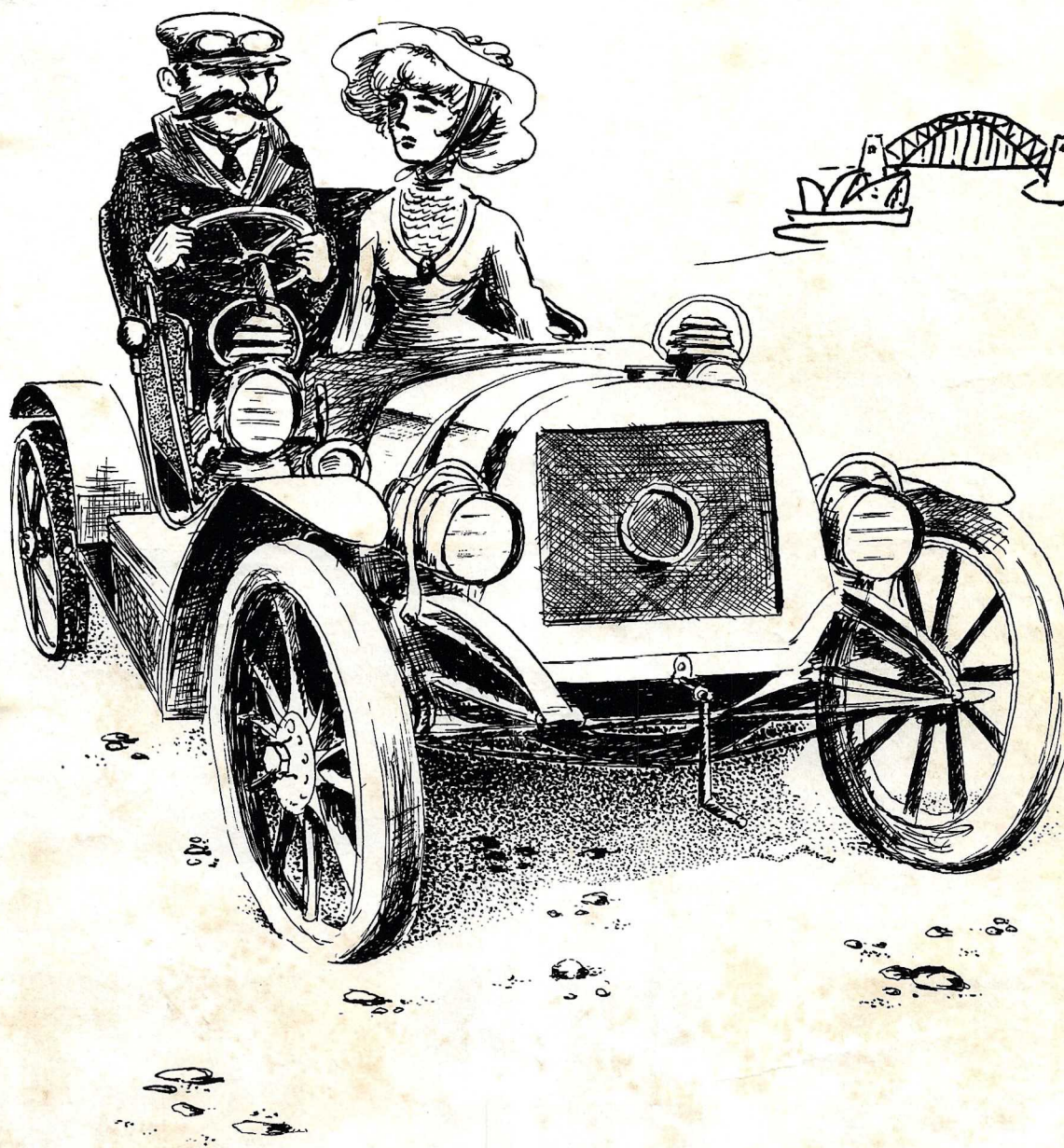


NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)
Registered at the G.P.O., Sydney for transmission by post as a periodical—Category B.

