

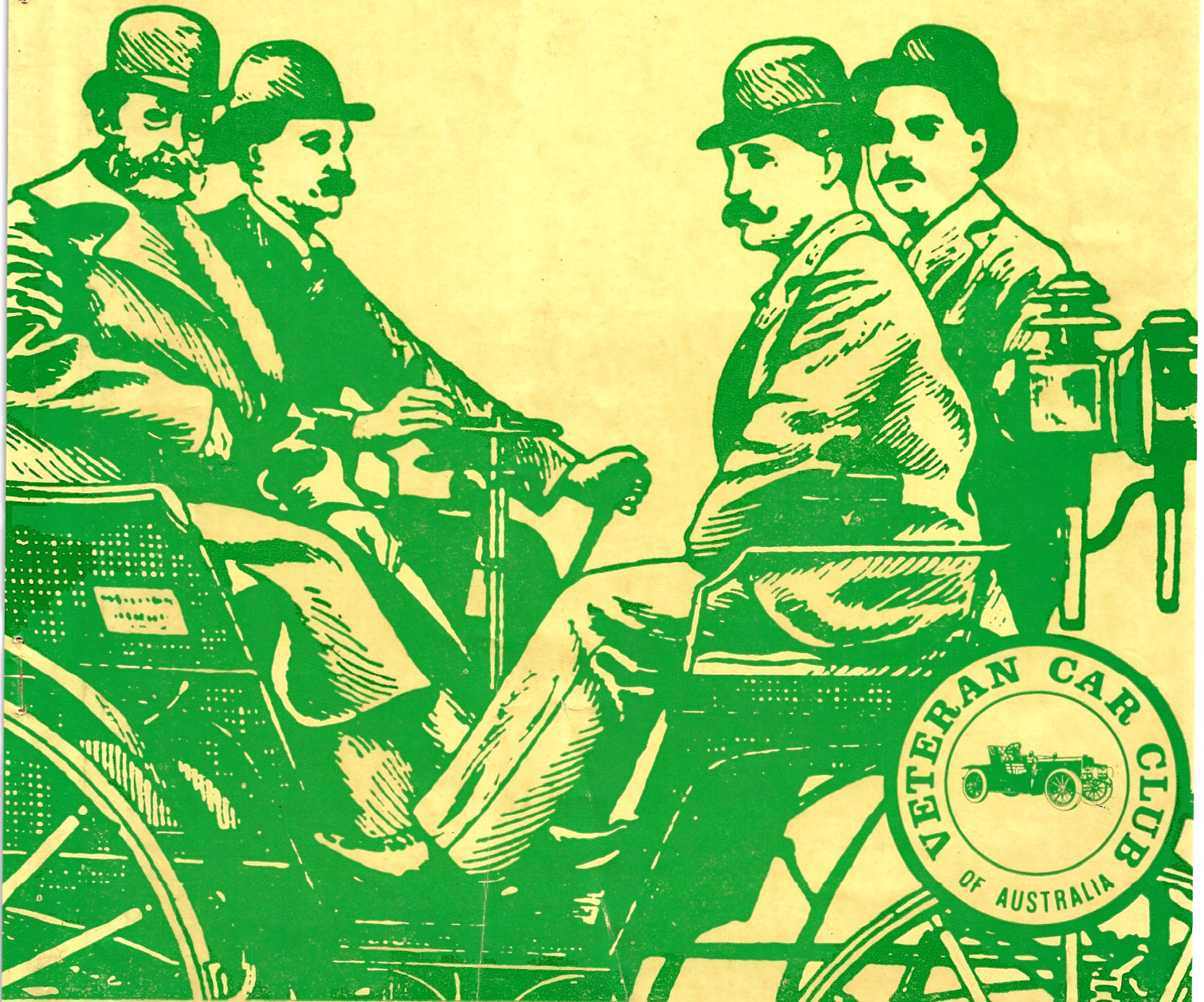
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

