

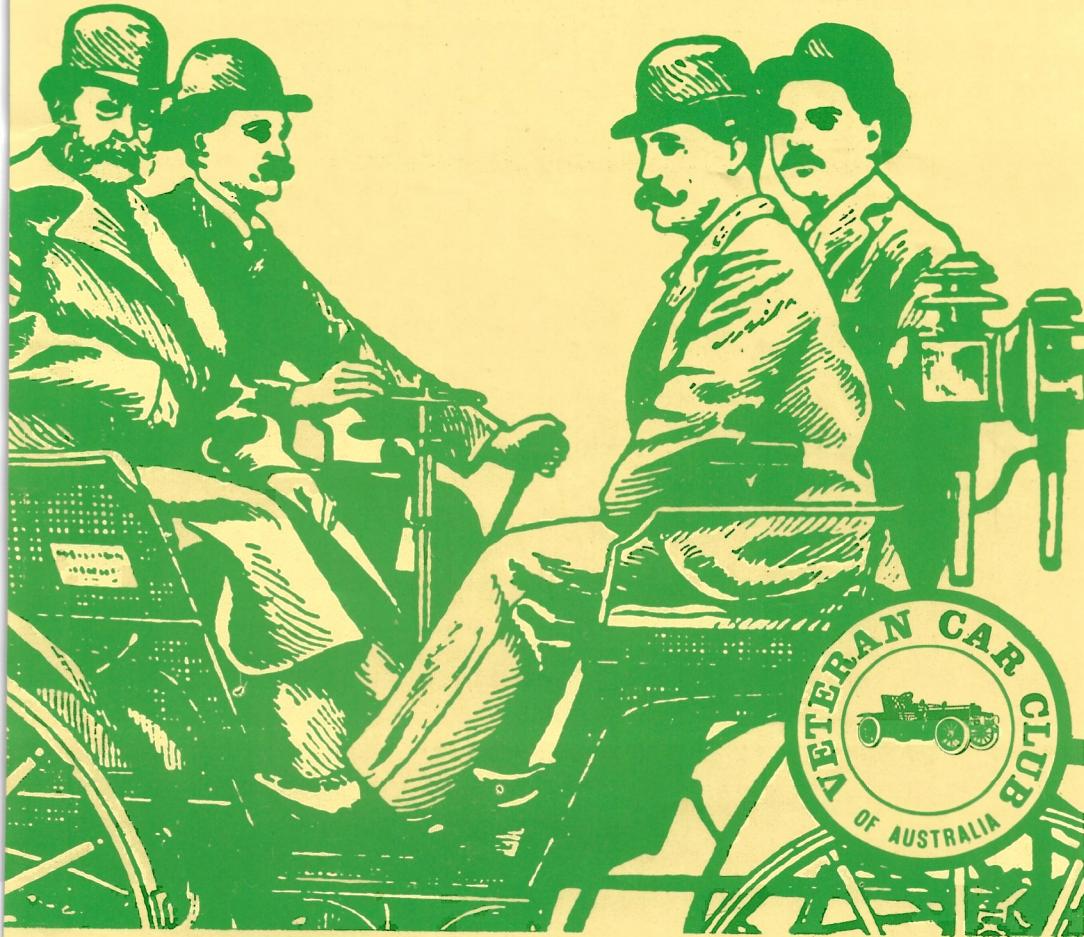
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

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August, 1983 Vol. XXV No. 2





PATRON:

His Excellency,
The Governor of N.S.W.,
Air Marshal

Sir James Anthony Rowland,
KBE, DFC, AFC, K.St.J.

Spit & Polish

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

Volume XXV No. 2

August 1983

TABLE OF CONTENTS

Editorial Comment	Page 2
President's Annual Report	3
Roster Alterations/Additions	4
Events Calendar	5
Next Event	6
Obituary, Dorothy Green	6
R.I.P. Alex Wards	7
Vale Mrs. Leresche	8
Dating & Investigation	9
Newcastle News	10
Restoration Run - Sunday 17th July	12
Federal A.G.M. - 6th August	13
F.I.V.A.	13
HOW YOU CAN TELL WHEN ITS GOING TO BE A ROTTEN DAY	17
M - I - N - D - S - T - R - E - T - C - H - E - R	18
"Kitty and the Bagman" - 9th October	18
Advertisements	19

Other Veteran Car Clubs have permission to copy.

