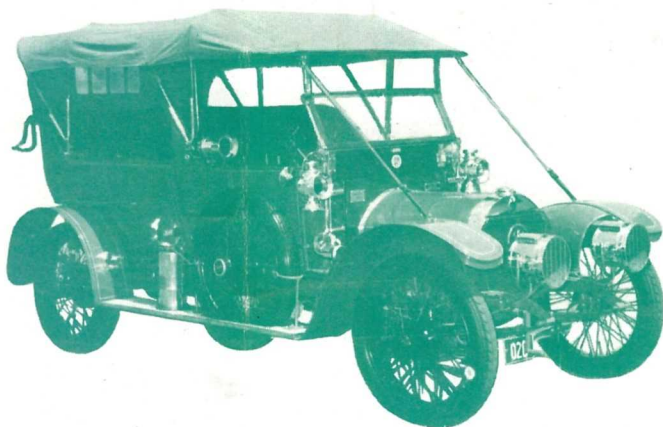
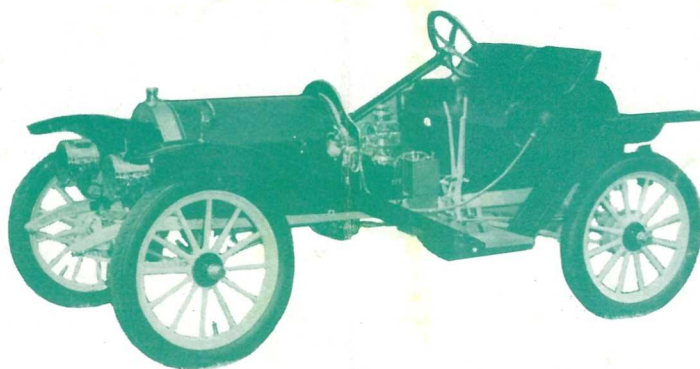


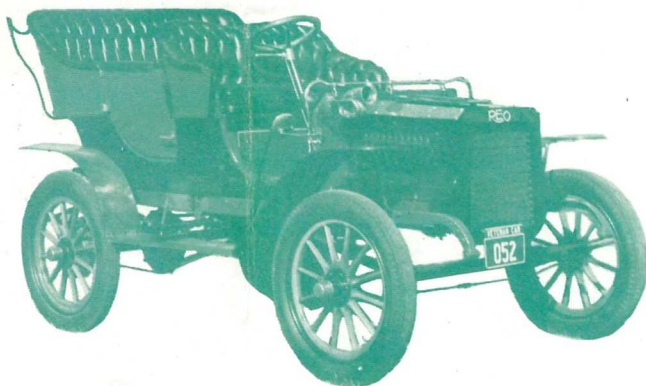
# SPIRIT AND POLISH



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.

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September, 1969

E D I T O R I A L

Breathylisers and all that.

Did you notice the remarkable (?) drop in the road toll since the advent of the breathyliser?

It is surprising the number of acts which are carried out in the average daily life, upon which some attempt has been made at corrective action, but to no avail. Perhaps the oldest act, which one might feel emanated from the Garden of Eden, is the furtive action of acquiring apples from "old Mr. So and So's" orchard. ("Old" Mr. So and So was probably at least 35 years of age!) Whatever corrective action is adopted by Mr. So and So or the miscreant's father, the ear bashing or the posterior dusting have very little effect, even when the misdemeanor is classified as thieving, because when next an apple is seen through or over a fence, the same gastronomic fires are kindled, and this new apple suffers the same fate as the earlier ones. But of course "nobody saw me this time, so I'm safe".

What about the fellow fined a few times for fast or dangerous driving? That stops him - of course! What about the football player who receives caution after caution for rough handling of his opponents?

Trouble is that most of the good ideas in this world are followed only by the enthusiasts in each respective field. How many people are cajoled by others into taking an interest in anything for which they have not an original, primary, spontaneous interest, such as the church, after life, tidiness, golf, veteran cars, physical fitness, anything. Commercially, through T.V., radio, the door-to-door salesman, to mention most media, people are talked into specific things on the thought of a quick profit or the saving of money, which demonstrates that they exhibit interest only in those things which will materially benefit themselves.

