

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.

# SPIRIT AND POLISH

## THEIR PRIDE AND JOY



Mr. & Mrs. PEDIGREW'S 1899 MAYFAIR





# 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.  
Vol. XII, No. 12

**Hon. Editor and Editorial Address—**

J. B. SIMPSON,  
198 Culloden Road,  
Eastwood 2122. Phone: 869-1350  
June, 1971

Price 12 Cents

## EDITORIAL

### ACCESSORIES

The motor is generally launched ready for service, and the owner finds that in no time he has a desire for an accessory or two which will do this and that for the car.

The human body is launched always ready in every respect, and has its own accessories all built in, ready to perform their respective tasks. It is difficult to determine which 'accessory', if any, is the most important. But each one, in its own way, is very intriguing, anatomically and chemically.

One of the most mystifying 'accessories' of the human body is the spleen. Most of us have heard of it, but how many are aware of its bodily function, or do we call it 'duty'?

Its main function is to check the condition of the red blood cells, and, computer-like, it rejects the off centre ones, which are replaced by healthy ones. This is a full time job for the spleen, which processes all the blood in the body - approximately 6 quarts - every hour and a half. How is this achieved? Both the scientific and medical world are still at a loss to really understand the method.

The spleen starts its duties before our embryonic life has been functioning for three months. However, by the time a baby is born, the spleen has ceased to function as a red cell producer. Cells are now supplied by the marrow which is found in the bones, though how these ever make their way out of their stronghold in the bones and join their mates in the blood stream seems to be a mystery.

The spleen has a complex structure, and is a combination of manufacturing unit, filtration unit, waste disposal unit, salvage plant and reservoir. It can alter its size to suit the work load and circumstances, and even the temperature.

(Continued on Page 2.....)

The next General Meeting of the Club will be held on THURSDAY, 24TH JUNE, 1971 at the Five Dock Community Hall, Great North Road, Five Dock, at 8.0 p.m.

Should it become necessary to remove a spleen in infancy, a child could find it difficult to survive infection up to the age of two years. After this it is quite possible to dispense with the organ.

The cells which line the blood channels protect the blood stream and the body, and, by some still unknown method manage to check every red corpuscle that passes through, vetting the size, shape, condition and content of each.

On this thought, some measurements seem incredible, including the fact that each cubic millimetre of blood, i.e. a lump the size of a pin head, contains some five million red corpuscles. Each second, approximately 10,000 of the body's red corpuscles are destroyed and are replaced by new ones.

It is astonishing that the spleen can function, when it is realised that it is a gland-like organ, but it possesses no duct as do ordinary glands.

Yes, a mystifying and entrancing organ, which has an indefinable something to it - like the occurrence of magnetism.

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#### REPORT OF MAY MEETING

The President was in the chair.

Terry Cook questioned that the Club's bank account be overdrawn, considering that the Club is apparently so affluent.

Jack Dance gave a warning to any who should give letters of introduction to any persons not particularly well known to them. He cited a case in which he had told an acquaintance of his, how to contact a friend of his, (Jack's), in New Zealand. He did this as an act intended to make it a little easier for a stranger in a strange land. To his surprise he received a letter from his friend, who stated that Jack's acquaintance had written him, stating that he had \$20,000 to spend in New Zealand on the purchase of veteran vehicles with the avowed intention of sending them to America, stipulating that any intended purchases must be perfect in all respects and be completely usable.

Events (John Corby). Opening remarks concerned the good attendance at Pratten Park for the annual appearance of our vehicles in connection with the Children's Home, Ashfield. John put to the meeting a suggestion that a charge be made per head for each outing, such amounts collected to go to the Building Fund or some such other source which majority of members may wish.

Percy Stewart thanked the Club for the interest shown in the charity day at Pratten Park. He said that a reasonable number of people had turned up to view the cars. He told the meeting that the amount of profit made on the day was unknown, adding - amid laughter from the assembled company - that the organiser is at Lord Howe Island. He added that any suggestions made by members to improve the presentation of this annual day would receive attention.

