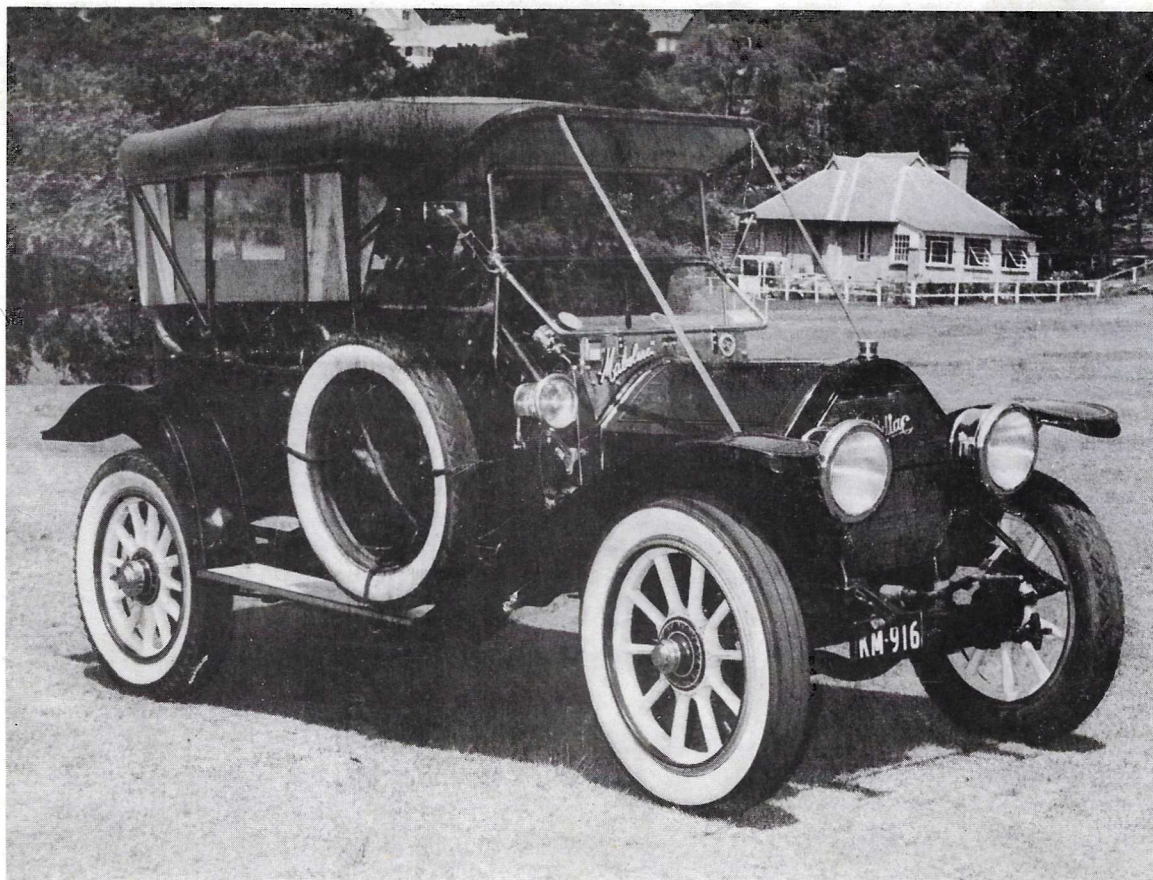


SPIRIT AND POLISH

CAR OF THE MONTH



KEN MOSS' 1912 CADILLAC



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

Patron:

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

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E D I T O R I A L

It is quite natural that improvements have been made to roads over a period of 60 years plus, and thus make a comparison between the conditions to be experienced by participants in the forthcoming International Rally, and the conditions in existence many years ago.

Our event is to be a rally, not a race. It is to be a movement from one point to another, done as an organised, stately measure, over very good roads.

A far cry from the days when events were really races, with, in some cases, almost wanton destruction of machines and of men, when the course was a length of dirt "roads", which included such snags as inches depth of powdery earth, stones, mud puddles, and all this without the aid of windscreen, hood, or mudguards. The fact that round any corner there was always the possibility of a pig or two in the dust, a stray horse, even a broken-down or smashed-up competitor, meant that drivers held their lives in their hands during the race. The prospective obstruction round the corner was often obscured by a cloud of fine dust, stirred up sometimes by a competitor, at other times by wind.

Yet so extraordinarily do conditions alter in their respective fields that now, notwithstanding excellent roads for the most part, no break-neck speeds (approximately 100 miles per day), all vehicles must submit to a thorough test for roadworthiness. In the earliest days a competitor merely presented himself and his car - and that was it! The main troubles nowadays, of course, are insurance and the legal angle. There were no regulations in those days, either!

And for this Rally participants will be able to enjoy the passing scenery, accept and return the plaudits and enthusiasm of many observers by the roadside. An appreciative number of these could well be early users of some of the cars which will drive past them. There are the vintage variety, of course, but not unnaturally we think mostly of our own veteran vehicles.

The next meeting of the Club will be held at the Community Hall, Great North Road, Five Dock, on THURSDAY, 26TH FEBRUARY, 1970, at 8 p.m.

REPORT OF JANUARY MEETING

The President was in the chair.

Two visitors were made welcome, in the persons of Ken Robertson, of the Chevrolet Club, and Bill ??

The Treasurer reported a healthy bank balance.

Events Committee reported that for the Pratten Park "Parade", held on Sunday 18th January (through the auspices of the Ashfield Rotary Club) 18 cars had attended. The cars had the usual following of both interested and curious onlookers, many with knowledgeable questions to put. It was announced that the next event would be held on Saturday, 7th February, and would take the form of a Scavenger Hunt.

On 28th February (another Saturday) there will be not so much "held" as "celebrated", the Blue Mountains Rally. It was pointed out that due to the close proximity (in terms of time) of the International Rally to the Blue Mountains Rally, it had been arranged all round that no events of the magnitude of the overnight Blue Mountains Rally would be run at this stage, so that the event will now be "celebrated" on one day only.

The Dating Committee stated the 1917 T Model Ford of Geoff Smith, of Dubbo, had been inspected.

The Social Secretary announced that the Dinner Dance is to be run on 16th May, details to be given at a later date. She also announced that Rita and Bill East recently celebrated their 45th wedding anniversary. The meeting conveyed their congratulations by acclamation.

Some new members have been signed up, as follows:

Full: Geoffrey Smith, Dubbo - 1917 T Ford

Associate: R.E. Wilson, J.G. Temple, A. Martin, J. Frizell

The Registrar reported that 151 registrations have been put through for the 1970 period. Spot checks are to be made on odd vehicles from time to time in order to ascertain that necessary work in connection with roadworthiness, as ordered for various vehicles, has, in fact, been carried out.