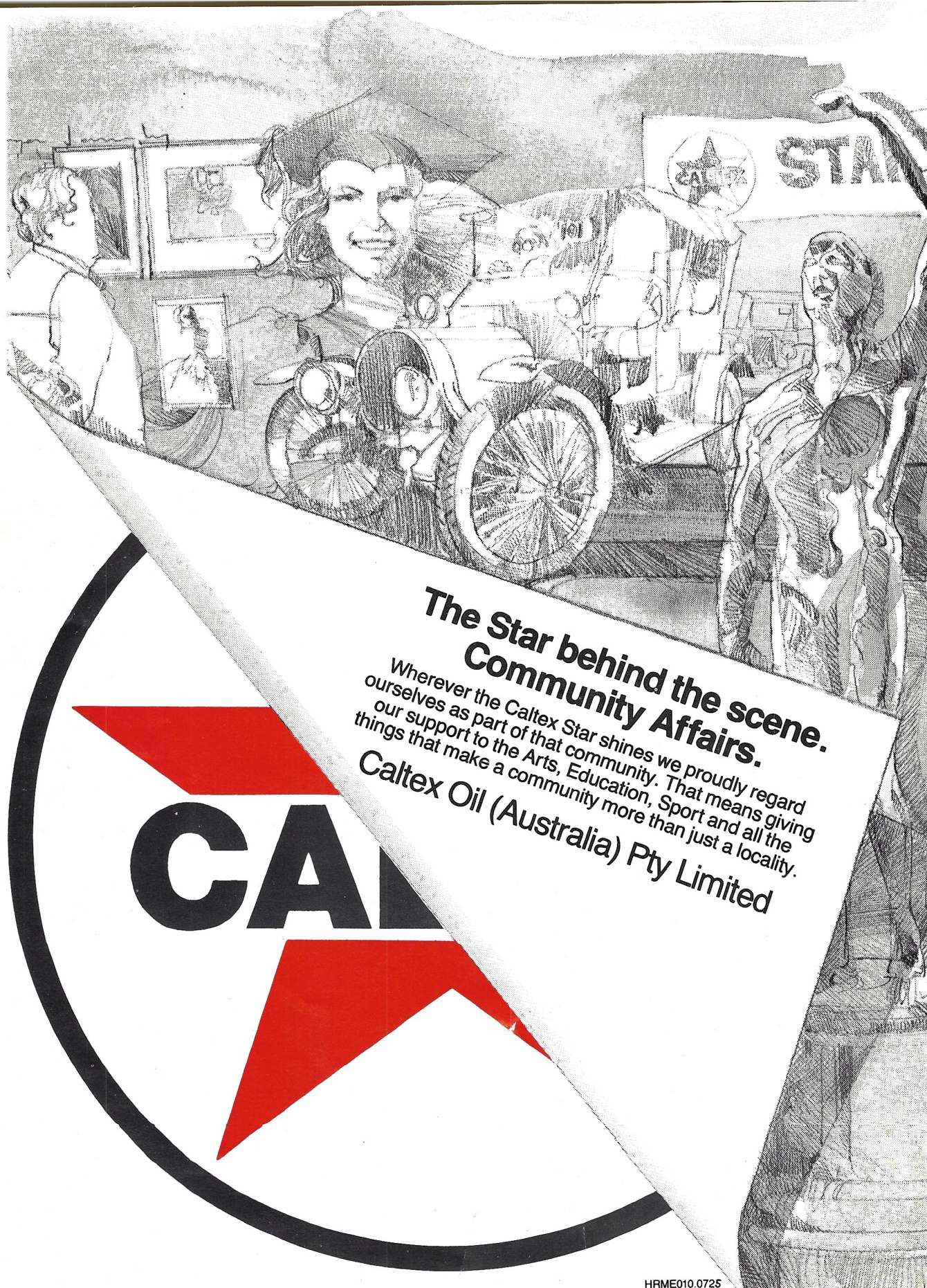
# SPIT AND POLISH

January 1930. Vol. XXI. No. 7.

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## **The Star behind the scene. Community Affairs.**

Wherever the Caltex Star shines we proudly regard ourselves as part of that community. That means giving our support to the Arts, Education, Sport and all the things that make a community more than just a locality.

**Caltex Oil (Australia) Pty Limited**

His Excellency,  
The Governor of NSW  
Sir Roden Cutler,  
VC, KCMG, KCVO, CBE.

Vol. XXI No. 7

January 1980

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Other Veteran Car Clubs have permission to copy	

*The next Monthly General Meeting of the Veteran Car Club of Australia (NSW) will be held in the Clubrooms at 8.00 p.m. on THURSDAY, 24TH JANUARY, 1980.*

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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

THE PRESIDENT'S MESSAGEOur Club and its Achievements

With the advent of the 1980's, your Committee had planned the discharge of mortgage on the house and land at 136 Queens Road, Five Dock, the property adjoining our clubrooms, also the final repayment of debentures to members. This plan has now materialised and cheques totalling \$3,487.50 plus interest, comprising the appropriate individual amounts, will be forwarded to contributors this month.

I believe we can feel justly proud of this achievement, executed in the short space of four years and as your President, and on behalf of your Committee, it gives me much pleasure to thank you all for the faith placed in your elected committee and especially for the contributions received that made possible the purchase of this property.

We all share a common goal (the advancement of our club) and you are already aware of the plans, presently being prepared towards the construction of new clubrooms in alignment with this goal.

Reverting to the 1970's, the decade which saw this nation's economy and inflation run wild, was nevertheless an important milestone in the history of our club and for the V.C.C.A. nationally.

In this relatively short space of time we achieved our long-term aim to acquire our own clubrooms and now own also the property next door. Club membership has increased (the last new member registered being No. 713) and we have celebrated our club's Silver Anniversary, with a major rally of approximately one hundred vehicles over ten days with a number of fellow V.C.C.A. members from interstate.

