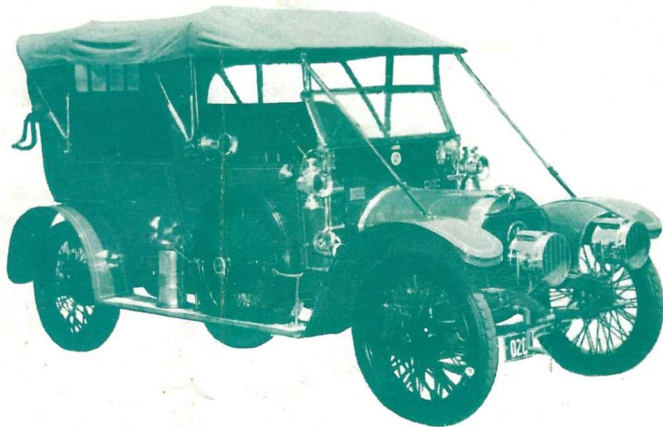
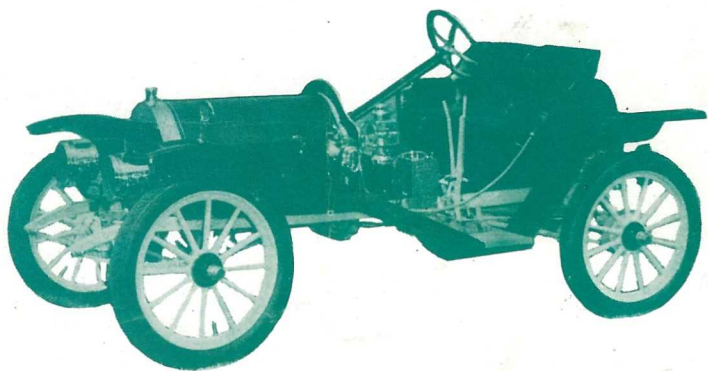


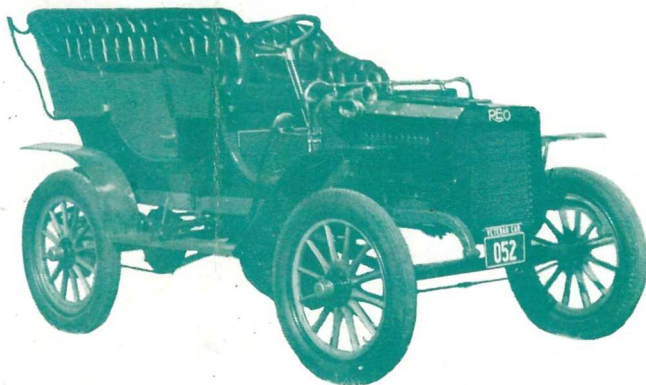
SPIT AND POLISH



1910
ARMSTRONG WHITWORTH



1909 HUPMOBILE



1906 REO



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.

Hon. Editor and Editorial Address—

J. B. SIMPSON,
13 Garland Avenue,
Epping. 2121. Phone: 869-1350.

Vol. XI No. 4

Price 12 Cents

October, 1969

E D I T O R I A L

Many and varied are the components of a motor car, and the methods of achieving the individual duty of each component have been just as many, and as varied.

The first correction of a system was perhaps the change from tiller steering to a wheel. But the cost of manufacture of one in comparison with the other was not excessive. It is doubtful if any manufacturer offered the buyer a choice of systems. The wheel simply was a better proposition at negligible additional cost.

The riding qualities of cars were improved - with roads as they were in the early days, this was sheer necessity. But the shock absorbers were optional, and included double coil springs at the rear spring shackles, and Hartford friction plates, until now, the shock absorber is an essential part of the chassis. The springs have been altered considerably in weight, number of leaves, and resiliency. The front springs of the 1923 Buick alone were 14 leaves of fairly solid metal. Doubtless the modern springs themselves cost less, but the saving is offset by the shock absorbers, which, nowadays, are not optional.