And there it is! The breathyliser strikes about as much fear into most potential wrongdoers as do the ghastly heartrending pictures of victims of road smashes, often broken beyond medical repair.

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The next meeting of the Club will be held at Drummoyne Rugby Union Club, 169 Victoria Road, Drummoyne, on TUESDAY, 23RD SEPTEMBER, 1969 at 8.0 p.m.

N.B. Notices have been posted to members concerning a Special General Meeting to precede the usual monthly meeting.

REPORT OF THE AUGUST MEETING

In the absence of the President, the Chair was occupied by Allan Foy, a Vice-President.

A welcome was extended from the Chair, to Brian Lenholm, a visitor from Bowral, introduced by Frank Craze.

The Treasurer reported a credit balance of \$370.

The Secretary announced that the V.C.C.A., Q'ld. had posted a booklet to this Club. It lists all veteran cars belonging to members of the Queensland branch of the V.C.C.A. Apparently a print of each vehicle. The price of the booklet is 60¢, 69¢ posted.

A letter was sent by the Secretary to Mrs. V. Cross, included in which was a cheque for \$12.00 thanking her for having spent the whole of Saturday, 9th August recording the minutes of the Federal Meeting. The cheque was returned with thanks and compliments from the recipient, with the suggestion that it be either cancelled or paid to the V.C.C.A. (N.S.W.) The meeting showed their appreciation of her action by acclamation.

Mr. Keifer, who gave such an interesting talk at the July Meeting, also gave to the Club a framed photograph, approximately 20" x 15", of his early Minerva, together with a list which showed 2000 odd makes of motor vehicles. The appreciation of the Club was demonstrated to him by his receiving a cheque for \$10. Obviously, the picture and the list have been placed in the library.

It was announced that word had been received from Tasmania that McCulloch's Foundry, of Launceston, have on hand a number of radiators which are due to be scrapped. It was suggested from the hall that the opposite numbers in the Dating and Investigation sphere contact one another to see if any were available which could suit our purpose.

John Jones' resignation was forwarded from Toowoomba, Q'ld., with an offer to pay any outstanding dues which may be in existence. As he has moved to another state, his resignation was accepted.

For the Events Committee, Max Roberts expressed gratification at the roll up for the first fixture of the new Committee. The gymkhana winner was announced to be Jim Lewis, of 1912 Buick fame.

The Social Secretary offered congratulations to Bill and Margaret Dudley on the birth of their fourth daughter. The Club will be advised of the details of the next social fixture.

One new member was acquired in the person of Mr. Cooke, while Barry Garth, with a Ford T, was transferred from Associate to Full Membership.

Tony Bent received volunteers for gate duty at Warwick Farm on 14th September - the annual C.V.V.T.M.C. event.

George Green gave a resume of the business of the Annual Meeting of the F.I.V.A. held on 9th August, 1969.

The wheels available at Clarke's, Parramatta Road, Leichhardt, announced by Vic. Jacobs in July SPIT AND POLISH, came under discussion. As some doubt, generally, seemed to exist as to what to do about them, George Green suggested that Clarke's be given \$10 for the lot, and that they be deposited in Ken Moss's yard! Laurie Sykes was able to give a fairly well considered thought of them. He stated that, in his opinion, a good 90% would be vintage varieties, as he had knowledge of the fact that in the 1930's wheels were being cut down on a large scale, and doubtless many of these had accumulated in Clarke's stock at that time.

David Berthon gave a report of his success so far with the S.C.A.T. Register. Amongst these, incidentally, had appeared one Ceirano.