In the absence of George Roberts the Investigations Committee report was presented by Jack Dance, in which the meeting was advised that three cars were receiving attention, namely:

(Continued on P.3.....)

Arnold Worboys	Gunnedah	1910 Buick
Jack Hills	Winston Hills	1912 Sunbeam
Brian Robinson	Fairy Meadow	1918 Ford T

The last-named vehicle is ex-T.F. Bakewell, Newport.

Three Associate Members were taken on strength:

Rodney McK. Enright	Mowbray Rd., Lane Cove
David H. Miller	Drummoyne
Peter A. Jones	Lansdowne St., Concord

The Social Secretary, Jan Sykes, informed the meeting that the Harbour Cruise will take place on Friday night, 18th June. She endeavoured to ascertain which of Denistone or Rockdale was desired as the venue for future functions. Much light-hearted 'help' was given in respect of each place, until finally a show of hands proclaimed Denistone as the more popular building.

Registrations were reported by David Berthon as being John Pickup's 1916 Studebaker and Daryl Cawthorne's 1914 Fiat.

Len Sheen told the meeting that to date there is a roll of 52 Veteran and 7 Vintage vehicles lined up for the Coff's Harbour Rally, and that these vehicles embrace 160 individuals. He advised early application by any others desiring to participate, as accommodation could be very difficult to obtain.

This month's raffle provided two towels for Colin Burke.

C.V.V.T.M.C. had no meeting last week. It was postponed to Tuesday 1st June. The President read to the meeting two letters - jointly. These were a letter to the Department of Road Transport in connection with recommendations re conditions laid down for permits, and the Department's answer, read paragraph by paragraph. The purport of the answer is that the Department has no intention of altering the existing set up, as not only does it minimise the clerical work of the Department, but also it seems to be quite adequate to the purpose.

Apparently the Building Committee has been active, and has inspected some areas, and some premises are under review.

A card of miniature car badges (that is, badges in miniature, of cars of standard size!), under a cellulose cover, were shown by David Manhart, who stated that he is able to acquire them from New Zealand.

A member with affiliations with the N.R.M.A. stated that a source of new Ford spares - T model and upward - has been found and the N.R.M.A. has made this known to members.

Someone complained, and others added their bit, that the enamel badges ex Melbourne had been chipping. George Green assisted by advising members that these badges could be obtained from a source at Hong Kong, and could well be acquired for one third of the cost of the existing badges.

Vic. Jacobs praised Jan. Sykes' work on Presentation Night, and said that he felt that it was 'a good show'.

He deplored the fact that many prizewinners were not there to receive their trophies, and suggested that recipients be advised in future. John Corby answered that all winners of awards indeed were advised, but some



had prior engagements.

Chris. Broadbent advised that notwithstanding the proximity of the New Zealand Rally and the Coff's Harbour Rally, the Newcastle branch weekend in October still stands, and is being kept to a minimum as regards cost, with the knowledge that finances of members may be strained by these other two events.

Trophies were handed to recipients who failed to attend the Presentation Night.

This month we did see a film. It concerned the motor racing successes of the Geoghegan brothers. The reel was of Castrol origin, which gave a reason for the presence of Toby Bent at the meeting. Terry Cook was the projectionist.

\* \* \* \* \*

Read in Auto Antics (Western District Antique Automobile Club):

"Before I lay me down to sleep,  
I park my T Ford on the street,  
If it should roll before I wake,  
I pray thee Lord - apply the brake."

\* \* \* \* \*

#### NEWCASTLE ANNUAL TOUR

We noted in our Report of the May meeting that Chris. Broadbent advised the meeting that the above Tour (first weekend in October) will be on as usual, but on a restricted budget.

Since that announcement we have received word from George Adams on the same subject, in which he requests that we publish his letter herein, and here it is:

"Owing to the close proximity of the National Rally, this year the Newcastle Annual Tour will be run on a less formal scale than in previous years. It will be held in the general Newcastle-Hunter Valley area, and invitations are extended to all members to participate.