These components are not the most important part of the vehicle. Obviously, that qualification fits the engine. This has had many systems of achieving any one action, with the carburetion system having the greatest number of methods. There was the wick system employed on the Lanchester - with great relative success, it must be admitted. And so we arrived at the plain tube system with its variations. This seemed adequate provided engine speeds were not too great, but as they increased it was necessary to induce the air to enter the cylinders at a faster rate, so we saw the supercharger. As time went on, though, strokes became shorter and bores decreased, so that not so much air was required to make its way through the carburettor, into the engine, and out to the exhaust. So the mini motor was arrived at. But with man's ingenuity with test devices it has been shown that the present carburetion system is anything but perfect at all speed ranges. We know what is the best system, i.e., the injection system, but its cost makes it an alternative system with some manufacturers.

So that with all that man has learnt over approximately 60 years, he cannot, except at too great an initial cost, do anything but continue to turn out motors which, it is well known, are anything but perfect.

The next meeting of the Club will be held on TUESDAY, 28TH OCTOBER, 1969, at Drummoyne Rugby Union Club, 169 Victoria Road, Drummoyne, at 8.0 p.m.

REPORT OF SEPTEMBER MEETING

A Special General Meeting (as notified) was held to discuss proposed alteration to the Constitution in respect of the appointment of Committees. Alex. McLeod submitted a fairly lengthy motion to add to the amendments proposed.

The President, having chaired the Special General Meeting, officiated at the Monthly Meeting, which followed straight on from the earlier meeting.

He welcomed a visitor - Alan Karabinyi - from Switzerland, brought to the meeting by Hilda and Len Sheen.

The Treasurer reported an operating profit of \$294, and a credit balance in current account at the bank, of \$265.

The winner of the Navigator's Trophy was announced as Peter Chapman, who navigated for Max Chapman.

Barry Thew was congratulated on the acquisition of another son.

The Registrar announced that John Riley's Albion had been passed for registration.

Three additional Associate Members were enrolled: Valerie Stelling, Wangocla Rd., Gordon; Josephine Nissen, 11A Lennox St., Gordon; Geoff. J. Buggy, Alma St., Padstow.

The post of Librarian has changed hands. As Barry Thew finds himself unable to cope with everything, Robert McCarthy has taken over the reins.

On show at the meeting was a sewing box. This is a contribution from Jim and Esme Lewis, to be the subject of John Corby's raffle effort.

The Club Photographer advised that photographs of different vehicles are being taken as opportunity occurs, mainly at events, and that these are being added to the Photograph Journal (a loose leaf type). Members can assist very much by arranging with Bill Hardman to have their vehicles photographed.

* * * * *

ROSTER CORRECTIONS

To enable members to keep their Rosters up to date, the Registrar has advised the following alterations to the 1969 edition:

CADMAN Delete "le Margaret Ave., Hornsby Heights, N.S.W., 2077"
Add "Watton Road, Carlingford, N.S.W., 2118"

GILLOTT Delete "Phone No. 44-6877"
Add "Phone No. 44-4103"

GODFREY Add "Jack and Merry1"
Delete "69 Ryedale Rd."
Add "30 Ryedale Rd."
Delete "1918 Ford"

HARDMAN,
E.E. MISS Delete Tele. No. "58-1815"
Add "Tele. No. "969-2491"

IRISH, W.K. Delete "1911"
Add "1909"

MASSER Delete "31" and "Lake Macquarie, N.S.W."
Add "via Rathmines, N.S.W., 2283"

ROBERTS, D.M. Delete "Pymble, N.S.W., 2073"
Add "Gordon, N.S.W., 2072"

SMITH, J. 88 Constitution Rd. etc. - Delete whole entry.

SYKES Delete "1906"
Add "1905"

WEIR Delete "10 Purser Ave."
Add "Peats Ave."