The next Monthly General Meeting of the V.C.C.A. (N.S.W.)
will be held in the Clubrooms at 8.00 p.m. on THURSDAY,
25TH AUGUST, 1983.

Editorial Comment

August has been a busy month. As the new editor I have had to learn a great deal in a short time but thanks to Norm Wakeham patiently explaining the addressograph machine and generally handing over it has not been too difficult.

I had a long letter from Jimmy Simpson saying he had attended an outing in Blayney with the Historic Car Club to celebrate 125 years of education.

He also mentions Jack Chenery, an early member, who is in Bodington Hospital and reliant on an oxygen cylinder, which led Jimmy to write "...and yet we find amongst us, members who do not use their cars as often as they can within reasonable limits! Why not use them while they (the members) are now able? That is in the medical sense! What about being way over the mountains on the plains - where there are virtually no events? They are not really aware of how lucky they are. And I talk from experience."

Well, Jimmy, that paragraph of your letter made me think and I hope may spur other members to do likewise and let's hope we see more members and cars attending the next events.

- SANDY ROBERTS

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COPY REQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH, 134 QUEENS RD., FIVE DOCK. 2046

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MICHAEL BENDEICH HAS ORGANISED
ANOTHER INTERESTING FILM FOR
YOUR ENJOYMENT AFTER THE NEXT
MEETING.

President's Message

PRESIDENT'S REPORT FOR 1982/83

During the past twelve months, in which I have held the position as President of your club, there have been some high points and some lows.

The lows were the passing, firstly of Frank Nissen who, in his own quiet way, tackled some very unrewarding jobs but still managed to come up smiling, then George Green, a member of long standing and remembered by a lot of us as quietly-spoken until angered, but a man who had a way of getting the job done; he was one of the 'old guard' who were primarily responsible for putting this club in a healthy and respected position in the old car movement.

Another low point was the passing of Jack Hill who, although not seen at many meetings, was always there when a member or the club needed help; one only had to ask.

On the brighter side we have seen our new premises rise out of the ground and materialise into bricks and mortar; for this we must extend a hearty thanks to Neil Johnston and to his wife who allowed him all the time, to the members who have volunteered their time and effort to assist Neil.

I would also like to thank those members who supported our debenture issue for - given the current economic situation - the response was very good.

There is little doubt that had the weather been kinder to us of late we would have seen a lot more progress with our new premises, but I feel in the next six months the full realisation of our planning will further materialise.

I cannot extend enough thanks to the committee members for their efforts and support during the last twelve months; they all carried out the allotted duties with hard work and enthusiasm, but some times were not rewarded for the effort put in.

I would also like to thank my wife Judith, and family, for their support and tolerance.

In closing, I would like to say that it has indeed been an honour to have held this position and trust I have carried out the task as you, the members, had wished.

Yours sincerely,

BARRY T. THEW

President.

* * * * *

ROSTER ALTERATIONS/ADDITIONS:

NEW MEMBERS

ERRATT, Ronald Lea - 10 Bega Rd., Northbridge.
Membership No. 766 F 2063

MC LACHLAN, Neil Clifton - 46 Billyard Avenue,
Membership No. 767 F Wahroonga. 2076

DUNCAN, Christopher John - 1/3 Keira Close,
Membership No. 768 F Valentine. 2280

MARTIN, Peter Neal - 45 Railway St., Guildford.
Membership No. 769 F 2161.

