



# Spit and Polish

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

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transmission by post as a  
periodical.

NOTE: CHANGE OF EDITORIAL ADDRESS:  
30 Killarney Street, Mosman.

*Hon. Editor and Editorial Address—*  
Dr. GEOFFREY LEHMANN,  
30 Killarney Street,  
Mosman.

Phone: 96-3477.

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## E D I T O R I A L

Bob Baxter, our new Chairman of the Investigations Committee, has favoured us with a report of his activities and he hopes to make this a regular feature. I think this is perhaps one of the most encouraging lifts that SPIT AND POLISH could have, as it will convey to members who are unable to get to meetings one of the most important of the Club's activities. Thank you Bob.

Also I am pleased to say that other members are coming forward with contributions and some of these promise to be fairly regular. I hope that this can continue.

- GEOFFREY LEHMANN

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## MEETING NOTICE

The next monthly meeting will be held on THURSDAY, 25TH AUGUST, at the Royal Aero Clubrooms, Marion Street, Bankstown, commencing at 8 p.m. sharp.

There will be reorganisation at supper time and interesting slides are to be shown after the meeting.

(The entrance to Royal Aero Club is at the western end of Marion Street. Do not enter the Bankstown Aerodrome entrance, but continue on to the end of bitumen surfacing. A sign "Royal Aero Club" is written over an archway at the gate.)

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## EXECUTIVE COMMITTEE

PRESIDENT	J. Dance
VICE-PRESIDENTS	G. Green, K. Moss
SECRETARY	L. Sheen
TREASURER	H. Hardman
EVENTS COMMITTEE	A. Garthon, R. Marshall, A. McLeod (co-opted)
DATING OFFICERS	G. Roberts, L. Masser
INVESTIGATION COMMITTEE	B. Baxter, P. Cable (co-opted), R. Parker (co-opted)
PUBLIC RELATIONS	J. Naylor
SOCIAL SECRETARIES	H. Sheen, J. Moss
EDITOR	G. Lehmann
HISTORIAN	A. Rose-Bray
REGISTRAR	A. Foy
INSURANCE OFFICER	G. Green
C.V.V.T.M.C.	K. Moss, J. McGowan, G. Green (Reserve)
PHOTOGRAPHER	D. Rees
LIBRARIAN	B. McCarthy
AUDITORS	King & Associates

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## GENERAL MEETING

The General Meeting was held as scheduled at the Royal Aero Club Rooms, Marion Street, Bankstown. The new location did not seem to provide any difficulties for members; the attendance was more than usual and some members had arrived early to enjoy the facilities offered by the Aero Club.

At this meeting Jack Dance occupied the President's chair, and Len Sheen made his first sortie into the meeting notes. This meeting was somewhat abbreviated as several films had been obtained to be shown afterwards, and when our Treasurer, who was excusably absent, was not represented with the books, Ray Hill showed evident frustration. Although there was some confusion at this meeting, I think things went very well considering the new location, the unusually large attendance and this being the first general meeting of the current executive.

The Management Committee reported on the new Office-bearers; they will be listed separately.

Bob Baxter spoke on behalf of the Investigations Committee and he told how the functions of Investigation and Dating are being managed with a partial schism, the Investigation field work will be done by Bob Baxter, Peter Cable and Max Roberts, whilst the Dating work, requiring the season deliberations of vast experience and the use of research into literature, will be left in the very able hands of George Roberts and Len Masser. The routine inspection of cars at the end of the year will be divided amongst the five Officers; this committee has already made a flying start.

Allan Foy was able to give information that the interstate roster can now be prepared as all states have now provided the necessary information and there will be a delay of 2-3 months before these are available. He also had 50 square rear view mirrors that have been ordered for some time.

Arthur Garthon appeared for the Events Committee and he urged members to come and partake of a free barbecue at Ladies' Day on August 14th. This barbecue will cost visitors 35c. and it is to be held at the Bungool Picnic Grounds, Cattai Creek. The September 11th outing of English, Continental and U.S. cars competing in teams, is expected to be held at the Wallacia air strip. Other events schedule are the Newcastle Invitation Rally in October and the Rhododendron Festival, Blackheath on November 5th.

