

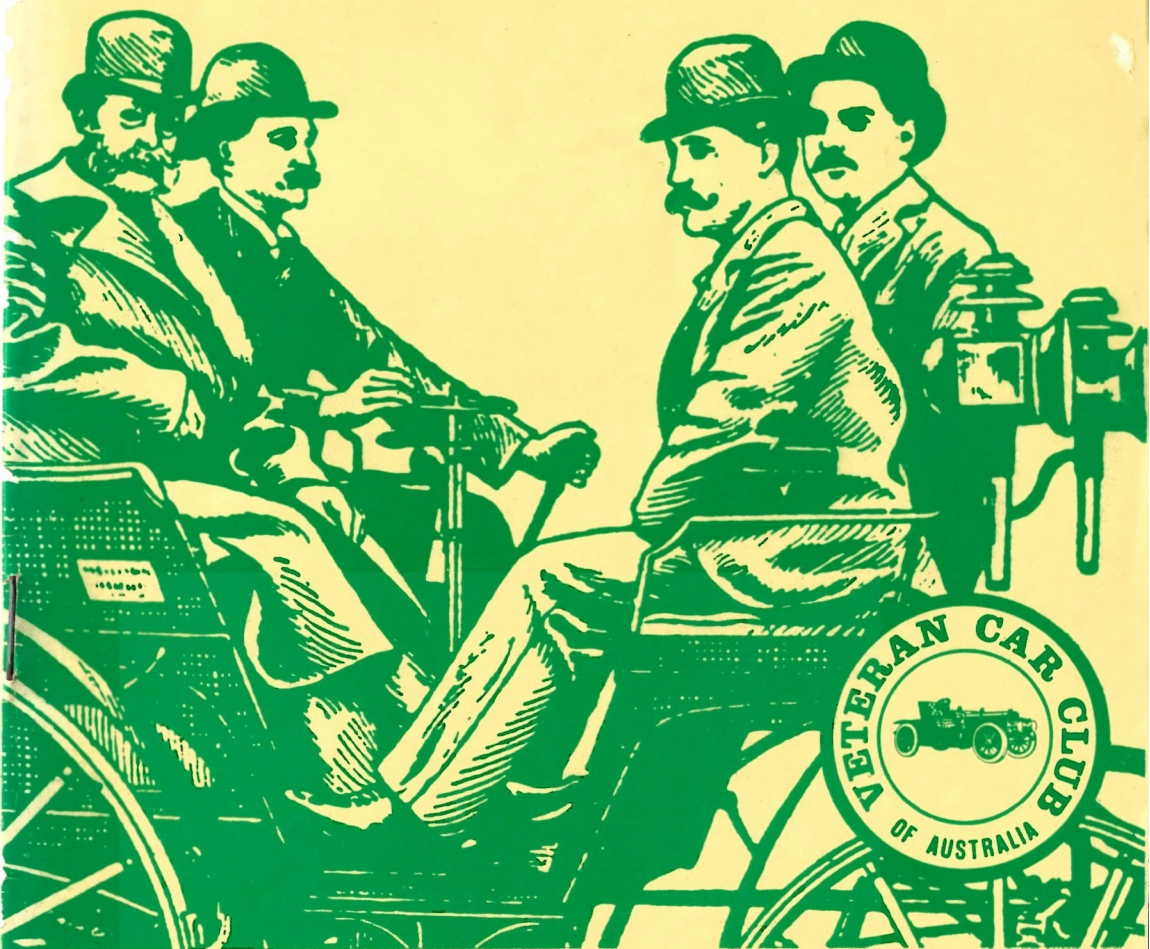
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

# SPIT AND POLISH

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July, 1984 Vol. XXVI No. 1



PATRON:  
His Excellency,  
The Governor of N.S.W.,  
Air Marshal  
Sir James Anthony Rowland,  
KBE, DFC, AFC, K.St.J.



## *Spit & Polish*

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

Volume XXVI No. 1

July 1984

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Other Veteran Car Clubs have permission to copy.

