fledged club magazine. Give the editor, Larry Leresche all the support you can, let him know what you require in the way of parts or technical know-how, give him a story concerning your veteran car, how you located it and restored it, provide him with photographs if you can. I am sure, that given the support which I know is possible, this long awaited Newsletter will become an excellent forum for the interchange of ideas and news, and add to the joys of veteran motoring.

(Alan Rose-Bray)
President.

EVENTS

The Queensland Centenary Rally - Brisbane, Southport, Broadbeach and back, will be held on 15/16th August, 1959. This rally is sponsored by H. C. Sleigh (Qld) Pty. Ltd., is an invitation rally and the following 19 entrants have nominated from N.S.W. :-

C. Bryson,	Empire	A. G. Leresche,	Hupmobile
D. Barker,	Ford T	F. McGowen,	Armstrong-
F. Barker,	Metz		Whitworth
W. East,	Studebaker	B. McIntyre-Smith	Hosier
L. Erratt,	Spyker	G. Roberts,	Calthorpe
A. Frost,	Ford T	L. Sheen,	Humber
G. W. Green,	Rolls Royce	J. Vanstone,	Metallurgique
G. W. Green,	Rolls Royce	G. Williams,	Renault
G. W. Green,	Hispano Suiza	E. Yabsley,	Talbot
G. W. Green,	Prince Henry	E. Yabsley,	Rochet
	Vauxhall		

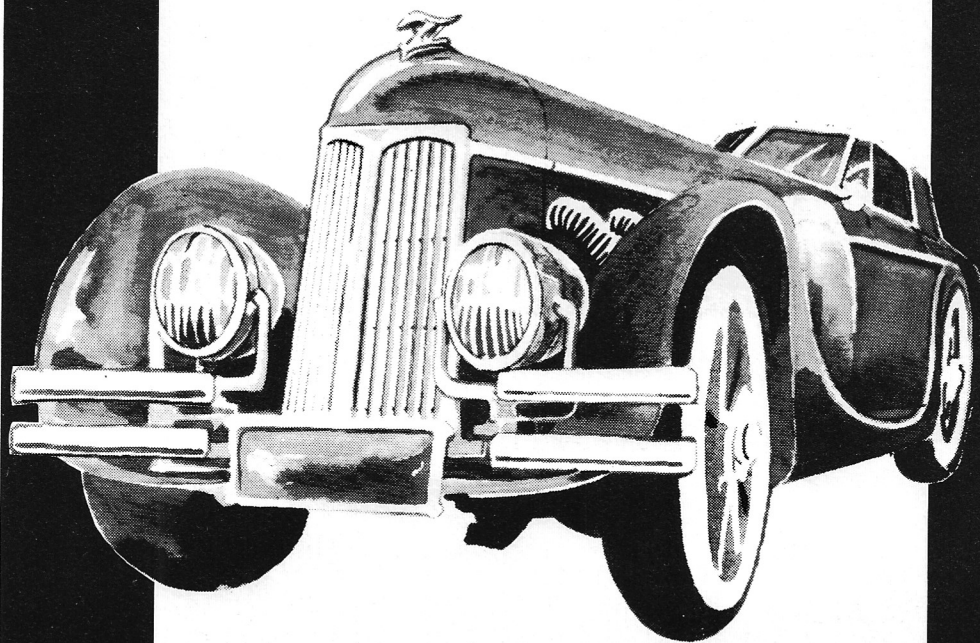
At the Annual General Meeting, Chairman of Events Committee, G. W. Green spoke about a Reliability Run from Sydney to Melbourne, towards the end of the year. The Dunlop Rubber Company wish to re-enact their first trial held in 1905. No doubt the Chairman will have more to say about this when he has worked out the details.

CONGRATULATIONS AND THANKS

To the Count of Penrith, that 81 year old veteran member, Lance O'Meagher for the coveted badge he received from the Veteran Motorists Association to honour his 50th non-accident year of driving!