VANSTONE Delete "70-3126"
Add "&"

* * * * *

S O C I A L

Len and I are back again after our lovely trip to Cairns, racing back to attend our meeting last month. We called to see a few veteran followers such as Ed. and Mary Yabsley. Hope they are much better than when we called - they were both not feeling too good. Then on to see John Jones and his wife. Got quite a surprise to see Len and had to run and get his specs. to see if it was true. A nice growth of hair he has on his face - took some time to see if it was John or not. They had a lovely wog up there, so moved on to see Len Masser. He looks fine, also Jean spends plenty of time

with playing bowls and sunbaking. I had a hard time keeping Len's eyes on the road and not in the tin sheds we passed. However we arrived home and I was glad to see we had no trailer and bits and pieces on the back.

We have been rather sad this last week we have really given the Hudson away. But no they have a club that will accept Len and car too.

We all had a lovely time at Newcastle. The weather was not very kind to us but Sunday turned out quite good. We drove through the worst hail storm we have ever been in on the way to Toronto and took a sample of them to the Bus Depot to prove it. Ask Vic. Jacobs - he will verify it - as he drove behind with no hood. He reckons they sure hit hard.

Sydney members took home all the prizes at the Newcastle Rally - even if some of the Newcastle boys took us up the wrong streets. Shows they should read their instructions more carefully.

After a lovely weekend and a lot of hard work by the Newcastle Club, also the women helpers for their lovely cups of tea, we arrived home safely.

Our Prawn Night seemed to be enjoyed by all who attended and the takings allow me to buy two Opera House Tickets and will be shared by the 60-odd members and friends who attended. Do hope its the \$100,000.00! I found out we do not have much talent in our club. Thanks to George Sevenoaks and Joe Webster for their acts.

Congratulations to Peter Nisson on his wedding to Maree Verheyen at Killara on 11th October, also to Peter McKeown to Ellen Bimstead on 10th October. Wishing you all every happiness.

To Judy and Barry Thew congratulations on their new little son.

Do hope Pam Roberts from Dover Heights is feeling better. I hear she is convalescing at present.

Glad to see Eileen Sykes at Toronto after her sickness. Our sympathy in the loss of her brother last month.

- HILDA SHEEN,
Social Secretary.

(We understand you have a wedding yourselves, Hilda and Len, on 22nd. The Club's best wishes to you all. Ed.)

* * * * *

THE TATTLER

Which are you?

(Extract from The Master Plumbers Journal, February Issue 1969)
Supplied by W.A. Division)

Are you an active member?
The kind that would be missed, or
Are you just contented your name is on the list?
Do you attend the meetings and mingle with the flock, or
Do you stay at home and criticise and knock?
Do you take an active part and help the work along, or
Are you satisfied to be the kind that just belong?
Do you push the cause along and make things really tick, or
Leave the work to just a few and talk about the "clique"?
Think it over, man, you know the right from the wrong
Are you an active member, or do you just belong?

Submitted by Jan Sykes.

* * * * *

THANK GOODNESS THERE'S A T-MODEL FORD

By Victor Jacobs

(With apologies to George Green)

Well, one more trip down to Canberra and Young to organise beds for the 1970 Rally, and in order to keep up the atmosphere of travelling in a Veteran or Vintage Car, G.G. kindly loaned me his Aluminium 30/98 Vauxhall - not that he didn't trust me, but he also organised Terry Cook to look after the car!

We left at 6.30 a.m. Friday - should have been Friday 13th as far as I was concerned. I had previously said to Terry: "Like to pick me up at Bellevue Hill?" His reply was "What? Go from Concord to Bellevue Hill - Struth! It'll take a tank of petrol." I quickly started to get the message of what I was in for.

I only had as luggage one overnight bag and one valise for my Rally Papers - Holy Mackerel, it's like packing sardines into a can. After spending 10 minutes getting myself settled into the front seat, Terry politely comes around to the side door and said: "Get out - I want to get in!" How many times I got out of that blasted car on a 500-mile trip I will never know.

Well, away we went - Boy! Was that bucket seat uncomfortable. So I said: "This seat's got a terrific recline on it - how do you adjust it?" And Terry replied: "They've been trying to adjust it since 1926!"

It was a cold morning - cold all the way to Canberra. I thought to myself, as she warms up it'll get a bit more comfortable. That darn car gives off as much warmth as my Mother-In-Law!