C.V.V.T.M.C. representative - Toby Bent - reported that as the Cooma Swap Meet had been such a success, C.V.V.T.M.C. Committee had resolved to request that the appropriate body be asked to arrange another such market at approximately the same time (November) this year. C.V.V.T.M.C. have been 'toying with the idea' of running a section at one meeting (Warwick Farm) to show some cars (in an appropriate setting) in "as found" condition. (We have heard some suggestions whispered along the grapevine, that the editorial vehicle is to be entered in such a section, should the suggestion come to fruition. There is no real truth in such rumours! Yet!! Ed.)

Percy Stewart thanked the Club for the effort they had put into the display of vehicles at Pratten Park on 18th January.

George Green stated that vehicles participating in the International Rally will be compulsorily inspected for roadworthiness prior to their being permitted to start, and to this end he had been able to appoint 8 'volunteers', as follow: Lionel Jones (Chairman), Alan Blevins, Max Chapman, Albie Frost, Reg. Jones, Bob Newman, Laurie Sykes, Barry Thew.

Ian Steer offered a suggestion for improved club rooms and expressed the view that the Masonic Hall at St. Ives could be refurbished by Ron Craze, who should be able to expect assistance from Club members, formed into working bees. Ron stated that he had had assistance in this way from members of a certain citizen help club, and stated with fervour that the technical assistance given by this type of voluntary help is not really very competent, as, in the main, such volunteers are not necessarily tradesmen.

Max Chapman put forth the suggestion that the committee which found the R.U. Club in a month, should get together and try again, more on the lines of something permanent.

The President stated that \$200 had been voted to the Social Committee for assistance towards the Christmas party.

In answer to Peter Kable's question of why events should have been transferred from Sunday to Saturday, John Corby supported the Events Committee entirely in this action, on the grounds that neither day can suit all members the whole time. It would be conceded by those present that many members have children of an age now that it is desirable that they attend Sunday School and other church functions. The Events Committee has been voted in, and are setting themselves to the task as they collectively see fit. Should the members feel, at the end of the Events Committee's term of office, that they have not satisfied the members, then they need not vote them back into office. However, in the meantime, members should give them a chance to carry out their appointed task in the way they see fit.

* * * * *

We have an anonymous few lines, submitted as being symptomatic of the performance and reliability of a certain make of vehicle:

Brittania's voice rings o'er the sea,
"Here's to the kingly car -
Here's to the motor, speedy and free,
The honest reliable Star."

* * * * *

Max Chapman, with his usual capacity for a smile, submits the following:

"At the Pratten Park Exhibition my father was sitting in the Wolseley (he enjoys comfort) when a lad looked in and said to his friend: 'Hey, look! A vintage man, too!' Since Pop is an 1886 model this should perhaps be taken as a compliment, rather than an error in chronology."

* * * * *

S O C I A L

Sympathy to Alma and Frank Russell on the death of Frank's brother.

Do hope Max Roberts is on the mend after his long illness.

Hope Jim Eisenhower is O.K. again and back to his car.

Sorry to hear of Reg McDonald's accident at Inverell. I hear he was playing with a Veteran car.

Who was the chap up Gosford way that gave up smoking till he drove his Vintage car one Sunday and had to borrow a cigarette to soothe his nerves?

I hope Ross Marshall enjoys his business trip overseas.

Sorry to hear No. 1 son Baby Thew had an accident with boiling water. Do hope he is on the mend again by this.

Hope Jan. Sykes has got over her bout of 'flu.

Said Bon Voyage to Cec. and Frank Craze last week. They are on a trip overseas for 18 months.

Thanks to the ladies for the help with the supper last month.

Our next social gathering is our Presentation Dance at Kogarah Bay - \$1.00 per head. Basket supper - bring your own soft and hard drinks. 16th May, 1970. Tea and coffee provided.

- HILDA SHEEN,
Social Secretary.

* * * * *

HOW I DROVE 1,000 MILES THROUGH N.S.W. IN A FRONTY FORD

By Arthur Garthon

Well, to organise Fine Tuning for the 1970 Rally Vic Jacobs and I had to make one more trip south to Albury, calling in on all the stopover points. Vic. suggested that he would supply the transport and casually mentioned that we should do it in a veteran car, being synonymous of the Veteran Car Rally. We were scheduled to leave at 0700 on Sunday, 26th January, and imagine my surprise, disgust and horror when he arrived at my home in his 1913 Ford Fronty. I said, "Oh. We'll go in my air-conditioned 1968 Rover" but Vic. shook his head. My wife Val and kids came out and said, "Daddy's not going in that thing," but again Vic. nodded his head. Unfortunately, he was the chief for the week and I could see he was adamant that the Fronty was going too. I finally got in the "thing", sat down, crossed my arms and decided to have a good sulk. We started off, and as the cold early morning air started to race across my face I thought to myself, "Imagine a man's got to put up with 1,000 miles and 7 days of this" and sunk down deeper into the silly bucket seat and started to sulk even more. Not a word was said. I couldn't help thinking, how could they compare this flimsy "Lissie" with that beautiful big Delahaye of mine. The French really knew how to build fine cars.

Two hours from Sydney and we were well past Camden going up the big hill outside of Picton. The sun was shining. Perhaps the fresh air in your face is really invigorating and I couldn't help thinking that she certainly had some pull - the way she got over that hill at Picton in top gear and passed some of the modern cars who were in second gear surprised me. Vic. singing songs but I still had said nothing. Pulled up at Mittagong for about five minutes - when I got back to the car there was a swarm of people around it. Marvellous how it seems to attract people.

Out in the flats past Mittagong she's cruising at a steady 45-50 miles per hour and when you consider it, she certainly goes better than George Green's

30/98 Vauxhall. As we drive into the hills near Goulburn I'm again surprised at the way she takes those hills; certainly a sexy little beast. Start to sit up higher in the seat. People waving at us from oncoming cars. Perhaps she must have appeal although I couldn't see it before.

Through Goulburn and I return the waves of a few bystanders on the road. Hope Vic. didn't see me doing it. After Yass I start up a conversation and Vic. is happy to reply. It is a beautiful hot day. I ask him what some of the gadgets are for - no doubt he's done a good job of restoration. Outside Yass, on the road to Gundagai, he lets her out to 60 miles per hour. Cheeky little beast, it is. Perhaps I have misjudged her a bit - most probably outpace any car in the club - wonder what it would be like to drive???

Now started to carry on normal conversation; can feel myself thawing out - wave to more people and don't care now if Vic. does see me do it.

Monday morning we enter Albury - crowds flock around the car and I start to answer questions. "Oh, yes, they used to get 100 miles an hour out of these" - Vic. gives it a wash and a Brasso polish and I find myself helping too - easy car to clean, nothing to it, especially when I think of how hard it is to get the Delahaye clean, this is a soda. T.V. cameras, press and radio blokes come around like flies and find myself starting to eulogise the Fronty. Did I have to say those nice words about her??

Tuesday. On the way to Wagga and motor is purring beautifully. Only wish I could get my Delahaye like that. Such a simple car, too, and beautiful to be driving through the country with the wind rushing through and sun streaming down giving you a good tan. Wave to road workers, farmers and town people. Get a lot of fun out of this; perhaps no one would have looked at me in the Rover and wouldn't have as much fun, any rate. Vic. certainly knows how to drive this "sexy kitten", wonder how it steers??