Hilda Sheen was able to report that the evening at the Music Hall had been most successful, and members spoke of this in glowing terms. There was also a profit of \$23.60.

Mr. C. Coggin was introduced into the club as a new member, coming from Inverell he was not present.

The general business was somewhat restricted and most of the discussion concerned the question of accepting the affiliation offered with the Royal Aero Club. Members have been able to have a look around and they were asked to wear a tie to the bar. The meeting room itself was considered and there was some discussion about the size. No doubt reorganisation at supper time could avoid a great deal of confusion as obstruction there created difficulties. As usual, the question of the dollar generated some heat (not much), although this was not decided; \$6.50 became the accepted membership charge. I think the Treasurer may have some headaches in working out adjustments later on.

George Green, rumoured to have been delayed at a cocktail party (?) was able to report, in his new capacity as Insurance Officer, that he had proposal forms for anyone that wanted them.

Jack Dance enquired whether members would like to have Decal stickers prepared at 50c. each; this was to be discussed interstate and if the project was embarked upon, it would seem that club finances would be nicely subsidised by about 30c. per sticker if it sells them all. This will probably be a long-term project.

Before supper we were treated to slides and a tape brought back from the U.S.A. by Ken Moss. These showed R. Cherry, Past President of the Horseless Carriage Club, restoring a 1898 De Dion. After supper B.M.C. took us into Central Australia.

New Member: C. Coggin, 68 King Street, Inverell. Renault, 1909



NEW LIFE FOR OLD CAR

ent

This one is a 1914, the make "Fabrique Nationale" from Belgium. Since 1957 I have wanted to own a veteran car and I thought the job of finding one would be easy, but I had a shock coming to me as it was not until 1961 that I saw my first two, but the price was too high and there was a lot of work anyhow to restore them and I just could not find the time.

What I wanted was a fairly complete car and I asked every person I thought may give me a lead - I probably asked 2 or 3 people every day for 4 years. All of a sudden I was in luck.

One day in Dee Why I asked the same question to a proprietor of a car wrecking yard - "Have you seen any old cars in your travels?"

To my surprise he said yes. "The other day I sold a rear axle to a chap for his 1934 Chevrolet and in the garage he showed me two old cars." So with great enthusiasm I called at the home in Fairlight near Manly. I called 3 times before I found the owner, on 27th December, 1964, a Mr. Doug. Doyle. He was most interested to talk to me and was only too pleased to show me the car. We opened the garage door which had very little use for many years, and there it was in all its glory, complete and original, even to the original 1914 hood.

The car was a most impressive sight, as most of the cars are found in very poor condition on properties. I spoke of buying the fine old car, but Mr. Doyle said he had thought of doing it up for years, but would rather I show him how to restore it and become half-owner. After talking it over we struck a happy deal.

The car belonged to his grandfather, a Mr. Heaton, who died quite a few years ago. Mr. Heaton purchased the car in about 1916 or 17 and was one of the few cars in Manly and today I would guess it is the only genuine veteran still in Manly. Mr. Heaton was well known in Manly and was responsible for building the stone retaining wall on Manly Beach, which exists today.

Mr. Heaton's brother was the mayor of Manly and the family have quite a standing there as their ancestors were the first white people to settle there in 1814 by the name of the Pickerings.

Mr. Heaton was often seen driving around Manly in the old days and did a few country trips. Once or twice he went to the Blue Mountains. Unfortunately one day he stopped on a steep hill when suddenly - BANG. Another car had run into the rear - smashing the brass tail light, so to this day we do not have a tail light, as it is still in the mountains somewhere.

The headlights were destroyed by fire in a shed many years ago - naturally, being brass, they melted, so the only lights we have today are the side lights, and believe me they are beautiful, not a single scratch.

Mr. Doyle and myself decided to completely pull the car down and replace any weak and damaged parts.

Before we started, we decided to push the car backwards out of the garage, and turn it in the yard and put it back in. I invited a club member to help, a Mr. Ross Marshall, who said to us - how about we put some petrol in the carburettor and try to start it.