One thing I must say to G.G., that car sure is solid - real English aristocracy - hard to drive - hard to steer - hard to ride. I quickly nicknamed it The H.M.A.S. Sydney, after our famous Battleship. However, in the 30/98's defence I must say that it has a slight edge on The H.M.A.S. Sydney as far as the turning circle is concerned.

I can assure you all that there is really no harm to come from riding in the car, so do not take my comments too much to heart. If you have the chance to ride in the 30/98 do so, providing you have steel discs in your back, your own teeth so they can't vibrate out, and a flat bottom to ease the bumps.

Unfortunately, I haven't got time or space to tell you the rest of the story. There are dozens more things I would like to tell you. Things such as how we were parked 10 miles out of Bathurst, on the Sydney Road at 4.45 a.m. of the morning, with ice all around us, waiting for the dawn to break, so we could see our way home, as the wiring had all burnt out. However, if I carried on with these tales of woe, G.G. may decide to replace me as his Accommodation Chairman for his 1300 beds in the 1970 Rally - and I would just hate him to take me off this job!!!

And as this Aristocratic English car brought me to my home city I couldn't help thinking - thank goodness there's a T-Model Ford. Thank goodness for that good old Black Iron!!!

* * * * *

AN EARLY INCIDENT IN THE MOTORING LIFE OF CHARLES JARROTT

We speak disparagingly on occasions of the ignorance of some motorists, who, instead of possessing some knowledge of the working of their vehicles, and by this means getting out of a fix in ten minutes, prefer to wait thirty minutes for the summoned assistance of a certain association with mobile Zambuk vans.

The knowledge of some "automobilists" in May 1897 was of a nebulous nature. Charles Jarrott and a "helper" were returning the Panhard et Levassor No. 5 from Margate to London, a distance of 70 miles. The helper was a man "of some experience, in fact, he had already been through one bad smash, which had something to do, I believe, with running into a brick wall at midnight at the full speed capacity of his car - somewhere about 10 m.p.h." Therefore he was an authority. They went to Margate by train, reached the stable where the car was, and found petrol there, which they put into the tank, hoping that it would at least take them to "within pushing distance" of the metropolis.

His mate, allegedly an expert on "ignition burners" (i.e. hot tubes) proceeded to light the ignition lamps for the motor. "His methods were drastic, novel to me, and terrifying to the bystanders. There was a rather big blaze, but, as he explained to me afterwards, that was a detail, and it really was not dangerous. Anyhow, when I say that he turned on the petrol tap, lit a match, dropped it inside the bonnet of the motor and then ran away, one can imagine that my criticism of his expertness was somewhat more forcible than the expression of the word 'primitive'. And having assured the bystanders

that the aid of the fire brigade was not necessary, and the flames having subsided, we got the burners to work with the aid of some methylated spirit, and then proceeded to start the motor."

Following this ritual, they reached the road and Jarrott's sporting instinct became uppermost, and they dashed along at a speed of at least 20 m.p.h. They were 14 miles from Margate at 5.0 p.m. so they had a meal to help them along. One hour later they were unable to start the car, so continued 'winding'. That was all they knew. "If the car did not start, you wound again, and if it continued to be stubborn you wound still more vigorously. In fact, one's knowledge - at least our knowledge - did not extend beyond the winding process. After we had been working hard in this direction for at least 45 minutes, we came to the conclusion that something had really happened, and as to what that something was, however, neither of us, in the profundity of our knowledge, had the faintest idea. Baffled but not dismayed, we did the only thing that we could do - we went on winding. If I remember rightly, we wound for at least 2 hours. The sun set, darkness fell, and we were still winding. At last, poking inside the bonnet with a huge screwdriver I touched something, and the next wind started up the motor in first class style. I learnt afterwards that the accelerator chain had got hung up, and that my fortunate touch had knocked it into its normal position....."