Wednesday. Left Wagga. More photographs. Proudly stand at the side of the Terror and it feels good to be part of it. The road to Cootamundra is good - engine purring beautifully. Somehow feel the French missed something along the line. Why couldn't they have produced a simple car like this - would just love to get my hands on the wheel to see how she goes. We pull up for lunch and while we're waiting I get the Brasso out and polish the car - must have it looking good. And all those young girls in mini skirts come up and ask me questions - gee, I'm glad I never brought the Rover - wouldn't have near as much fun. Vic. hops into the driver's seat and I was hoping he was going to ask me to drive. I would just love to get behind that wheel!!

Thursday. Woke up at 2 o'clock in the morning. I can't sleep thinking about that little car. Must pluck up enough courage to ask Vic. if I can drive it - I toss and turn all night - why doesn't the Delahaye do this to me??? Get down to breakfast haggard, haven't slept much. All the people in Young admire the car and local press require more photographs. I don the white overalls embroidered with Fronty Ford on the back and front - put my goggles on and proudly stand in front of the car - it's good to be part of the act. I must have been mad to have ever thought of bringing that 1968 Rover.

Friday. On the way to Canberra. Boy, can this little car go - George Green must be mad with all those heavy aristocratic cars of his - why hasn't he got a Ford in his stable?? Can't help feeling disgruntled with the Delahaye, changing gears at the change of the wind, big bulking thing it is. Never felt so comfortable as in this Fronty. Must pluck up enough courage to ask Vic. if he'll let me drive as my nerves are tingling with excitement. I can't wait any longer. Do you think he might say I can drive it???

In all his travels in the States the only problems Ken had with the car were a broken condenser lead (in pouring rain, naturally!) and a worn out oil pump drive which is on the outside of the engine. This was rebuilt for him in one hour! How's that for service?

W.K. IRISH

* * * * *

AUSTRALIAN BI-CENTENARY INTERNATIONAL SCENIC RALLY
OF 1970 FOR VETERAN AND VINTAGE CARS & MOTOR CYCLES

Vehicles taking part in Rally:

VICTORIA

Travelling Veteran

5	Mrs. L. McManamny	1910 Clement Talbot
4	H.J. Fornby	1912 Cadillac
8	J.W. & L.G. Harris	1913 Vinot et Deguingand
10	Mr/Mrs J. & P. McMillan	1914 Clement Talbot
11	M.C. Grant	1916 Ford
12	R.A.B. Monohan	1918 Dodge
13	B. Gomm	1909 Aries
16	W.J. Shaw	1916 Dodge
18	Mr/Mrs B.W. & E.O. Bone	1913 Overland
19	N.R. Smith	1914 Talbot
20	K. Buchholz	1911 Mors
21	R.G. Hobbs (Driver: R.H. Jones)	1904 De Dion Bouton
27	N.J. Gibbs	1913 Hotchkiss
28	L.J. Callaway	1912 Napier
35	A. Reid	1912 Overland
40	I.W. Heyme	1915 Maxwell
46	R. Smith	1914 Overland
51	R.G. Standerwick	1916 Buick
52	M. Luckie	1913 Mercedes
57	W.S. Martin	1913 Ford
59	P.G. McMahon Dr.	1913 Fafnir
61	E.D. Warne	1914 Hupmobile
62	Mr/Mrs B.K. & J.L. Forryman	? N.A.G.
66	R.G. Griffiths	1913 Hurlu
79	E.E. & G.E. Dunshea	1911 Hotchkiss
81	P.G. Hosking	1912 "Coey" Bear
86	C.W. Anderson & J.H. Wilkinson	1916 Buick
88	J.C. Walsh	1915 Talbot
89	G.E. Morgan & H. Wheeler	1914 Ford
96	L.G. Viney	1908 Talbot
99	T.W. Anderson	1912 Adams
100	E.J. Cobb	1913 La Buire
102	N.J. Hutton	1917 Studebaker
103	T.G. Bailey	1916 Studebaker
108	J. Brittain	1914 Fiat
109	C.W. Ward	1910 Austin
111	R. Murphy	1914 Buick
112	B.F. Lyon	1915 Ford

Victoria (Continued) - Travelling Veteran:

117	J.P. Hyland	1915 Ford
118	N.M. Nankervis	1913 Ford
121	C.B. Christie	1916 Dodge
122	E.M. Stone	1910 Arrol-Johnson
123	H.F. Smith	1913 Wolseley
127	G. Harder	1909 Renault
128	M.R. Markoff	1913 Wolseley
132	P. Amor	1910 F.N.
137	F.A. Dallimore	1916 Ford
140	I.E. Saxton	1918 Mercer
151	S.S. Middlehurst	1912 Hispano Suiza
158	N. Kirk	1912 Talbot
159	J.R. Jordan	1912 Talbot
160	R.W. Long	1913 Hotchkiss
161	R. Provan	1909 Renault
163	L.G. Owen	1911 Renault
172	R.F. Shield	1912 Aquila Italiana
174	R.C. Davis	1914 De Dion Bouton
175	G.W. Ashmore	1903 Oldsmobile
281	N.J. McCubbin	1913 Ford
414	V.C.C.A. (Vic) Driver: A. Long	1913 Hotchkiss
416	A.B. McInnes	1905/6 White Steam Car
571	G. Splatt	1914 Wolseley
572	E. Lamshed	1912 La Buire
575	W. Orde	1909 Itala Raceabout
574	A. Blashki	1915 Hupmobile
578	C. Heard	1911 S.C.A.T.
580	N. Ferguson	1909 Daimler

Travelling Vintage

147	W. Savory	1928 Ford
176	H.D. Dale	1926 Hispano Suiza
177	G.H. Cox	1926 Ford
180	E.E. Milkins	1930 Invicta
183	R. Stapleton	1923 Napier
192	J.D. Cooper	? Rolls Royce
190	P. Kane-White	1924 Rolls Royce
193	K.J. Laycock	1926 Rolls Royce
196	C.H. Sutton	1926 Chrysler
197	J.H. Flood	1921 Hispano Suiza
198	J.F. Twomey	1928 Alvis
199	T.D.O. Bruce	1926 Rolls Royce
200	R. Mearns	1925 Duesenberg
210	A.J. Douglas	1928 Ford
211	E.W. Ronan	1928 Dodge
217	K.A. Delinecorte	1922 Ford
218	D.E. Sheil	1925 Rolls Royce
220	L.A. Reynolds	1924 Buick
222	I. Bennett	1925 Morris
223	D.H. Gibson	1928 Invicta
231	D. Gibson	1923 Rolls Royce
238	R. Whiting	1925 Chevrolet
239	J.J. Martin	? Peerless
242	R. Elliott	1929 Ford

Victoria (Continued) - Travelling Vintage:

245	C.E. Rees	1929 Cadillac
247	D. Jones	1920 Rolls Royce
248	S.R. Theobald	1926 Vauxhall
249	H.W. Morgan	1928 Alvis
250	F. Hands	1926 Morris
254	I.W. Karlson	1925 Austro Daimler
261	A.J. Elliot	1921 Hispano Suiza
266	H.H. Paynting	1926 Rolls Royce
270	D. Robertson	1926 Packard
274	R.B. Ritchie	1930 Bentley
278	R.D. Wilson	1924 Alvis
284	N.I. Burns	1914 Hotchkiss
287	M. Ricketson	1923 Alfa Romeo
290	G.G.G McKenna	1924 Rolls Royce
291	A.G. Lynch	1924 Ford
294	I.L. Smith	1923 Vauxhall
308	E.J. Price	1923/6 Swift
320	P. Latreille	1923 Vauxhall
323	I.J. Sinclair	1926 Ford
329	I.M. Smith	1924 Morris
334	J.O. Dowling	1923 Studebaker
335	D.W. Quinton	1921 T.H. Schneider
337	A. Westwood	1926 Dodge Brothers
339	L.M. Davis	1928 Chevrolet
342	N. Simmons	1920 Crossley
345	N. Breckenridge	1926 Nash
376	Mr/Mrs B.I. & B.J. Lieberman	1925 Armstrong Siddeley
349	H.H. Wheeler	1923 Rolls Royce
3509	R. Black	1923 Riley
351	K. Jenkinson	1929 Ford
358	J.G. Christie	1927 Chevrolet
359	R.J. Herbert	1929 De Soto
375	D.M. Fulton	1928 Hillman
379	K.R. Moir	1929 Packard
388	P.J. Canavan	1928 Chevrolet
391	H.G. James	1925 Dodge Brothers
392	C.E. Lundgren	1930 Ford
399	B.R. Ewen	1922 Austin
401	Mr/Mrs G.P. & E. McKaige	1925 Bentley
450	H. Formby (Driver: W. Formby)	1923 Cadillac

Travelling Veteran:

602	N.P. George	1912 Straker Squire
603	A. Bathurst	1913 Hillman
604	N. Tishler	1912 Vauxhall
606	V.G. Stocks	1915 S.C.A.T.

NEW SOUTH WALESTravelling Veteran

42	A. Rowe	1913 Buick
55	P.D. Kable	1910 Armstrong Whitworth
56	J. Clouch	1909 Maxwell Briscoe
64	S. Cox	1912 K.R.I.T.
67	J. Weir	1914 Buick

New South Wales (Continued) - Travelling Veteran:

68	R. Marshall (Driver: A. Wilkie)	1911 Talbot
69	R. Marshall (Driver: D. Berthon)	1910 Delage
70	R.J. Jones	1908 Clement Bayard
71	W.J. Corby	1915 Buick
72	J.W. Eisenhauer	1916 Hupmobile
74	G. Daley (Owner: G. Green)	1907 Daimler
76	Mr/Mrs. G.E. & B.E. Adams	1917 Studebaker
80	G.V. Gillott	1908 B.S.A.
82	W.T. Maunsell	1913 Renault
83	R. Craze	1912 B.S.A.
84	J. Smith	1912 Ford
90	A. Phillips	1913 Overland
92	K.J. Quarmby	1913 Hupmobile
93	D.E. & D.C. Cawthorn	1913 F.N.
94	W.A. & W.W. Trollope	1912 Renault
95	J. Cross (Owner: G. Green)	1911 Rolls Royce
97	W.H. East	1915 Studebaker
98	J.E. Heath	1915 Ford
110	J. Wards (Owner: R. Marshall)	1915 Ford
124	R.A. Foy (Owner: G. Green)	1913 Vauxhall
120	R. Millard	1910 Buick
125	J.N. Winter	1912 Minerva
130	G. Cowie & H. Matheson	1914 Ford
131	T.L. Foulcher	1913 F.I.A.T.
134	Mr/Mrs. J.C. & E.E. Cherry	1916 Chevrolet
135	R.J. Newman	1914 Talbot
138	J.W. Riley	1911 Albion
141	S.W. Rumble	1910 Maxwell
143	G.F. Campbell	1909 Argyll
144	B.F. Craze	1914 Studebaker
145	M.J. Bendeich	1910 Chalmers
148	K. Moss	1912 Cadillac
149	W. Spraggon	1908 Renault
150	S. Jacobs (Owner: V. Jacobs)	1912 Ford
152	Mr/Mrs. C.L. & F.S. Bryson	1911 Ford
153	R.A. Petersen	1917 Ford
155	F.W. Rodwell	1917 Overland
156	W. Trevan	1909 Ford
162	G.W. King	1908 F.L.
166	D.M. Pratt	? ?
167	R. & W.H. McCarthy	1916 Dodge
169	M. Burke	1916 Hupmobile
171	P. Adams	1913 F.N.
209	K.D. Jacob	1924 Overland
360	O.F. Walker	1927 Ford
446	W.K. Irish (Owner: G. Green)	1911 Rolls Royce
447	T. Cook (Owner: G. Green)	1912 Rolls Royce
449	F. Nissen	1906 Humber
477	D.P. Manhart	1913 Hurlu
501	M. Welch (Owner: G. Green)	1913 Delaunay Belleville)
546	K. Lober (Driver: J. Veness)	1901 Oldsmobile
568	C. & G. Broadbent	1911 F.N.
569	D. Pearce	1911 Benz
570	J. Vanstone	1908 Metallurgique

New South Wales (Continued) - Travelling Veteran:

576	A. Jackson	1912 Rover
577	W. Sanderson	1914 Sunbeam
581	Jess Motors P/L (Driver: J.Frizelle)	1915 Dodge

Travelling Vintage

184	J.S. Freeman	1929 La Salle
204	A. Aylward	1928 Ford
212	M.C. Ingram	1929 Pontiac
227	A. Rowe	1928 Ford
228	Mr/Mrs L. & A. Mason (Owner)	1927 Chevrolet
	Mr/Mrs D. & J. Noordewier (Driver)	
237	M.G. Sloane	1927 Pierce Arrow
241	J. Formby	1926 Citroen
251	A.E. Hodder	1924 Cadillac
257	T. McCabe	1928 Ford
258	Mrs. M. Ogle	1925 Vauxhall
260	A.A. Tester	1925 Rover
262	G.M. Haddrell	1928 Rolls Royce
269	K.J. Bent	1928 Buick
271	P.J. McKeown (Owner: G. Green)	1915 Delauney Belleville
272	R.B. Body	1927 Ford
273	L. Diemel	1926 Chrysler
275	S. Kelleher	1919 Australian Six
279	Dr. K.C. MacMillan	1929 Rolls Royce
280	P.T. Swan (Owner: Dr.K.MacMillan)	1929 Buick
282	A.D. Ferguson	1929 Triumph
286	D. Grant	1921 Stutz
295	J.L. Goddard	1925 Vauxhall
299	J.A. Jeffery	1923 Rolls Royce
300	Mr/Mrs B. & M. Gillings	1930 Rolls Royce
301	B.R.D. Gillings	1910 Rolls Royce
302	P. McGrath (Owner: J. Jeffery)	1930 Mercedes Benz
303	I.C. de Beuzeville	1928 Delage
305	L. Collis	1928 Sunbeam
306	G.W. Ringrose	1928 Stutz
307	R. Campbell	1927 Chrysler
312	C.O. Bourke	1921 Spyker
304	T. Longshaw (Driver: P. Hughes)	1928 Studebaker
316	A.T. Roper	1928 Bentley
319	W.G. Tyson	1926 Overland
322	K.M. Collis	1926 Vauxhall
326	R.E. Forbes	1923 Rolls Royce
330	R.H. Keeley	1923 Vauxhall
341	G.J. Fitzgerald	1928 Studebaker
346	H. Hagan	1924 Vauxhall
354	J.J.T. Horodyski	1926 Vauxhall
355	Mr/Mrs. T.W. & E. Moffitt	1925 Flint
356	R.B. Pritchett	1923 Mercedes/Crossley Hybrid
357	G. Innes	1930 Austin
363	I.D. Heather Jnr.	1929 M.G.
364	I.D. Heather	1929 M.G.
367	L.A. Sykes	1910 Star
368	J.K. Webster	1930 Chrysler