*The next Monthly General Meeting of the V.C.C.A. (N.S.W.)  
will be held in the Clubrooms at 8.00 p.m. on THURSDAY,  
26TH JULY, 1984.*



*Editorial**Comment*

Now we are in the new club year for 84/85. There is always a good feeling of anticipation when anything new begins, so let's all make this another great "Veteran" year.

Volume 26 No. 1 of SPIT AND POLISH publishes the President's Annual Report and Treasurer's Report for us all to recall the past year's activities. Also a message from our new President Bob Baxter, plus the new committee and office-bearers are listed for your reference, should they need to be contacted.

Featured is an article on a veteran Rover by Jim Moule - this is also a good start for Volume 26 as Jim has only recently joined our Club.

Belt Drive Burke contributes more news in Brief but Important.

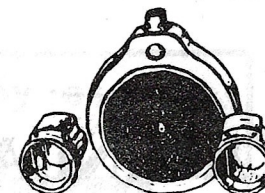
So read on.....

- SANDY ROBERTS

COPY REQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:

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

*President's Message*

It is my pleasure to be your President for 1984/85 and along with your new committee it is hoped that we can maintain the standard of excellence achieved by the previous committee under Barry Thew. May I thank Barry and Judy on behalf of all our members for their untiring efforts and for a job well done over the past two years.

Our Club is about to reach a new pinnacle of development with the completion of our new clubrooms only nine to twelve months away. Add to that a National Tour in May 1985, Terry Cook and Mal Garthon full of ideas to vary the Katoomba run and other events, along with Merryl Godfrey organising our social activities, then 1984/85 will be a great year.

It is good to read about these plans but if you wish to obtain the maximum enjoyment out of your club then you should participate in as many activities as possible because it is your attendance that makes each function a success.

The Second Annual Veteran and Vintage Display was a top day and the effort put in by Frank Illich, Ben Bronk, Barry Thew and all the various marshals was thoroughly appreciated by the large crowd that attended.

Hope to see you at the club meeting on Thursday night.

- BOB BAXTER

Next Event: "Club's 30th Anniversary Historic Run"

Sunday - August 12, 1984

START: 10.30 a.m. PLACE: Art Gallery of N.S.W., Art Gallery Road, The Domain, City

BRING: Road map and picnic lunch.



# CALENDAR OF EVENTS



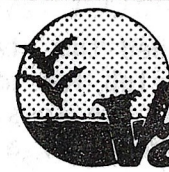
## 1984

- Aug. 12 Sunday - CLUB'S 30TH ANNIVERSARY HISTORIC RUN - Details on page 3.
- Sep. 9 Sunday - NAVIGATOR'S TOUR (SOUTHSIDE)
- Sep. 16-22 1 & 2 CYL. HUB RALLY - PORT MACQUARIE
- Sep. 28-1 NEWCASTLE TOUR
- Oct. 1
- Oct. 13 Saturday - 100TH YEAR OF RAILWAYS AT HURSTVILLE
- Oct. 28 Sunday - FILM EVENING - MACQUARIE UNIVERSITY THEATRETTE
- Nov. 11 FISHER'S GHOST TOUR
- Nov. 25 LYONS/ROTARY CHARITY DAY
- Dec. 2 CHILDREN'S CHRISTMAS PARTY
- Dec. 7 CHRISTMAS DINNER - OATLANDS HOUSE. (Bookings: Merryl Godfrey - 85.6924 - \$20 head, plus drinks)

## 1985

- Feb. 2-3 BLUE MOUNTAINS TOUR
- May 6-16 CENTENARY RALLY

\*\*\*\*\*



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VETERAN & VINTAGE DISPLAY DAY

HELD AT GREENS MOTOR MUSEUM

ON SUNDAY 1ST JULY



Some 175 vehicles and many more people attended this successful event with a noted increase in the attendance of motor bikes.

Trophies presented by the management of the museum were awarded to:

MOST APPEALING VETERAN CAR: Stan Rumble, 1911 Renault

MOST APPEALING VINTAGE CAR: Mr. Cullen of Lithgow,  
1929 Whippet 6

MOST APPEALING MOTOR CYCLE: DON LIDDLE, A.C.E.