"With blistered hands and weary bodies we climbed into the car, having lit our carriage candle lamps.....10, 11, 12 o'clock came and we were still slowly making our way to London. Where we were, I knew not.....saw finger posts indicating London some many miles away, but what that particular distance meant regarding time, neither of us had any idea; we appeared to be travelling about 4 m.p.h., and then, as a crowning disaster, the candles gave out and we were left in the darkness of a country road, on an inky black night, with just sufficient rain falling to wet us thoroughly. We had no spare candles. Then phantoms appeared. Imaginative sorts of ghostlike people and fantastic brick walls; huge and impassable hay carts - all of these and many strange objects loomed up in the darkness before my strained eyes.....all the brakes were put on with a jerk."

They finally made London. This excerpt, however, gives an idea of how motoring matters worked out in 1897 for some people. And as far as it went in those days, Charles Jarrott was knowledgeable.

* * * * *

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

FOR SALE. 1915-16 Ford. Single seater, half restored and spare parts.

- BARRY CAMERON,
95 Fletcher Street,
Adamstown. 57.3844

From Eric Lang

Recently I made a quick jaunt down to Canberra and the snow country. Whilst in Canberra I took the opportunity of calling in and meeting Murdoch McDonald and Pat Clayton (of Calamity Jane fame). Although a stranger to both of them, I just mentioned those magic words "Veteran Car Club, Sydney" and they welcomed me with open arms. President Mac. invited me to their monthly meeting of the V.C.C.A. (A.C.T.) to be held the following evening.

Mac. chaired the meeting, which opened at 7.30 p.m. with 40 members in attendance. After dealing with business in hand, the main complaint was that the club magazine "The Edwardian" had not arrived in time for the meeting. Mr. Editor, they seem to be having the same trouble as we are and guess who gets the blame - you are right - the P.M.G.!!

The Chairman then introduced some new members and yours truly to the meeting - each club member stood in turn and gave his name and make of car, an excellent idea which perhaps could be adopted by us.

I gave a short resume on how I obtained my '16 Model T and what stage I was up to in its restoration.

Afterwards we partook of tea and sandwiches (meeting was held in a church hall!!!) and then 2 films were shown. One on early aeroplanes, and the other a must to be shown at one of our meetings if possible, was a French production made by the "Comedie Francaise" in colour. This film opened by showing a steam driven omnibus circa 1850 being "driven" through the heart of Paris escorted by gendarmes. Quite a sight - followed by a cavalcade of veteran cars all made before 1900. One scene was a replica of the 1898 Paris Motor Show - what a lavish array of vehicles - every member's mouth watered. Unfortunately the commentary was in French. These same vehicles then took part in a supposedly Paris to Nice Car Rally. This gave the famous Comedie Francaise full rein to ham up the action and this really laid us in the aisles.

I would like to thank Murdoch McDonald, Pat Clayton, Allan Pickup, and all other members of the Canberra Branch for a most enjoyable evening.

Next day we wended our way homeward via Braidwood, stopping for a couple of hours to watch "Ned Kelly" in the making. The whole main street of the town had been taken over by the film unit. Tons of soil had been placed over the bitumen and footpaths - old buildings had been made even older by placing false facades on them. The baker's shop became "The Practical Tailor". The hardware shop a blacksmith's complete with forge built on the footpath. The local service station became the Old Opera House. Everybody in town was sporting whiskers and sideburns (Ross Marshall please note).

Mick Jagger was dressed - would you believe? - as a Victorian policeman - evidently Ned and Co. had stolen the uniform and whilst incognito had stuck up the local bank. We actually watched this scene being filmed. I am now looking forward to seeing the completed movie.

* * * * *

NEWCASTLE TOUR.

A full report of the Newcastle Tour will appear in the November issue of SPIT AND POLISH.

* * * * *

DATES TO REMEMBER

- Sunday 23 November - Annual Inspection Day. This should, of course, be treated as a compulsory parade.
- Sunday 30 November - Lions Club of Vaucluse - Blind Peoples' outing. One of the very worthy and, morally compulsory 'events'. Perhaps the most sincere thanks that we can give for having our sight, is to provide some happiness for those who are not so fortunately endowed. We are sure that Vic. will have sufficient seats made available to him, but rather let him have too many offered, than to be short of a few. Be sure that your car is standing by in readiness, even though it may not be required.
- Saturday 6 December Christmas Dinner Dance. That will be at night, of course. But don't forget to earmark the following
- Saturday afternoon 13 December - Children's Christmas Party. No lawn cutting, no taking down that veteran motor, no golf! It's the kiddies' day.

