



SPIT AND POLISH

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

Registered at the G.P.O. Sydney for transmission by post as a periodical

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E D I T O R I A L

And so we reach the end of another year of veteran motoring. How quickly each year passes! From the editorial chair this month comes no lecture, no fanciful flights into the realms of possible and/or probable fantasies of a technical or scientific nature, just a cheery wish for Christmas, and hopes of a bright and happy New Year, which must, of course, include many outings with the veterans.

All "The Staff" send their best wishes for the Season. The column is headed by your President, and goes down through the chain of communications, to the final lance blank file.

Your Editor is convinced that he is right when he states that Hilda and Len Sheen are due for special mention from members. (Anyway, Len, there will be no meeting right on Christmas, and that will be a break.)

As is customary, there will be no General Meeting during December.

JANUARY MEETING

At the Drummoyne Rugby Union Club on the fourth TUESDAY that is, 23rd January, 1968.

NEW MEMBERS

Quermby, Kenneth John 26 Fern Ave., Campbelltown.
Hupmobile Tourer 1913

Dixon, John B. "South Colstown", Gunnedah,
Associate.

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We have advice from Greg. Daley which could be of interest to any one of us at any time. Castings can be made from iron, aluminium and brass, and patterns made, at reasonable cost. Contact D. Smith, telephone 42-4275.

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NOVEMBER MEETING

By far the most important matter discussed was the vexed question of premises. The efforts of the three man committee appointed for this purpose have been most rewarding, for they have been successful in completing arrangements for the Club to make use of the upper floor of the Drummoyne Rugby Union Club Ltd., 169 Victoria Road, Drummoyne - 50 yards below the traffic lights at Lyons Road.

The terms required are reasonable, namely, that our Committee become financial members of the Drummoyne Rugby Union Club.

The aforesaid upper floor is a meeting room which will easily accommodate our average attendance, and, in addition, has a small bar at the S.E. (front) corner of the building. This can be made available to us, with a barman, and can be closed when the meeting is to be opened. The Drummoyne Club retains the use of the lower floor, which we do not need to interfere with, as a flight of stairs by-passes this area.

An excellent advantage is that parking is available on a block at the back of the building, presumably reached from the street parallel to Victoria Road.

It was pointed out to the meeting that this approx. position is just about the centre of the metropolitan area, and thus, could not be more conveniently situated for the average member.

The Drummoyne R.U. Club is unable to allow us the use of the meeting hall on our usual fourth Thursday. Consequently discussion took place in order to arrive at the night most suited to most of the members present. A show of hands gave the decision to the fourth Tuesday each month.

A letter has been received from a member of the R.A.A.F., Culver by name, at this stage, rank unknown. He is due for some R. & R. leave and will be in Sydney on 16th and 17th December. He has a great interest in veteran and vintage vehicles, and has enquired whether he might be able to view any on his visit here. His notice to the secretary was rather late for much to be achieved, but by the time you will be reading this, he will have been shown quite a few vehicles.

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ANNUAL INSPECTION

Sunday 26th November saw a good roll up of vehicles at Service City for the annual inspection for road-worthiness. Those members who gladly give up their day to this annual feast of mechanical sadism, all do the job with such a smile that we set to wondering is it caused by a desire to please (on the basis that the customer is always right - with reservations) or by the churlish feeling that they can criticise with even more effect than can be achieved at a concourse d'elegance. But it matters little which is their attitude, for we are indeed grateful for the work they do. We record our thanks herewith to Vic. Jacobs for the part that he played in lending premises and equipment.

In passing, we must say that we were very surprised to see a Fairlane driving in and out of the precincts with an eminent member of the Club in the driver's seat, and, above all things, an L card on the rear! Still using an L card? No wonder he totes so many horns on another vehicle! Just to be on the safe side?

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COMING EVENTS: Sunday, 14th January. Picnic Meeting, Queen Elizabeth Park.

LOOKING BACK

It has been claimed that over 5,000 separate accessories were, over the years, specially designed for the "T" model Ford, in an attempt to assist the proud owner to make a lady out of Lizzie. Yet, probably a majority of owners (and I was amongst this number), lavished nothing on their Ford but abuse, both mechanical and verbal. Few people were as soft-hearted as the horse-accustomed farmer who is said to have rebuked his hired hand with "Go easy on that FORD, man, do you think its made of STEEL?"

One of the simplest "T" model accessories was a foot throttle, and except for those who liked to drive with feet draped over a door, this one must have been quite an improvement. It is interesting to recall, however, that the standard hand accelerator was thought to be more economical, petrol-wise, and there is still something to be learned from this simple fact. Henry's curious ignition system was naturally a favourite target for modification. Magnetos, distributors, master vibrators, observable spark-gaps, priming taps incorporated with spark-plugs, were all tried. To say nothing of "hot-shot" batteries, special commutators, and a host of other devices.