LAWSONS

AUCTIONEERS & VALUERS SINCE 1884



***A**uctioneers for over 100 years.*

***L**awsons have now entered
into the field of **V**eteran
Vintage & **C**lassic motor cars.*

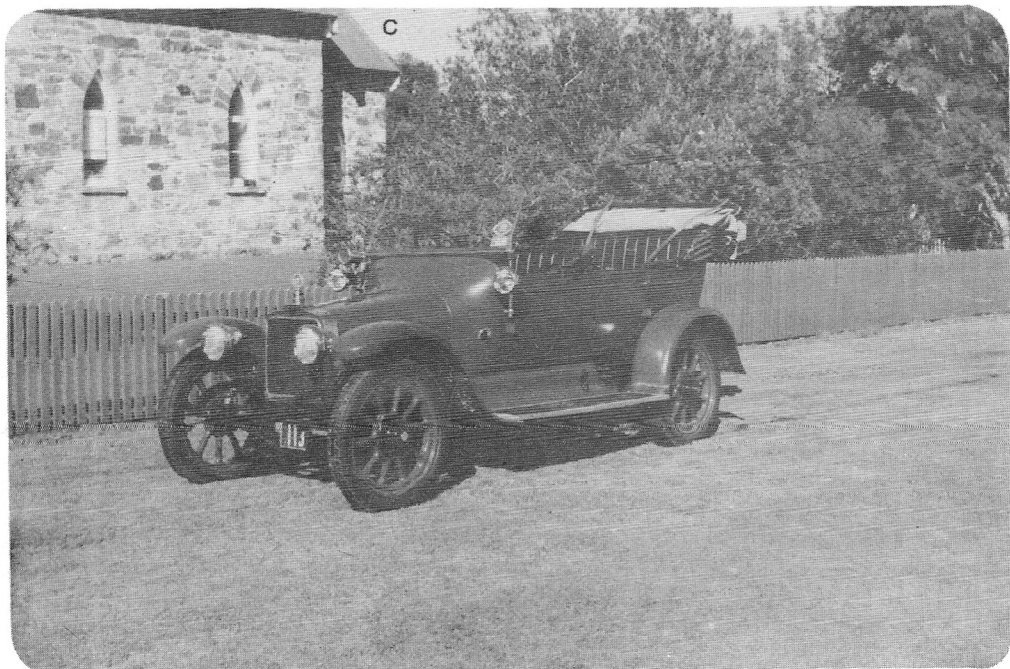
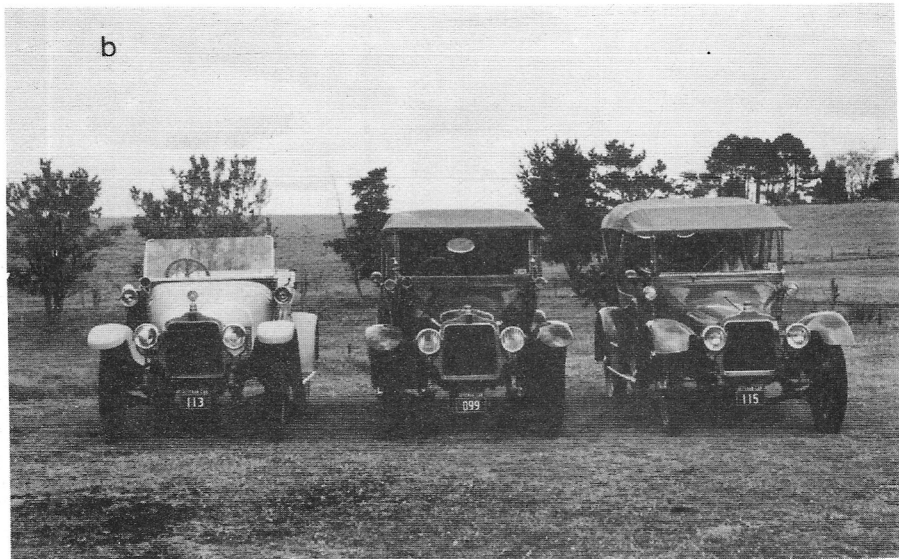
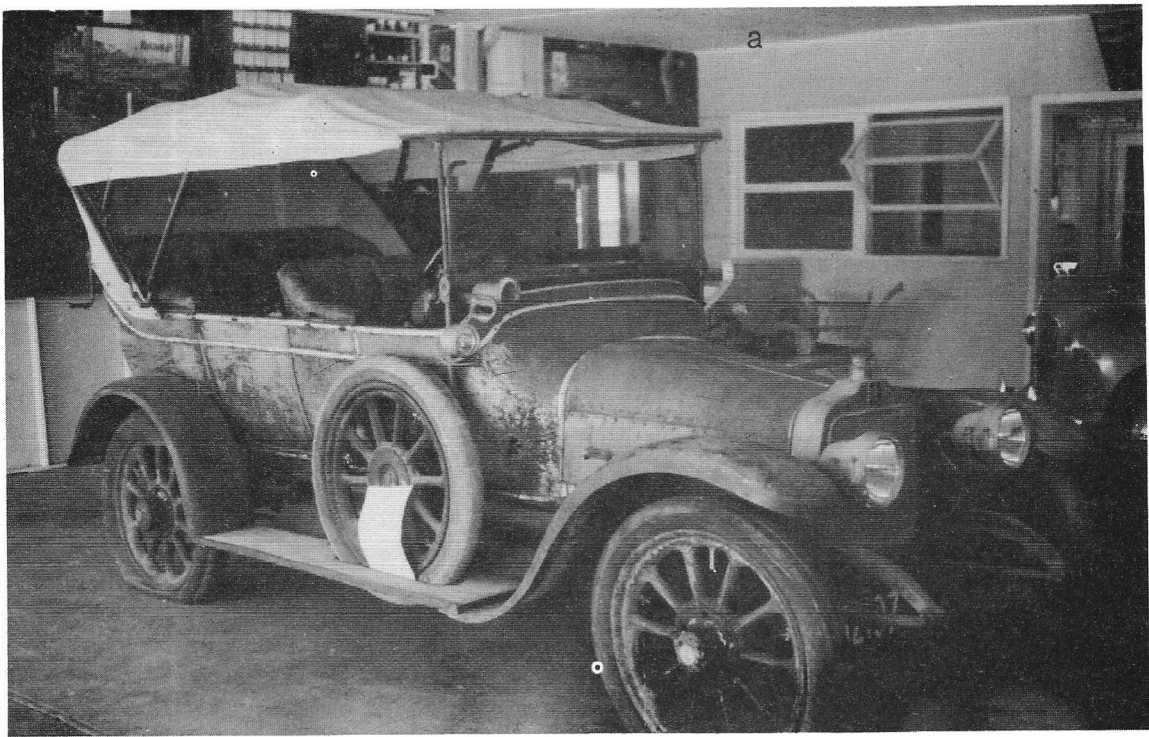
***O**ur **V**intage **C**ar **D**epartment will
exemplify our attention to detail, personal
service and integrity which have been
Lawsons hallmark for over 100 years.*

***O**ur first auction of **V**eteran, **V**intage and
Classic cars is to be held in **S**ydney
on 13th **M**arch 1989.*

***F**or details regarding auctions and valuations
contact **P**aul **C**larke on (02) 241 3411.*



James R Lawson Pty. Ltd.
212 Cumberland Street,
Sydney 2000.
Tel: (02) 241 3411
Fax: (02) 251 5869.



MY 1914 'INVINCIBLE' TALBOT

By John Hughes - Newcastle Branch member.

Clement-Talbot factory records indicate that my Talbot was completed on April 9th, 1914. It was number 110 from a total production of 200 examples of this particular type, (Model 4-CBX). It was fitted with a torpedo tourer body which was built by the London branch of the French body building concern, "Rothschild, Pere et Fils". Lord Shrewsbury, who was the major shareholder in Clement-Talbot, also had a major interest in Rothschild, which probably explains how they came to be Talbot's "recommended" body builder.