New South Wales (Continued) - Travelling Vintage

370	F.L. Heming	1930 Buick
371	A.C. Wilson	1925 Vauxhall
373	G.C. Sommer	1924 Morris
374	J.G. Hewett	1922 Minerva
378	G.D. Collins	1923 Vauxhall
380	W. Murphy	1928 Lancia
382	S.H. Goodman	1927 Nash
383	D. Holyoake	1928 Ford
384	H. Holyoake	1921 Vauxhall
385	P.D. Venables	1928 Crossley
390	G. Burton	1923 Cadillac
398	R.D. Collins	1929 Durant-Rugby
405	D.G. Davis	1922 Rolls Royce
539	D.A. Butt	1928 Essex
545	C.B. Lloyd-Jones	1930 Bentley
559	Sir Warwick Fairfax	1929 Bentley
583	B. Helsham	1929 Studebaker
620	L. Jones	1915/20 Alfa Romeo

Travelling Veteran

607	J. McGowen	1911 Armstrong Whitworth
608	A. Garthon	1914 Delahaye
609	G.N. Edwards	1914 Daimler

QUEENSLANDTravelling Veteran

38	E.T. Sims	1905 Reo
39	K. Batzloff	1915 Dodge
43	W.W. Cox	1910 Sunbeam
47	A.L. Dunshea	1906 Spyker
60	A. Sypher	1914 Sunbeam
75	Mr/Mrs. A.G. & O.E. Clegg	1913 Talbot
85	D.W. Fiechtner	1913 Cadillac
91	G. Crittenden	1910 Stoewer
105	M. Sypher	1912 Rover
106	W.S. Anderson	1904 Rambler
113	S.W. Hecker	1905 De Dion Bouton
139	J.E. Roberts	1915 Ford
170	E.R. Uebergang	1907 Star
325	Gilltrap Auto Museum (Driver: Miss R. Gilltrap)	1908 Vulcan
573	R.N. Whyte	1900 Orient
579	T. Osborne	1912 Waverley

Travelling Vintage

191	P.R. Gargett	1924 Bentley
216	R.M. Pope	1924 Packard
243	C.F. Chatwood	1927 Stutz
253	R.B. Cowan	1930 Ford
259	P.H. Harris	1923 F.I.A.T.
268	J.G. Day	1930 Ford
348	B. Neville	1928 Austin

United States of America (Continued) - Travelling Vintage:

343	J.A. Frost (Owner: G. Green)	1921 Rolls Royce
361	E.H. Wachs	1924 Pierce Arrow
365	N. Uhler (Owner: K. Moss)	1927 Cadillac
366	G.T. Timoff (Owner: A. Phillips)	1930 La Salle
430	C. Kay	1928 Plymouth
435	E.A. Clemetsen	1930 Chrysler
465	D. Spencer	1922 Dodge
506	Mr/Mrs. O. & T. Champion	1930 Ford
529	E. Byerlee	1929 Dodge
536	Mr/Mrs. C. & S. Lavender	1925 Chrysler

NEW ZEALANDTravelling Veteran

78	R.D. Cross & Mrs. G. Wilson	1911 Ford
126	J.A. McLachlan	1912 Cadillac
136	A.D. Storer	1912 Cadillac
146	G.W. Piddington	1910 Regal
327	G.B. Jelfs	1915 Ford
427	R.B. Scott	1913 Metallurgique
433	A.P. Tonks	1913 Daimler
448	L. Southward	1912 Buick
452	J.R. Lindsay	1916 Ford
453	E.M. Delany	1902 Crestmobile
466	T.B. Smith	1918 Buick
467	T.R.E. Witte	1910 Talbot
487	W.D. Read	1914 Delage
488	T.M. Wilson	1913 F.I.A.T.
495	C.R. Clements	1925 Ford
509	R.J. Mundy	1907 De Dion Bouton
519	D.H. Rutherford	1906 Alldays & Onions
521	B. Byers	1906 Cadillac
526	E.W. Sutherland	1903 De Dion Bouton
527	J.P. Southward	1914 F.I.A.T. Zero
551	C. Maxwell	1913 Austin
552	S. Northcote-Bade	1916 Dodge

Travelling Vintage

264	R.J. Cook	1920 Angus Sanderson
292	M.H. Ferner	1926 Lea Francis
293	M.R. Skevington	1929 Chrysler
304	Mr/Mrs. E.L. Nye	1930 Austin
309	W.A. Farrand	1929 Chrysler
310	J.W.A. Newell	1924 Vauxhall
321	G.M. Bain	1924 Bentley
324	M.C. Wear	1928 Austin
328	J.R. Tidswell	1928 Buick
331	C.D. McRae	1926 Alvis
338	A.G. Ainsworth	1922 F.I.A.T.
353	M.H. Small	1928 Chrysler
395	J.M. Sullivan	1930 Rolls Royce
404	L.L. Jones	1928 Star Libra
410	H.D. Kidd	1925 Nash