We filled the carburettor and after 2 to 3 swings, she burst into life. Ross was amazed, he burst out laughing. Not any surprise to Doug. Doyle. He said, "what are you laughing at?", and so Doug. reversed the car and put it into the garage - flat tyres and all. By the way, we got air into two tyres O.K. and so the car was pulled apart - the main trouble being a terrific hole in the top of cylinder block, which is being welded with some success - the car is now being painted. We have to recover two seats, remake part of the radiator, repair the two worst wheels and many, many more jobs, taking hundreds of hours, and soon we hope to proudly display a wonderful old car, which we feel could be one of a very few existing large 18 h.p. F.N.'s in the world today.

- D. CANTHORNE.

23. 2. 66.

ITEMS FROM "SYDNEY MORNING HERALD", 15/4/1916 - By Jack Chenery

Came upon some ancient newspapers - from under the floor-covering of a friend's old home. The "Sydney Morning Herald" (one penny) of 15 April 1916, covering the Easter Show then in progress, shows a page of Motor Trade Exhibitors' advertisements. Messrs. McIntosh & Sons (no doubt long defunct), offer the Buick, claiming they have indented the makers for no less than 661 of the new 1916 six-cyl. model, to meet the unprecedented demand. One wonders if all these ever got here - apart from the two and a bit specimens in my own possession, I only know of half a dozen other survivors.

"Quite a hundred owners" say the Agents, "have written claiming 21 to 24 m.p.g." -- (not bad for a 115" wheelbase job), and Mr. J. Casey of Coolah claims 11,000 miles on his original tyres; a good effort considering the poor roads and rubber of the era. The price, £425 - "subject to conditions" (sic)."

Roy W. Sandford of 181 Elizabeth St. advocates the "Scripps-Booth" in roadster form only, which we are told "is particularly suitable for ladies, doctors, and those people who cannot afford to be seen in cheap articles". All for £350. The same agent handles the Chalmers 6 (seven-seater) at £550, - "also Oaklands".

One still-familiar name, that of Bradley Bros., announces the "Regal 20", the "latest American production, electrically started and lighted, with torpedo body", price not quoted.

On Stand 88 at the Royal Agricultural Show may be seen the "Jeffery 4", also the "Jeffery Quad". The latter, a lorry, "drives, brakes, and steers on all four wheels", and a film showing it in action at the Front, in Flanders mud, is shown daily. The exhibitors, Messrs. Bowens Ltd., also offer the "Maxwell 25" at £300 in tourer form, fully equipped, including High Tension Magneto.

In an unfortunately mutilated advertisement for the Overland, all that can be deciphered is that seventy cars of the "new 75 model" have just been unpacked. A point perhaps for our Dating Committee. Another delapidated announcement refers to the "King Eight" which seems to be very advanced for the period, with V-8 motor, aluminium pistons and churning out 60 H.P.

Messrs. Fraser and Willsford of George St. have Delage cars, "of French manufacture", in stock, and advise that a supply of Calthorpe Minor Chassis were actually at sea, running the gauntlet of U-Boats. It was proposed to fit Australian bodies to these latter upon arrival.

Offerings of British cars in general were scanty, due no doubt to the Mother Country's desperate involvement in World War I. However, Maillard and Co. of Phillip St. exhibit an "Ascot Light Car, British, 10 h.p." and hope that some Morris-Cowley single seaters might arrive in May 1916.

Messrs. Brown and Hellicar, who give detailed instructions how to find their showrooms in Wentworth Ave., when proceeding on foot from Central Railway, put in a plug for the "Metz" at from £200 up. This sounds like an economical buy, and 30 to 33 M.P.G. is claimed. In a later advertisement the Agents offer, for this marque, a 3-year written guarantee, all renewal parts for free, and petrol, oil and tyres at cost. Who would be without a Metz?

For the wealthier motorist, Garratts of Elizabeth St. suggest the FIAT, which, they say "glides along with no jerks, jars, or staggering motions". Price a mere £750. In case this does not sound like real money, a glance at the classified columns reveals that Board and Residence (including "soft washing") may be had in the Suburbs for £1 weekly. And if you happen to need new dentures, the Premier Dental Co. of Oxford St., will fix you up for one guinea the set.

So we take leave of the dark days of 1916, with production of British cars soon to cease for the duration of the Kaiser's war, and with the American car firmly established on our market.