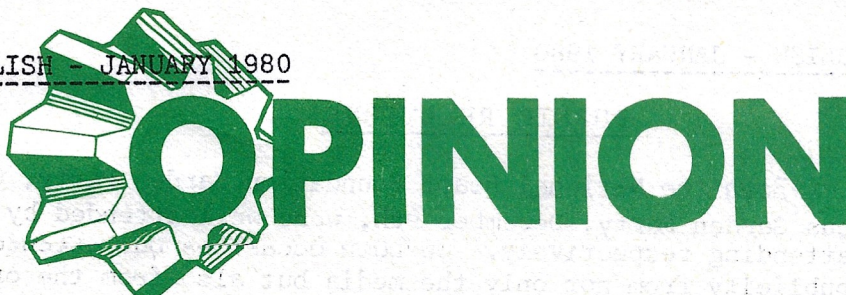
Nationally, as arranged at the Federal Conference level, annual rallies, in rotation, are now a feature in all states and the A.C.T., while internationally the 1970 event, under the joint directorship of George Green and Tom McManamny, followed in 1978 by a similar rally directed by Max Roberts, opened for Australia and competing countries the opportunity to share our hobby and fellowship internationally in a manner previously considered impossible.

Much of the international flavour now associated with veteran motoring stems from the Federation Internationale Des Voitures Anciennes, under whose auspices these events were conducted and I feel the V.C.C.A. in October 1978 climaxed the international spirit of co-operation when the then Federal Secretary, Valda Cross and National Technical Committee Chairman, George Roberts, attended as Australian delegates the F.I.V.A. General Assembly held in Dublin, Ireland.

May I wish you all a Happy and Prosperous New Year.

- GEORGE A. ROBERTS

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# OPINION

## ADVERTISING

This coming year the club will need to raise funds for the building of the new hall. In order to do this we have to have something to sell to sponsors and/or people who are prepared to donate the necessary assistance required. I believe we have this within the club in the form of our club's and our cars.

In order to sell you must advertise and by advertising I don't mean that our cars should run around with great banners or stickers plastered all over them in order to get a message across, in fact any proviso of this nature should be rejected outright as it would not get the message across for the sponsor and only makes the cars and the club look cheap.

There are probably many ways in which we can be associated with sponsors in the advertising medium in which we retain our present image and can still sell, in order to raise the necessary funds. No doubt the Fund-raising Committee will look at these and other ways, as well as any ideas that you, the members, can put forward.

Remember - this is a club project and needs your full support and assistance to succeed.

Ed.

\* \* \* \* \*

PUBLIC RELATIONS

Both the National Heart Foundation Garden Party, October 21st and the Focus Garden Party, December 9th, were well attended by our cars, with 27 and 23 attending respectively. On both occasions our attendance received excellent publicity from not only the media but also from the organisers of the particular days.

Our President George Roberts did an excellent job of presenting a 25th Anniversary plaque to our Patron Sir Roden Cutler and then took him on an inspection of our cars. These particular days help our image considerably with the general public and I am sure after the Focus function it can only help us to be more easily recognised in Government circles as an organisation willing to assist with charitable functions, a point well made by our Patron in his thank you letter to President George.

As our attention in the New Year will be on fund-raising activities, perhaps I would like to give some details of an incredible fund-raising effort just concluded by one of our member's wives, Beth Trevan from Lismore. Beth, as a voluntary worker for Lismore Hospital, had tried for some time to gain government funds to rebuild the 76-year-old children's ward. Told by the Regional Director of Health that unless the community raised \$250,000, the chances of the rest of the finance coming through from the State Government was remote. Invited to form a fund-raising committee, Beth opted to co-ordinate an appeal which was launched in March and at the time of closing on October 31st had raised \$307,156!

Those who know Beth will know of her incredible drive and enthusiasm which, in addition to her responsibilities as the mother of four children, enabled her to awaken the community as a whole to the need for a new children's ward. I might add that at a presentation in Lismore on December 6th, Kevin Stewart, the State Minister for Health, named the future ward the Beth Trevan Children's Ward.

- DAVID BERTHON

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COMBINED OUTING OF VETERAN CAR CLUB,  
VAUCLUSE LIONS CLUB AND  
HURSTVILLE ROTARY CLUB

The purpose of the outing was to take 124 orphaned children from five Homes in Sydney for a day's outing in Veteran Cars. What actually happened was that 124 children and their House Parents and Aunts and Uncles were taken from their respective homes at Cronulla, Blakehurst, Dulwich Hill, North Parramatta and Eastwood by a mixture of Veteran, Vintage and P.V.T. cars by various routes to the Royal Motor Yacht Club at Point Piper.

Approximately 15 motor boat owners had volunteered to take the children and drivers and at this stage, Lions, and Rotarians, and Friends, on a cruise around our beautiful harbour. Escorted of course by the Flagship of the Water Police who somehow joined in the act. The boat skippers and their wives and crew really spoilt the passengers with cold drinks, sweets and nibbles and superb hospitality. The boats, of course, represented many thousands of dollars.

For lunch the cars took the children on to Strickland House at Vaucluse, which is right across Rose Bay from the Motor Boat Club. Here, an enormous number of hot dogs, hamburgers, cakes, drinks, watermelon, fruit and ice cream were devoured by not only the children, drivers, navigators, Lions and Lionesses, Rotarians and Rotariannes and friends, but also the inmates, male and female, of Strickland House. Altogether, approximately 350 people were fed.

Entertainment at the marvellous lunch stop (Victor must be congratulated) was provided by a bevy of topless bathers, which everyone seemed to enjoy - the men anyhow!