* * * * *

NAVIGATORS' RALLY

As pointed out in the notice sent to members, the object of the rally was to provide sufficient navigation to keep the "Pot Hunters" occupied, but to allow those that went along for the drive to find their way to the main places, namely the lunch stop at Prospect Reservoir and the finish at Darvall Park, West Ryde.

Although only 13 cars turned out to cover the small mileage (31 miles) every car was lost or missed a control at least once, making the working out of results very interesting.

Events Committee.

* * * * *

A doggerel which could interest Len Masser:

There was once a young lass called Theresa,
Who was always driving a Besa,
When tired of the roads,
And trucks with big loads,
She would have a drive out on the mesa.

* * * * *

Word has been received from Jack Dance from Canada, in which he sends his wishes to the Club.

* * * * *

ADVERTISEMENT S

L. & J. Clarke Engineering, 144 Seacombe Rd., Seacombe Heights, 5047 S.A.

Amended Price List for Replica T Ford parts: (Freight extra)

Front shackles	\$9.00
Rear shackles	10.00
King Pins & Bushes	9.50
Steering Pins and Bushes	3.50
Dashboard Bolts (for set of 10)	2.00
Lineable Brake Shoes (bonded or rivetted)	per set 15.00
Rebuilt Timer	9.00
Repaired Roller	2.00
Pinion Bearing Conversion	17.75
Bush and Needle Roller for Pinion Shaft Top End	7.00

All enquiries welcomed and given prompt attention.

Terms: Cash with order.

* * * * *

EXCHANGE

Buick 6 Tourer 1916 - 95% complete, would restore well.
Excelsior V Twin Solo cycle (Big X) 1914-15 complete except for magneto and front tyre.

FOR - Vintage Sedan or Tourer in good order, and able to be registered.

- G.C. WHITE,
Lot 29, Elder Crescent,
Nowra. Tel. Nowra 2-0222

* * * * *

EXCHANGE

1 x steel and brass gas headlamp, suit T Ford 1914

FOR - 4 x Vintage T Ford coils, with or without trembler blades.

OR - will swap Wooden Vet. Ford coil box (with 3 vet. coils) less switch and lid clips,

FOR - The above 4 coils.

ALSO - will swap matching pair of right and left brass Lucas King of the Road side lamps (good order)

FOR - square type brass side lamps suit T Ford 1912, in reasonable order.

- JOHN SMITH,
72 Brisbane St., Dubbo, 2830
Tel. 3750

* * * * *

WANTED. 1 x Delco Distributor
1 x Schebler Carburettor Ll
4 x 880 x 120 B.E. Rims
1 x set Grey and Davis Lights

- B. THEW,
62A Spurway St.,
Ermington.

FOR SALE - Assorted sized tubes:

2 x 500 x 18
1 x 500 x 17
2 x 550 x 17
1 x 500 x 21

- JIM COOPER,
Tel. 587-4709

WANTED. Differential and gear box for 1917 Reo.

- STAN COX,
27 Quinn St., Dubbo, 2830.

METZ - any parts, information or clues on Veteran Metz friction-
drive cars.

- RON MURPHY,
Nannella, Victoria.

TALBOT - Veteran gearbox and star differential.

- NORM NANKERVIS,
7 Western Road,
Cohuna, Vic.

OVERLAND - any parts or information to suit 1914 Overland.

- G. Kook,
The Avenue, Darlington Pt.

FOR SALE. F.I.A.T. 1914, restored and running. Best offer.

- L. ROBINSON,
16 Woolcock St., Watson, A.C.T.
2602

WANTED. Gearbox for twin cylinder Humber, Gate change. Have exchange
material.

- D. SCOTT,
Clifton Rd.,
James Town, S.A. 5491

Information and photographs on Overland Type 83 Raceabout (ex
Penfold Hyland).