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From the Veteran Car Club of Gunnedah - President Lionel Erratt advises that the annual rally from Gunnedah to Boggabri for the show at the latter centre (distance 25 miles flat bitumen road) is to be held on 9th and 10th September next.

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"The Editor, Spit and Polish,

Dear Sir:

Our first meeting at Bankstown was enjoyable. The surroundings are indeed pleasant, and I am sure that most of us look forward to seeing the area in daylight. The evening was made pleasant by the showing of two very good colour films, by a member who, I feel, may have had something to do with the importing of a Bedelia into this country, for his name sounded like 'Foy'. Not Mark Foy? And to show films in this way is to be much admired.

Apparently not all members take the same trouble to give entertainment in this conclusive manner but seem to prefer to flash something onto the screen, then fumble their way from the projection area. This Club, appreciative of technical subjects as we are, is always interested in the display of chassis etc. At one stage my attention was engaged by the flashing onto the screen of a semi-stripped chassis! I had little time in which to see much of this picture, but I was able to discern a very good, although not unique, display of independent (or was it "pendant"?) suspension! The bodywork, such of it as I was able to see in the split second exposure, was indeed interesting, and I am sure that fellow members - the junior ones, anyway - would welcome a chance to study this chassis at leisure.

I regret that I was unable to ascertain the name of the member responsible, but I feel that he must be an enthusiastic golfer, for the reason that linked with him I noticed the word 'Caddy'. I should be grateful, Mr. Editor, if you could prevail upon this anonymous member to produce the picture at some subsequent meeting, and I am sure that I speak for most of the (other) junior members.

Yours etc.,

JUNGLE JIM."

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#### INVESTIGATIONS - 006

It is the intention of the Investigations Committee to publish a monthly report of our activities to enable all members to be informed of the latest arrivals (new cars and new members) to the club.

Investigations and Dating have been given a new look for 1966. All investigations of cars for entry to the club and for dating will be carried out by Max Roberts, Peter Kable and myself, with the help of Laurie Sykes.

George Roberts and Len Masser are the Dating Officers and will issue all dating certificates after verifying the information supplied to them by the Investigations Committee.

Because of the vast experience of George and Len in the investigations field, it will be necessary for our committee to cross check all our findings with them. At this point may I appeal to all members who can give any material that will allow us to identify veteran (and borderline, 1918-19) cars and we would be most obliged. Photostats or prints of engine and chassis number lists are the type of thing we require.

The first car that we looked at this month belongs to prospective member, DAVID BERTHON and it is a 1912 SCAT tourer (Eng. No. N.195) and its restoration is about to start. This car formerly belonged to BRIAN O'BRIEN of Hurstville, and it was listed under his name in the club a few years back.

The second car was Jack Godfrey's Ford and it was investigated for dating. This car would possibly be a textbook example for those members who wish to have their car dated. Jack purchased the dating forms from George Roberts then filled them out and called in the Investigations Committee to verify the information. Because of the difficulty in accurately assessing this car, it was then necessary for George Roberts to help and eventually date it as 1914.

The third car was a borderline case, Hupmobile Chassis No. R.11379.

owned by associate member Bob Peterson of Lidsdale near Portland. It turned out to be a 1919 model and this again was confirmed by George. Bad luck Bob, maybe the next one will be the proverbial 1899 "Onley Baloney".

The fourth car was Ross Marshall's 1912 Delage - this ex-Narrandera car has been a conversation piece among club members for years and finally it has been captured by Ross and added to what now becomes a gaggle of "Motors de le Marshall".

- BOB BAXTER,

Investigations Committee.

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WANTED ALL STATES (W.A.)

HISPANO-SUIZA 6 cyl. 8 litre engine and gearbox, any condition. Write stating price. Frank Selley, Edney Road, Maida Vale, W.A.

DE DION 8 h.p. A.L.R.H. side gearbox casing and selector side plate or complete gearbox (Three Speed) 8 h.p. Carburettor and water pump. Also 1906 10/12 COVENTRY HUMBER. Complete gearbox or casings, steering box and radiator.

Keith Winsor, 30 Sydenham Street, East Cannington, W.A.

FOR EXCHANGE ALL STATES.