SPLIT AND POLISH



JANUARY, 1972

VOL. XIII, No. 7

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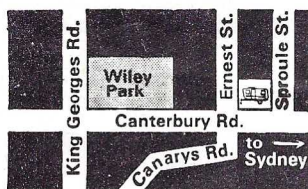
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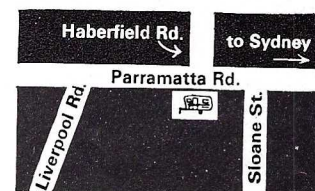
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SPIT AND POLISH

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

EDITOR'S ADDRESS: 198 Culloden Rd., Eastwood. 2122

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,
198 Culloden Road,
Eastwood 2122. Phone: 869-1350

Vol. XIII No. 7

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January 1972

E D I T O R I A L

So now we reach 1972.

According to man, time means a terrific lot nowadays.

For many centuries the passage of time meant very little. In fact, one could feel that some animals of the earliest times had a greater appreciation than man had, of time. What makes the brown bear eat a terrific lot in summer and autumn, knowing that some time soon it will hibernate for the whole winter? The squirrel realises during summer that after a short length of time he will be unable to garner nuts, so he packs as many as he can into his living quarters in a hollow tree, in readiness for the winter difficulty of finding food on snow-covered ground.

But man - he cannot afford now to figure time in terms of a season, like animals with winter, nor is it satisfactory to measure time in lumps as big as one month. One week is too big, so we take our basic measurement as one day in the matter of calendars.

We have no desire here and in this context to go into the whys and wherefors, only to say that for practical purposes we have clocked up nearly 2000 years under this system. One sets to wondering for how long this method of time measurement will continue. It is going to be rather incongruous and awkward to have to record at the foot of, say, a P.M.G. form or similar, the year 23,584,652! Why do we pick on this figure? We have set it as high as that, as a sample, on account of science having blazoned it abroad that the earth has an estimated life of 150,000,000 years. By then our veterans will be really valuable!

Continued on Page 2.....

The next General Meeting of the Club will be held on THURSDAY, 27TH JANUARY, 1972, at Five Dock Community Hall, Great North Road, Five Dock, at 8.0 p.m.

We realise that such a stage of year recording is very unlikely to be reached, but if the present system is to fall by the way, or to go through a strange, slow, long metamorphosis, what will be the ultimate system then in vogue?

It is not outside the bounds of technical possibility or social 'advancement' that before that time will have been reached, calendars will be out, and the main wall of each building, that is, where all news and learning will be disseminated, will have on it a perpetual and permanent electronic device showing with lights and lighted up numbers, and in all probability incorporating a T.V. screen, all that one will need to know in the matter of time and events, right through from seconds to years.

* * * * *

LAGONDA

As this was a British Motor Car, have you ever wondered where the name came from? For ourselves, it has never sounded British.

We learn that the breed was started in 1897 by a certain Wilbur Gunn, who hailed from Springfield, Ohio, U.S.A. He built his first car in 1900, but was at a loss for a name for it. Down at the back of his home town was a stream called Buck Creek. While many miles from his familiar surroundings Gun remembered that round near Buck Creek were some American Indians, and their name for Buck Creek was "Gonda". In a nostalgic frame of mind he saw this word as good enough, but the sound was not. He must have been a fellow who knew a little of the French language, for instead of the name 'The Gonda' he plumped for 'La Gonda', which is a French version of 'The Gonda'. So he made it that, but fused the 'La' onto 'Gonda' and produced 'Lagonda'. Just as simple as that, and quite interesting.

* * * * *

REPORT BY ONE WHO TALKS OF HIS TRAVELS

We have before us the December issue of the newsletter of V.C.C.A. (Vic.) One article particularly has in it some descriptive details of real interest to those who drive veteran cars.

The excerpts are from a letter by Russell Stapleton, having just returned from a trip to Europe with his wife. They were entertained at one stage by Derek Grossmark, who owns, among other interesting vehicles, a 1909 30 h.p. Napier Cabriolet, as well as the oldest known surviving Napier - a 1900 8 h.p. twin. We quote: 'He took me for a short drive in both of these cars and I was most impressed. There is never any doubt on whether the engine has stalled with the little one, because it has even firing, as both pistons go up and down together, but it smooths out very well under load. The big one is absolutely original bodywise and luxuriously comfortable. It is very smooth and quiet and the brakes are quite fair; in fact a perfectly practicable car to drive on today's roads in spite of its age.