Other details in the factory records which pertain to my car are:

Coach Builder's Order Number	SP2488	Body Number	T1102
Administration Number	T1463	Chassis Number	7310
Engine Number	110	Invoice Number	7887
Date Invoiced	Oct 12 1914		
Date delivered	Oct 13 1914		
Delivered to	Tozer, Kemsley & Fischer (shipping agents)		
Remarks	Canada Cycle & Motor Agency, Brisbane		

It may be interesting to note that as this car was not delivered until it was just over six months old, it may have been retained by the manufacturer as a demonstrator.

The 200 12hp. Talbot model 4-CBX cars built were distributed world wide thus:

England	96	South Africa	39
Scotland	9	New Zealand	4
Ireland	4	Malaya	1
Wales	4	India	2
Canada	1	Australia	40

The forty examples which came to Australia were sold by:

Melbourne	Kellow Motor Co	12 cars
Brisbane	Canada Cycle & Motor Agency	9 cars
Sydney	J. Phizackerley	18 cars
Adelaide	Vivian Lewis	1 car

Note that the above figures pertain to ONLY ONE Talbot model.

Talbot offered five different models in 1914. They were:

Model 4-CBX	12hp; (15.8 R.A.C.)	4-cyl	80 x 120 mm	£410.00
Model 4-CB	15-20hp; (15.8 R.A.C.)	4-cyl	80 x 130 mm	£450.00
Model 4-MB	20-30hp; (20.1 R.A.C.)	4-cyl	90 x 140 mm	£495.00
Model 6-CT	20-40hp; (23.8 R.A.C.)	6-cyl	80 x 120 mm	£645.00
Model 4-SB	25-50hp; (25.6 R.A.C.)	4-cyl	101.5 x 140 mm	£610.00

The above prices included a standard touring body, dynamo lighting set, horn, windscreen, hood tools, spare wheel and tyre. Cars were also

- The ex-Bowden car which was kept by it's original owner's daughter at Maclean for many years. Who knows it's present whereabouts?
- The three musketeers or team Talbot?
- John Hughes's 1914 12hp Talbot.

available as a chassis only, however a very wide range of body styles was available including single-seaters, landaulets, cabriolets, limousines, saloons, coupes and special sports tourers. Prices varied accordingly.

At £410, the 12hp Talbot was not an inexpensive car. Some other 1914 car prices, (in England) were:

12hp	ROVER	tourer	£350.00	32hp	HUPMOBILE	tourer..	£285.00
12/16hp	SUNBEAM	tourer	£390.00	10hp	MORRIS	roadster ..	£175.00
26hp	DAIMLER	tourer	£820.00	22hp	FORD	tourer	£135.00
12hp	DE DION	tourer	£345.00	22hp	BUICK	tourer	£245.00
25hp	VAUXHALL	tourer	£595.00	30/35hp	NAPIER	chassis ...	£650.00
16hp	DARRACQ	tourer	£375.00	22hp	METZ	roadster	£105.00
20hp	SIZ. BERWICK	chassis.	£475.00	35hp	PAIGE	tourer	£350.00
18hp	MINERVA	tourer	£568.00	15.9hp	STAR	tourer	£385.00
15.9hp	CROSSLEY	tourer	£425.00	11hp	HUMBER	tourer	£340.00
40/50hp	CADILLAC	tourer	£520.00	15/20hp	WOLSELEY	tourer ..	£508.00

My car was sold new by Queensland's agent for Talbot cars, "Canada Cycle and Motor Agency". It's registration number was A2495, and in 1920 that number was on a Talbot car, in the name of "Hon. the Home Secretary Brisbane". I do not know if he was the original 1914 owner or not.

By the mid 1920's the car had been acquired by a Mr. Pickering, who operated a gravel quarry in the Brisbane suburb of Enoggera. He used it as his everyday car until petrol became scarce in about 1940. Some time later Mr. Pickering obtained work assisting with the construction of Air-Force landing fields, however as trucks were almost scarce, he chopped the body off his Talbot car and then fitted a hand-winch operated tip-truck body to it. The car suffered badly during this period and evidence revealed during it's restoration showed that it did a lot of third gear work and that the driver didn't bother using the clutch too often.

Worn out, but still going strong, the car was abandoned near the spot where it's body had previously been dumped, at a quarry in Samford Road, Kipperra, in 1946, as the owner had acquired a war surplus Ford truck.

In 1960 the car was bought for £6.00 by Brisbane enthusiast Dale Hanley, who kept it for a few years and then swapped it to Gilltrap's Auto Museum at Coolangatta in exchange for a 23/60 Vauxhall tourer. The car then remained in storage until it was bought at auction by Bob Collett of Brisbane in 1981.

I approached Bob with an offer to buy the by now dismantled car in November 1985, and as he had recently bought the ex-George Green red "A" type Vauxhall tourer he agreed to sell me the Talbot.

My son Craig and I travelled to Brisbane to collect the car in November 1985, and we were given considerable and valuable assistance by Queensland V.C.C.A. members Glyn Hackshall and Lyndon Benham. (Lyndon will be remembered by many members as he used to live in Gosford. He won the Veteran of the Year award some years ago with his 1909 Wolseley-Siddeley tourer.)

Items missing from the car when I acquired it were, "Bosch" dual-ignition magneto, "Bosch" dual ignition coil and switch, side-lamps, tail-lamp, horn, some steering parts, windscreen frame and one hinge, engine priming cups, radiator cap, (which was stolen from the car at the 1981 Gilltrap auction), the fuel system's air-pressure relief valve, most of the body, and the hood. Lyndon Benham, Ray Thomas and Bob Newman between them found most of these items for me.

I contacted George Gilltrap(Jnr), when I first acquired the car and I mentioned the missing coil and switch to him. He telephoned me not long afterwards advising me that he had found the item in the shed at Coolangatta where the car had been stored for 16 years. He then very kindly forwarded it to me.

As the car was completely worn out, and largely dismantled, a full restoration was carried out. Local club members John Gorton built the timber body frame for me, and Bob Newman assembled the motor and re-built the clutch and radiator. The motor required new skew gears, piston, valves, camshaft bearings, waterpump shaft, and air-pump drive.