HUMMOBILE 1914 Front half of body including windscreen frames and sidelamps for a similar body to suit 1914 FORD T or Ford Brass Lamps. Norm Nankervis, Cohuna, VIC.

WANTED. One or two 765 x 105 B.E. Tyres and Tubes, new or used.

Bruce Tudgey, "Glendon", Currabubula, N.S.W.

FOR SALE. Two new 5.50 x 19 6-ply tyres and tubes.

Mr. Kilpatrick, Dunning Retreads, 31/6761.

FOR SALE. A pair of kerosene motor car lamps, in very good condition. The markings on the lamps are: "Dietf - N.Y. USA. Royal Side". Price \$50.00 for the pair.

R. Lupano, 149 Bathurst Rd., Mt. Victoria, Phone 212.

FOR SALE. 1 "Chevrolet" (1927) Motor gear box and clutch assembly. New rings and 2 generators, starter motor, £6. 0. 0.

1 pair 1928 Hudson head lamps.

1 box of Vintage Hub Caps.

1 vacuum Wolf whistle off "Cadillac". WHAT OFFERS?

K. Buxton, 14 Farleigh Street, Ashfield.

MELTONIAN CREAM for leather upholstery available from Jaede Pty. Ltd., 365 Pitt St., (Mr. Darragh), Phone 618518. Most colours available from \$1.75 per 1 lb. jar.

FOR SALE. Any offers on 1911 Cadillac mechanically restored. Contact L. Dove, 202 Kemp Street, Hamilton, Newcastle.

FOR SALE OR SWAP: 2 veteran Singer engines No. C570 and C1554.

Needed: Zenith "U" type carby.

2 new or near new 4.40 x 23 B.E. Barnett Glass Tyres.

Will buy or swap.

Ben Bronk, 17 Military Rd., Watsons Bay. 37/0396.

WANTED: Complete front axle.

Rudge Whitworth wheels.

Diff. housing.

Any parts or information 1913 Fiat light 12/15.

A. Adams, 6 East St., Dubbo, N.S.W.

FOR SALE (ALL STATES). Mercer 1921 Touring Car complete mechanically and in reasonable condition. Needs lights and instruments only; 5-litre with 4 speed gear box L.H.D. with six wheel equipment knock on/off wire wheels etc. The body is complete and needs painting and upholstering. Believed to be the only one in Australia. Full price £500. Contact owner: R.W. Marshall,

43 Excelsior Ave.,  
Castle Hill, 634/2628.



EVENTS COMMITTEE

A most enjoyable relaxing day was enjoyed by the 130 members and friends who attended the outing to "Bungool" Picnic Ground on Sunday, 14th August.

Many thanks to our two cooks who seemed to "get trapped" in front of the fire. Well done, fellows, the steaks were beautiful. Thanks also to Frank Russell who supplied the meat and then could not come owing to illness in the family.

Members who did not come missed a good day, so we look forward to seeing you at our next outing.....

which is.....

A combined air and car gynykhana with full press and T.V. coverage. So bring your veteran car, your make-up and perhaps you will bring your wife and family also.

The date is SUNDAY, 18TH SEPTEMBER, 1966.

The place - Dulmison's Air Strip, approx. 1½ miles before Wallacia on the Liverpool-Wallacia Road.

Starting time is 10.30 a.m., so the T.V. cameraman can take some shots of cars and planes and then shoot off somewhere else in the afternoon. So please try and get there early.

The Aero Club have promised to take interested members and friends for joy rides during the day. Don't miss it. Its great fun!!

The Air Strip has barbecue and toilet facilities and an excellent area for our Events, but you are asked to bring sufficient water and food to satisfy your needs.

Remember - Sunday, 18th September, 1966. Combined Air and Car Gynykhana. Truly something new and novel.

Events Committee:

A. Garthon  
R. Marshall  
A. McLeod

DATES TO REMEMBER

Cordial invitation to Royal Aero Club Dance - September 3rd, 1966. Get your party together now! This is a good night for each Club to get to know one another better.

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NEWCASTLE BRANCH ANNUAL TOUR - OCTOBER 1ST, 2ND AND 3RD.

This year the tour will go to Terrigal, staying at the Florida Hotel. Entry Fee of \$2.00.

Contact Newcastle Tour Committee, Box 78, Broadmeadow, N.S.W.