CHRISTIE, Denis Anthony - 15 Manns Street,
Membership No. 770 A Greenwich. 2065

CHANGE OF ADDRESS

ROBERTS, R.T. - 2/28 Gloucester Rd., Hurstville.
Membership No. 659 2220

DUNGLISON, Peter - 153 Annangrove Road,
Membership No. 453 Annangrove. 2154

LEHMANN, Geoff - 35 Barooga Road, Wamberal.
Membership No. 158 2260

EVENTS CALENDAR1983

Sept. 17 Saturday
Orange Blossom Procession
(Information Michael Bendeich)

Sept. 25 Sunday
SOUTHERN TOUR. See 'Next Event' on Page 6
for information

Oct. 1,2,3 Weekend
V.C.C.A. NEWCASTLE BRANCH TOUR.
Details on Page 16

Oct. 23 Sunday
NAVIGATORS RALLY

Nov. 5,6 Weekend
INSPECTION DAY - FIVE DOCK
Saturday 1-5; Sunday 8-12.30

Nov. 27 Sunday
VIC. JACOBS DAY
Crippled Children to Model Engineers at
Luddenham

Dec. 16 Friday
CHRISTMAS DINNER - Mischa's Roast & Carvery,
Neutral Bay - \$15 per head, plus drinks

1984

Jan. 28 Saturday - Festival of Sydney Parade

Feb. 4,5 Weekend - BLUE MOUNTAINS RALLY - accommodation
'Everglades'

Mar. 18-25 Veteran Car Club of S.A. - National Hub Rally

Mar. 31 to Veteran & Vintage Silver Anniversary Hub Rally

Apr. 8 organised by Antique & Classic Motor Club

Sept. 16-22 1 & 2 CYL. HUB RALLY - PORT MACQUARIE

N E X T E V E N T :

SUNDAY - 25TH SEPTEMBER - TOUR SOUTH

START: Kentucky Reserve,
Henry Lawson Drive (Opp. Bankstown Airport)

Gregory's Map 53 - B.14

TIME: 10.00 a.m. sharp

B.Y.O. LUNCH

* * * * *

OBITUARY, DOROTHY GREEN

Sadly, it is my duty to inform you that our long term member, Dorothy Green, passed away on Monday evening, 1st August last. Dorothy had become a full member, with the acquisition of "Regina" (her well-known 1914 S/G Rolls Royce Limousine) in 1958 and was an entrant this year in our Annual Blue Mountains Rally, in the same car.

Very early, in the embryo years of our club, a sincere and lasting friendship developed between the Green family and my own, that time and trust cemented and I have very fond and happy memories of the many rallies and veteran car outings we enjoyed together.

Perhaps the most ambitious of these was the Queensland event, attended by both families in 1957, with a cavalcade of vehicles, comprising George, driving the R/R Alpine, myself at the wheel of a Chevrolet truck carrying Sandy's Austin and my Calthorpe-Minor and towing a bedstead-constructed trailer upon which was the then Brian Marsland's Napier, while the ladies (driven by Sandy) were accommodated in a 203 Peugeot.

However, perhaps the most memorable were the 3-day long weekend jaunts we experienced at the Green

property, "Inverary", on Paddy's River at Marulan, and especially when the heavens opened, Paddy's River broke its banks and the male members told stories till after midnight to the warmth and glow of a burning brazier, centred in a large marquee and the ladies were snuggly bedded down in the homestead.

We all knew of George's prowess at the wheel of a motor car and no one better than Dorothy, who on one occasion - when seated beside him, driving at high speed on a bush track in the 8 litre Bentley - quietly remarked, "George, we know you can drive, there is no need to demonstrate!" Pam and I sat in silence in the back seat.

Dorothy was very much her own person, who loved and encouraged her family, and this love was visibly reciprocated.

Fortunately for our club, the ties which so many years ago commenced with Dorothy and George, were knotted by Sandy at this year's Annual General Meeting and Election of Officers when she took office as the Editor of SPIT AND POLISH and this family tradition, it is seen, will continue into yet another generation by the presence of Simon and Suzie, each seated at the wheel of a veteran car.