When getting ready to start the motor for the first time, Graeme Newman poured water into the radiator, however as he did so, the water ran out through the carburettor almost as quickly. Many thanks to the engine reconditioner who very kindly extended number one cylinder up into the top water jacket without telling me that he had done so. (and he charged heaps for doing so) The front cylinder block was rendered absolutely useless, however upon hearing about my predicament another Brisbane enthusiast (and 1914 Talbot owner), Kevin Long, very kindly sent me a replacement block. This one was bored WHILE I WAITED by Jack Jones who runs an engine reconditioning business in the Newcastle suburb of Lambton. (phone 049 57-5620) He did an excellent job quickly without making any fuss, and at a very reasonable price.

The car's original mudguards, valances, scuttle, driver's door and rear quarter panels were rusted and torn, but restorable none the less. All other panels are new ones, however, I salvaged a lot of original screws, bolts, brackets, hinges, and lengths of beading, and these were used wherever possible instead of new ones. The original bonnet hinges were rivetted onto new bonnet panels. The polished wood door capping on the off-side rear door is the only piece of original timber in the car. This piece was found to have the body number (T1102) stamped underneath it.

I initially painted the car light grey and it participated the Bi-Centenary Rally in that colour, however I didn't like it and have since painted the car napier green, as remains of this colour were found on various parts of it during the restoration.

Every single component was examined during the twenty month re-building period, and it is interesting to note that NO part of the Talbot was found to be worn or broken in such a way that it would have stopped or immobilised it. This indicates that the car was retired due to it's age, rather than any weakness in design, materials or workmanship, and it proves the wisdom of the original purchaser's choice.

We re-registered the car in September 1987, (just in time for the 1987 Annual Newcastle Tour at Morpeth), and the Talbot has proved itself to

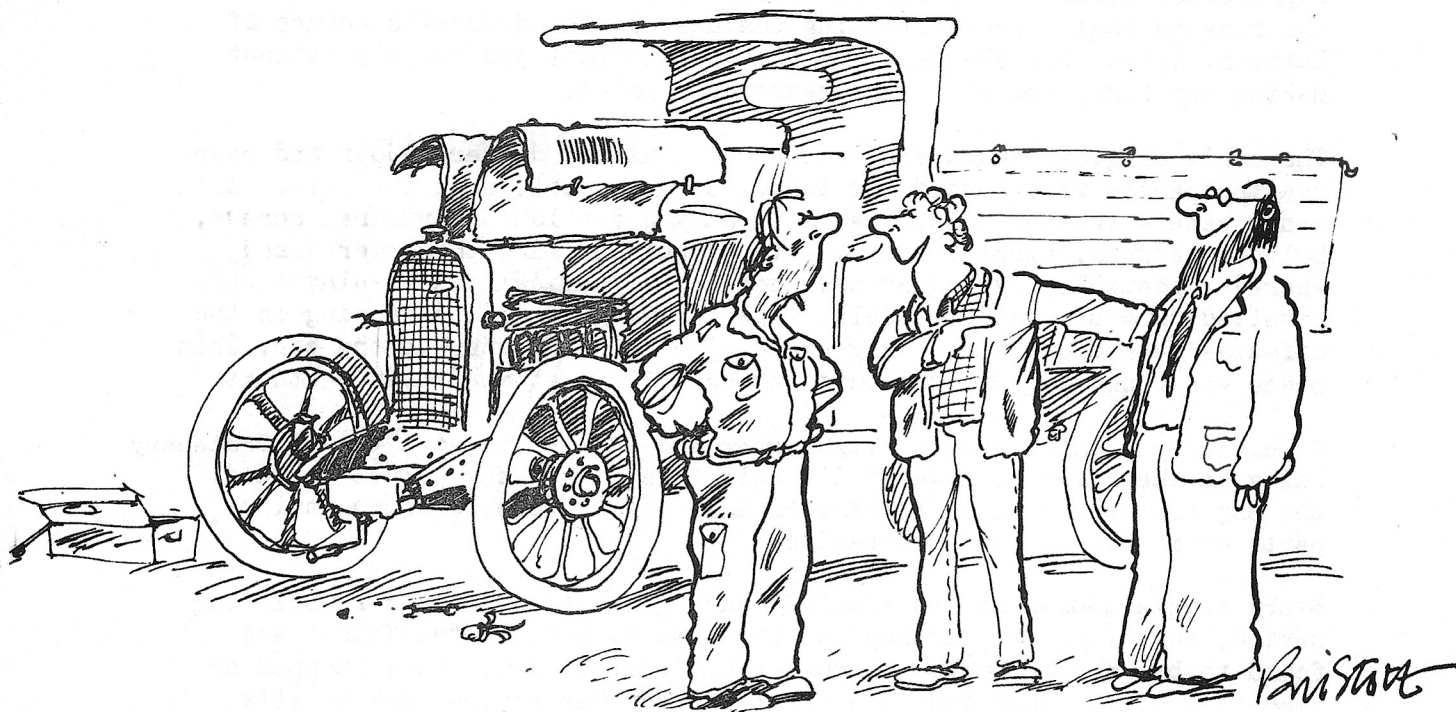
be a particularly reliable and lively performer. It has given absolutely no trouble and I've not had to so much as change a tyre. (815 x 105 "Betco" tyres are fitted)

There are two other restored Talbots of this model in N.S.W. They are a maroon single-seater and a blue tourer, and both are owned by Bob Newman. These cars bear chassis numbers 7239 and 7246 respectively.

Another Talbot of the same model is rumoured to exist in Sydney. It was stored in a locked garage at Maclean in northern N.S.W. for many years by its elderly recluse owner, a Miss Bowden, who was the original owner's daughter. This car attracted considerable interest when it sold at auction in 1974 for the then unbelievable sum of \$10,000.00. It was bought by a man whose name I believe was either Toohey or Toovey. The car still carried its original number plates (number 12197) and its engine number and chassis numbers were 76 and 7279 respectively. I would dearly love to find out what has happened to it.

Records in my possession indicate that of the 10,734 cars registered in N.S.W. in March 1915, 350 were Talbots of the 17,970 cars registered in N.S.W. in July 1918, 362 were Talbots, and of the 5,827 cars registered in Queensland in 1920, 57 were Talbots.