I am sure I speak for everyone when I say that this day out each year is the most rewarding outing we have and the number of car owners and drivers who look forward to it each year is increasing. The following list of almost 40 cars bears witness to this.

Thank you Victor and your helpers for a wonderful day and we all look forward to next year.

- ARTHUR GARTHON

A PERSONAL THANK YOU:

As Presidents of the Veteran Car Club, the Lions of Vaucluse and Rotary of Hurstville, we wish to thank the Veteran car drivers for their invaluable assistance in bringing so much happiness to these children. We thank Esso Australia for their generous supply of petrol and the donors of food and other goods, the police and all those who have helped to make the day a success.

(Cont'd. on page 6...

Combined Outing (Continued)

To the Commodore of the Royal Motor Yacht Club and members, hearty thanks for making the availability of a harbour cruise for all these children.

We feel sure that you will all, in conjunction with our members, derive great personal satisfaction from this voluntary communal service which you have undertaken, knowing full well that you have contributed in bringing joy and happiness into the lives of these children.

GEORGE ROBERTS - PRESIDENT OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

FRANK NIEMANN - PRESIDENT OF THE LIONS CLUB OF VAUCLUSE

KEN FORD - PRESIDENT OF THE ROTARY CLUB OF HURSTVILLE

VOLUNTEER VETERAN CAR OWNERS

AT THE ELEANOR MACKINNON RED CROSS MEMORIAL HOMES,  
17 Lucas Street, Cronulla. 523.5455

In Charge: Doug. Kidd

<u>DRIVER</u>	<u>CAR</u>
Arthur Garthon	I/C 1914 Delahaye Tourer
Jock McGowen	1910 Armstrong Whitworth
Bill Hardman	1909 Daimler Tourer
Kevin Sharpe	1926 Dodge Tourer
Phil Bagnall	1928 Chevrolet Tourer
Jim Wilson	1913 Oakland Roadster

AT THE N.S.W. PROTESTANT FEDERATION HOME,  
50 Garnet Street, Dulwich Hill. 552-085

In Charge: Gordon Lewis

Reg Jones	I/C 1908 Clement Bayard	Victor Jacobs	1913 Fronty Ford
Geoff Vanstone	1908 Metallurgique	Norm Mitchell	1923 Fiat 501 Tourer
Bill Spraggon	1908 Renault Roadster	Alby Stokes	1923 Fiat 501 Sedan
Peter Michaels	1914 Hupmobile Tourer	Rolly Coulcher	1911 "Twinkle" Star
Jim Cooper	1913 Wolseley Tourer		
Allen Rowe	1913 Buick Tourer		

(Cont'd. on Page 7.....)

Combined Outing (Continued)AT BURNSIDE HOMES,

Pennant Hills Road, Parramatta North.

In Charge: Mr. Ray Jenkins, 630.6866DRIVERCAR

Neil Martin	I/C	1913 Fiat Tourer
Neil Martin		1911 T-Model Ford
John Corby		1915 Buick Tourer
Peter Nissen		1915 Cadillac Tourer
Jack Dance		1911 Talbot Tourer
Ian Steer		1911 Argyll Tourer
Graham Steer		1915 T Model Tourer
Chris Sultana		1913 Vulcan Tourer
Chris Sultana		1916 T Ford Tourer

AT BRUSH FARM,

Lawson Street, Eastwood.

In Charge: Ross Polley, 858.3322

Keith Carden	I/C	1912 Clement Bayard
Allan Foy		1914 Vauxhall Tourer
Jim Simpson		1908 B.S.A. Tourer
Bob Hobson		1912 T Model Ford
Len Sheen		1914 Humber Roadster
Bill McCarthy		1913 Vinot Et Deguengand
Ken Moss		1927 Cadillac Tourer
Bert Sheppard		1926 Hudson Tourer
Bert Sheppard		1926 Hudson Tourer

AT KYLE WILLIAMS LEGACY HOME,

Waratah Street, Blakehurst.

In Charge: Matron Grosse, 546.2939

Jim Lewis	I/C	1912 Buick Tourer
Fred Rossiter		1916 Overland Tourer
Cyril Stanbridge		1926 Vauxhall Sports

\* \* \* \* \*

## WHAT IS AN AUTHENTIC CAR ?

As we see prices in all segments of our hobby escalating, this question is being asked more and more. It is also bringing changes to the hobby, some good and some not so good. But however we feel we cannot turn back the clock to the days when a car could be bought for \$150, all complete and original. If it was not complete or didn't have good upholstery we did not buy it.

But those days have long since gone and now we are happy to buy what used to be considered a parts car or chassis to rebuild and restore. Sometimes a car is offered for sale that is of interest to us and we want to know more about its ancestry or "pedigree" for want of a better word. Was it always what it appears to be now? If it was rebuilt, was it altered from original in any way? Are the contours and dimensions the same as original? Is it the year and model it is represented to be? Was it built up from parts of more than one vehicle and if so do the parts match as to year and model?