\* \* \* \* \*

FROM "THE EVENING NEWS", JULY 1923

Submitted by Jim Lewis

"MOTORGRAMS

To hand the Autumn number of the "Australian Motor Owner". On receiving the last issue, the General Motors Export Company New York, wrote to Mrs Charles J Fox the publisher. 'We do not believe The Australian Motor Owner is surpassed by any motoring magazine being published in any country of the world.' The present issue is a remarkable work of art, and it is a mystery how it can be published at the low price of 2/- a copy.

Car Drivers are familiar with the hat trouble, principally from their passengers. To overcome this, Sands patented auto hat holder was made. It is a simple neat device fitting to the hood or bow of the car, holding hats securely without danger of crushing. Its handiness for both driver and passengers is apparent.

The price is reasonable. Burns and Miller, sole Australian Agents, will post illustrated and descriptive literature on request. A number of wholesale distributors has been appointed in the different States.

Two portions of the Parramatta Road are undergoing repair, necessitating what has proved to be rather pleasing deviations from the present jolting. From Liverpool Road turnoff to Battle Bridge, it is well to exercise care, as there are too many ruts and risings.

In Massachusetts the holder of No. 1 car registration number refused £1000 for its transfer. He has held the number for 20 years."

\* \* \* \* \*

PURISM

The owners of veteran cars are rightly adherents to the very good practice of keeping as much as possible to the original in the restoration and running of their vehicles. No one would think of fitting, say, an electric screen wiper, or a front axle with brakes. But some other matters do not receive the attention that they merit.

Take the pronunciation of the name of some of the vehicles themselves, for instance.

"Renault" is perhaps the most long suffering in this regard. Many people have not had the advantage of having learnt foreign languages, and thus are at a disadvantage. In the French language, in this particular name, the final letters "lt" are not pronounced at all, thus we have the simple sound "Re-no", with the "Re" pronounced as in "reverse". NAG (not the well-known marital variety!) is the initials of the words "Neve Automobile Gesceellshaft" which, translated, is "New Car Company".

"Talbot", by the way, has undergone a change of pronunciation over recent years. For ages it was pronounced "Torlbot", and for ourselves, we can see no reason for change. When we were young a near neighbour went by the name of Terry Talbot, which he and his family always pronounced "Torlbot". "Delage" also, has been given a new pronunciation. In its own country, and amongst many people outside that country, it is pronounced "Der-larz-je".

F/N stands for the words "Fabrique Nationale", which, translated, mean "National Works", which was, in Belgium, "Ve National (Firearm) Works". And "Nationale" is pronounced "Nattio-narl". While in Belgium we have in mind "Matallurgique", in which the "g" is pronounced soft, hence, "Metal-urz-yeck". "Daimler" has been treated to Anglo-Saxon pronunciation, but is, in the German tongue, "Dar-im-ler". This brings us round to another point. What the letters FL stand for may be unknown to some members, particularly the newer ones. "Freres Leonard" or, "The Brothers Leonard" or, "Léonard Brothers". It may be news to some to know that these vehicles were not made by an automobile manufacturing firm. From memory, there were something like half a dozen each of four and six cylinder models built by a firm of engineers in France. They needed cars for their executives and presumably salesmen, but, instead of buying them on the usual market, turned out their own vehicles. As they were an engineering firm, basically this presented no problem.

"Ford", of course, seems quite a simple word, but should, strictly speaking, be given the treatment by Spike Jones, who, we feel, would be able to give it its full pronunciation with all the appropriate trimmings - not necessarily musical ones!

\* \* \* \* \*

HIGHWHEELERS

A strange term to most of us. It is the very apt description given to a particular type of vehicle, manufactured in U.S.A. only, between 1907 and 1911. They were straight out motorised buggies.

When motor cars were being manufactured in sizable numbers at the beginning of the century, they were relatively expensive, and were out of the range of the average agricultural, timber and similar workers.

In addition, at this time there were hundreds of firms building horsedrawn buggies and sulkies, and who felt that their customers 'in the bush' could well be given mechanical transport with these buggies, converted from horsedrawn to some simple type of power plant. This industry was well versed in turning out the light weight vehicles, but could not, in those days, switch to motor cars as they were a vastly different type of manufacture, and would need terrific tooling up in comparison with the buggies, almost wholly hand-made from timber.