(Derek) also had in his garage a friend's 1897 Daimler Twin. This was in 'as found' condition, except that (Derek) had breathed on the

carburettor and spark department, and it was ready for the road. Certainly it looked a bit scruffy, (but I've seen worse in rallies), and was actually entered for the London-to-Brighton. What luck some people have to find a car as old as that in such condition - the tyres were solids, and even they were serviceable!!

As far as we are concerned, personally, what follows is about the most interesting part of the article -

"(Derek) took me for a short run in this, too, and I drove it the last half mile home. Its pistons rise alternately (uneven firing) and it idles much smoother than the Napier, but there is little to choose between them when under load. The Daimler has a governor working on the exhaust valves and sounds just like a kerosene engine when not flat out. It has spoon brakes on the rear solid rubber tyres, and these were much more effective than I would have thought but the road was dry. Probably it is another story in the wet."

There was a minor rally in conjunction with the Kent Country Show at Maidstone, and the writer attended as guest of Derek Grossmark. He was fortunate to have travelled in Brian Goodman's 1913 30/35 Napier, and he states:

"This was of extreme interest to me because of the similarities to my own car. (1911 Napier. Ed.) My 4-cylinder car has a bore and stroke of $3\frac{1}{4}$ " x 5". In 1913 this was increased to $3\frac{1}{2}$ " x 5". Brian's car is the 6-cylinder version of the $3\frac{1}{2}$ " bore car, and with a 4-speed gearbox in place of the 3-speed box on mine. At 4.8 litres the motor is large but not huge, and the original open tourer body is light enough to let it have a really lively performance. I have ridden in few vintage cars, other than outright sports cars, which would shade it. It is sufficiently suitable as a touring car, even in today's conditions, that Brian takes his family touring on the Continent for their annual holidays, and anyone who has toured France and Italy will confirm that a brisk performance is essential there."

The writer shows admirable sense of detail in the following paragraph:

"While we were enjoying ourselves in the Goodman Napier, Derek had a little excitement in the twin. While climbing a very sharp little rise he missed a change into low gear. As with nearly all cars as early as this, he had virtually nothing in the way of brakes in reverse, and was soon rolling backwards out of control. Fortunately there was a low soft bank to steer into, so all ended well without damage. His car is fitted with a sprag, but he said that the incident confirmed what he had often read, that these are practically useless, because you can't get them down quickly enough."

He has an interesting comment on restoration standards:

"I have often heard that our standard of restoration is the best in the world. Maybe so, but if it is, there is not much difference. True, the average of the London to Brighton cars seems to leave something to be desired, but most of these are "once a year" starters. Quite a few of our cars in this category have plenty of scope for improvement, too. To a casual look it would seem that majority of Edwardian and Vintage cars at Kent would give our best a

run for their money.

From what we saw later in America the situation there is quite different, and depends entirely on the standard set as a target. If you accept the most beautifully finished car irrespective of whether it be over-restored or not, then we are so far behind we are out of sight. But if you say that bread and butter cars never had front axles you could see your face in, sumps polished to a mirror finish, and stove enamelled throttle controls etc., then we could be in the race."

So much interesting talk about the mobile cars, then some surprising talk about 'immobiles'.

"Our next contact with old cars was at Nogent le Rotrou (near Le Mans) in France. There we met Mr. Boutet of Deponto, reputed to be the oldest firm of car wreckers in the world. They have a 5-storey 15th century building jam-packed full of bits - some veteran, more vintage and up to 1950 - but nearly all from Continental makes. Everything is very neat and orderly and everything is catalogued. There are rooms full of back axles, of carburettors, of magnetoes, of gearboxes, of twin cylinder engines, of four cylinder engines etc. You name it - its there!