As more and more people enter the hobby and the supply of cars dwindles, these questions become increasingly important and should be asked more often. There should be a common interest among clubs, hobbyists and restorers to strive for integrity in our hobby. There is a tendency among automobile collectors, not found in other forms of collecting, to overlook or even ignore some forms of deception and even actual counterfeiting of highly desirable models of cars. Many who overlook these questionable practices would not tolerate them in other collector fields such as stamps, coins or art work.

So we are back to the question: "What is an original and/or authentic old car?" The first part is easier to answer if the history of the car is known from its manufacture and original ownership and it has not been altered or customized along the way. But what about the car that was completely restored with parts replaced or rebuilt? What about the car built up from parts? What about the car that has been altered to a different model or year, etc.? It is obvious there are not enough virgin original cars to go around so what should be the status of these other cars. What yardstick should we use to measure that which is acceptable and that which is not? Should we require documentation or a statement of facts from the seller of a car?

Let us examine some of these questions one at a time. First of all an original authentic car that is being restored and needs mechanical work, electrical work, painting and the upholstery is shabby. If new gears, bearings or valves are needed it should be reasonable to have new gears cut and new ball or roller bearings and valves substituted that are exact duplicates of the original without detracting from the authenticity of the vehicle. The replacement of pistons and rings gets a little trickier as it is probably economically unfeasible to duplicate original cast iron pistons and rings.

However there are sources for aluminium pistons that match the originals for shape, size and compression. In the interests of preserving

(Cont'd. on Page 9....)

What is an Authentic Car? (Cont'd.)

the car and still having it driveable this should be a necessary, reasonable and permitted substitution from original; the same should be true for piston rings. But if the pistons substituted raise the compression or vary from the original in any other way than being aluminium instead of cast iron then their replacement is subject to question.

Next, what about the engine's babbitt bearings, oil pump, electrical system, etc. These items should be rebuilt to original or replaced with exact duplicates of the original. To substitute insert bearings for poured in the block or connecting rod bearings is not preserving the authenticity of the engine. Neither is drilling the crankshaft and/or block and changing the oil pump for better lubrication. The same rules apply to the electrical system. There are people who rewind any type of coil or magneto and there are sources for original type high and low tension wires so the system can be restored as original.

After all, these cars did not run so badly on the poor roads of the old days and part of the fun of owning an old automobile is the experience of driving it as it was in 1910, 1920 or whatever the year of its origin. Making it run like a 1979 model detracts from this pleasure and destroys the authenticity of your vehicle.

The question of what to do about the body and exterior of the car is probably the most controversial part of restoration. Every effort should be made to preserve and restore the original body, fenders, etc. Failing in this the damaged parts should be replaced with exact duplicates of original.

The desire to own a sporty, high value type of car has led to more deception than any other single factor of restoration. There are probably more fake Mercer Raceabouts and Stutz Bearcats in existence than real ones. And how many fine Duesenberg and Packard sedans have been converted to more desirable open cars? This is the equivalent of altering 1924 pennies to the more valuable 1914 date or the printing of fake postage stamps.

Some of those who make these conversions justify their action by saying that if a car has had its tyres replaced, or if it is repainted or re-upholstered it is no longer original and therefore it follows that any other changes are perfectly legitimate as the vehicle is no longer original anyway. This is really distorting a truth to prove a questionable point, or to quote an old saying, "Sewing a coat on a button".

Possibly the word authentic is better applied to old automobiles than the word original, since we realize an automobile is something to be used over and over, in contrast to coins, stamps or art and therefore is more subject to wear and the ravages of time. Consequently the parts that wear are of necessity in need of replacement. Tyres, paint and upholstery can no longer be called original but if replaced with exact duplicates of original they can certainly be referred to as authentic. The same is true of other parts of the car.

(Cont'd. on Page 10.....)

What is an Authentic Car? (Cont'd.)

What about a nice old chassis that has no body? Should this give carte blanche permission to build any sort of replacement body? Evidence that remains with the chassis such as wheelbase, type of fenders, angle of steering column and controls, coded serial number will often give a clue to what the original body was. Talking to former owners and library research can also tell the story. In any case, every effort should be made to determine what the vehicle was when it left the factory. Then restoring the car to what it was when it started life is the only thing that can be called authentic. The body may be called a replica of the original but it is not a fake or deception.

We would do well to keep in mind the part of our club motto that states: "we are dedicated to the preservation of motor vehicles of ancient age and historical value". This statement assumes greater importance as time goes on and we realize the historical significance of the automobile as an art form. When we alter them to something other than original appearance, type and performance we are not preserving their historical value. We owe it to ourselves, to future owners and to history to be honest and keep our cars original and as authentic as possible. After all, who wants to become the proud owner of a Stutz Bearcat or an Auburn Speedster and one day have someone say: "Oh! I know that car, it used to be John Doe's old sedan." Besides, what is wrong with owning a nicely restored sedan?

(From "The Horseless Carriage Gazette", September-October 1979 issue.)

\* \* \* \* \*

E V E N T SFESTIVAL OF SYDNEY PROCESSION - PUBLIC HOLIDAY - MONDAY, 28TH JANUARY, 1980

ASSEMBLY POINT: Art Gallery Road, Domain.

TIME: 10.00 a.m. sharp.