- REG. HANDCOCK,
12 Laurie Ave.,
Salisbury, S.A. 5108

* * * * *

" S P O K E S I N T H E W H E E L "NEWCASTLE BRANCHEDITORIALMixing it with the Moderns

After eleven years of successfully defending one's right to pilot veteran and vintage cars on provincial and metropolitan roads and on major highways, I have experienced my first collision. Finding the situation most unnerving, I look back in retrospect and even more appreciate the dangerous mixture of night time, wet city roads, dense traffic, traffic lights and lane swappers. The latter ingredient was the catalyst as I found out and to play the traffic game under these conditions one needs weapons as modern as the opponents as the only handicap for the older weapon is one of disadvantage.

Once more, experience has been the supreme teacher and the lesson has been learned, to wit: the more one tempts one's pride and joy to the wolves of city traffic, the better the chances of a mauling.

It is once more confirmed that there is little respect or understanding for the age or purpose of our historic vehicles and it may be inevitable that they will become incompatible with future city road conditions.

- DON BARKER.

Notice of next meeting

The next meeting of the V.C.C.A. (N.S.W.) Newcastle Branch will be held at the Driver Training Range, Adamstown, on Wednesday, October 22nd, 1969, commencing at 8 p.m.

1969 Autumn-Winter Point Score Competition.

1st - D. Marr, 58; 2nd - P. Adams, 54; 3rd - C. Broadbent, 53;
G. Adams 46; J. Riley 42; L. Macy 35; D. Barker 28; Mrs. E. Macy 27;
H. Thomas 26; N. Robinson 26, M. Burke 21; J. Cowan 21; L. Masser 17;
D. Moffat 10; R. Thomas 7; H. Bird 7; H. Hughes 7.

Doug Marr having won this trophy in three successive competitions has earned the privilege of keeping it.

- JOHN COWAN,
for Events Committee.

SCOOP!!

SCOOP!!

SCOOP!!

SCOOP!!

Following months of difficult negotiations we have succeeded in securing a long-term contract at undisclosed cost, the many jottings of that prince of the pithy pen, Len.

(Editor's Note: The opinions expressed in these columns are not those of your Editor and all complaints should be addressed direct to the Dead Letter Office.)

And now brace yourself for

REVS. & BACKFIRES

by Len Masser (in exile)

Greetings, O thou of the rusted crankshaft, the chipped diff., and the body that is non est! Or should I say, Ug! or, How! To be very trite a long time no see. But! Never fear, I still remain one of the faithful, altho' at the present time I am restoring a half cabin cruiser and an M.G.T.A. circa 1937,

which had, as a motivating force, a Holden donk, Sacre Nom! What will some people do to a classic? Holden! Ugh!

* * * * *

There is a lot to be said in favour of this retiring business. Just think, I lay in until 6.30 ack emma, take a cup of tea and the paper into the old girl. Nope! nothing else, and then survey the kingdom and the day and what is in store. Open the garage door, slap old Ding Dong on the rump and ask "Owyagoinmate?", look around and mentally say "what's interesting?" a Why don't youse take it on. Remember my friends, the end is near, so why go to the salt mines every day when outside your door is the Lake, a veteran car, the R.S.L. Club and fishing. Did I hear someone scream "Masser you louse"?

* * * * *

Do Unto Others Dept.

Seen in the "Motor Vehicles" column of a local newssheet. I quote "Holden 1950 sedan. Mech. O.K. Cream and Green duco, Emasculate, one owner \$150 o.n.o." unquote. Tch! Tech! When the buyer got a load of the rust he would probably do just that. Orrright! Orrright! Its in the Oxford unabridged.

* * * * *

The V.C.C. meetings here in Newcastle remind me forcibly of the early days in the life of the club. Arguing and chewing the fat, with friendly pointed barbs at the Chair or whoever is holding the floor, it is most refreshing and a good supper to follow (altho' I'm not allowed to collect the chaff) prepared by the girls. I get quite nostalgic. When I think of the Little Fuhrer George Green and later old Fatso Arthur Garthon telling me to "shut up and sit down Masser" which I did, at the same time muttering in my beard about embryonic dictators and Fascist swine. Ar well! They'll get theirs!