There they were, with an abundance of capacity for producing an article which they sold for use by others, while the engine manufacturers were becoming more proficient, and were casting round for additional customers for their products. So the two came together.

Apart from the cost angle as it affected the 'cockies' or 'back woodsmen', there was still the stark fact that in the backwoods areas the main arteries were only tracks, and what roads were actually in existence were so abominable that the average motor car would have been quite impracticable for two reasons. The first was that the deep ruts which had been cut by iron-tired buggies and carts over many years left two high banks between them, and between these, in turn, horses had also made a rut. Consequently, the smaller wheels of motor vehicles, and their rather bulky differential cases would run deeply into the wheel ruts and the axle housings would foul the two ridges, while in some cases the differential housing would scrape the central rut. That was a bad enough picture in dry weather, but what about rain? The shorter spokes and the broader wheels of the motor cars would become inextricably clogged with mud, and in some cases of course, would necessitate a horse to extricate them. On the other hand, the thin wheel did not pick up mud. Remember the reputation possessed by the T Model for working in mud, with its narrow wheels? Should the track be such that some mud did hold the wheels, the leverage obtainable with such long spokes enabled the driver to get his vehicle out of the spot in which it was held fast.

They were scarcely a vehicle which could take its place in the traffic stream, as the earlier models show a spoon brake, while later ones show no such brake nor is a brake drum visible, so that presumably braking was effected in the transmission.

For a long time, as 'simplicity and cheapness' were the catchcry, the power was transmitted from motor to rear wheels by rope! The application of power to the wheels was achieved by the pulling of a lever, of brake lever appearance, with fulcrum at floor level, the lower end then moving forward and swinging the transverse transmission shaft forward through an arc, the radius of which was the length of a heavy chain suspended from the crankshaft drive to a toothed sprocket at the centre of the transmission shaft. The transmission shaft was suspended from each side of the chassis, from points in axial alignment with the crankshaft. There appeared to be no differential,

Highwheelers Cont'd.

but with a rope drive, and dirt to run on, with narrow wheels touched by the ground at a tangent, who cared?

This country seems to have acquired very few of these vehicles. N.S.W. seems to have imported a few International Buggies (I.H.C.) and at least one Schacht (now at Newcastle) while W.A. has a Fuller, with rather smaller than average diameter wheels.

\* \* \* \* \*

A VINTAGE TALE OF A VINTAGE CAR

In Queensland many years ago, when T Model Fords were beginning to take to the roads, a cow-cocky whom we'll call Charlie decided to buy one of the new-fangled automobiles.

Not long after he'd taken delivery of his 'Tin Lizzie' his farm was hit by a cyclone and just about everything on the property was blown away.

Charlie made a claim on the insurance company and was paid for everything but the Ford. The company explained that as not one part of the T Model could be found, they could not consider themselves liable to pay compensation. When Charlie next called into the local pub, he told his friend Alfie all about his insurance troubles.

"Listen, mate," said Alfie, "down at the bottom of my paddock there's a heap of old fencing wire, galvanised iron and metal junk. Ship a load of it to Brisbane, tell the company its the remains of your Ford, and they'll have to pay."

Charlie did this, and in due course he got a letter from the insurance people. It read:

"Dear Sir, We received your Ford and we must admit that it is one of the worst cases of damage in our experience.

However, we have had the car completely repaired, and you can collect it at any time to suit your good self. Yours etc."

(From "Fair Go Spinner" by Bill Wannan.)

Having read this article, who do you think contributed it? There's some liquid refreshment for the one giving the correct answer!

\* \* \* \* \*

S O C I A L

Our deepest sympathy to Bruce Cooper on the death of his father. We are sorry to hear George Roberts' wife Pam has had a major operation. George said she has had a bad time but is on the mend again now but will need a good rest after she gets home. Pam was not well enough to attend George's brother's wedding - Don Roberts, from the Queensland club.