The raffle of a giant bottle of whisky was won by a visitor



PRESIDENT'S ANNUAL REPORT 1984

Over the last 12 months the club has maintained the stability and solidity that has been a feature of the club for many years, what with an influx of new members and the loss of some, our numbers are the highest they have been for a few years.

Our financial affairs in the capable hands of Ben Bronk have been well supported by members with the debenture issue and other donations, this, together with Peter Wards fund-raising efforts, has greatly helped in building a healthy bank to provide our Building Committee with the necessary funds for our new hall. On the other hand, the funds required for the normal running of the club derived from club dues have fallen behind, mainly brought about by recent large increases in postage and affiliation fees to the Federal body, this regrettably has put us in the position of having to increase the dues to operate the club on a viable level. I feel all members will agree, after eight years at \$13.00, the increase that has been suggested means that for a total cost of 39.6 cents per week you can belong to one of the premier old car clubs in Australia - not much by today's cost of leisure and pleasure.

Talking of pleasure, the Events Committee have provided us with regular and enjoyable outings, some of these contained a new approach and were greatly appreciated by the members. One event, while not organised by this committee, proved very successful, was the Display Day organised in conjunction with the Vintage Vehicle Club and Frank Illich of Greens Motorcade Museum. Contrary to the 'knockers', this event attracted over 180 Veteran and Vintage vehicles on display and I trust this year it will be bigger and better.

Our Annual Rally, namely the Blue Mountains Tour, was again well attended and the variations provided en route this year makes it necessary to attend on regular basis, as you never know on which roads you will travel - there seems so many ways to travel up the mountains and this must be credited to Max Roberts and his committee for providing these variations.

Whilst on variations, this year we had the pleasure of having a woman's outlook and flair added to our magazine, what with

readers' articles and the editor's graphic changes, SPIT AND POLISH, as ever, is worth waiting for each month, thanks to Sandy Roberts for a job well done.

Socially we have enjoyed our regular outings, but they too have had some very appreciable variations, from comments received, the members have enjoyed the changes. One such change was our picture night with Kitty and the Bagman, which was very well supported and assisted our Building Fund.

With regard to our building programme, this unfortunately has not progressed as well as could be expected, but then this was through no fault of the committee, the volunteers or our hard working builder Neil Johnston. Our biggest problem was the weather, which had the uncanny habit of turning for the bad whenever work was scheduled to take place. Hopefully this will change and allow this major project to be completed as soon as possible and the motoring archives will be established, complete with a comprehensive library and history of the motor car.

With regard to the history of the motor car, our Investigation and Dating Committee has been quite busy with many new applications for membership, together with dating applications from members. Couple this with enquiries from local and overseas people and organisations and I feel this has nearly reached a full/part-time occupation. Added to this, Committee Chairman George Roberts is also Chairman of National Technical Committee, thus requiring more investigation and technical correspondence of a sort not normally required by most car clubs --- a busy boy is our boy George.

Another busy one is Keith Carden, whose job would normally entail a lot of work for a short period around registration time, but of late there seems to always be more work carried out at other times through the year, mainly generated by a small number of members who continue to make things difficult. While not having a difficult year, our P.R. man Jim Redman has still had plenty of paper to shuffle through and answer those odd-ball enquiries, hopefully he will soon have something substantial to put his teeth into and derive the satisfaction he received from his exploits with Kitty and the Bagman.



Talking of bagman, Mike Bendeich has toted the bag around the meetings in an effort to raise money for the Children's Christmas Party, while keeping an eye on our library and the film library where he has arranged the after-meeting entertainment which has been both educational and humorous.

I have deliberately left the secretarial duties to this point in time as it is of a twofold situation. Firstly to John Wards for his able assistance and the manner in which he carried out his duties before having to forego them in the interest of his newfound employment, secondly to Ken Quarmby who has stood in on temporary/permanent basis in John's absence.

Finally I would like to thank all those who have held ex officio positions both with or without portfolios for their efforts in assisting in the running of this club's affairs.

In closing I would like to express my sincere thanks to all members for their support and assistance given over the last twelve months. It has indeed been an honour being your President, my only regret is that I will not be in a position to offer my services to the club for some time as change in work will require my being away for long periods of time.