- GEORGE A. ROBERTS

R.I.P. ALEX WARDS

It is with sadness that we report the passing of Mr. Alex Wards on July 30. It was unfortunate that more club members did not know this gentleman because it was the love of cars and mechanical ability of the late Mr. Wards that encouraged his sons John and Peter to tinker with cars and their associated tools since their early school days.

Mr. Wards spent a lifetime in the motor industry, apart from the years that he gave to serving his country,

during which time he was one of the famous Rats of Tobruk.

The club extends its sympathy to John and Peter, also triplet sister Christine and widow Mrs. Jenny Wards of Epping on the loss of such a distinguished and gentle man.

- J.G.

* * * * *

VALE MRS. LERESCHE

Many early members will remember Mrs. Leresche, whose death was recorded in the newspapers as having occurred 29th July last. For some years she had resided on the Central Coast, where she moved from Hunters Hill, following her husband, Larry's, demise in January 1966.

It is well to recall that our magazine had its origin at the hands of Larry Leresche at his home, 26 Madeline Street, Hunters Hill, ably assisted by his good wife and that the name SPIT AND POLISH originated also from Larry's pen.

Jim Simpson - in a letter written to me on 30th July 1983 - has researched back numbers of SPIT AND POLISH which record Larry's demise on Page 6 of the February 1966 edition, also that his last publication as Editor was May 1961.

Our sympathies are extended to their daughter, Ann (Mrs. Bubici of 18 Kourung Street, Ettalong Beach) and to her family.

- GEORGE A. ROBERTS

* * * * *

DATING AND INVESTIGATION.....

Dating Certificates were presented at the July meeting to:

1. NEIL COLLINS - OLDSMOBILE, Model 'R', 1 cyl., 5 hp,
"Curved Dash Runabout", 1902

The first Curved Dash Runabout was marketed in May 1901. These cars had wire wheels, the water tank mounted horizontally above the cylinder, and a single, transmission brake only, while the radiator had no form of cooling fins. For early 1902 the wire wheels were retained, to be replaced later by offset-spoke wooden wheels and hubs, while the water tank position and radiator type were retained. For greater safety a second, 'differential brake' was added.

Several modifications for 1903 included repositioning of the water tank to the off-side, above the fuel tank, a finned radiator and in the latter part of the year, normal steel-hub artillery wheels. To further improve cooling, fins were added to the rear half of the cylinder.

This car, which is probably the oldest of its type in Australia, has the off-set spokes and wooden-hub wheels, also the differential brake, but not the other modifications.

The engine numbers listed for 1902-03 are 6000-8990. This car is No. 6460.

For comparison, Oldsmobile produced 2500 cars in 1902, while Rambler made 1500 in the same period.

Ransom E. Olds, the designer, was born June 3, 1864; he married in 1888, built his first three-wheel (but not successful) steam car in 1886. By 1892 it had been modified to a four-wheel successful vehicle and sold in 1893 to the London firm of Francis Times Company and shipped to its Bombay branch. In the same year he developed his first, internal combustion, industrial engine, operating on liquid fuel and in late 1895 had built his first petrol-powered car.

He formed the Olds Motor Vehicle Company in 1897 and just months after leaving this company formed the REO Company in August 1904. He died on August 26th, 1950 and was survived by his wife by only a few days.

2. NOELENE THOMSON - DE DION BOUTON, Model 'G', 1 cyl.,
4½ hp Vis-a-Vis, 1901

This car was dated 21st March, 1979, but in deference to
Noelene no certificate was presented at the time, due to the
death of John.

A request from Noelene has resulted in its issue and
presentation.

- GEORGE A. ROBERTS

* * * * *

NEWCASTLE NEWS

One of our most interesting outings this year has been a sticky beak's day when we had a look at other people's restorations. A week ago the boys and Chris's girlfriend, who likes to keep an eye on him while the rest keep an eye on her, started at Peter Adams' shed where his progress was gauged with some amazement as he is so useless as to be unable to light the oxy. Bob Newman soon had this matter in hand and the Armstrong W. will now be on the road about three weeks early.