Congratulations to Margaret and Bill Dudley on the birth of another little girl. His wallet will sure be empty after he gets four of them married. We only have one and that's enough.

I see Jock McGowen looking well after his trip on the high seas.

I hear Arthur and Val Garthon can't retire yet on the opals they brought back from their prospecting trip.

Our "Prawn Night" is at the Drummoyne Rugby Club on 30th September. You should have received your notice by the time you read this so all get together and make it a good night. 8 o'clock, 30th September, \$2.50 per head. Ring Eileen Sykes or myself as soon as possible.

As Len and I are going on holidays to Queensland for a few days to get ready for Denise's wedding, please ring Eileen and make arrangements. Remember, Tuesday, 30th September.

- HILDA SHEEN,  
Social Secretary.

\* \* \* \* \*

#### RELIABILITY - OLD STYLE

The last of the Glidden Tours was run in 1913, on a course 1233 miles in length, over wilderness type of country from Minneapolis to Glacier Park. Start 11 July, finish 20 July.

The entries included some heavy machinery, such as Packard, Marmoh, Stutz, Kisselkar, Velie, Chalmers-Detroit, Locomobile, Maxwell, Moon, Ford and Premier, but this did not deter the Metz Auto Co. of Waltham, Massachusetts, from entering a team of their vehicles - Model 22 Roadsters.

Now Mr. Metz had an unbounded amount of faith in his products, so much so that he fielded a team of 3 vehicles. He decided that the 1233 miles of the tour was not a sufficient challenge to his prowess as a vehicle builder, so he shipped two cars to Minneapolis by rail. The third one he drove himself, to the start. This was, of course, only a "smartening up exercise", for it was only 1530 miles, whereas the course proper was 300 miles shorter! Mr. Metz and his mount arrived safely at the start, completely intact, but the freighted vehicles were not so lucky. The sight which confronted those who opened the rail truck was rather pathetic, as the two cars had been stripped of lamps, tanks, tyres, actually almost all that was removable, had gone! All, however, was not lost, as mechanics worked through the following night to such good effect, that both vehicles turned out complete for the start.

There was, incidentally, a Pilot Car, which trailed confetti as it drove along the course.

However, the Metz team had a perfect score, two of them having driven fresh, the third not a bit put out by a pipe-openeing 1500 miles run. The course was wrecked by too much rain, and some hair-raising slides took place. A couple of near misses took place with ditches, but there were no "accidents", and a good time was had by all.

\* \* \* \* \*

THE INNER CITY TOUR, SUNDAY 17 AUGUST

The day was cloudy, but this had no effect on the proceedings. On the face of it, the event was a normal set up, apparently an easy one for the new Events Committee. It had been arranged, of course, that we finish at Government House, and a directive was issued that we arrive no later than midday. While the course would seem to have been an easy one - if one had no doubts about streets in strange areas - with a specific meeting time hung over one's head, some of the course had to be by-passed. How others fared we are unaware, but for ourselves we had to omit the balance of the course by the time we had reached Sussex Street. We proceeded up King Street, and as we passed St. James' Church we saw The Rolls Royce waiting. This satisfied us as we felt that we were not running late. On reaching the allotted area outside the gates of Government House we joined the queue, and with some nattering the waiting time soon passed while the assembled column "stood without the gates".

Eventually the gates were flung open and the cars were directed to positions backing onto two extensive gardens, and were in two lines, L shape, facing Government House.

His Excellency first met a line of officials of the Club, standing with their backs to the building, and, continuing his movement to his right, then inspected the two lines of vehicles, and met and conversed with the owners and their personal retinue, who were seated in the cars. This was no rule of thumb inspection. As we saw it, he showed a real interest in each vehicle, and had some pertinent questions to ask and comments to make.

As this was proceeding, Helen Hardman took a series of photographs of the vehicles, acting as a stand-in for Bill H., who, it will be remembered, is now the Club's official photographer.