* * * * *

Had a drive whilst out on one of the runs in Peter Adam's Paige Raceabout. 4½ litres of guts it actually accelerates away at 40-45 m.p.h. Peter sat beside me to show me how to handle it and what an exhilarating experience. No windscreen and all the hubs and wheels to be seen churning around. I pushed it up to 55 m.p.h. in the safe areas and it took it like an Xl20, but brother, was it cold. Dewdrops on the snoz when we reached the lunch stop. I'd put that monster against anything in the club, it's really rapid.

* * * * *

Not a veteran, but a real motor car. I refer to Don Barker's lovely little Ford T Coop as the Yanks will insist on calling it. Had the honor of applying my feet to the hallowed pedals and purring around the picnic grounds at Lake Grahamstown. Most impressive and I listened to a learned dissertation on the venerable Henry even down to the screws that are the forerunners to the Phillips head screw. Nice original bits, nice paint work, nice trim, nice bloke. An experience a lot of people should have and a lot of people would alter their opinion of the lowly Ford T. Take me frinstance.

* * * * *

REVS & BACKFIRES (CONTINUED)

Is it a fact that ...

Mossie has given up telling dirty yarns.

Laurie Sykes has ceased to be an extrovert and has asked for the last place in a procession.

Jimmie Simpson has completely restored the 1908 Beeza.

Bill Spraggon has stopped swearing.

George Green's son-in-law Adrian Garrett has finished mummyfying the Silver Ghost Rolls.

Alby (Father) Frost has taken Holy Orders.

Ray Thomas (being a father again) is rehearsing with an all-male chorus of five a musical soon to be released, called "Pill we meet again".

That maestro of the sly humor, John Cowan, informs me that his roaring snorting flame belching Renault has been dated by the factory as a 1905 racing chassis. Drove it for a long while and thought 45 m.p.h. was about its top albeit a trifle noisy but has now discovered another cog in the top range which certainly made an appreciable difference in the ultimate zoom to power. But alas and alack! he's a traitor to the cause. He's currently restoring a 1928 Caddy ex "Silent Bill Spraggon", which was a service car in Singleton for many years. Jeez! Not another Moss I hope.

- LEN MASSER

* * * * *

NATIONAL MAGAZINE FOR ENTHUSIASTS

"Australian Antique Auto News" is the name of Australia's first national monthly magazine, its inaugural issue being August 1969. Edited by knowledgeable Gold Coast enthusiast Terry Giltrap, it covers the facets of Veteran, Vintage, Thoroughbred, Classic and Historia motor vehicles plus sections for commercial vehicles and motor cycles. Professionally composed and printed in black and white, this first issue contains 28 pages of bright text and plenty of interesting photographs. Promising continued valuable technical and restoration articles in later issues, subscriptions of \$6 for 12 issues post paid are sought for this enterprising undertaking to ensure its success. Subscriber benefits include up to 50 words free classified advertisements.

For subscriptions, send your money to:

The Editor,
Australian Antique Auto News,
75 Coolangatta Road,
Kirra, Queensland. 4225

* * * * *

MEMBERS HERE AND THERE

Atop John Riley's 1911 Albion twin the other day for several to and fro trips from garage to front gate proved to be quite an experience. The idling speed by the way was timed at 176 r.p.m.

* * * * *

Glad to report that Doug. Marr is back on deck again after a lengthy bout of serious illness. Despite this absence his hold on the point score was unassailable. Congratulations, Doug.!

* * * * *

Victim of a Sydney taxi encounter, Don Barker's vintage Model T Coupe was prevented from attending CVVTMC Warwick Farm Open Day. Should be up and around again in a few weeks though.

* * * * *

C L A S S I F I E D S

FOR SALE. 1936 Oldsmobile Sedan. One owner. Deceased Estate.
Good registration. Original B. & W. plates 166-208. All
new tyres. Must go to Enthusiast only. Contact Ray Thomas,
37 Clarence Road, Waratah. 2298. 'Phone Newcastle 68-3181.

* * * * *