Next on to George's castle at Mount Hutton where entry could only be obtained by taking away some of the priceless treasures laid out for inspection. This saved George at least one trip to the tip, everyone picking up at least something, to say nothing of a hearty morning snack provided by Beatrice.

Coast off down the hill to the Marr's Bar where I had a few minutes with Jack, Chrissy and the kids, while the others picked faults with the Diatto which had been pushed out into the sunlight to enable the strong wind to blow off most of the dust. Hanging from the rafters, but definitely not dead, could be seen John Burke's Buick chassis.

All set off for Maitland but the smarter ones only made it to Hexham Bowling Club's diner where they stuffed in a hearty repast of bangers and mash washed down with the ale of the day.

On arrival at Riley mansions, Doug and Rob could be seen checking on the shoes by the door but it seems there were none to satisfy them so they stayed outside and threw stones at the windows, which brought out the master who opened his motor house. Inside this was found a starving beast with its ribs sticking out. Closer inspection showed a Veteran Austro with the woodwork complete but no body panels. After a lot of pleading and under the watchful eye of his good lady, selected members of the party were seated on the rear floor of this Austro and taken for a ride round the estate, I'm sure to the amusement of his neighbours, as I saw one make a circle beside his ear with his finger as we went past - obviously a low-class suburb.

Everyone said it was the finest beast they had seen, which pleased Ruth who was patting her horse. After this everyone left as Burke was showing them the short cut to his place at Cessnock and in due course all arrived to find John Riley who had been there for a half hour, having come the long way round. John Burke then took over and all had a look at the Sunbeam motor cycle 1932, then the '24 Buick, but most of all his 1912-13 Buick, recently delivered to him by Doug. Marr. When it was found that there was nothing else under the rubble, members sneaked off inside, by the time Burke, who had been anxious that no one would recognise their own borrowed property noticed this, most of the cream puffs were eaten.

Next came the grand finale. Rob Wilson, who had been a little self-conscious about his shed, was so relieved after a visit to Burke's that we were all invited to Toronto where we had a look at his project, a 1917 Buick 4-cyl. from the same previous owner as John Burke's and Mike Bendeich's cars.

After this the gathering moved on home, except the Burkes, who made on to ex-member Laurie Macey's where they found he had recently had his '16 Buick running after a break of about 10 years. Where there's smoke there's hope! We stayed and had a musical evening with Laurie, much to the delight of his neighbours.

Next outing is to Cameron's Orchard---don't be caught short.

Regards,

- BELT DRIVE BURKE

SUNDAY 17TH JULY - RESTORATION RUN

In other words....a progressive garage visit on a lovely sunny Sunday afternoon.

Three garages were included on our route. Firstly, Michael Bendeich's, which was immaculately clean and housed the Chalmers. Michael showed how the crown wheel and pinion could be adjusted. However, there were other delights to behold - an extensive hub cap collection all mounted on the back wall, a fine selection of early enamel signs all connected with motoring, plus a stationary engine under restoration and yet more a Tiger Moth neatly stored in sections fastened to the ceiling of the garage.

On schedule we then arrived at Barry Thew's garage - which had been specially tidied for our visit - well done Thew family - and saw the progress made on the vintage Hupmobile and Barry talked about the restoration so far. This was very interesting, but the 1915/16 rack and pinion petrol pump all restored and polished took my eye - much too fine for the garage - should be kept inside.

Then to our last call at John Wards and saw the body work well on the way on his Benz. Oh! a welcome cup of tea and delicious cakes. Then Peter Wards gave a demonstration of panel forming. Keith Carden's Clement Bayard was on show and we saw the first forming for the skirt for one of the front mud guards, also heard how noisy panel forming can be.

A thank you to all the members and their wives concerned who made the afternoon possible. Those who attended had a most pleasant and informative time - those who didn't come missed out.

- Ed.

* * * * *

Did you hear of the fellow who owned a very intelligent dog? It could even talk! One day it went to one of the rear wheels of a veteran car and cocked its leg on the rim - and SPOKE !!!