Yours sincerely,

BARRY T. THEW

#### TREASURER'S REPORT

Again it is my pleasure to report a surplus for the year, due to the combined efforts of many. Our lettings, under the capable management of Bill McCarthy, continue to show a handsome surplus, despite all disruptions.

Our total surplus for the year is \$10,721, despite the cost of servicing a membership exceeding our subscriptions, e.g. the cost of SPIT AND POLISH in excess of \$4,000 p.a. I therefore recommend that fees be increased to \$18.00 p.a. to eliminate the special fund-raising subsidising the servicing of memberships.

In closing, I would like to thank everyone for their co-operation and especially Bill McCarthy for his valuable assistance.

BEN BRONK  
Hon. Treasurer.

#### Auditor's Statement:

We have examined the records of the Veteran Car Club of Australia (New South Wales) for the year ended 31 May 1984 and report that, in our opinion, the accompanying Accounts, together with the Notes thereto, present a true and fair view of the affairs of the Club and of the results for the year then ended.

G.D.B. JONES  
Chartered Accountant

#### NOTES TO & FORMING PART OF THE ACCOUNTS:

##### Note 1. General

Owing to the very recent death of the previous auditor, Mr. A. Forsyth, we have been unable to obtain the relevant records of the Club for verification of the opening balances shown in the Balance Sheet dated 31 May, 1984. Consequently stock, debtors and creditors have been reversed as noted on those accounts.

##### Note 2. Depreciation

Similarly, no information has been provided as to the depreciable assets and their rates of depreciation, so that the depreciation charge for 1984 of \$137.00 is an estimate based on charges raised in 1981, 1982 and 1983.

In addition, values of the Meeting Hall and Building in the accounts for 1984 are shown as 1983, expenditure during the year on the new building is shown separately.



BALANCE SHEET AS AT 31 MAY, 19841982ACCUMULATED FUNDS

83,510	Balance at May 31, 1984 as per Income & Expenditure Account attached	\$94,231.13
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Represented by:

CURRENT ASSETS

26,197	Westpac - Sinking Fund	33,398.87	
814	Westpac - Debenture Account	1,302.93	
-	Westpac - 1 & 2 Cylinder Rally Ac.	4,967.90	
507	Stock on Hand	976.20	
-	Debtors - Rent	264.00	
54	Debtors - Sundry	-	
80	Deposits	80.00	
-	Prepaid Expenses	300.00	
<u>27,652</u>			<u>41,289.90</u>

Less: CURRENT LIABILITIES

(28)	State Bank overdraft	57.69	
338	Creditors	609.96	
-	Rent Paid in Advance	156.00	
-	1 & 2 Cylinder Rally Trust Monies	4,965.00	
-	Subscriptions Paid in Advance	234.00	
<u>310</u>			<u>6,022.65</u>

27,342			35,267.25
--------	--	--	-----------

Plus: FIXED ASSETS

3,883	Furniture etc. at Cost	3,883.00	
(2,805)	Less: Prov'n Depreciation	(2,942.00)	
10,444	Meeting Hall at Cost	10,444.00	
31,613	Building at Cost	31,613.00	
23,933	New Building - at Cost	29,165.88	
<u>67,068</u>			<u>72,163.88</u>

94,410			107,431.13
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Less: TERM LIABILITIES

10,900	Debentures carrying Interest at 5% p.a.		13,200.00
			<u>13,200.00</u>
<u>83,510</u>			<u>\$94,231.13</u>

SPIT &amp; POLISH - JULY 1984

SPIT &amp; POLISH - JULY 1984

JULY 11

INCOME AND EXPENDITURE ACCOUNT FOR THE TWELVE MONTHS ENDED 31 MAY, 19841983INCOME

1,844	Annual Subscriptions (Sch. 4)	3,912.00
80	Entrance Fees	190.00
270	Club Levies	246.00
2,121	Donations	3,693.53
-	Display	227.50
2,532	Interest Received	2,945.92
1,771	Special Raffle Proceeds (net)	443.00
2,232	Surplus on Trading Transactions	1,457.87
269	Commission Transactions	-
304	Surplus on Other Transactions (Sch. 2)	2,007.99
(1,171)	Less: Deficits on Other Transactions	(3,843.76)
832	Property Transactions (Sch. 3)	2,586.96
		<hr/>
13,172		\$13,867.01