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THE VETERAN CAR CLUB OF AUSTRALIA (VICTORIA) NEWSLETTER

NATIONAL TOUR, ALBURY, N.S.W. - 1st April, 1967 to 7th April, 1967.

Preliminary Syllabus

The 1967 National Tour conducted by the Veteran Car Club of Australia and organised by the V.C.C.A., Vic., will be conducted at Albury, commencing with a briefing meeting at 4.00 p.m. on Sunday, 2nd April, 1967 at Albury and finishing with a function on Friday night, 7th April, 1967.

On each day from Monday to Friday there will be a daily run of no more than 100 miles excepting on one day when a run of over 200 miles for the bigger cars, and the entrants from the smaller cars will be transported in the bigger cars.

It is proposed to conduct a public exhibition of veteran and vintage cars made before 1930 at every opportunity in order to defray costs and give as much return to entrants as possible.

Veteran Car Club of Australia (Vic.) Newsletter, Continued:

All vehicles will be garaged under the one roof and a parking bay will be allotted to each vehicle entered. Arrangements have been made for a night patrol to be on duty all night to protect the entries against fire, theft or damage.

The daily syllabus will be sent to entrants as soon as the finer points have been resolved, so enter early and be aware of what is going on.

Accommodation:

A limited number of beds have been booked until the 1st February, 1967 when all the reserved accommodation will be released to the public. The details of accommodation available is attached and may be booked now. I suggest that each entrant book early as over 200 entries are expected.

A large area of Noriel Caravan Park, Albury has been set aside so that all those people caravanning may be together.

Sponsorship:

Arrangements are in hand to obtain sponsorship in one form or another and the benefits will be advised in the entrants syllabus, at a later date.

Officials:

A number of officials will be required and entries will be accepted from V.C.C.A. Members who wish to enter without a vehicle at the same entry fee and are travelling in a modern car. The entry fee of \$10 (Australian) will cover administrative costs and trophies for various events which will be conducted during the week.

Locale:

Albury which is located 198 miles from Melbourne and 368 miles from Sydney will provide a suitable venue for the Tour. The weather is expected to be Australia's best for that time of the year. The countryside will be the most picturesque to be seen anywhere and the day tours will give entrants an opportunity to see some of Australia. Already a number of applications have been received from Overseas owners of veterans and vintage vehicles to enter in the National Tour.

Many opportunities will be available for Members to drive each others' cars and also special arrangements have been made for lady drivers who wish to drive a veteran or vintage car in the events.

The Tour Director's decision will be final, on all matters.

ACCOMMODATION SCHEDULE:

Tentative bookings for accommodation for the V.C.C.A. National Tour entrants have been made at Albury and these bookings will be held until 1st February, 1967. Entrants are recommended to book early to obtain best lodgings and also to avoid any disappointment, as good, clean and convenient accommodation is limited.

The dates suggested for your bookings are from the evening meal on Sunday, 2nd April until breakfast Saturday, 8th April, 1967. These dates of course, are entirely dependent on your travelling time to Albury.

When making your bookings direct to the proprietors, state that you are an entrant in the Veteran Car Tour and also please pay at least 10% of the relevant fees required.

Each entrant arriving at Albury with their veteran or vintage vehicle will qualify for a medallion.

The Tour Director does not accept any responsibility for accommodation bookings except requests made by overseas entrants. However, should any problems arise from the accommodation then contact the Tour Director immediately.

(Details of accommodation bookings on reverse side of SPOKES IN THE WHEEL, i.e. on Page 10).



" 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 on 10th August, at the Driver Training Range, Court Road, Adamstown. A meeting of the Ladies' Auxiliary will also be held.

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Arrangements for the Tour are well under way and no doubt all prospective entrants will return their entry form post haste.

\* \* \* \* \*

WANTED. Bosch ZU 4, 4-cylinder American Magneto Round Petrol Tank of approximately 10 Gallon capacity.  
500 x 24 Dodge Rear Wheels and Rims. Peter Adams,  
68 Cowlshaw St.,  
Redhead.

FOR SALE. Vintage 6-cylinder Chrysler Roadster, complete except for Radiator \$16.00. H. Hughes, 86 Verulam Rd., Lambton.