FEDERAL A.G.M. - SATURDAY, 6TH AUGUST, 1983

The annual meeting of the Federal body of the Veteran Car Club was held in Sydney this year.

The delegates stayed at Sunset Motel, Ryde, where the meeting was held on Saturday 6th.

Present were:

N.S.W.	G. Roberts, L. Sheen, B. Maunsell, B. Thew
Vic.	F. Dallimore, B. Sides
Q'ld.	G. Wilkinson, P. Fletcher
S.A.	J. Wien-Smith, D. Scott
Tas.	B. Cullen, H. Freven
A.C.T.	I. Irwin
W.A.	P. Kerr, N. Dowding

Observers: B. Bronk, J. Wards

Minute

Secretary: N. Thomson

On the Sunday, the Committee entertained the interstate visitors and showed them with pride the progress of the clubroom building.

Then they were driven to Greens Museum where they were able to inspect the cars on display. After lunch they were taken to the airport to catch their respective 'planes.

* * * * *

FEDERATION INTERNATIONALE DES VOITURES ANCIENNES (FIVA)

by Lord Montagu of Beaulieu, President

What on earth is the point of FIVA? What possible advantage of help is to to a Club or to particular members? Good questions - I will do my best to answer them.

First, may I remind members that over twenty years ago not one but two organisations had been formed to federate

Veteran and Vintage Car Clubs in the world. The result was predictable - nobody took either seriously and the infighting between the two federations produced unnecessary rivalry and tension throughout the movement. Worst of all, the most important object of a federation - to obtain recognition by the Federation Internationale de l'Automobile and the Federation Internationale du Sport Automobile - so that we could win the authority to control our own rallies was clearly not a possibility until we could present a common front.

Happily, by 1968, wiser counsels prevailed and a marriage was arranged, and so FIVA came into being. Initially, however, little progress was made with regard to FIA recognition. Veteran and Vintage clubs organising international and national rallies still had to pay a fee to and accept jurisdiction from the national club recognised by the FIA. It took the arrival of Philip Mann, from the Vintage Sports Car Club in England, on the scene as FIVA's second President, to sort things out.

After patient negotiations FIA recognised FIVA authority with regard to all rallies organised by FIVA member clubs as long as no speed tests or racing were involved and the rally speeds did not exceed more than 40 kph. So far so good. The important principle of recognition was won, but next we wanted to be involved in decision making with regard to Vintage and Historic car racing. Consequently, a special FIVA/FISA Committee was set up under the Chairmanship of Johnny Lurani, which subsequently has worked very well.

The 70's saw a great expansion of international rallies as well as new restrictions on motor vehicles and their drivers. After 1972, in spite of the splendid "Fanfare for Europe" demonstration in Brussels in January of that year on the occasion of Britain joining the EEC, some Continental countries began besetting the old vehicles with onerous restrictions. Fortunately, in the U.K. many years ago, the Historic Vehicle Clubs Joint Committee had been recognised by Government as representing the historic vehicle movement, and its success in continuing to preserve our freedom to motor is an important factor. Consequently, FIVA has been increasingly trying to assume political responsibility in Europe to protect the hobby there in the same way.

As far as International rallies were concerned, a great frustration was growing with regard to the 40 kph speed limit. To impose such a low average on cars like Bentleys, Alfa Romeos, Mercedes and Bugattis, to mention just a few, was not only patently absurd but gave the public a wrong image, let alone annoying them by creating traffic jams. Consequently, last year, soon after I took over as President, I made it one of my most important first tasks to seek change in this part of the FIA/FIVA concordat. I am glad to report that now historic vehicle rallies are only restricted by the speed limit of the country, in exactly the same way as are modern car rallies.

Once again, Johnny Lurani and his Committee played a vital part. In 1983 an entirely new Rally Code will come into effect on principles which should make International rallies much more enjoyable and better organised in the future.