SPIT &amp; POLISH - JULY 1984

Less: Expenses

501	Affiliation Fees	653.00
440	Audit Fees	275.00
45	Bank Charges	137.46
160	Depreciation (note 2)	137.00
200	Honoraria	200.00
-	Interest Paid (note 3)	877.88
560	Insurances	602.74
-	Microphone - replacement	29.95
120	Postages	181.90
63	Printing and Stationery	50.95
54	Presentation	-
23	Registration Trailer & Advertising	-
		<hr/>
2,166		3,145.88
		<hr/>
11,006	<u>SURPLUS FOR THE YEAR</u>	\$10,721.13
72,427	Add: Accumulated Funds at May 31 1983	83,510.00
		<hr/>
83,510	<u>ACCUMULATED FUNDS AT 31 MAY, 1984</u>	\$94,231.13
		<hr/>

SPIT &amp; POLISH - JULY 1984



TRADING AND REVENUE ACCOUNT - TWELVE MONTHS ENDED 31 MAY, 1984

SCHEDULE 1 TRADING TRANSACTIONS

	<u>Stock &amp; Purchases</u>	<u>Sales</u>	<u>Closing Stock</u>	<u>(Loss) Surplus</u>
Car Badges	547.20	80.00	540.00	72.80
Stickers	7.00	6.60	12.20	11.80
Lapel Badges	176.00	77.00	234.00	135.00
Number Plates	154.00	71.00	190.00	107.00
U.B. Directories	38.00	28.00	-	(10.00)
Club Shop	232.18	775.45	-	543.27
Wine Sales	-	186.00	-	186.00
Plaques	-	45.00	-	45.00
Cloth Badges	-	40.00	-	40.00
Cards - Xmas	-	327.00	-	327.00
<u>SURPLUS TO I. &amp; E. A/C</u>	<u>1,154.38</u>	<u>1,636.05</u>	<u>976.20</u>	<u>\$1,457.87</u>

SCHEDULE 2 OTHER TRANSACTIONS

	<u>Payments</u>	<u>Receipts</u>	<u>Losses</u>	<u>Gains</u>
National Rally	48.50	110.00	-	61.50
Other Rallies	2,688.55	3,152.00	-	463.45
Socials	2,977.53	4,381.87	-	1,404.34
N.R.M.A.	3,048.55	3,093.25	-	44.70
Dept. of Motor Transport	1,930.30	1,845.00	85.30	-
Hatton Lyne Agency	790.50	824.50	-	34.00
Magazine	4,003.46	245.00	3,758.46	-
<u>RESULTS TO I. &amp; E. A/C</u>	<u>15,487.39</u>	<u>13,651.62</u>	<u>\$3,843.76</u>	<u>\$2,007.99</u>

SCHEDULE 3 PROPERTY TRANSACTIONS

Rents Received - 134 Queen Street	3,144.00	
- 136 Queen Street	<u>2,110.77</u>	5,254.77
Less: Expenses:		
Rates and Land Tax	1,330.49	
Electricity	448.13	
Maintenance & Caretaking	<u>889.19</u>	2,667.81
<u>NET SURPLUS TRANSFERRED TO I. &amp; E. ACCOUNT</u>		<u>\$2,586.96</u>

SCHEDULE 4 SUBSCRIPTIONS

Subscriptions paid during year	\$ 4,146.00
Less: Paid in Advance	234.00
Plus: In Arrears	<u>nil</u>
<u>AMOUNT TRANSFERRED TO I. &amp; E. ACCOUNT</u>	<u>\$ 3,912.00</u>