There were also some complete, unrestored cars for sale, but I saw no veterans. Prices did not seem outlandish against what one reads overseas so often. A 1948 Delahaye Type 135 and a 1949 D6 Delage for \$1000 each. A 1933 D6-11 Delage for \$550. A 1933 Type 413 Hotchkiss, a 1933 Y Type Ford 8 h.p., a 1927 Peugeot 177M and a 1937 10 h.p. Salmson, all for \$250 each. All the bits seemed to me to be priced along similar lines. If you can't find something they could well be worth a letter, particularly if your car is Continental, however rare the make.

..... I was interested in a tiny aero engine. It looked just like an early motorbike engine, except that 3 cylinders sprouted from the crankcase instead of the usual pair. It had atmospheric inlet valves. (Naturally) its inscription was in Danish but I worked out that it was made by Ukendt about 1910 and was identical with the engine used by Bleriot to fly The Channel in 1909. It was 3.4 litre with 105 mm. bore and 130 mm. stroke."

* * * * *

THE CARTER TWIN-ENGINE

All walks of life consistently produce items of more than passing interest, our hobby no less than any other.

How would you face up to driving a car with two engines? Nothing to it, you suspect - simply a sort of Straight 8 consisting of 2 x 4's close coupled. Forget it! The Carter Twin-Engine was possessed of two separate engines which could be used for propulsion either singly (one engine or the other) or together. Each engine was 24 h.p. 4-cylinder, and had its own radiator, ignition and exhaust system.

The Carter Twin-Engine was produced in 1907 and 1908, at a retail price of \$5000. These were built by the Carter Motor Car Co.,

Washington, D.C., and are not to be confused with the Cartercar, built by The Motor Car Co., Pontiac, Michigan, from 1906 to 1908, and by the Cartercar Co., Pontiac, Michigan from 1908 to 1916.

A photograph appears in Floyd Clymer's "Those Wonderful Old Automobiles". The vehicle shown is a tourer of fairly broad lines, including the bonnet, for it had to cover two engines. There is a broad, deep radiator at front in the conventional position, but whether or not this is a coupled pair of radiators, is difficult to know. If the second radiator is at the rear of the engine compartment, it must be at least the same size as the front one, if not bigger, as it will have had passing through it the hot air of two engines, while the one up front happily will have collected fresh, cool air as the car moves along. Interesting conjecture!

There is a starting handle with terrific leverage plum centre at the bottom of the radiator. A second handle is hung down at the offside lower corner of the radiator, and the hand grips of these are tied together, mainly, we presume, to prevent the offside one tangling with the front wheel.

How this handle is operated is also open to conjecture. It would appear that the only possible chance of this would be to have the rod of the device fitted snugly into a sleeve, from which it could be pulled out at least sufficiently far to clear the off side wheel and the dumb iron. We suggest that this second handle will have had a few dowels through it to engage in a slot or slots in the sleeve.

* * * * *

13TH INTERNATIONAL RALLY 1972 NEW ZEALAND

A single sheet inserted in the latest copy of "Beaded Wheels" announces the striking of a commemorative medallion. It is unfortunate that we received it so late, because it is stated that the closing date for orders has been set down for 15th January, of course 1972.

It is stated that the medallion is being struck in the numbers shown against each type, and that these numbers will be adhered to strictly.

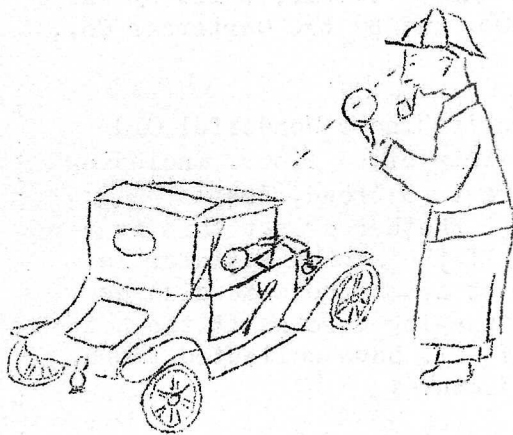
The aluminium ones will be supplied in a plastic wallet, the others will be set up in a polished wooden mount.