VENUE: The Procession will commence at 11.00 a.m. leaving Art Gallery Road, into Macquarie Street, into Hunter Street, Pitt Street, Liverpool Street, Elizabeth Street, Park Street and then back to Art Gallery Road.

DURATION: 40-50 minutes.

THEME OF  
FESTIVAL: "Flowers of Sydney".

DRESS: Period dress if possible.

An unlimited number of cars will be accepted for the procession and will all be grouped together as one display.

WOULD ALL PARTICIPATING MEMBERS PLEASE ADVISE MEL POPE, 521.2821 (H) OR 237.8481 (B).

EVENTS (CONTINUED)PICNIC DAY AND RALLY - SUNDAY, 24TH FEBRUARY, 1980

Cars to meet at Tony Packard Holden, Cnr. Victoria and Windsor Roads, Baulkham Hills at 10.00 a.m. for departure at 10.30 a.m. as a group.

Picnic to be held at "The Breakaway Reserve", Freemans Reach Road, Freemans Reach at Club Grounds of Hawkesbury District Cricket Association. In view of current bushfire restrictions, we regret that a barbecue will not be permitted. Suggest a cold lunch be brought.

For further details, contact: MEL POPE, 521.2821 (H), 237.8222 (B)

COMING SOCIAL OUTING:VISIT TO FORT DENISON - SATURDAY, 22ND MARCH, 1980

For those of you with an interest in the Sydney of the convict era we have arranged a VISIT TO FORT DENISON ("Pinchgut" as the early inhabitants called it) on SATURDAY, 22ND MARCH, 1980.

Access to the Island is by ferry, leaving No. 6 wharf, Circular Quay at 2.15 p.m. Return fare \$1.20 per head (payable on the day) and we should be back at the Quay at approximately 3.45 p.m.

Numbers are very limited - only 30 per party. The Maritime Services Board, which is responsible for the Island, includes even children in the head-count.

ALL INTERESTED IN ATTENDING PLEASE ADVISE PRIOR TO 15/2/1980.

Contact: MEL POPE, 521.2821 (H), 237.8222 (B)

FORTHCOMING EVENT:ANNUAL CONCOURSE DAY - POINT SCORE OUTING - SUNDAY, 30TH MARCH, 1980

Further details to be published in next edition of SPIT AND POLISH.

\* \* \* \* \*

*A businessman was sitting in his office coping with problems of commerce when he was interrupted by a telephone call from his eight-year-old-son.*

*'Mummy ran over my bicycle when she was backing her car out of the garage this morning,' wailed the boy.*

*The unsympathetic father replied, 'How many times have I warned you not to leave your bicycle in the middle of the front lawn?'*

"A FINGER IN THE DYKE'S"

(Being a random selection of useful hints and suggestions from Dyke's Automobile and Gasoline Engine Encyclopedia, Ninth Edition, 1919.)

A Test to Locate Trouble: When the engine starts hard, and you are uncertain whether the fault is with the ignition or the mixture, open the throttle wide and spin the engine with spark off, then turn on the spark and the engine should start, if the spark is correct, on the first half turn.

Keeping the Engine Warm: An ordinary carbon-burning foot-warmer, placed under the hood, will keep the engine warm for hours. A blanket over the hood will help it.

The Proper Way to Prime: There is a "best" way to prime your engine to make it start easy. The priming cups usually furnished on top of the cylinder hold just the right amount of priming fluid to do the work. If more than that amount is placed in the cylinder the mixture may be too rich and the starting be difficult instead of easy. With stop-cocks closed, fill the cups with a priming fluid consisting of half gasoline and half ether, then open cocks and allow the fluid to run down into the cylinders.

To Lock your Car: A piece of trace chain covered with rubber hose and a good padlock will lock your car so that it cannot be run or drawn away. Put the chain around the frame and between spokes of front wheels. It is also a good security for spare tyres.

For Gasoline Leaks: Hard soap, moulded around a leaking place, will serve well as a temporary repair. Wrapping with tyre tape will make it more permanent.

Automobile Headache: As the druggist to put up a few number one capsules filled with three-fourths acetanilid and one-fourth citrated caffeine. Two of these capsules half an hour apart will relieve almost any headache quickly if the stomach is not full of food. While not harmless in over-doses, two may be taken inside of one hour with perfect safety. Large doses will make the lips look blue, and this effect is to be avoided.

Refreshing Slumber: Fifteen grains of Trional powder taken in a little sweet milk at bedtime, after a long drive, will give refreshing sleep with no harmful result.

\* \* \* \* \*

FISHER'S GHOST FESTIVAL

Not till now had many of us realised that steam could be preserved! We had always felt that steam would ultimately revert to type, that is, condense back into water.

But at Menangle, through the good offices of Ken Quarmby, we were able to study at close range the various pieces of hardware of the N.S.W. Steam Preservation Co-op. Society Ltd. What impressed us most was the silence and comparative ease of motion. No tappet knocks or loose gudgeons, no bad electrical connections in odd areas, no flat batteries - or tyres!

To this stage we have been making a report of the actual steam demonstration part of the day, which gives no idea of how we arrived at our destination.

For some unknown reason, the traffic on the morning of 18th November, en route to Campbelltown, was very thin.