COMMITTEE & OFFICE-BEARERS VETERAN CAR CLUB OF AUST.(NSW)1984/85

PRESIDENT	Bob Baxter	B.	708.1100
		H.	522.9661
VICE-PRESIDENT	George Roberts	H.	371.8626
VICE-PRESIDENT	Max Roberts	B.	74.0360
		H.	449.1722
SECRETARY	Ken Quarmby	B.	436.6476
		H.	046. 25.0693
TREASURER	Ben Bronk	B.	211.0367
		H.	624.8224
EVENTS CHAIRMAN	Terry Cook	H.	888.7927
FUND-RAISING/ MEETING ENTER- TAINMENT	Ron Cox	B.	560.3070
		H.	642.2885
EVENTS	Malcolm Garthon	B.	57.6520
MAGAZINE EDITOR	Sandy Roberts	H.	449.1722
PUBLIC AFFAIRS	Jim Redman	H.	46.4254

INVESTIGATION & DATING COMMITTEE:

George Roberts; Max Roberts; Ben Bronk

BUILDING COMMITTEE:

Neil Johnston 046.255.964  
 George Roberts; Bob Baxter; Ben Bronk

SOCIAL SECRETARY: Merryll Godfrey 85.6924

REGISTRATIONS OFFICE: Max Roberts

REGISTRAR: Terry Cook

INSURANCE OFFICER: Victor Jacobs B. 699.6666  
 H. 922.1535

CLUB HISTORIAN: Alan Rose-Bray H. 587.6547  
 ASSISTANT: Jock McGowen H. 502.1689

RESEARCH HISTORIAN: George Roberts

HONORARY ARCHITECT: Bill Burrows

HON. LEGAL ADVISER: Malcolm Johns

HON. BUILDER: Neil Johnston

MEMBERSHIP UPDATE:NEW MEMBERS

CLARKE-BRUCE, Ronald John (F) No. 785  
 6 Chisholm Crescent, Campbelltown. 2560  
 (046)25.0027 (H); 602.0333 (B)  
 1915 Ford T Tourer

MOULE, James Lionel (F) No. 786  
 20 Waratah Street, Oatley. 2223  
 57.1433 (H); 705.6739 (B)  
 1912 Rover Tourer

DALEY, Corey John (J) No. 787  
 13 Mulawa Place, Frenchs Forest. 2086

MEMBERSHIP TRANSFER - ASSOCIATE TO FULL MEMBER

COX, Ron (F) No. 680  
 134 Homebush Road, Strathfield. 2135  
 642.2885 (H); 560.5070 (B)  
 Renault Roadster Reg. No. 125

CHANGE OF ADDRESS:

CLARKE, R.G. (A) No. 728  
 P.O. Box 116, North Strathfield. 2137

RESIGNATIONS:

BARKER, Don No. 107  
 BUTLER, Paul No. 481  
 SAUNDERS, Stuart No. 747

\*\*\*\*\*

THE M.A.A.S. VETERAN ROVER

by Jim Moule

Many members are aware that the Sydney Museum of Applied Arts and Sciences has a veteran Rover 12 in their collection. The car is a 1912 "Clegg's" 12 Tourer, car number 602. (The museum believes it to be a 1913 model but that could be a sales date). I had the good fortune recently to be given the opportunity of studying the car in the Arncliffe store, so I obtained permission to take photos and write about the car for the club magazine.

P.T.O.



I found the Curator, Mr. Andrew Grant, busy at work on a piece of machinery related to an early flight simulator. He led me past such trivia as a vintage Rolls, a Stanley Steamer and a 1902 Cadillac, to the Rover. We carefully pulled back the dust cover to reveal a car identical to my own, except that this one is in remarkable condition, unrestored but amazingly original. It is placed on jacking stands and the hood bows are down but, given a brush-up, it could well run on the road tomorrow. I imagine the museum have something in mind more worthwhile than a mere brush-up.

The car appears to be mechanically complete and serviceable. There is no evidence of modernisation. The body seems straight and without rust. The paint, probably original, has deteriorated but the original buff and brown scheme is clear. The upholstery, black leather, is in amazing condition, protected by canvas covers. The original wooden artillery wheels are fitted with tyres which, by their appalling condition and unusual pattern, could be original or at least very early.

I learned a lot in the hour I was there. My task is much easier now I have seen a 12 in one piece. The museum has had its Rover since 1948. Fortunately, such delicacies as the set of lamps have been preserved and not damaged.