All right, I imagine some of you think, but what about those identity cards? How typical for bureaucracy to flourish for bureaucracy's sake - in the end it can only do harm to a hobby which should be informal and hemmed in by as few restrictions as possible. Fair enough, but just for a moment consider the other side. International historic car rallies are becoming increasingly important events, some attracting large prize money. We are obligated to FIA to control our own rallies. Some clubs do not have much experience in scrutineering, and modern engines and other undesirable modifications were turning up which made it imperative that entrants in rallies should have some simple identity card to prove the authentication of the vehicle. Some Clubs have never bothered too much about the accurate dating of its vehicles, but they are in the minority, and now the majority of clubs do date and authenticate their vehicles, as sometimes a lot is at stake when buying and selling is concerned.

So, all FIVA is asking is that those who wish to attend International FIVA-recognised rallies should produce an identity card authenticated by the Club. Once issued, the identity card stays with the car. Admittedly, during

the first year the Secretary may have to issue many cards, but after that it will be only a few a year. In any case, clubs are fully authorised to make an administration charge if they so wish.

In the past few years new Commissions have been set up to deal with Commercial Vehicles and Motorcycles, in addition to long-established Commissions on Events, Technical and Legal matters. Next year in 1983, the World FIVA Rally visits America for the first time and part of this rally may be a race meeting for historic cars which I am sure will attract some enthusiasts.

Finally, I hope members will agree that we live in an increasingly International world. Our hobby, which started fifty years ago as a small charming amateur one, is now worldwide and in certain aspects must have a more professional approach.

We may be faced in the future with difficult political or legal problems which will require all the unity we can muster to protect our hobby. I hope that all members will agree with me that their club should continue to be represented in FIVA and have its views heard in the Councils of the International body which is trusted and recognised by the FIA to control its own destiny.

* * * * *

DON'T FORGET THE NEWCASTLE TOUR '83 -

OCTOBER 1, 2, 3

Entries close: 31st August, 1983

ENQUIRIES: B. Adams,
314 Warners Bay Road,
Mt. Hutton, 2290 (Newcastle)

(049) 24.068 (Bus.)
(049) 48.8140 (A.H.)

HOW YOU CAN TELL WHEN IT'S GOING TO BE A ROTTEN
DAY

- * YOU WAKE UP FACE DOWN ON THE PAVEMENT
- * YOU PUT YOUR BRA ON BACKWARD AND IT FITS BETTER
- * YOU CALL SUICIDE PREVENTION AND THEY PUT YOU ON HOLD
- * YOU SEE A 60 MINUTES NEWS TEAM WAITING IN YOUR OFFICE
- * YOUR BIRTHDAY CAKE COLLAPSES FROM THE WEIGHT OF THE CANDLES
- * YOUR SON TELLS YOU HE WISHES ANITA BRYANT WOULD MIND HER OWN BUSINESS
- * YOU WANT TO PUT ON THE CLOTHES YOU WORE HOME FROM THE PARTY AND THERE AREN'T ANY
- * YOU TURN ON THE NEWS AND THEY'RE SHOWING EMERGENCY ROUTES OUT OF THE CITY
- * YOUR TWIN SISTER FORGOT YOUR BIRTHDAY
- * YOU WAKE UP AND DISCOVER YOUR WATERBED BROKE AND THEN REALISE THAT YOU DON'T HAVE A WATERBED
- * YOUR CAR HORN GOES OFF ACCIDENTALLY AND REMAINS STUCK AS YOU FOLLOW A GROUP OF HELL'S ANGELS ON THE FREEWAY
- * YOUR WIFE WAKES UP FEELING AMOROUS AND YOU HAVE A HEADACHE
- * YOUR BOSS TELLS YOU NOT TO BOTHER TO TAKE OFF YOUR COAT
- * THE BIRD SINGING OUTSIDE YOUR WINDOW IS A BUZZARD
- * YOU WAKE UP AND YOUR BRACES ARE LOCKED TOGETHER
- * YOU WALK TO WORK AND FIND YOUR DRESS IS STUCK IN THE BACK OF YOUR PANTYHOSE
- * YOU CALL YOUR ANSWERING SERVICE AND THEY TELL YOU IT'S NONE OF YOUR BUSINESS
- * YOUR BLIND DATE TURNS OUT TO BE YOUR EX-WIFE
- * YOUR INCOME TAX CHEQUE BOUNCES
- * YOU PUT BOTH CONTACT LENSES IN THE SAME EYE
- * YOUR PET ROCK SNAPS AT YOU
- * YOUR WIFE SAYS "GOOD MORNING BILL" AND YOUR NAME IS GEORGE

Author unknown.....but troubled.