Ten cars arrived at the start, plus the barbecue trailer with its very noticeable Caltex sign on the back.

The route out of the city was chosen to show 'the outsiders' many of the modern homes. It was pleasing to see on many of the building blocks that gum and other trees had been allowed to remain, thus improving the overall appearance of the dwellings.

Once away from 'suburbia' we were into open country, of course. Big sweeping undulations until we approached Appin and Cataract River area. Dropping down towards the river the road narrowed and there was overhanging rock on our left for a few hundred yards. A couple of hairpin bends and we crossed a bridge, followed by a climb up the other side of the gorge. In no time, then, we were at Douglas Park school for some light refreshment. Judging by the types of cakes that made their appearance (and their disappearance!) very few of the girls had much thought of, or respect for, weight watching!

It was a matter of only a few miles to the Steam Preservation area, where apparently the number one essential was lunch. An this is where the trailer proved its worth, though, at a pinch, one could have cooked a steak at the glowing firebox of one of the various steam devices.

Our observation of the various bits of machinery has been chronicled already, except for the finale, which was a grand parade of the Society's mobile pieces, trailed by a column of our Club's pieces (all mobile, obviously).

It is regretted that we cannot pass over the opportunity to remark that it is one instance of a Ghost fitted with a Fisher body. (As our Victorian counterparts would say: DEMENTIA PRODEST).

- J. SIMPSON

\*\*\*\*\*

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

Crownwheel and Pinions or Differential complete  
for Hupmobile 20.

- ROBERT WINWOOD-SMITH,  
167 Rankin Street,  
Forbes. 2871. N.S.W.

FOR SALE

(A.C.T. & VICTORIA PLEASE COPY)

Genuine old petrol bowser with glass bowl, hand  
operated. \$200 o.n.o.

- BASIL MONCKTON,  
Old Court House,  
Araruen. N.S.W. 2622  
048.46.4053

FOR SALE

Plaques commemorating 25 years of veteran motoring are  
now available from the Treasurer:

Plaques	\$25.00	each
Postage	\$ 3.00	each
Club Badges	\$14.00	each
Lapel Badges	.75¢	each
Decal	.20¢	each
Cloth Badges	\$2.50	each

FOR SALE

1927 Hudson 6 Sedan complete with many spare parts:  
new and used. \$500.00.

1930 Hudson 8 Sedan spare motor and gearbox, new  
wheels and tyres and tubes plus other parts.  
\$2,000 o.n.o.

1913 Hupmobile body in fair condition \$200.00.

- G. HACKSHALL,  
12 El Rancho Road,  
Daisy Hill. Q. 4128

FOR SALE

Body of a 1917 Paige built by Walter Whitbourn & Co. The  
scuttle is missing, but the rest is in very good con  
It is a tourer. \$275.

- COLIN DRAKE,  
82 Raglan Pde.,  
Warrnambool. 3280  
(055) 622615

WANTED - ALL STATES: 1911/12 Metallurgique radiator and engine  
approx. 3 litre.

Phone: 707.1994

- B. VINEN,  
2 Langmore Lane, Berwick. V.3806

ADVERTISEMENTS (CONTINUED)WANTED

Any parts, info. etc. that would assist in the restoration of my 1904 AC2K Clement Bayard.  
Have to swap, 2 cyl. L head Clement Bayard motor, Charron chassis, circa uncertain, other assorted veteran and vintage bits and pieces.

- HENRY ANDERSON,  
24 Bangalee Street,  
Jindalee. Q. 4074  
Phone 376.1826

WANTED

For 1915 Ford 'T' Runabout  
Round gas tank and 2 brackets.  
2 x 30" x 3½ Goodyear "Diamond Cut" tread tyres.  
Cast Iron Muffler Ends (with brackets).  
Radiator/Bonnet brace rod.  
Door Panels (steel).  
2 x Door catches.  
1 pair lined rear brakes (or cast shoes).

- KEITH KNIGHT,  
2 Jens Place,  
Kambah. A.C.T. 2902  
Phone 316259

FOR SALE

(ALL STATES PLEASE COPY)

1913 T Ford Runabout unrestored, Canadian body, complete.  
Some restoration started, including all new body panels and lights. Shed full of spares included. \$2,500 o.n.o.

1909 4-cylinder Renault unrestored. All mechanics, chassis etc., some body panels, some brassware. What offers?

1911 6-cylinder Renault parts only, including some body panels, gear box, diff., cylinder heads and numerous others. Would help to complete a car. Offers.

- D. van Wely,  
2 Parkin Street,  
Torrens, A.C.T. 2607  
Phone 864422

FOR SALE

T Ford Raceabout - almost complete. Original condition.  
Some modifications to motor.

- JOHN AHEARN,  
13 Julius Street,  
Pearce. A.C.T. 2607  
Phone 864814

ADVERTISEMENTS (CONTINUED)

FOR SALE

2 Wico 4-cyl. Magnetos  
1 Lucas 4-cyl. Magnetos  
1 Marelli 4-cyl. Magnetos - \$50.00 the lot.  
1 Lucas 5½" Brass Head Lamp, \$20.00.