The car will be restored eventually and displayed in the Power House Museum, Ultimo.

With appreciation to the Trustees of the Museum of Applied Arts and Sciences.

(Note: Specifications of the M.A.A.S. Veteran Rover will appear in the August issue of SPIT & POLISH.)

\* \* \* \* \*

#### BRIEF BUT IMPORTANT

*Perhaps the best of a holiday weekend is to spend it with your friends and that's what the weekend to Denman was all about.*

*Seven veteran cars left Cessnock on Saturday of the Queens Birthday Weekend for Denman in the upper Hunter. Motoring*

*Motoring on through Broke in perfect weather we were ignored by the radar speed trap who had a motorist bailed up near the village, so we turned at Monkey Place Creek and mooched off to Warkworth Park for lunch then on to Jerry's Plains where we turned left and went out on the other side of the river to Denman through the farms and irrigation sprays where the game was wet the passengers.*

*Guy Fawkes was seen to be waiting for darkness in one farm-yard and others had bonfires waiting.*

*Cruising into Denman we found Peter and family there already having come on a more direct track. While everyone found their digs I booked a table for 23 at the RSL Club for tea, then we took a walk round the town, boosted the ice cream sales and generally slummed till it was time to go up for our meal, which seemed to take all hours to serve, after which went back for the music provided by Chris and Peter in the auditorium.*

*Carol tried to teach me a Scottish dance but, not being nimble on my feet like Riley, Joan had to take me home early.*

*Next morning we set out going nowhere in particular and decided to go to the lookout nearby first. Unfortunately the Paige decided to split low gear at the foot of the climb.*

*Chrissy Marr saved the Sunbeam but not the driver from disgrace when it almost konked out on a steep pinch. She jumped out and pushed, it picked up and Doug drove off, to leave her walk to the top where we took morning tea as we watched Chris go back to the motel to remove the broken bits from the gearbox of the Paige.*

*We all had a great drive on to Sandy Hollow past Rosemont Winery, then the Rileys took the restored Austro a little further up the road to the farm to show the chap the result of many years' work. Some of us speculated on whether its previous owner would produce the original papers and repossess the car, but fortunately all went well and the Rileys still have it.*

*Meanwhile the rest of us found a place for lunch and I had a look at the universal joint of the Hup to find a quarter of it missing. Chrissy had seen it on the road so we all went*



back that way but were unable to find it, even when Peter took a team of keen-eyed searchers back later.

(Here we must abbreviate the BRIEF report even more. Sorry, John).

Hup - with plenty of oil in housing - managed to get home, but just. Next morning headed home slowly in front of the others. Missed a great opportunity to check out Geoff Wolfgangs - knew he was away with Vintage Car Club - but think he had left his dogs off the chain having heard we were in his area. Just before morning tea stop at Warkworth, I was humiliated by being scorched off by a model A Ford and a Vauxhall tourer of about 1948 - the shame of it all!

Lunch at Cessnock then goodbye to our friends. Cars attending: the usual 2 Talbots, a Sunbeam, Paige Studebaker with a different crew, Austro Daimler and Hup. Don and Audrey in modern. George and Beatrice had to miss as Beatrice quite ill with 'flu - not often they miss a run. Next outing: Martinsville Park - meet for lunch.

Regards to all,

- BELT DRIVE BURKE

\*\*\*\*\*

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

INFORMATION WANTED: Can any member tell where to find the engine number on an early 13,201 cu.in. Buick engine - we can't find one. - JOHN BURKE, 47 Maclean Street, Cessnock.

WANTED: Front springs for Hall Elbourne's 1912 161 cu.in. Buick (the small one). Hall will swap me a set for my 1913 model 30 if I can find him a pair of fronts. Also shackles for model 30. - JOHN BURKE, 47 Maclean Street, Cessnock.

FOR SALE: 2 only 32 x 4 x 6-ply Lester Tyres, \$190 each.  
1 only 815 x 105 b.e. Dunlop, \$255.  
- BOB NEWMAN (043) 52.1974

WANTED: Front end parts for 1912 Stoewer.  
- TOM CRAWFORD, 44.6482

\*\*\*\*\*