The following are the details:

<u>Metal</u>		<u>No. being struck</u>
Platinum (.999 pure)	\$600.00	3
Gold (18 carat)	\$110.00	23
Silver (.999 pure)	\$ 10.00	200
Copper	\$ 4.50	275
Aluminium	\$ 1.25	Required number

All orders will be acknowledged and dealt with in strict rotation. Send orders to: "Medallion", Veteran & Vintage Car Club (Waikato) Inc.
Box 924, Post Office,
Hamilton. New Zealand

* * * * *



CONCOURSE DAY

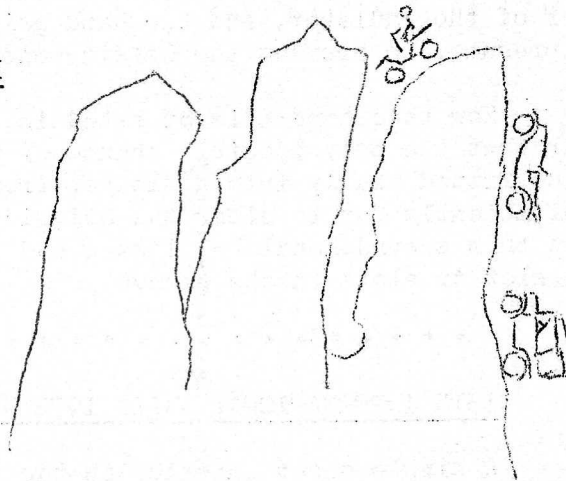
February 13th - Pratten Park,
Ashfield.

Special trophies supplied by
Ashfield Rotary Club for Best
Incomplete Restoration.

How about it members? Let's
see what you have been up to
in that shed those late nights!

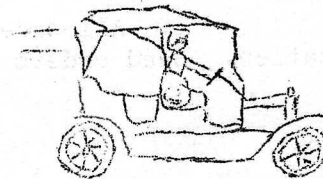
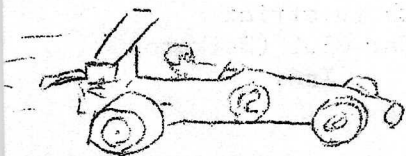
KATOOMBA 4TH & 5TH MARCH

ENTRIES CLOSE
4TH FEBRUARY 1972



"T" FORD RACE DAY MARCH 26TH

Trophy and donation by Ford Co. Help your club have a
good day out. Members please contact P. Kable 579.6942
before 10th February, 1972.



ODD POINTS FROM VARIOUS MAKES

In 1912 the E.R. Thomas Motor Car Company, Buffalo (Peking-Paris Thomas Flyer), ran the Six-Forty chassis and amongst the various body styles, which were the conventional types, there was a "Vestibuled Limousine".

Taking measurements of a photograph of this \$5150 of luxury car, the body, i.e. the "vestibuled limousine", reaches 102". By the way, the wheelbase was 134".

Just what was meant or implied by 'vestibuled' is not clear. Was there an abundance of standing room? Could passengers embarking and alighting pass one another in the vestibule? Was there an entrance lobby from whence one walked to one's seat? From the size of the body these explanations almost appeared to be possible.

Can you visualise a 1911 Brush with a Covered Wagon body? Seems silly on a chassis of that short length, doesn't it? How was it done?

The illustration that we have before us shows bodywork as far forward as the bulkhead, with no side doors showing (well, it is a covered wagon!) The canvas comes right to the front, also. So how does the man steer and control the contraption? The illustration shows the steering column to have been brought forward to the front end of the chassis, i.e., just about level with the radiator. In order to simplify matters and to make it reasonably comfortable for the driver, the seat has been brought forward and lifted, till its front edge overlaps the bulkhead by a few inches. Each end of the seat rests on each side of the body, while it may be foreseen that a length of 3 x 2 goes across the body and supports the rear end of the seat.

It must be assumed that the pedals have been placed near the column, but any view of them is obscured by the rear side lamp and the relatively high coil spring. A few of us with Duck's Disease (malaise canard) could find the wagon comfortable, but we sense that it would be an unsatisfying method of stretching out for fellows like the Steers, for instance, or for David Berthon, and others like Alan Blevins and Bill Trollope.