John Hughes.



"I met this gentleman down at the pub and he says he might be able to help with our spares problem. He's an archaeologist..."

MAJOR HIGHLIGHTS - 1905 to 1918

- 1905 - Moseley of Britain produce detachable wheel rim for easier tyre change.
Renault of France patent a hydraulic shock damper.
Pipe of Belgium make a twin high-camshaft engine with inclined overhead valves.
The first Rolls-Royce, the in-line twin-cylinder 10hp is marketed.
First car by Rover of Coventry has cast aluminium backbone frame embodying engine, clutch housing and gearbox.
Simms-Wellback car is fitted with pneumatic rubber-front bumpers.
- 1906 - Front-wheel brakes fitted experimentally to Mercedes.
Michelin introduce 'press on' tyre gauge.
Rudge-Whitworth market detachable wire wheel.
- 1907 - Rolls-Royce adopt one-model policy with 40/50 six-cylinder Silver Ghost.
Chadwick of Pittsburgh, USA, introduce supercharged sporting model.
- 1908 - Ford Model T is introduced.
Sankey of Britain market steel artillery wheel.
- 1909 - Aquila-Italiana introduce aluminium pistons on sporting models.
Isotta-Fraschini standardize front-wheel brakes.
- 1910 - Hydraulic tappets patented by Amédée Bollée Jnr.
- 1911 - De Dion V8-engined car marketed.
Delahaye V6-engined car marketed.
- 1912 - Cadillac of USA standardize coil ignition, electric starting and electric lighting.
Hupmobile and Oakland produce all steel bodywork.
- 1913 - William Morris markets Morris Oxford using proprietary engine and other major components.
Reo of USA employ centrally-positioned gearchange.
- 1914 - Loughhead of USA develop hydraulic braking system.
- 1915 - Cadillac market first American series production V8-engined car.
- 1916 - Brake stoplights introduced in USA.
- 1917 - First use of torsion bars in suspension on the Spanish Diaz-y-Grillo car.

EXTRACT FROM "300 MOTOR WRINKLES" BY LIEUT. WINDHAM (1905)

33. COLOUR OF MATS.

WHITE RUBBER SUCH AS SOLD AND FITTED TO CARS IN ENGLAND IS UNSUITABLE FOR MOTOR CAR WORK, BECAUSE IT SHOWS ALL THE STAINS OF OIL, GREASE AND DIRT. IN FRANCE A BLUISH-COLOURED RUBBER IS ALWAYS FITTED.

VETERAN OF THE MONTH

DISPLAYED AT THE LAST MONTHLY MEETING

THE CAR IS A 1907 DE DION BOUTON AV, 10 HP TWO CYLINDER, WITH A BORE OF 80MM AND STROKE OF 120MM. IT HAS A THREE SPEED GEARBOX WITH SLIDING PINIONS, IN A TRANSAXEL WITH THE NORMAL DE DION TUBE REAR SUSPENSION. THE TYRE SIZE IS 760 x 90.

THE CAR IS OWNED AND WAS RESTORED BY GEOFF AND JOHN SIMMONS, AND RESTORATION TOOK PLACE OVER A PERIOD OF FIFTEEN MONTHS. IT WAS STARTED FROM A CHASSIS FOUND UNDER A FARM TRAILER IN SOUTH AUSTRALIA, AND BOUGHT TO N.S.W. BY RICHARD WORBOYS, WHO OVER A PERIOD OF EIGHT YEARS HAD COLLECTED A LOT OF PARTS, MOST OF WHICH WAS USED IN THE RESTORATION. THE GEARBOX CAME FROM VICTORIA.

DURING THE RESTORATION, WE HAD A NEW ENGINE SUB-FRAME FABRICATED AT A LARGE COST. HOWEVER DURING THIS PERIOD, WE FOUND ADVERTISED IN "UNIQUE CARS" A TWO CYLINDER DE DION ENGINE FROM QUEENSLAND. WE BOUGHT THE ENGINE, AND WHILE NEGOTIATING WITH THE OWNER, HE MENTIONED THE ENGINE WAS MOUNTED ON WHAT HE THOUGHT WAS A CIRCULAR-SAW MOUNTING. WHEN THE ENGINE ARRIVED IT HAD AN ORIGINAL COMPLETE SUB-FRAME WITH ALL THE MISSING CLUTCH LINKAGE TO COMPLETE THAT SECTION OF THE RESTORATION. SO IF ANYBODY WANTS A REPLICA SUB-FRAME OF A 1907 DE DION WE HAVE ONE.

THE WEEK THE CAR WAS COMPLETED THE DE DION WAS ONE OF FOUR NEW SINGLE OR TWIN CYLINDER CARS BOUGHT IN SYDNEY. THE OTHERS BEING 1900 ARGYLE BOUGHT BY DON AND COLLEEN LIDDLE, 1906 REO BOUGHT BY NEIL AND LYN MARTIN AND A 1906 CADILLAC BOUGHT BY BILL MAUNSELL.

THE FIRST OUTING OF THIS CAR WAS THE COMBINED VINTAGE AND VETERAN DAY AT SILVERWATER, AND WHICH WAS COMPLETED SUCCESSFULLY. THE SECOND OUTING WAS A WEEK LATER AT BUNDANOON, HOWEVER THE FLOAT SUNK IN THE CARBURETTOR ON THE SECOND DAY. BY THE TIME YOU READ THIS, WITH ANY LUCK IT WILL HAVE COMPLETED THE BLUE MOUNTAINS RUN, DRIVEN BY MY BROTHER JOHN.

GEOFF SIMMONS.

From the Northern Enthusiasts....

The most recent event held by the Newcastle group was an outing to the Newcastle Tramway Museum on Sunday the 12.2.89. The Museum, at Rutherford, has a collection of Newcastle/Sydney & Melbourne trams, most of which are awaiting restoration work. The Museum also boasts a short section of track on which the mobile trams operate. At this stage the trams are powered by a mobile generator, coupled to the tram, I believe they have opted for this alternative due to the cost of installing overhead wiring. We then enjoyed a short tour of some of the nearby rural roads to the Morpeth Conference Centre, where a 'M.A.D.' (Motoring Appreciation Day) Display was being held.