The matter of the inspection was rounded off in a happy and courteous way by His Excellency providing liquid fare, with a complete assortment of choices for those who do, those who don't, and for those too young yet to have an opinion either way. A pleasing gesture, which was carried out on the beautiful wide verandah which faces east (No! Not you, Bill, the terrestrial one! Ed.) This diversion gave many of us an opportunity to have a few words with Her Ladyship, who engaged in an interesting and interested conversation, and made us feel quite at ease. Altogether a very pleasant hour or so, showing off our vehicles and partaking of some nourishment.

When we had taken our leave of His Excellency the cars were parked in the streets a very short distance from the gates, and members gathered independently but more or less in a group, and enjoyed their lunch. We were not the only ones. Some of 'the regulars' in the shape of gulls and pigeons joined in for their small morsels, flipped to them by the assembled company.

The report of the monthly meeting (August) failed to mention that Bill Hardman took to the meeting some colour prints of cars, in groups, as they stood being inspected. Contact Bill to see what prints you desire - but have your money ready.

Following is the roll up of vehicles, in order from the left, starting at the building:

A. Garthon	'14 Delahaye	T. Bent	'15 Ford T
L. Sheen	'12 Humber	A. Frost	'12 Humber
B. Thew	'16 Hupmobile	R. Warden	'12 Crossley

(Continued on Page 9)

G. Green	'03 de Dion	W. East	'16 Studebaker
J. Corby	'15 Buick	M. Bendeich	'11 Chalmers
M. Roberts	'15 Ford T	W. Spraggon	'08 Renault
J. Lewis	'12 Buick	R. Marshall	'10 Brush
J. Simpson	'08 B.S.A.	T. Cook	Rolls Royce
D. Steer	'11 Argyll	J. Weir	'15 Ford T
G. King	'08 F.L.	R. Jones	'08 Clement Bayard
L. Sykes	'10 Star	D. Berthon	'11 Talbot
D. Pearce	'11 Benz	J. Kay	'11 Napier
J. Webster	'12 Franklin	A. McLeod	'12 Star
J. Godfrey	'15 Ford T	D. Kay	'12 Austro Daimler

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### SOME HELP FOR T MODEL OWNERS

We are indebted to Small Torque, September (V.C.C.A. Southern Tasmania) for the following very bright information:

When attempting (we like the use of the verb 'attempt'. Ed.) to recharge the magnets in your flywheel magneto, the following procedure should be adopted:

Obtain a compass and ascertain which way lies North and South. The car should be aligned up to these headings, the radiator pointing North. Next, ring the local weather bureau and obtain the angle of DIP for your area. Having got this, you should proceed to jack the car up to this angle. Taking the heaviest sledge hammer that you can, belt the chassis from either the front or rear end, at the rate of forty strokes a minute.

By the known laws of physics, this should have done one of two things -- either fixed your magneto or buckled your chassis.

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Looking ahead on our Calendar of Events, we see that 23 November has been set down for the Annual Inspection. It is an unfortunate fact for those intending to be at the Cooma Swap Meet, that it is set down for November 22 and 23. This is merely a reminder to those interested, and is actually a portion of "Dates to Remember".

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A suggestion for the Events Committee. The Wards brothers could well be placed at the rear end of any column. They seem quite adept at retrieving personal and mechanical property lost en route by members. Editor.

\*\*\*\*\*

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

FOR SWAPPING: 1916 Model 83 Overland engine and radiator complete. Both in excellent condition. Will swap at the Cooma Swap Meet, Nov. 22nd and 23rd.

- R.J. LUTTON,  
C/- Box 604, P.O. Cooma.  
2630.

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

WANTED.    Reliable information on where to obtain a good Delage - any year  
                 or model.

- R.J. LUTTON,  
C/- Box 604, P.O.,  
Cooma. 2630

FOR SALE - Ford T Engine Block 1919 model U.S.A. No. 3290753 stamped 8.5.19.