Following on our article in November 1971 copy of SPIT AND POLISH, regarding the Selden Patent, it is interesting to note that many of the advertisements shown in Floyd Clymer's "Those Wonderful Old Automobiles" have at the foot the letters "A.L.A.M." or "Member A.L.A.M." which, from the aforementioned article will be seen to be "Association of Licenced Automobile Manufacturers". Studebaker used the words "Licenced under Selden Patent".

Many a time we have seen the words: "T'ain't what we do, but the way that we do it!" In 1928 Studebaker ran a President Eight 30,000 miles round Atlantic City Speedway. Instead of announcing that the car covered 30,000 miles at an average speed of so much an hour, the car made its way round the streets after the performance with the announcement painted on it:

THIS STUDEBAKER PRESIDENT 8
STRICTLY STOCK MODEL
RAN 30,000 MILES IN 26,329 CONSECUTIVE MINUTES
ATLANTIC CITY SPEEDWAY, JULY 21ST AUG.8, 1928.

For ourselves (and we are average - we hope!) the appearance of the related figures "30,000 miles and 26,329 minutes", with their implied invitation to a quick mental calculation, was more inspiring as one saw approximately 1 4/30 miles per minute. "A mile plus" per minute for 2½ weeks straight is a clear, stark way of seeing it. And that was 1928 - over 40 years ago!

* * * * *

Letter from G.A. Roberts:

"Editor,

Until quite recently the first use of the name "Anzac" as applied to an Australian built car was attributed to the record breaking car, designed and built by Mr. Don Harkness in 1930. Mr. Harkness is recorded as the first man in Australia to exceed 100 m.p.h. and 150 m.p.h. respectively.

Now an advertisement located in "The Australian Pastoralist, Grazing Farmers and Selectors Gazette" of December 1917, by P.A. Nelson and Co., Coachbuilders and Motor Car Agents of Alma Street, Rockhampton, Queensland, has confounded this belief.

A caption under the illustration in this advertisement reads, "Victory (last Anzac) Motor Car", and the advertiser is described as, "Sole agents for Trumbull and Victory Motor Cars".

The illustration which is of a tourer, gives the impression that the car was possibly an assembly of American origin and is not unlike the 1917 Buick in overall design. Some of its technical features include, cantilever rear springing, semi-elliptic front, gimbal mounted head and side lights, demountable rims and tyres, a two-man hood with vee shaped hoodsticks mounted at front seat position, normal at rear and the two piece windscreen glasses being clamp supported only (no frame) from round section windscreen standards.

No specifications are given of either the Anzac or the Victory but I will continue research to establish if possible the source of manufacture and assembly of these vehicles.

In the interim I would be interested to hear from any member with knowledge of either car.

GEO.A. ROBERTS,

Research Historian."

* * * * *

RETROSPECTIVE NOTES

Looking forward is necessary, looking back is interesting and sometimes nostalgic.

We have before us SPIT AND POLISH of November 1960 which was guided, of course, by the late Larry Laresche. And in our nostalgic thoughts, let us spare a few minutes for the memory of Larry, whose initiative and enterprise both created SPIT AND POLISH and got it off the ground.

Reproduced here are excerpts from an article announcing the availability of a film covering parts of the "Coupe des Alpes", which is considered one of the most hazardous of Europe's many car rallies. The translation of the words is, of course, "The Alps Cup".

This event makes our Rallies look very tame affairs, though admittedly our vehicles, with a couple of exceptions, are not in this performance class. The course covers 2400 miles across the Alps and the Dolomites. Along the route are 73 check points to ensure that all drivers maintain set average speeds on each stage. Parts of the driving entail travelling at some 80 m.p.h. down a narrow alpine road with a drop of some several thousand feet on one side.

The film shows the fortunes of the various drivers and their cars for the duration of the rally, right from the start through to the presentation of the trophies and various cups.