New Zealand (Continued) - Travelling Vintage

412	B.G. Lorimer-Allan Mrs.	1927 Willys Knight
426	G.N. McVicar	1926 Hupmobile
428	J.B.R. Loughnan (Owner: R.Stapleton)	1912 Napier
429	M.A. Curry	1926 Alvis
439	W.E. Barnard	1923 Sunbeam
441	W.J. Mauger	1924 Vauxhall
442	N. Beecroft	1926 Chrysler
457	F.E. Gill	1923 Vauxhall
458	C.H. Dickinson	1923 Chevrolet
460	W. Brown	1928 Bentley
461	R.S. & M.S. Coombes	1923 Ansaldo
462	P.A. Rhodes	1928 Oakland
468	R. Stanley	1924 Sunbeam
469	R.J. Taylor	1930 Pontiac
470	I.F. Bengé	1924 Overland
471	R.G. Jacob	1922 Ansaldo
475	W.G. Spite	1922 Dodge
479	R. McIvor	1930 Aston Martin
482	H. Webley	1927 Austin
483	G.M. Croft	1928 Chevrolet
484	F.W. Gover	1927 Sunbeam
486	D.J. McLeod	1922 Sunbeam
489	E. & J. MacManus	1925 Humber
493	A.G. Taylor	1930 Chrysler
494	R. Hicks	1925 Austin
496	D.K. McIvor	1929 Dodge
498	G.A. Henley	1924 Chevrolet
504	A.J. Beattie	1927 Vauxhall
505	G. Mihaljevich	1925 Renault
508	T.L. Edney	1926 Ansaldo
510	L. Keys	1928 Austin
512	T.J. Bear	1930 Franklin
514	I.B. Poole	1930 Chrysler
517	T. Caldwell	1928 Plymouth
520	D.W. Lane	1930 Studebaker
522	M.A. Edwards	1924 Dodge
525	C.W. Taylor	1930 Essex
535	F.C. Whiteley	1930 Essex
537	G.B.A. Cowie	1928 Morris
540	N.D. Williamson	1928 Chevrolet
543	R.J. Hasell	1923 Bentley
547	A.B. Lake	1930 Hispano Suiza
548	W.N. McVicar	1924 Morris
550	J.W. Hogg	1930 Ford
556	D.I. Suckling (Owner: H. Hagan)	1929 Bugatti
560	M. Johnson Dr.	1924 Flint

MOTOR CYCLES (ALL ENTRIES)Travelling Veteran

63	B.K. Forryman	Vic.	1904 Minerva
65	D.R. Biggar (Owner: P.Hosking)	"	1903 Griffon
101	T.W. & G.C. Anderson	"	? G.C.S. with sidecar

Motor Cycles (All Entries) - Travelling Veteran:

104	C.J. Cross (Owner: N. Hutton)	Vic.	1915 B.S.A.
115	S.P.J. Sheffield	"	1917 Harley Davidson
415	R.F. Walter	"	1912 Scott
418	B.R. Splatt	"	1914 E.W.B.
419	J.C. Comerford	"	1913 A.S.D. Precision
422	G.R. Owen	"	1914 Indian
528	I.N. Goble	"	1916 Indian
420	K.J. Budden	NSW	1910 Abingdon King Dick
424	S. Campbell	"	1915 B.S.A.
437	R.A. Cook	"	? Sunbeam
444	L.W. Follan	"	1912 N.S.U.
455	G. Biesmann	"	? Abingdon King Dick
478	A.N. Campbell	"	1926 New Imperial
481	A.E. Parkes	"	1903 Motosacoche
503	B. Graham	"	1916 B.S.A.
518	N.J. Bird	"	1916 Reading Standard
565	I. Cameron	"	1902 F.N.
2	L.F. Clarke	S.A.	1903 F.N.
515	C.B. Evans	"	1926 A.J.C.w/sidecar
516	H.D. Bennets	"	1929 Norton OR 1926 A.J.S.
417	R.A. Selley	W.A.	1910 Triumph
563	H. Braund	"	1912 Abingdon Dick
445	T.K. Barnes	N.Z.	1927 Triumph
473	C.R. McLeod	"	1912 Triumph
502	J.R. Cockburn	"	1924 Douglas
513	B.J. Barnes	"	1927 B.S.A. combination

Travelling Vintage

421	F. Bush	NSW	1924 B.M.W.
423	A.S. Chate	"	1927 Ariel
507	L.P. Albert	"	1929 A.J.S.
558	D. Fuller	"	1924 Douglas
252	T.J. Welch	W.A.	1929 Harley Davidson
566	G. McBryde	Q.	1925 B.S.A.
377	G.W. Holstein	N.Z.	1920 A.J.S.
532	A.S. Brehaut	"	1921 A.B.C.
534	I.R. Hallett	"	1930 Sunbeam

EXTRACTS FROM BULLETIN NO. 3

AUSTRALIAN BI-CENTENARY INTERNATIONAL SCENIC RALLY
OF 1970 FOR VETERAN & VINTAGE CARS & MOTOR CYCLES.

THE 1970 INTERNATIONAL RALLY FOR VETERAN AND VINTAGE CARS WILL BE HELD IN AUSTRALIA, ORGANISED BY THE VETERAN CAR CLUB OF AUSTRALIA.

PATRONAGE: This rally is under the distinguished patronage of The Right Honourable Lord Casey, P.C., G.C.M.G., C.H., D.S.O., M.C., K.St.J.

Held under the auspices of the Federation Internationale Des Voitures Anciennes.

COMMEMORATION: The rally commemorates the bi-centenary landing of Captain James Cook on the shores of Botany Bay, New South Wales, on his voyage of discovery in the bark, "Endeavour", on April 29, 1770.

START: Sydney - N.S.W.

FINISH: Melbourne - Victoria

STARTING DATE: April 4, 1970.

DURATION: 2 weeks, concluding April 18, 1970.

DISTANCE: 1,000 miles approximately.

HISTORIC SIDELIGHTS OF THE ROUTE: The route to be followed by this rally from Sydney to Melbourne is steeped in early Australian history and has as its foundation Captain Cook's landing in Botany Bay on April 29, 1770. Cook, then having continued his voyage north, took possession of the whole eastern coast of Australia (then known as "New Holland") in the name of King George III and named it New South Wales on August 22, 1770.

SYDNEY was established in 1789, "initially as a penal settlement" by Captain Arthur Phillip, who was proclaimed Captain-General and Governor-in-Chief soon after his arrival in the first fleet at Sydney Cove on January 18, 1788, with a complement of 1,000 (about 740 of them convicts.)

Flowing into Sydney Cove from its source barely one mile away in the swamps of Brickfield Hill, a fresh water stream (to become known as the Tank Stream, as it flowed through rock tanks in the vicinity of Hunter Street) provided the colony with its first water supply.

On the western and eastern banks of the stream, lines of tents were pitched to house the convicts and guards and the new Governor and his staff respectively. The tracks beaten out between these lines on the western bank were the beginnings of present-day George Street, Australia's oldest thoroughfare. To provide sustenance, crops were first grown in the area of Farm Cove, now the Botanical Gardens, and Australia's first windmill, erected in 1795 on the site of Sydney Observatory, ground the corn for the colony.

George Street was the root from which the City of Sydney grew and spread and by degrees the stores and warehouses of merchants superseded the low dives surrounding the waterfront. The business life of Sydney Town began its steady march southward and cottage after cottage appeared in its streets and on the nearby slopes.

Macquarie Place, a little park and all that now remains of a bushland area of some two acres, marks the starting point of all roads from Sydney and includes relics from the past in the anchor and a gun from the "Sirius", Captain

Phillip's vessel in the first fleet. An obelisk erected here is inscribed:

This obelisk was erected in Macquarie Place
A.D. 1818 to record that all the public roads
leading to the interior of the colony are
measured from it.

L. Macquarie, Esq.,
Governor.

Adjacent in the same area, and on the eastern bank of the Tank Stream, Mary Reiby's cottage became the site of Australia's first bank, where in 1817 the Bank of New South Wales opened its doors for business.