- 1 tyre 600 x 18 six ply, new
- 1 Eisemann magneto 4 cylinder
- 1 Studebaker 1922 model complete, made into utility - 24" wheels
- 1 x 4 cyl. Vermord engine
- 1 x Kero lamp - Deitz Union Driving Lamp, pat. 25/1/97, 25/9/05, Gimbal mounted with carrying handle on top
- 1 x Kero Lamp 189/T 1 stamped on it, has Powell Hanner burner, gimbal mounted with carrying handle on top.

- REG MAC DONALD,  
38 Shirley Street,  
Inverell. 2360

WANTED.    Smith's Carburettor, 4 jet - suit 1915 Humber.

- REG MAC DONALD,  
38 Shirley Street,  
Inverell. 2360

EXCHANGE.   Metz rear axle, disc brake type, complete with sprockets.

EXCHANGE FOR:

Pair acetylene Lamps, approx. 7 1/4" mounting spigots.

- PAUL BUTLER,  
1 Darley Rd.,  
Randwick.

WANTED.    1 x 24" Beaded Edge Rim for 1914 Metz Tail Lamp to suit  
                 above (1914 Metz).

CAN EXCHANGE:

2 x 23" Detachable rim spoked wheels (not a pair) less hubs.

- PAUL BUTLER,  
1 Darley Rd.,  
Randwick.

\* \* \* \* \*

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

The pros and cons of nationalisation are always platforms for lengthy discussion and the subject of veteran and vintage cars is no exception. However on this subject my belief is that the advantages far outnumber the shortcomings.

The success of our nation-wide Veteran Car Club consisting of state branches and sub-branches has more than justified its formation. Its lines of communication are far reaching including international affiliations and contacts. Its name is widely known and respected. Its members, though widely separated geographically, are able to meet simply by using the national register of members or at national rallies. Invariably these meetings lead to lasting friendships and generally broaden the member's outlook. Anywhere he goes in Australia (or for that matter overseas) he will find instant friends because the introduction hurdle does not exist.

The broad resources of this national body are at the disposal of every member and yet there is no impairment of the autonomy of even the smallest sub-branch which can operate in its own area in exactly the same way as the "Loner" club. One might ask how the loner club member is compensated for what his club lacks in this direction. One trend is to gain access to the flow of national literature, newsletters etc. It is only in these pages that he can look for those hard-to-find parts or information because his own club's newsletter only tells him what he already knows due to his local personal contact. When this occurs the loner club is partially joining the national movement to make use of a facility which it cannot achieve by itself.

It seems a great pity that these small clubs have seen fit to go it alone and I wonder whether their founder members fully considered the advantages of the national or at least the statewide structure. Surely it is never too late for the matter to be reconsidered and I am confident that amiable negotiations would be simple to make within the various states to warmly accommodate any loner clubs.

Personally I feel there could be merits in a single national club with classifications for the three eras of vehicles: VETERAN, VINTAGE and POST VINTAGE. I realise that this is probably too much to hope for but at least a system of three national clubs for the three categories would seem quite practical.

To sum up, even the Australian public know of the Veteran Car Club of Great Britain but only a few enthusiasts would be aware if any other veteran car body exists in Britain.

- DON BARKER

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PICNIC OUTING TO FINNAN PARK

Twenty five miles to the rendezvous point was not too far for Len Masser and his Hupmobile on what turned out to be a very pleasant day for this enjoyable club outing. Other veterans attending included Peter Adam's Paige, Doug Marr's Buick, Chris Broadbent's FN and George Adams' Garford fire appliance.

Following a pleasant run through farming communities, including a short cable ferry trip, lunch was organised.

Car swapping afterwards proved quite popular and those (including your editor) who accepted Len Masser's invitation to pilot the Hupmobile felt quite rewarded by the experience. A very smooth running vehicle indeed.

A sub-event was held for the veterans after which members began to depart.

Members and their families (where applicable) attending in other than veterans included John Cowan, John Riley, Hunter Thomas, Harry Bird, Norm Robinson plus your editor.

NOTICE OF SEPTEMBER OUTING

This is a Navigators Rally and will test the skill of our best. Peter Adams assures me that the route is not long but if you become lost you can elect to lose points by opening a sealed envelope containing the finishing point.