The excitement of the crowds, the tension of the drivers and some of the little humorous sidelights are all captured in this remarkable film, which, in itself, is a tribute to the daring and ingenuity of the cameraman. It is a colour film, is 16 mm. and runs for 35 minutes. It was produced by the Shell Film Unit.

We feel that any member who can move in channels which could obtain the loan of this film, would do the Club a service by acquiring such loan for showing one meeting night, whether or not the Club has had it already.

* * * * *

A SHORT HISTORY OF THE ARMSTRONG-WHITWORTH

To give a correct picture of this marque it is necessary to bring in a make not very often heard of, to wit, the Wilson-Pilcher. This was manufactured by Wilson and Pilcher between 1901 and 1903, in London. It would appear that in 1904 Sir W.G. Armstrong, Whitworth and Co. Ltd. of Newcastle-Upon-Tyne, took over or acquired the Wilson-Pilcher concern and continued building these cars in 1904 and 1905.

These 4 cyl. engines were of an advanced design, were horizontally opposed with automatic inlet valves, epicyclic constant mesh gearbox, with 4 speeds and a clutchless change. Both axles were located by radius rods, and the final drive was helical. Strangely, the prototype of this particular engine was water-cooled in the head only, but production cars

had full water cooling. These were 2.4 litre 9 h.p. units and were mounted in front under a short bonnet. In line with a few other manufacturers of those days, the flywheel was in front. In 1903 capacity went to 2.7 litres, and they claimed that 40 m.p.h. was possible.

In 1904 production was undertaken by Sir W.G. Armstrong, Whitworth & Co. Ltd., with 2 models - a 4 cyl. and a 4 litre square flat six on similar lines and rated at 18/24 h.p. Though the Wilson-Pilcher was still listed in 1907, actually it was then the first of the conventional 4 cyl. T head Armstrong-Whitworth, and the phase out of the Wilson-Pilcher line.

The first Armstrong-Whitworth, as such, appeared in 1906 with a T head, oversquare, 4 cyl. engine, with low tension magneto ignition, 4 speed gearbox, and shaft drive. By 1908, production was concentrated on a solid 7.7 litre 40 h.p., this being joined a year later by a smaller 18/22 h.p. of 3.4 litre with a 5 bearing crankshaft.

The 1910 model featured pressure lubrication and a monobloc 2.4 litre engine, while five types listed in 1912 ranged from a 2.7 litre 15/20 h.p. up to a big 5.1 litre 6 cyl. with a 4 speed gearbox, dual magneto ignition, power type pump and optional electric lighting.

At the outbreak of World War I, Sir W.G. Armstrong, Whitworth & Co. Ltd. were marketing three L head 4 cyl. models, the biggest of which was a 3.8 litre 30/40 h.p. with a 10'6" wheelbase, in addition to an enlarged 5.7 litre version of their 6 cyl. 30/50 h.p.

Following the war, the firm's reputation and expertise were employed in producing the Armstrong Siddeley, as a result of the merger with Siddeley-Deasey of Coventry, though no more cars were built at the Newcastle factory.

It is interesting to note that there is in existence at least one Siddeley-Deasy, and that is on the Tasmanian Register. It has an "alligator" bonnet, in the manner of the Renault, but it is peaked from front to rear, unlike the flat surface of the Renault type. Whether or not this is the vehicle brought to the notice of some contestants at a Centennial Park to Brighton Rally of many years ago is not known to the editor. It could be! At this stage it had been 'modernised' by having a conventional bonnet fitted.

We are certain that any further interesting information on Armstrong-Whitworth in general, and on one vehicle in particular, will doubtless fall from the pen of Jock McGowen.

Readers will have noticed (we hope) that in various parts of this account there appears to have been haphazard use of hyphens and commas in connection with A/W, A/S and S/D. We have taken our usual pains to make our details correct, so that however you observe these different forms, each is correct.

* * * * *

PARTS FOR OLDER VEHICLES

The President has handed to us a letter addressed to him from Repco Ltd., sparked off by his receipt from them of a brochure. He enquired of them whether or not it was possible for that firm to supply parts for older vehicles.