WANTED. Single Cylinder Oldsmobile engine and parts and Brush parts and information, condition is irrelevant.  
H. Hughes, 86 Verulam Rd., Lambton.

FOR SALE. 1917 Model T, 100% original Australian body  $\frac{3}{4}$  restored. 1925 Alvis Tourer almost 100% complete. 1914 New Hudson Motor Cycle single cylinder. Fiat 501 chassis complete and running with some body parts to sell or exchange for quantity of optional extras for Model T Ford and optional brass radiator for Frontenac Ford T.  
1920 Laraine Dietrich partly restored and almost complete. Chas. E. Purdue, 6 Milton St., Lismore, N.S.W. Charles tells me that he has approx. 100 Magnetos and 100 Carburettors, lots of sidelights and headlights etc. No - he is not going out of the Veteran business; he is an even keener Ford man than Don Barker.

WANTED. To complete restoration of 1913 Metz a pair of Gas Headlights. The car is ready for registration and I would like to give it its first run in the Newcastle Tour. Norm Robinson, 335 Turton Rd., New Lambton.

\* \* \* \* \*

Heard that John Cowan has been really busy on the big Renault and Don Moffatt is really stuck into his car and should be a starter in the Tour. Don Barker is doing a beautiful and thorough job on his Vintage Model T.

We haven't heard from Harry and Margaret Bird for quite a while, how about checking in, Harry?

How about a story from some owner about his car. I would see it and I am sure that a lot of others would like to read it.

NORM ROBINSON.

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Veteran Car Club of Australia (Vic.) Newsletter, Continued:

The following is a list of suitable accommodation booked for you until 1st February, 1967:

MOTELS:

COMMODORE MOTEL, Kiewa Street Phone Albury 21/3344  
16 TWINS - \$4.50 B & B per person, per night, other meals extra.

ASTOR MOTEL, Hume Highway Phone Albury 21/1922  
90 BEDS - Room only \$4.00 per person, per night. Restaurant available.

VISCOUNT MOTEL, Hume Highway Phone Albury 21/2444  
8 TWINS - \$10.20 B & B per double, per night.

OTHER MOTELS NOT BOOKED:

ASTOR REX, Hume Highway, Lavington. (3 miles out) (NORTH)  
SOUTHERN CROSS, Hume Highway, Lavington, (4 miles out) (NORTH)

WODONGA - 3 Miles from ALBURY (SOUTH)

ZEBRA MOTOR INNS LTD., Hume Highway  
SANCTUARY PARK MOTEL, High Street  
PROVINCIAL MOTEL, High Street

MOTEL-HOTEL:

BOOMERANG, Wagga Rd., Lavington (2 miles out) Phone Albury 25/1458  
25 ROOMS - Family, Single, Twin. D.B. & B. \$6.00 per person  
per night. Children \$3.00 per night,  $\frac{1}{2}$  price meals.  
MAC WHITE, Urana Rd., Lavington (2 Miles out) Phone Albury 25/1272  
6 TWIN ROOMS - D.B. & B. \$7.00 per person, per night.

HOTELS:

GLOBE HOTEL, Cnr. Kiewa & Dean Streets. Phone Albury 21/2622  
10 TWINS - \$4.50 B. & B. per person per night.

SODENS HOTEL, Cnr. Wilson & David Streets Phone Albury 21/2400  
15 TWINS \$29.40 D.B. & B. per person, per week.

ALBION HOTEL, Dean Street Phone Albury 21/3377  
10 TWINS & 2 THREE BEDS \$33.60 per person, per week (Full Board)

NEW ALBURY HOTEL, Kiewa Street Phone Albury 21/3599  
10 TWINS \$6.00 B. & B. per person, per night. All rooms private bathroom.

CARAVANS ON SITE - NORIEL PARK:

8 only 4 Berth - \$21.00 per week  
1 only 6 Berth - \$28.00 per week Camping fees extra

For bookings contact - George Edwards, 1066 Barden Street, Albury, N.S.W.  
Phone: 25/1574

All enquiries to Tour Director:  
(Entry Forms)

Mr. T. McMananny,  
28A William Street, FRANKSTON, Vic., Australia.  
Telephone: Frankston 3/1234.

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