Those attending: Chris, Carol & Michael Duncan - Renault
John, Kelly & David Burke - Hupmobile
John & Lyn Hughes - Talbot
Graeme Newman & Wendy & Steven Rose - Talbot

The organisation for the Autumn/Easter Tour is well under way. We have nine Veterans starting the event from Raymond Terrace. For the information of any country members or any metropolitan members who may be in the area at the time, we are staying in the following motels, should you wish to make contact with us. We would be delighted to have country members contact us and if possible, perhaps travel with us for a while.

- 25-26/3 "WINGHAM MOTEL" Bent St, Wingham PH: 065-534295
- 27/3 "MOON RIVER MOTEL" Pacific Hwy, Kempsey PH: 065-621373
- 28/3 "GOLDEN EMBLEM MOTEL" Pac. Hwy Macksville Ph:065-681534
- 29/3 "LOOKOUT MOTOR INN" Maynards Plain Rd, Dorrigo Ph:065-572511
- 30/3 "ALTONA MOTEL" New England Hwy, Uralla Ph: 067-784007
- 31/3 "VALLEY VIEW MOTEL" New Eng. Hwy, Murrurundi Ph:065-466044
- 1/4 "EAST MAITLAND MOTEL" New Eng. Hwy, East Maitland 049-335488

For the adventurous: The Newcastle group is planning a weekend (3 day weekend) outing around the end of April '89, travelling from Scone to Gloucester or vice-versa, over the Barrington Tops

Forest Drive. The distance is some 140km's, at least half of which is gravel and most of which is rather mountainous. Although numbers are limited, if anyone outside the Newcastle group is interested, feel free to contact someone from the North and we will keep you posted regarding arrangements,

Graeme Newman.

NEWCASTLE TOUR

1989

FRIDAY 29 SEPTEMBER to MONDAY 2 OCTOBER

ENQUIRIES: Rally Directors: Neville Preston Ph: 043-521533 (A/H)
Graeme Newman Ph: 043-927274 (A/H)

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

No. 74

SHEER EXTRAVAGANCE

At a sale, a woman buys a dozen dozen pairs of stockings for half a dozen dozen dollars.

What's the price of one pair?

Solution to No. 73

LEGAL CHALLENGE

The partners, from oldest to youngest, are Junior, Younger, Older and Senior.

* * * * *

THE AUTOCAR HANDBOOK

English-French Dictionary

English	French	English	French
Admission pipe.	Tuyau d'admission	Combustion chamber	Culasse (f)
Air tube.	Chambre (f) à air	Contact breaker.	Interrupteur (m)
Axle.	Essieu (m).	Copper.	Cuivre (m) rouge.
Back wheel	Roue (f) d'arriere.	Countershaft.	Contre-arbre (m).
Balance gear.	Différentiel.	Crank.	Manivelle (f).
Ball bearings.	Coussinets (m) à billes(f)	Crank axle.	Arbre des manivelles.
Battery (dry).	Pile seche (f)	Crank chamber.	Carter (m).
Battery (electric).	Batterie (f) électrique	Crank pin.	Boulon (m).
Bearing.	Coussinet (m) palier (f).	Current.	Courant (m).
Belt.	Courrois (f).	Discharged.	Décharge.
Bevel wheel.	Roue conique (f).	Driver.	Chaqueur (m).
Boiler.	Chaudière (f).	Dust.	Poussière (m).
Bolt.	Boulon (m)	Earth (electrical).	Masse (f).
Bonnet.	Capot (m).	Exhaust.	Echappement (m).
Bore (of the cylinder)	Alésage(m) du cylindre.	Exhaust port.	Lumière (f) d'échappement
Brake.	Frein (m)		(m) de la vapeur.
Brass.	Cuivre jaune (m).	Exhaust valve.	Soupape (f)
Breakdown.	Panne (f).	File.	Lime (f).
Bridge.	Pont (m).	Flange.	Bride. (f)
Cam, exhaust.	Came (f) d'échappement.	Flaw.	Paille (f).
Camshaft.	Arbre à came (f).	Float.	Flottenr (f).
Carriage work.	Carrosseie (f)	Flywheel.	Volant (m).
Case (for chain or gear)	Carter (m).	Frame.	Chassis (m).
Casting.	Moulage (m)	French chalk.	Tale (m).
Chain.	Chaine (f)	Friction.	Frottement (m).
Change speed lever.	Levier (m) de changement de vitesse (f)	Front wheel.	Roue (f) d'avant.
Clutch.	Embrayage (m)	Funnel.	Entonnoir (m).
Clutch pedal.	Pédale (f) de débrayge (m)	Gauze (wire)	Tissu (m) métallique.
Coil.	Bobine (f)	Gear.	Engrenage (m).
		Gear (to throw into)	Mettre en marche.

CONT.

THE AUTOCAR HANDBOOK

English-French Dictionary

English	French	English	French
Goggles.	Lunettes (f)	Spanner.	Clef (f)
Gudgeon pin.	Goujon (m)	Spark.	Étincelle (f)
Handle.	Manette (f) Poignée (f)	Sparkling plug.	Bougie (f)
Horn.	Corne (f) trompe	Split pin.	Goupille (f) fendue
Hub.	Moyeu (m)	Spoke.	Rayon (f)
Ignition.	Allumage (m)	Sprag.	Requille (f)
Inlet valve.	Soupape (m) d'admission (f)	Spring.	Ressort (m)
Jet (carburettor)	Gicleur (m)	Sprocket wheel.	Roue (f) à chaîne (f)
Lathe.	Tour (m)	Starting handle.	Manivelle de mise en marche
Lead.	Plomb (m)	Steam.	Vapeur (f)
Lead (red)	Minium (m)	Steel.	Acier (m)
Lead (white).	Ceruse (f)	Steering.	Direction (f)
Leather.	Cuir (m)	Steering wheel.	Roue (f) directrice
Licence.	Permis (m)	Switch.	Interrupteur (m)
Lug.	Raccord.	Tap.	Robinet (m)
Mixture.	Mélange (m)	Terminal.	Borne (f)
Motor car.	Automobile (m or f)	Throttle.	Régage (m) à main
Nut.	Ecrou (m)	Tube.	Tube (m)
Oil/Oilcan.	Huile/Burette (f)	Universal joint.	Cardan (m)
Outer cover (tyre).	Enveloppe (f)	Valve.	Soupape (f)
Paraffin.	Huile de pétrole	Washer.	Rondelle (f)
Petrol.	Essence (f)	Water cooling.	Eau (f) de refroidissement
Pipe.	Tuyau (m)	Water tank.	Réservoir (m) d'eau
Piston ring.	Segment du piston (m)	Weight.	Poids (m)
Pump.	Pompe (f)	Wheel.	Roue (f)
Reversing gear.	Mécanisme de marche (m)	Wire.	Fil (m)
Rim.	Jante (f)	Wood.	Bois (m)
Screw.	Vis (f)		
Shaft.	Arbre (m)		
Sleeve.	Manchon (m)		