* * * * *

NOTICE SEEN AT GREEN'S MUSEUM :

MANY PEOPLE DIE OF GAS, FEW INHALE IT, SOME PUT A LIGHTED MATCH TO IT, BUT TOO MANY STEP ON IT.

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

Solution to No. 21

WEIGH IT UP

The inflated balloon is heavier because the compressed air inside it is denser than the air outside.

No. 22

TEASE FOR TWOS

2	2	2
2	2	2
2	2	2

Using mathematical signs, rearrange these nine 2's in a sum to which the answer is 25.

* * * * * * * * * * *

S T O P P R E S S :

THE VETERAN CAR CLUB OF AUSTRALIA (NSW) IS SCREENING :

"KITTY AND THE BAGMAN" ON SUNDAY, 9TH OCTOBER, 7.30 P.M.

AT THE MERRYLANDS MALL CINEMA, CNR. PITT & MC FARLANE STS.,
MERRYLANDS.

"KITTY AND THE BAGMAN" STARS LIDDY CLARK AND JOHN STANTON
AND CARS SUPPLIED BY OUR CLUB MEMBERS.

TIME: 7.30 P.M. (DOORS OPEN 7.00 P.M.) LOADS OF PARKING

TICKETS: \$5.00 PER ADULT, ON SALE AT NEXT MEETING.
MEMBERS AND FRIENDS OF ALL CLUBS WELCOME.

BOOKINGS: SANDY ROBERTS - 449.1722
PETER WARDS - 871.3871

(NET PROCEEDS IN AID OF THE BUILDING FUND)

Advertisements

FOR SALE: 1929 HUPMOBILE "PHAETON" Suit restoration (no rear tub) \$900.00

Contact: - B.T. THEW
(02) 638.1155

WANTED: CLEMENT BAYARD - 2 cyl. engine 1911 to 1914 complete.

OR: 2 cyl. CLEMENT BAYARD mono cylinder block 1908 to 1910

- KEITH CARDEN
(Work) 70.0381
(Home) 871.2158

FOR SALE: 1910 2-CYL. RENAULT ROADSTER. Excellent condition. White in colour, with stained timber and all jewellery.

1928 TUDOR "A" FORM, dark green, excellent condition.

- R. COX
134 Homebush Road,
Strathfield.
(Bus.) 650.5070
(A.H.) 642.2885

WANTED: 4 Cyl. Magneto and Bracket for 10 h.p. 1912 AUSTIN.

- MAX ROBERTS
(Bus.) 74.0360
(Home) 449.1722

ADVERTISEMENTS (CONTINUED)ALL STATES PLEASE COPY:

FOR SALE: F.N. MOTOR 2600 c.c. Approx. 1913.
Crankcase O.K. - block damaged.
500 x 22 Tyre Tube and Wheel.

- JIM EISENHAUER
9 Lancaster Crescent,
Collaroy. N.S.W. 2097
98.8964

WANTED: FOR 1909 8 H.P. RENAULT
Main drive shaft for gearbox.
Complete differential or diff. parts.

FOR 1908 "DB" TALBOT
Front axle, springs - any spring "U" bolts.
Any parts.

FOR 1910 "M" TALBOT
Front axle, springs - "U" bolts.

FOR VINTAGE FORD "T"
Chassis, front axle, springs (front).
Front hubs to take late "T" wire wheels.

- JIM EISENHAUER
9 Lancaster Crescent,
Collaroy. N.S.W. 2097
98.8964

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