WHEN IS IT?	Sunday, September 14, 1969
MEETING	Wheeler Place, adjacent to City Hall, Newcastle
TIME	10 a.m. to leave at 10.30 a.m.
NOTE	Written instructions and questionnaire will be issued at start.

MONARO SWAP MEET

The Monaro Branch of ACMC are making quite elaborate arrangements to hold what they expect to be Australia's largest and most successful veteran and vintage parts swap event. The following is a reprint of their second circular to all clubs:

"This, the first major swap meeting in the Southern Hemisphere will be held under cover in the Cooma Show Grounds over weekend of 22nd, 23rd November 1969.

Organised under the patronage of the Council of Veteran, Vintage and Thoroughbred Motor Clubs. It will be their recommendation that all affiliated clubs take part.

We have the complete co-operation and assistance of our parent body - the Antique and Classic Motor Club. The Veteran Car Club (A.C.T.) will be in attendance in their ancient autos.

Parts for the following makes are already on hand for swapping.

VETERANS

T FORD  
DODGE  
OVERLAND  
DE DION  
MINERVA  
TALBOT  
CHEVROLET  
MAXWELL

VINTAGE

T FORD	GRAHAM PAIGE
A FORD	ESSEX
DODGE	BUICK
ALVIS	HUPMOBILE
FIAT	MORRIS
SINGER	NASH
HUDSON	PACKARD
CHRYSLER	CADILLAC

What are you going to bring? Let us advertise for you.

Please register early and help us to arrange catering and swapping facilities for this historic event. Do it now.

Organised by Monaro Branch, Antique and Classic Motor Club."

(Those interested in registering can obtain a form from Secretary, George Adams.)

\* \* \* \* \*

MEMBERS HERE AND THERE

Another son (Peter John) makes five for Ray and Marney Thomas. Sounds like at least six veteran cars in the family some day.

Increased activity, with Melbourne 1970 as target, is very evident in many workshops at this time; John Riley's Albion, George Adams' Studebaker and Peter Adams' FN being just three seen recently.

\* \* \* \* \*

C L A S S I F I E D S

WANTED: Speedometer drive head and sprocket gears (front wheel operation). Don Moffat, 124 Macquarie Street, Merewether Heights. Telephone 23318 (B).

WANTED: 20 x 3 straight side tyres and tubes.  
Chris Broadbent, 14 Lilian Street, Glendale.

EXCHANGE  
(OR SELL): One pair 1915 Model T Tourer rear mudguards (restorable) for original Model T literature.  
Don Barker, 12 Myall Road, Waratah. Telephone 68-3786.

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THE VILLAGE MOTOR TRAP

(Reprinted from the English MOTOR magazine of 1904).

Screened by the wayside chestnut tree  
The village P.C. stands,  
The 'cop' a craft man is he  
With a stop-watch in his hands  
And the muscles of his lower jaw  
Are set like iron bands.

He goes each morning to his lair  
And hides among the trees,  
He hears the sound of motors there  
And it sets his mind at ease  
For it seems to tell of captives - and  
Promotion follows these!

Hidding and clocking, summoning,  
Onward through life he goes  
Each night he's had his vengeance on  
Some of his scorching foes,  
Somebody summoned, somebody "done",  
Has earned a night's repose.

Anonymous.

\* \* \* \* \*

MORE MEMBERS HERE & THERE

Ray Thomas again! This time leading an overpower/<sup>ing</sup>contingent of Overland enthusiasts including John Pickup, Peter Wards and Ron Cook to the editorial Ford sanctuary. Very pleased to welcome these people.

\* \* \* \* \*

Whilst on the subject of Fords, your editor would like to record thanks for the help offered by a number of members in solving valve and piston ring problems encountered in the rebuild of the editorial roadster's motor.

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A solution to Harry Bird's Metz friction drive wheel material seems to be close at hand and we look forward to seeing this long-standing club car at outings again soon.

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