A crankcase oil-gauge was available, to do away with tap-twiddling, and to go a step further, an auxiliary sump could be bolted on, to boost the general lubrication effect. For beauty, and better cooling, a V-shaped extended radiator could be had, and for further beautification, domed mudguards and wire wheels. Anti-rattle devices could be attached to both brake and steering rods.

For the larger figure, a tilting steering wheel assisted in ease of entry, and once in the cock-pit the engine could be cranked by means of an inboard kick-starter. Other aids to comfort were not neglected; auxiliary coil springs and shock absorbers were designed to shackle onto the original rather primitive set-up. I remember seeing one such device being shown at a long-ago Royal Easter Show. The demonstrator was driving a "T" model so fitted, back and forth over a sleeper lying on the ground, and the effect was quite good.

Owners looking for improved power output were well catered for. A slipper piston, 1½ lbs. lighter than the general issue was available, and, of course, overhead valve gear. Probably the spidery crankshaft was the limiting factor here. Four forward speeds could be attained by fitting a "Ruxtell" rear axle.

The farmer-motorist was not overlooked. For instance, when running late with the Spring cultivation, special tractor-type wheels could be assembled at the rear end and Lizzie could be hooked up to the plough. Last but not least, the cheapest and most useful of all "T" model accessories, a common house brick. Used as a wheel chock when hand cranking, it checked Lizzie's affectionate tendency to creep forward and over-run her sweating, cursing, owner. Without a doubt, there must have been literally hundreds of devices thought up for Lizzie's benefit which went unrecorded and are now long forgotten; we are unlikely to hear anything of them now.

JACK CHENERY

V.C.C. OF AUSTRALIA (A.C.T.) - EASTER TOUR OF CANBERRA.

Set out below are particulars of the Easter Tour of Canberra. Entry form is attached. Please fill in and return to Mr. G. Buckland, address etc. as on bottom of Entry Form.

Arrangements have been made for members taking part in the Tour:

CARS. All cars will be garaged at the Canberra Showground in a locked pavilion with a resident caretaker in charge 24 hours.

CAMPING. If you desire to bring your own tent or caravan, facilities will be available at the Showground where your car will be garaged. There is no camping fee and showers, toilets and electricity are also available free of charge.

(Continued on Page 4.

Easter Tour of Canberra, Cont'd.

SATURDAY EVENING. A supper dance has been arranged at a Canberra Club, adults only. \$1.75 per person to be paid at the door. Entertainment for children has been arranged at the home of Mr. M. McDonald.

All participants will be met on arrival in Canberra and transported to their accommodation from the Showground.

Your choice of accommodation would be appreciated but unfortunately only a limited amount is available so book early or you may be disappointed.

(Reminder: Please detach the entry form enclosed, and return to Mr. Buckland.)

S O C I A L

Our sympathy to Jock and Frank McGowen on the death of their father. We hope Jock is well after his nasty accident.

A card was sent to President of Vaocluse Lions Club on his sad loss of their daughter.

Congratulations to Brian Cantwell and Lyn Dowsett on their wedding on 16th December. We wish them every happiness.

To Mr. and Mrs. Neil Lewry on the new of a dear little girl, our very best congratulations.

Hope Owen Bourke is returned from his trip to hospital and feeling better.

Who had to make a new panel for the back of her dress after the baby got at it with the scissors for the Xmas dinner?

Our Xmas Dinner was a wonderful success with 152 attending. Thanks to Eileen Sykes for her help, also for Len for his running around, and to the two Miss Farrells for their job they did - it helped me a great deal.

To everyone who attended I thank you all - it sure makes my job worth while.

Jack Smith was the lucky winner of 1st and 2nd prize. How lucky can you be? Joy Tullock, the lucky door prize and Bruce Roberts the men's lucky door.

The beer strike did not seem to make any difference with the amber water. So a good time was had by all with a small profit.

After a few weeks at Palm Beach I will be on the job collecting for our Presentation Dance on 20th April 1968.

- HILDA SHEEN

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

550-17 Tyres and Tubs, Disc Wheels, for sale.

R. THOMAS,
44-4609 (Newcastle).

WANTED. Acetylene head lights to suit the MARTINI.

BOB MC CARTHY
71-1941

FOR SALE.

1913 Austin 15 h.p. Roadster. Very original condition. Smart body style by Dalgety & Co. Has attended numerous V.C.C.A. runs. Sale reason for disposal is the acquisition of a larger car. Best offer.

DARYL CAWTHORNE
93-7212
93-7341 Bus.
94-5726 Home

WANTED ALL STATES. Smiths 4 Jet Carburettor as fitted to bullnose Morris.

REG. MAC DONALD,
35 Shirley St.,
Inverell. 'Phone: 1544.

FOR SALE. Stewart-Warner Speedometers, drives and vacuum tanks.
Alemite grease guns.
Marvel carburettors.
815 x 105 and 24 x 500 rims and felloes.
One luggage grid, 31"

J. CHENERY,
Box 337, P.O.,
Orange, N.S.W. 2800.

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" 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 13th December, 1967 at 8 p.m. This is our Christmas Social - hope to see everybody there. The point score trophies purchased by the Events Committee will be on display.