Will anyone interested in taking part this year please notify me as soon as possible so that arrangements re accommodation etc. can be made.

George Adams,  
Secretary, Newcastle Branch."

All those so interested can address letters and enquiries to:

V.C.C.A. (N.S.W.),  
Box 78, P.O.,  
Broadmeadow, N.S.W. 2292

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LOOKING BACK.....

By Jack Chenery

It has been said that there are two categories of motorists. One, where the car is treated like a slave; the other, where the owner is the slave of his motor car. Then, there are sub-categories. The "one make" man for instance.

One such man, an old friend of mine, started off with Studebakers, way back when the 1914 model was fairly modern, and continued with models of the same breed for a quarter century. Often hating to part with the old love when going in for a later model, and having the doubtful habit of acquiring two of a kind, come in handy for spares, mate, gluts of Studes tended to result. Right now, there are disused Dictator Sixes of the late 1930's and one big black President Straight-Eight with overdrive, same era, with spare wheels on running boards, complete, barring the sub-machine guns. All these could be bought, and any reader who might be interested please contact me and I will put in touch. And in case any optimist should wonder, the No. 1 Stude, 1914, lies, stripped and vandalised, forty fathoms deep, below the waters of man-made Lake Burrandong; at the point where the Mookerawa Creek used to join the Macquarie River. Does that clear things up, Jim?

And, thank you, Mr. Editor, for the bit about all the Veterans still to be found, out there in them thar hills. One vital necessity in locating and restoring a Veteran is TIME, both current and in prospect. Being now retired, I should have plenty, but it does not work out that way, believe it or not. So much yet to do and so little time left to do it. Hardly time to spit, in fact.

And, yes, Mr. Editor, though only lately settled at 17 Genevieve Road, Bullaburra, there's already been plenty of chips about the Genevieve thing. There seems to be a prankster working in that particular Department of Fate which allots us our various numbers, initials and labels through life. I recall noting, when visited by member Reg Jones, some years back, that the wheels he was then using bore registration "B.S.F." Now, to anyone familiar with machine shop data, and also aware of Reg's original profession, "B.S.F." (British Standard Fine) seemed charming.

Again, one car I bought hastily and unwisely, with strife to follow, was registered "B.F.J." Friends promptly translated this as "Bloody Fool, JACK".

Finally, to look back at an old "Looking Back..." one time I poked fun at a prognostication made way back at the dawn of motoring, by a certain eminent Harley Street doctor. The human brain, he reckoned, was incapable of standing the strain of driving at 60 m.p.h. for more than a few minutes. Paralysis would result, says he. Now, just lately, another specialist has announced that under the strain of high speed driving, some kind of witches' brew is secreted in the bloodstream, which could lead on to cardiac failure. Well, well, we live and learn!

(Our regrets about the omission of that advertisement, Jack and our apologies. Be assured it was purely an oversight. Ed.)

\* \* \* \* \*



From the desk of COLIN PARKER: "What, that E.M.F. again?"

It is now a goer and what a goer at that! With a 30 h.p. engine, 24 inch wheels and a 3 to 1 diff. ratio it is a frightening thriller in top gear if one is game to try it. Depends, of course, on how much one likes living. Not that my test run around the paddock is in the class of Monza, but barring the odd berserk cow, it is adequate.

The battle to restore the car was a major one, and the fact that it took a company six months to cut second gear and that the engine sat in bits on the floor of a so-called engine reconditioner's for close to seven months, didn't help. In fact, I did the engine myself. It would have been impossible had not a retired engineer down the road taken a firm interest in it. He was so thorough it was not funny, and perseverance - goodness! He had me take the crankshaft out seven times for there was too much friction in the mains. Friction in the mains! The friction was in the home - my wife threatening to move my bed into the garage as, she maintained, I was taking more interest in the rotten old bomb than her. But now it is finished she is dropping hints about how nice it would be if I started restoration on the lovely (or is it cute) Flanders!

The E.M.F. will be seen shortly on Club outings, just as soon as I gain number plates and registration.