Australia's first street lamp, lit by oil and wick, was erected here in 1826 before spreading to other parts of Sydney a year later. Among Governor Macquarie's ambitious schemes was the building of the famous "Rum" hospital erected in 1816. The insatiable thirst of the Australian populace of the period for rum actually built the hospital, for the contractors offered to erect it in exchange for a promise from Macquarie of a three-year monopoly in rum imports and the right to import 45,000 gallons. This unusual tender was actually accepted and the Crown relieved of financial responsibility after supplying some convict labour and rations.

George Street is again in prominence today by virtue of the Captain Cook Bi-centenary Celebrations Organising Committee which has its headquarters in the old, unique and multi-domed Queen Victoria Building.

Displayed for public inspection therein is a large model of the bark, "Endeavour", measuring some 12 feet overall. The original vessel which sailed abreast of Sydney Heads on May 6, 1770 (when Cook named the harbour "Port Jackson"), had an overall length of 106 feet, a beam of 29 feet 3 inches and was of 368 tons gross. It carried a crew of 71, also 23 scientists, botanists, artists and servants.

The voyage of discovery from Great Britain commenced August 26, 1768, and was completed July 12, 1771.

Port Jackson (Sydney Harbour) presented no problems in opening up the colony to the north, but to the west and south the mountain bastion prevented for some time the spread of the colony to the highlands and plains beyond.

The first recorded history of exploration of the district centred on Bowral and Mittagong was a decision by Governor Hunter in 1798 to permit some Irish prisoners to attempt to reach an imaginary spot some 150 miles to the south from Sydney Town, where it was believed a colony of whites lived amidst abundance. Accompanied by soldiers, a guide, John Wilson, a lad named Barracks and another man Roe, the party set out and, from a point between the Nepean River and Picton, the prisoners returned, guarded by the soldiers, but Wilson, Barracks and Roe pressed intrepidly on.

Barracks kept a journal of his journey which was to be followed by such other names as Collins, Hacking, John Kennedy, John Warby, Hamilton Hume and his brother J.K. Hume and a black boy from Appin. Hamilton Hume and his party commenced their journey in May, 1814, and the party discovered the country around Berrima and Bong Bong.

The first settlement of Bowral, an aboriginal word meaning "high", can be attributed to Lieut. John Oxley, then Surveyor-General, who had grazing cattle onland at Bargo in 1815 before moving some 500 head to his station at

"Wingecarribbee". Oxley negotiated to buy 5000 acres of land in the area on June 30, 1823, at five shillings per acre, but on his death on May 28, 1828, Governor Darling converted the purchase to a free grant to his widow, Emma Oxley.

This area was first called the "Village of Wingecarribbee" then, in a 1863 land transfer, became Village of Burradoo. In another 1863 transfer, it became the "Township of Bowral", in others in 1865 and 1866 the "Village of Bowrel", and in 1867 the "Village of Bowral".

Settlement of any consequence first commenced in 1864 when floods and rust caused Camden farmers to move to higher country. Since there was no railway, provisions had to be brought from Picton by dray over well-nigh impassable roads, it being common for bullock waggons to sink so deep in mud that the bed could scarcely be seen.

Further south, Goulburn's history includes the days of the convict, the bush-ranger, the early settler and the gold rush. In 1798 John Wilson's exploration took him from Sydney Town as far as Mt. Towrang, just six miles to the east of the present city. Subsequently, in 1824, Hume and Hovell, in opening up south-western New South Wales and Victoria, and Sir Thomas Mitchell's survey of the Great South Road, saw an earlier site of the town fall into disuse in favour of the present site.

Goulburn was laid out in 1833 by surveyor Hoddle. However, the honour of being the first white man to set foot in or near the township site is credited to Governor Lachlan Macquarie. In October, 1820, Macquarie was making his last survey of the land that had come to mean so much to him, when he fixed on the site of the future township immediately to the eastward of a low range of hills skirting the eastern shore of Bathurst Lake. Known as the "Gateway to the South". Goulburn sits astride the Great South Road, now called the "Hume Highway". It was built with convict labour and named in honour of Hamilton Hume who, in 1814 at the age of 17 years, became the first Australian born explorer and first to discover the track from Sydney Town through to the south. It is no longer a frontier town but is the focal point from which communication by road and rail branches out to the vast rich south and south-western districts of the State of New South Wales. It is the pulsating heart of one of the most prosperous rural districts, is a vital hub of commerce and the centre of supply to the peoples of the great Southern Tablelands. It is rich in merino flocks, fat lambs, beef and stock fodders and agricultural products. One of the wool centres of Australia, Goulburn's wool stores handle over 150,000 bales per year with an annual total value of over \$25 million. From a tiny settlement in 1833 its inhabitants had grown to 655 by 1841 and, as a result of better transport facilities, brought about by the operation of lines of mail coaches by such operators as Doyle and Levy, Jones and Lupton, Ireland & Company, and Mrs. Richards, and followed later by the leather-sprung vehicles of Cobb & Co., the population rose to 1,200 by 1845.

Goulburn, 2,095 feet above sea level, is today 131 miles via the Hume Highway from Sydney and has a population of 21,000.

Further extracts from Bulletin No. 3 will appear in the March issue of SPIT AND POLISH.

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ADVERTISEMENT S

<u>FOR SALE:</u>	Oil Bottles	\$1.00
	4 Jacks	4.00
	1 Engine Compressor	6.00
	Roll of High Tension lead	1.00
	2 Grease Guns	1.00
	Old Spark Plug	1.00
	Valve Caps and Pressure Gauge	2.00
	Box Hub Caps	3.00
	2 Prestolite Bottles	10.00
	1923 Fiat Radiator	18.00
	2 Ford Beaded Edge Wheels & Rims	6.00
	Wheel Alignment Tool	2.00
	Hood Fittings	8.00
	Shrader Valves	1.00
	Brake Setting Tool (rare one)	15.00

I also need 21 more hub caps to make a collection of 100 different caps, so I will swap any of the above parts for caps not in my collection.

M. BENDEICH,
167 Ryedale Rd.,
Denistone. 85.3954

"T" MODEL FORD PARTS FOR SALE AS A LOT:

VINTAGE Model "T" Truck, worm drive diff., very little body work left, only fair unrestored condition.

Good complete spare set of Model "T" Truck wheels, car chassis, motor, gear box, 2 front axles, four good spark coils, radiator caps, fuel tanks, carburettor etc.

VETERAN complete early diff. with wooden felloe wheels, tapered springs both front and rear, square "Ford" tail lamp (glass missing), brass exhaust pipe whistle, 1914 carburettor.

\$150 the lot.

COLIN PARKER,
'Ph. Kurrajong 71422

FOR EXCHANGE

Adjustable brass windscreen (as fitted to Stellite), 34 1/4" between supports (flat surface), suit small veteran with scuttle.

WILL EXCHANGE FOR:

American All Brass Acetylene Generator.