EDITORIAL

I am very pleased to say that during the last 12 months there has been an increase of over 50% in the number of registered cars in the Newcastle Branch. The new cars being:

Bob Newman	Talbot - Tourer
Chris. Broadbent	F.N. Shooting Brake
Doug. Marr	Buick Roadster
John Cowan	Renault Raceabout
John Riley	Delauney Belleville (Touring body not yet completed).
George Adams	Garford Fire Engine

Club outings are at an all-time high and we can look forward to many more of these enjoyable "get togethers" in the coming year.

- Peter Adams

CHAIRMAN'S XMAS MESSAGE

On behalf of the Committee, I take this opportunity to wish you and your families a very Merry Xmas and a bright and prosperous New Year.

May 1968 bring you many hours of enjoyable veteran motoring and restoration.

- Ray Thomas

OUTINGS FOR THE MONTH

Morisset Festival of Flowers - This outing, as usual, was well attended. The grounds of the Hospital were really beautiful and a credit to the staff and patients who look after them. While the cars were on display, the owners and friends took the opportunity of browsing among the plants, and inspecting handicraft done by the inmates.

Run to Gresford - The outing started in rather bleak weather which discouraged a lot of members, but by the time we reached Maitland the sky had pretty well cleared and the run to East Gresford Showground was made in good time. We had lunch in one of the pavilions which was well equipped with tables, seats and even a kitchen sink with plenty of water.

After lunch and a few test drives of other members' cars we decided to return home via Cessnock, calling into Max and Joan Burke's for afternoon tea as well as a look at the "Goodies" in the garage. Unfortunately just before we reached Cessnock, Jupiter Pluvius made his presence felt and John Riley and Max Burke had more than their spirits dampened by a very heavy downpour. To add insult to injury, the Delauney ran out of fuel in the middle of the deluge. Many thanks to the Burkes for their hospitality and we hope that they haven't been on short rations since the "locusts" were in.

Charlestown Motor Show and Opening of Co-op. Store Car Park - Many thanks to members who made their cars available for these displays.

At Charlestown, Jim Turner, Chris. Broadbent, Norm. Robinson, John Riley and Doug. Marr.

At Co-op. Store, Hunter Thomas and Chris. Broadbent.

DATES TO REMEMBER

Sunday	10th December, 1967
Wednesday	13th December, 1967
Saturday	16th December, 1967

Navigators Rally
Christmas Social
Combined Club Party at
East Lambton Progress
Hall.

ARTICLE FROM MEMBER

First day of the long weekend was a trip to Scone for the Cessnock Burkes - it came about this way. A tractor driver gives clue of old car behind house. Investigation discloses Chev. 4 '28. Owner tells of Hup. parts at Scone Garage, so off we go. Find parts 1924 Hup. diff. and it won't fit ours, so on the way home we call in to make acquaintance of Jeff Clifford and his Ford. Have a good old tonge-wag to Jeff who is off on an outing in his veteran and while doing so another "T" goes past. These chaps really get some enjoyment from their veterans. Leaving an invitation for Jeff and company to call in and see us we move on to Greg. Knodler's and proceed with "getting to know you" and his cars. Greg. must qualify for fleet owners' discount and his work is excellent and something to see gave this new chum some ideas, so although we missed out on Hup. spares, we had an enjoyable day.

Max. Burke.

SOCIAL ROUNDABOUT

(1) Did you know that "Honourable Chairman Rayo" has been doing a bit of "batching" lately. Our Ladies Committee "Chief", Marney Thomas, has had several trips to hospital over the last few weeks, but according to latest reports, she is now on the mend. Hope to see her up and about in the very near future.

(2) Laurie Macey has unearthed a very early "Schacht" high wheeler (around 1903). This would probably be the oldest car in Newcastle.

If anyone has a spare cart horse, I have been told that Laurie would like to borrow same till he gets the Schacht "donk" finished.

(3) Whilst on the Gresford run, John Riley made several stops, to attend to fuel blockages - something was stopping the petrol from getting to the carby. Oh shame! Why don't you put some petrol in the tank, John?

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NEXT OUTING

Our last outing for 1967 will be a Navigators Rally and Picnic held on Sunday 10th December in the Williamstown area.

We will be meeting on the Pacific Highway just past 2HD at 9.30 a.m. ready to leave at 10 a.m.

This promises to be a very interesting outing, so come along in your Veteran, Vintage or Modern Machine.

Events Committee.

ADS.

WANTED URGENTLY to complete next edition - article by member to suit a 1968 Spokes in the Wheel.

Peter Adams,
Editor.

WANTED. A few more horses to suit a 1911 F.N.

Chris. Broadbent.

WANTED. High pressure air for Garford "tyres".

George Adams.

WANTED. Any parts or info. as to parts for 1913 2400 series F.N.

Peter Adams.

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