LETTER TO THE EDITOR

10 MARGARET ST,
WOOLWICH. 2110

THE EDITOR,
SPIT & POLISH,
DEAR ANNA,

I WAS INTRIGUED BY THE "NOTABLE FIRST IN AUSTRALIAN MOTORING", PUBLISHED IN LAST MONTH'S "SPIT & POLISH". ONE IN PARTICULAR BROUGHT ON AN ATTACK OF MEMORIES, IE., THE NUMBER PLATE NO. 1 WHICH WAS ISSUED TO MR. G. HYDE. WHEN HE SOLD IT IN 1939, IT WAS BOUGHT BY FRED H. STEWART (ALONG WITH THE DAIMLER IT WAS ATTACHED TO) AND UNTIL LAST YEAR WAS STILL IN THE FAMILY. FRED (LATER SIR FREDERICK) WAS MY WIFE JOAN'S UNCLE.

FRED STEWART WAS A MAN OF MANY PARTS, ENTREPRENEUR, PHILANTHROPIST, MP. AND CHURCHMAN TO NAME A FEW. HE WAS CONCERNED IN A NUMBER OF "TRANSPORT" MATTERS WHICH MAY BE OF INTEREST TO MEMBERS. HE OWNED MOST OF SYDNEY'S BUSES, WHICH HE DONATED TO THE GOVERNMENT DURING THE DEPRESSION ON THE CONDITION THAT THE MEN DID NOT LOSE THEIR JOBS. HE FINANCED THE BUILDING OF NORMAN (WIZARD) SMITH'S SECOND CAR, WHEN THE "WIZARD" WAS ATTEMPTING THE WORLD'S LAND SPEED RECORD IN NEW ZEALAND. THE CAR WAS BUILT BY DON HARKNESS, WHO HAD THE CONTRACT FOR THE MAINTENANCE OF GOVERNMENT BUSES, AND WAS NAMED THE "FRED H. STEWART ENTERPRISE".

FRED STEWART ALSO WENT GURANTOUR FOR CHARLES KINGSFORD SMITH'S LAST FLIGHT AND HAD TO COUGH UP £10,000.00 WHEN SMITHY WAS LOST.

THE BIT ABOUT MR. G. HYDE LIVING TO 91 YEARS OF AGE ALSO REMINDED ME OF A STORY WHICH FRED STEWART LOVED TO TELL ABOUT HIS GRANDFATHER, WHO WAS INVALIDED OUT OF THE BRITISH ARMY ON A PENSION AT THE AGE OF 19. HE CONTINUED TO DRAW THIS PENSION ALL HIS LIFE, UNTIL HE DIED AT THE AGE OF 102!

BEST WISHES
TREVOR FOULCHER.

EXTRACT FROM "300 MOTOR WRINKLES" BY LIEUT WINDHAM (1905)

180. REGULATIONS REGARDING SIDE LAMPS.

A MOTOR CAR IS ONLY BOUND TO CARRY ONE SIDE LAMP (NOT TWO). IT MUST BE FITTED, ACCORDING TO THE LAW, ON THE EXTREME RIGHT-HAND SIDE, AND FREE FROM ALL OBSTRUCTION TO THE LIGHT.

120. PAINTING CYLINDERS.

BLACKLEAD IS THE BEST SUBSTANCE WITH WHICH TO BRIGHTEN UP AN ENGINE; ALUMINIUM PAINT IS HEAT RETAINING.

NOTICE

SWAP AND SHOP

A TABLE WILL BE SET UP AT EACH MONTHLY MEETING FOR THOSE MEMBERS WHO MAY WISH TO SELL OR SWAP SMALL ITEMS ONLY. PERHAPS YOU HAVE SOMETHING YOU WISH TO BRING ALONG TO THE NEXT MEETING.

#####

FILM NIGHT

THE "TIME MACHINES" VIDEO OF THE CASTROL BICENTENNIAL RALLY WILL BE SHOWN IN ITS ENTIRETY (APPROX. 90MINS) AT THE NEXT MONTHLY MEETING, MARCH 23RD. SHOULD BE OF INTEREST TO THOSE MEMBERS WHO PARTICIPATED.

#####

MISSING MUDGUARD?

DON STEER HAS FOUND THE 4TH MUDGUARD BELONGING TO AN ARGYLE, AND WHICH WAS PART OF A SET, THREE OF WHICH WERE DISPOSED OF AT A VETERAN CAR CLUB AUCTION. HE WILL GIVE IT TO PERSON WHO HAS OTHER THREE.

#####

VACATION HOLIDAY

FOR THOSE MEMBERS NOT LIMITED TO SCHOOL HOLIDAYS THERE IS A HOLIDAY AVAILABLE AT PORT MACQUARIE 4TH - 25TH AUGUST, 1989. THE ACCOMMODATION SUITS TWO CLUB COUPLES TO SHARE A SPACIOUS 2 BEDROOM, 2 BATHROOM APARTMENT. ON THIS BASIS THE ACCOMMODATION COSTS \$28.00 PER DAY, PER COUPLE, AND ALL RECREATIONAL FACILITIES ARE PROVIDED FREE OF CHARGE.