D. BERTHON,
40 Essex Street,
Epping, 2121.
Tel. (Bus.) 27-1678

FOR SALE

Terraplane 1935 Single-seater with Dicky Seat. Fully restored. New hood, side curtains and upholstery. New duco.

BRUCE WRIGHT,
10 Elizabeth Cres.,
Yagoona.

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

February 1970

EDITORIALEarly Branch History

With this issue begins a series of personality profiles of current club members resident in the area covered by the Newcastle Branch. A little early area history will explain the background to the formation of the branch. Some of the earliest members in the area have since left the club but much of the original enthusiasm generated is due to them particularly in recruiting many of the current members.

The first member in the area was *Frank Kennedy (No. 42) who, about 1955-56, interested *Wal. Barker (No. 85) sufficiently to go to Melbourne for the Olympic Rally of that year. Wal then acquired a 1912 Metz from Frank and took part in several Blue Mountain Rallies resulting in Don Barker (No. 107) searching for and restoring his first Model T. At the same time Ray Thomas (No. 108) and Bob Newman (No. 115) were caught up in the movement plus *Eric Barlow (No. 127) and son *Stand Barlow (No. 126) further offshoots from Frank Kennedy.

Later, others joined as direct action from knowing these earliest members in the area. Names which spring to mind are Ron Hepworth (132), Greg Knodler (144), Hunter Thomas (165), Peter Adams (213) Harry Bird (220) and George Adams (227).

About this time Jim Turner (44) came into the area after a period of work service in Queensland and much of the branch then centred itself around Jim. This brings us up to about 1960.

Since then another thirty in the area have joined the NSW Branch, although overall dropouts and moves out of the area have eroded membership. However, a general increase over the years has resulted in a current area membership of thirty three. The area we cover by the way is north of the Hawkesbury River to Raymond Terrace and west to Singleton.

A recent (1968) member import into the area was our old friend and "enemy" Len Masser, who has the privilege of being the oldest NSW member in the area - "Old 31".

It is therefore with pride that we give you Len's profile to open the series.

- DON BARKER

* * * * *

L.F. MASSER - VCCA (NSW) MEMBER NO. 31

Although born in London, England, Len emigrated to Adelaide in his first year. Years later in 1925 he moved once again, this time to Sydney, remaining there until he retired in 1968 to Balmoral, overlooking Lake Macquarie (near Newcastle).

Len saw six years' army service during World War II as a Staff Sergeant, unfortunately spending the latter 3 years and 9 months in the Burma Road Japanese Prisoner-of-War Camp. Leaving the army at the end of the war he resumed his career as a dental technician and also his hobbies including tinkering with old motor cycles. He restored a 1920 ABC motor cycle and

SPOKES IN THE WHEEL - L.F. MASSER'S PROFILE

suggested to Paddy Ryan and other enthusiasts at that time about forming what later became the Veteran and Vintage Motor Cycle Club.

Later on, about 1956 when interest was increasing in the restoration of Veteran Cars, Len joined the VCCA with a 1906 De Dion Bouton. Several years after this he completed the restoration of a 1911 Hupmobile in Mrs. Jean Masser's name. Len's name is perpetuated in the N.S.W. Branch by the first of the Club's major trophies and his written sense of humour is well remembered as REVS. AND BACKFIRES.

With plenty of space at his Lake Macquarie home, he has accumulated several post vintage cars including a 1937 MG type TA and is currently restoring a Daimler Consort for general use. Len is also a Riley enthusiast and has a keen appreciation of antiques generally.

In conclusion we would like to mention the help and guidance which Len has given the club in earlier days while serving in various club offices and committees and to individual members with difficult restoration problems.

AT A GLANCE

NAME : Len Masser
OCCUPATION : Dental Technician (retired)
CLUB CARS : 1906 De Dion Bouton
1911 Hupmobile

* * * * *

NOTICE OF NEXT OUTING: WHEN - Saturday, February 28, 1970.
TO - Newcastle Show for historical grand parade.
AT - Kotara Fair to proceed in convoy to Showground.
TIMES - Contact John Cowan for details.

* * * * *

MEMBERS HERE & THERE

The usual informal friendly atmosphere we have come to know at Branch Secretary George Adams' home was evident once more as we held the January meeting. A good supper and an inspection of George and Peter's restoration progress completed the enjoyable evening.

* * * * *

A lesson in getting what you want..... George Adams' son-in-law member Geoff McLennan very recently expressed a strong desire to obtain an Albion similar to John Riley's. Hey presto he has one. We are told it could be a 1908. That's the way, Geoff.

* * * * *

STOP PRESS ** Peter Adams has pulled out all the stops in an effort to have his FN ready for Melbourne. The car is now painted. (A pleasant "purply" maroon).

** George Adams' Studebaker is at the trimmers.

AND

** John Riley's Albion has its undercoats prior to finishing.

* * * * *

SPOKES IN THE WHEEL - MEMBERS HERE & THERE CONT'D.

Doug ("Quiet Man") Marr recently followed up a clue that "everyone had and considered most unlikely". Doug., however, successfully landed four - yes FOUR veterans. 2 Buicks, a Chalmers and ??? Congratulations, Doug.

* * * * *

Recent new associate member Rod Wilson is now an owner having acquired the Model T restoration commenced by Howard Hughes.

* * * * *

THIS MONTH'S POEMTHE VETERAN

We first saw light in a past decade,
We weren't "assembled", we were "made".
The unhurried process that gave us worth
Resembled spawning less than birth.

As motor cars you may think us stark,
Compared with those of more modern mark,
But, unlike most, we can take a pride,
In a chassis that they are wise to hide.

We've seen them arrive with their ballyhoo
Of their this and that and what they can do,
Veiling their lack of worth within,
With gadgets and polish and chrome plated tin.

To strive the proud boasting of youth to maintain,
With vitals too meagre to shoulder the strain,
Soon sadly brings home certain natural laws,
In ricketty chassis and oval bores.

For this much is certain and clearer than gin,
You can't get out what you don't put in.
Longevity chiefly by quality's won
Without it, life's shortened before it's begun.

Oh we we're veteran waggons, our like's on the wane,
Our origin's craftsmanship wedded to brain.
Designed and constructed in line with the creed
That quantity comes a bad second to breed.

So built, that whatever the future might send,
The pride of our youth should endure to the end.
And if now our lines aren't those fashion allots,
We're still piling mileage up - still do the knots.

- Anonymous

* * * * *

SPOKES IN THE WHEELDAVID JENKINS

It is with deep regret that we record the loss of life of Branch Chairman Max Burke's brother-in-law David Jenkins under tragic circumstances while swimming on the Central Coast last month. David was a regular visitor at branch meetings and outings. On behalf of all branch members we extend our sincere sympathy to David's family.

C L A S S I F I E D S

WANTED: Model T Ford original literature.
1914-1922 Model T chassis.

- DON BARKER,
12 Myall Rd., Waratah.
'Phone Newcastle 68-3786

EXCHANGE: 1915-1919 Ford Coil box with coils for same era
0-60 mph American speedometer (both good condition).

- DON BARKER.

* * * * *