They have answered, in part, as follows:

"The position is that manufacturers these days do not list parts for older vehicles in their catalogues. However, there are quite a lot of parts for old model vehicles available at our various Company Head Office, Parts Departments - it is frequently just a matter of contacting the right man in our stores, who knows the interchangeability of older parts to help out in cases of hard to get parts. For instance, by working on dimensions instead of part numbers there are many occasions when a substitute or interchangeable part can be supplied.

Our Merchant Spare Parts Company have in each of these, people who have been in the trade 20 to 30 or even more years and are capable of working out these interchanges.

Should the occasion arise for any of your members to wish to seek out parts for old vehicles we suggest they contact the Head Office of any one of the undermentioned companies, ask for the Sales Manager, and then request him to put your member in touch with one of his older parts men who could attempt to help out on the problem.

The Companies concerned, in alphabetical order, are as follow:

Motor Traders, 70 Commonwealth Street, Sydney.	211.4011
Replacement Parts Pty. Ltd., 27 Palmer St., Sydney.	35.0477
Smith Sons and Rees Ltd., 30 Wentworth Ave., Sydney.	2.0956

In addition, another of our subsidiary companies - Askew and Arnold, Pty. Ltd., 13 Parramatta Rd., Concord, 747.3555, have a good stock of parts for older model cars and they could possibly help.

* * * * *

S O C I A L N E W S

Delayed compliments of the season to all.

My apologies for missing last month's magazine, but moving house before Christmas and organising ourselves for New Zealand has taken up a lot of our time.

Those who attended the Christmas Party appeared to enjoy themselves. I didn't hear any loud complaints.

The next night to prepare ourselves for is the Presentation Night on 22nd April. This is one night when all should attend, even if only to find out who the pot-hunters are.

I hope all the people such as Pam, Mrs. Max Roberts, Robyn Godfrey and Jim Simpson and any others have fully recovered after their brief sojourn in hospital.

Congratulations to the John Thompsons on the recent addition to their family. Hope Baby Thompson can remember the trip to New Zealand in years to come.

JAN

* * * * *

Letter from Lions Club of Vaocluse:

"Dear President Alan:

On behalf of the Lions Clubs of Vaocluse, Cronulla and Bundeena, I wish to extend to you our sincere appreciation for your members' help in supplying their services and their cars for our aboriginal children's outing on 28th November, 1971.

We look upon this day as one of the highlights of our year's projects and can assure you that we put all our efforts into making sure each day is a successful one. I am sure that you will agree, the outing this year gave us all a lot of satisfaction in bringing so much happiness to these needy children.

Please thank your members, not only for their time and efforts but also for furthering the comradeship which has been built up between our members over the past seven years.

Warmest personal regards.

Yours sincerely,

JACK BELLAMY,
President."

* * * * *

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

FOR SALE. 1905 De Dion Bouton, Model Z, single seater. Fully restored. Dated by V.C.C. Great Britain. Painted De Dion Green, matched by B.A.L.M. Tyres perfect. Odd spares available, also photographs and interesting details of the car's history. Only three of this model are known to exist worldwide.

CHARLES MORT, "Tallawonga", Mudgee, Tel. Erudgere 5.

FOR SALE. Restored and registered 1912 Friction Geared, Chain Driven, Metz Runabout. HARRY BIRD, Tel. Newcastle 51.1033

WANTED. Concertina type running board luggage retainer, and base for "Shell Motor Spirit" tin (2 gallon).

HOWARD HUGHES, Box 46, Post Office, Lambton. 2299

* * * * *

Looking for New Veteran or Vintage Car Parts?

Then see

"The Original Specialist"

Ron Ferguson

- Manufactures full range of body hardware (replicas of original door handles, door locks, hinges, hood supports, scuttle vents, etc., etc.).
- Wide range of new Ford T parts (including transmission band sets, gasket sets, wheel bearings, valves, mechanical parts, rebuilt wheels, etc., etc.).
- Specialist in rebuilding vintage and veteran vehicles.
- Constructors of fine replica coachwork.

Special parts
made to order

Machine shop
facilities

Mail orders
promptly despatched

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