THE DRIVERS OF PRE-1930 CARS DRIVING TO THE VACATION VILLAGE WILL BE ENTERED IN A BALLOT FOR 3 SPECIAL PRIZES.

ONLY LIMITED AVAILABILITY SO MAKE YOUR BOOKING EARLY. PHONE (02) 922-2999 OR FAX (02) 922-1535.

#####

CLUB VIDEO

VIDEO HISTORY RESUME IN LAST ISSUE, HAVE YOU FILLED IT OUT AND RETURNED IT TO JAN COULCHER. THIS REALLY IS A WORTHWHILE PROJECT FOR THE CLUB'S HISTORY AND RECORDS.

FOR SALE & WANTED

FOR SALE

FOUR ONLY 26 x 3 (700mm x 80mm) DUNLOP TWIN STUD TYRES - EX SMALL SINGLE CYLINDER. TWO NEAR NEW CONDITION, TWO 75% NEW CONDITION. \$500.00 THE FOUR TYRES. PHONE - NEIL MARTIN - (02) 632-5047 (H).

FOR SALE

ONE ORIGINAL MINERVA PETROL TANK, GOOD CONDITION, INCLUDES BRASS CAP, FILLER GAUZE AND DRAIN COCK. NAME MINERVA CAST ON CAP. PHONE - HAROLD GASCOIGNE - (09) 386-5009.

FOR SALE

PAIR LUCAS KING OF THE ROAD BRASS SIDE LIGHTS, VGC. WERE ON 1903 DAIMLER. PHONE - MR. GOLDSMITH - (047) 573-464.

FOR SALE

1918 STUDEBAKER, CONCOURS CONDITION. COMPLETED CASTROL RALLY. NEW WW TYRES, SPARE MOTOR, RADIATOR ETC. PHONE - F. RANSLEY - (004) 422-400.

FOR SALE

KLAXON HORN - BEST OFFER. PHONE - GRAHAM SHARPE - (003) 272386.

AVAILABLE IN TASMANIA

FRONT AXLE, COMPLETE WITH WHEELS AND SPRINGS FOR CLEMENT BAYARD AROUND 1910/12. KEITH CARDEN HAS PHOTO FOR VIEWING. ADDRESS - C.M.MORICE, 77 WEST BARRACK STREET, DELORAIN. 7304.

WANTED

COPY ALL STATES

- (1) SANKEY WHEEL TO TAKE 815 x 105 BE TYRE (RIM SIZE 65mm x 93mm). I HAVE VERY GOOD 820 x 120 BE SANKEY WHEEL TO SWAP.
 - (2) ONE ELECTRIC SIDE-LAMP TO SUIT VINTAGE MORRIS. (THE TYPE OF LAMP WHICH MOUNTS ON FRONT MUDGUARDS.
 - (3) ANY ORIGINAL PRE-1919 COPIES OF THE AUSTRALIAN MOTORIST, THE MOTOR IN AUSTRALIA, AUTOCAR, THE MOTOR ETC.
 - (4) THE LOAN, FOR COPYING, OF ANY ORIGINAL PHOTOGRAPH WHICH SHOWS A TALBOT CAR.
- CONTACT - JOHN HUGHES, 98 NORTHCOTE STREET, KURRI KURRI. 2327.
PHONE - (049) 37-4646.

WANTED ALL STATES PLEASE COPY

KINGSTON 5 BALL CARBURETTOR SIDE DRAUGHT TO SUIT 1910 SINGLE CYLINDER BRUSH OR KOALA CARBURETTOR OF SIMILAR VINTAGE. ALSO 1910 BRUSH CYLINDER BLOCK. PHONE - BOB LAMOND - (02)239-7636 (B).

WANTED

HEAD, SIDE AND TAIL LAMPS AND GENERATOR FOR 1909 RENAULT LANDAULET, (THE EX RON HOBBS CAR). PHONE - KEN RUSSELL - (03) 796-8654.

WANTED

1915 OVERLAND TRH-80 PARTS - RESTORER DESPERATE. CONTACT - ALAN BELL, 21 MEADE STREET, ROCKHAMPTON, QLD. 4700. PHONE - (079) 278-203.

WANTED

PARTS FOR A 1910/1911 C.A.V. LIGHTING SET, VIZ. TYPE E OR G DYNAMO, NO. 1 SWITCHBOARD, PAIR MODEL G (MEDIUM) HEAD LAMPS - DIAMETER OF GLASS FRONT IS 8½ins.; PAIR MODEL GS SIDELAMPS; MODEL T.S. TAIL LAMP (RIGHT SIDE); A SET OF REAR SPRINGS AND A HANDBRAKE LEVER AND GEAR LEVER FOR 1910 TALBOT AB. CONTACT - L. KATHAGE, 50 VICTORIA AVENUE, CHELMER, QLD. 4068. PHONE - (07) 379-2193.



CASTROL ARE PLEASED TO ANNOUNCE THE COMPLETION AND AVAILABILITY OF "TIME MACHINES", THE VIDEO SHOWING YOUR PARTICIPATION IN THE AUSTRALIAN BICENTENNIAL CASTROL WORLD RALLY. (RUNNING TIME APPROX. 90 MINS.)

THE COST OF THE TIME MACHINES VIDEO IS \$59.95 (INCLUDING POSTAGE) IN EITHER BETA OR VHS.

ANY ORDERS ARE TO BE FORWARDED TO

CASTROL WORLD RALLY
P.O. BOX 100
GUILDFORD. 2161.
N.S.W. AUSTRALIA.

LATE ADDITIONWANTED ALL STATES PLEASE COPY

2 x 24" x 3" BEADED EDGE RIMS (TO SUIT 30"x 3" TYRES) "C" SECTION TO SUIT WIRE SPOKES. ONE PAIR SMALL AMERICAN BRASS HEADLAMPS & TAILLIGHT TO SUIT SINGLE CYLINDER CAR. PHONE - DON LIDDLE - (02) 631-7971.

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

134 QUEENS RD, FIVE DOCK 2046

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