- G. BRANDON,  
1 Rees Ave.,  
Coorparoo. Q. 4151  
(07) 397.7470

WANTED

Carburettor and manifold or any other parts of  
1906 10 Commer Car - Chain Drive.

- T.W. ANDERSON,  
19 Davis Street,  
Belmont, Geelong. 3216 V.  
(052) 43.7640

WANTED

Clutch and/or any parts to suit 1915 Rudge Multi motor-  
cycle. Gearbox to suit 1920 F.N. four cylinder motor-  
cycle.

AVAILABLE

Brass generator. H. & B. would suit English veteran, three  
Ford headlamps (gas) all brass and in good condition, stamped  
'Ford' - Jno Brown Model 19, will negotiate swap for the  
above-mentioned parts or other veteran/vintage FN 4-cylinder  
motor cycle bits and pieces.

- MAL GRANT,  
Coffey Road,  
Bullengarook, Vic. 3437

FOR SALE

Complete restorable utility \$2,500, or offers. 2 extra  
diffs., motor and steering column.

- No name given.  
2 Hanna Street, Noble Park.

FOR SALE

Wooden tool boxes, dovetail ends, made from W.A. Jarrah.  
Small size, \$25; Medium size, \$32; Large (Battery &  
Tool), \$40.

- GEORGE SWIFT,  
Swingbridge Cottage,  
Hawthorne Lane,  
Bright, 3741, Vic.

## EVENTS AND SOCIAL CALENDAR 1979-80

1979

ENQUIRIES — MEL POPE PH. 521-2821 (H)  
NEIL MARTIN PH. 632-5047 (H)

SUNDAY	JULY 15
SUNDAY	AUGUST 26
SATURDAY	SEPTEMBER 15
SUNDAY	SEPTEMBER 16
WEEKEND	SEPTEMBER 29-OCTOBER 1
SUNDAY	OCTOBER 21
SUNDAY	OCTOBER 28
SATURDAY	NOVEMBER 10
SUNDAY	NOVEMBER 11
SATURDAY	NOVEMBER 17
SUNDAY	NOVEMBER 18
SATURDAY	NOVEMBER 24
SUNDAY	NOVEMBER 25
SUNDAY	DECEMBER 2

—	Picnic Day
—	*Navigators Rally
—	Orange Blossom Festival Procession
—	C.V.V.T.M.C. — Warwick Farm
—	Newcastle Tour
—	Government House Garden Party
—	Parramatta Foundation Day
—	*Registration Inspection Day (Compulsory)
—	Schofields Air Show
—	*Registration Inspection Day (Alternative)
—	Fishers Ghost Rally
—	Christmas Party - Dinner Dance
—	Vaucluse Lions Club — Charity Day
—	Family Christmas Picnic

1980

MONDAY	JANUARY 28
WEEKEND	JANUARY 23-24
SUNDAY	FEBRUARY 24
SUNDAY	MARCH 30
WEEKEND	APRIL 25, 26 and 27
SUNDAY	MAY 25
SATURDAY	MAY 31
SUNDAY	JUNE 29
SUNDAY	JULY 27

—	Sydney Festival Procession
—	Camp Out
—	Picnic Day and Rally
—	*Concourse Day
—	*Annual Blue Mountains Tour sponsored by Caltex
—	Model Engineer's Society — Luddenham
—	Trophy Presentation Nite
—	Picnic Day and Rally
—	Picnic Day and Rally

*\*Indicates Point Score Outings.*

### MANAGEMENT COMMITTEE 1979-80

PRESIDENT  
VICE-PRESIDENTS

SECRETARY  
TREASURER  
REGISTRATION OFFICER  
PUBLIC RELATIONS, SPONSORSHIP  
EVENTS AND SOCIAL CHAIRMAN  
ASSISTANT  
LIBRARIAN

—	George Roberts - Phone 371-8626 (H)
—	Len Sheen - Phone 427-4198 (H)
—	Barry Thew - Phone 638-1155 (H)
—	Bill Maunsell - Phone 32-2379 (H), 929-7422 (B)
—	Ben Bronk - Phone 624-8224 (H)
—	Keith Carden - Phone 871-2158 (H), 70-0381 (B)
—	David Berthon - Phone 639-0603 (H) and (B)
—	Mel Pope - Phone 521-2821 (H), 237-8222 (B)
—	Neil Martin - Phone 632-5047 (H) and (B)
—	Jan Coulcher - Phone 587-2880

### SUB-COMMITTEES AND OFFICERS

RESEARCH HISTORIAN  
DATING COMMITTEE  
REGISTRAR  
"SPIT AND POLISH" EDITOR  
PHOTOGRAPHER  
PROPERTY OFFICER  
BUILDING DEVELOPMENT AND  
MAINTENANCE COMMITTEE

HONORARY LEGAL OFFICER

—	George Roberts - Phone 371-8626
—	George Roberts, Max Roberts
—	Max Roberts - Phone 449-1722 (H), 74-0226 (B)
—	Barry Thew - Phone 638-1155 (H)
—	Arthur Porter - Phone 605-2016 (H)
—	Bill McCarthy - Phone 798-6941 (H)
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—	Malcolm Johns

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