The Flanders is, as many will know, the kid brother of the E.M.F., being a monobloc 4, 20 h.p. petite little American car. My particular one is basically from near Mudgee, having been acquired from the widow of the original purchaser. He must have been a thorough man, as he had taken the car to pieces completely and stowed it away in four lock-up sheds and a large hay barn. As yet I haven't been allowed to search two of the sheds, which I believe contain the radiator and other essential parts. Old ladies can be very untrusting strangers, and this one is no exception.

One shed yielded two front wooden felloe wheels in first class condition (no western Queensland white ants out Mudgee way) the all-brass "automatic" windscreen, brass running board generator and brass tail-light plus many engine parts. Other mechanical parts from the car were here, there and everywhere. The only badly rusted and rotted parts were the rear wheels and drums which were keeping the hen house roof down. I also acquired some further Flanders parts from Victoria but still lack: the complete front axle, the radiator, bonnet, steering box and column, fly wheel and clutch and water pump. Do you know of any?

COLIN PARKER

\* \* \* \* \*

WHAT A COW! A brief summary of the underlying principles in certain modes of government:

SOCIALISM - You have two cows, and you give one to your neighbour.

COMMUNISM - You have two cows. The government takes both and gives you the milk.

FASCISM - You have two cows. The government takes both and sells you the milk.

NAZISM - You have two cows. The government takes both, and shoots you.

NEW DEALISM - You have two cows. The government takes both, then shoots one, milks the other, and throws away the milk.

CAPITALISM - You have two cows. You sell one and buy a bull.

OLD SCROOGE - MODERN VERSION

We have before us a sheet from a publication entitled "Routine Orders". Nothing much to that, except that perusing its various messages concerning members of the club by which it is circulated, we see the name Bill Spraggon. Now, as far as we know, there is only one Bill Spraggon, and to prove it the article states - and we quote - "A 1908 Renault, 1917 Chevrolet Coupe, 1939 Cadillac La Salle and a 1939 Cadillac are the collection of veteran and vintage car enthusiast Club member Bill Spraggon. In addition Bill has a 1959 Cadillac, 1960 Holden and a 1968 Bedford. As well, say his mates, he has two push bikes and a scooter."

We are not in a position to say how we managed to Pickup this information, but we were advised at the time that notwithstanding all this 'motorage' (or is it 'mortgage?'), Bill had to ring a Club member to cadge a lift to this May meeting. You wouldn't read about it!

Bill, according to another section of this same script, is reputed to have said: "Blimey, Melbourne is a dead city on Sundays." The remark was caused by his endeavour to enter a public wash room at Flinders St. station, and found it securely closed with heavy chain and padlock.

\* \* \* \* \*

S O C I A L

There are few comings and goings this month.

Ron and Beryl Sheen arrived home with time to spare before farewelling Len and Hilda on their overseas tour.

Bill and Lesley Hardman are moving their things around at home to fit in their newest arrival, Melanie Eleanor. Congratulations.

I hear also that Moss's are now saving up for their third and final wedding. Pam has recently announced her engagement.

- JAN SYKES

\* \* \* \* \*

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

WANTED: Model T Ford chassis frame (up to 1922) in exchange for Brass T radiator top tank OR aluminium transmission cover (with cash adjustment)

FOR SALE: 4 new Dunlop tyres 500 x 21 \$50 or will separate at \$15 each.

- DON BARKER,  
12 Myall Rd., Waratah. 2298  
Newcastle 68.3786 (H)  
55.8373 (B)



ADVERTISEMENT (Continued)AVAILABLE FOR SWAP -

- 1 - 1912 Crossley 15 h.p. Sad condition. Parts car only.
- 1 - 1916 4-cyl. Studebaker engine.
- 2 - Good 500 x 25 s.s. 6-ply tyres.
- 2 - 500 x 25 Artillery wheels and rims.
- 2 - 500 x 23 s.s. 6-ply tyres.
- 1 - 820 x 120 Dunlop tyre - new.
- 1 - good De Dion carburettor, approx. 1905.

- PETER ADAMS,  
Newcastle 48-8021

WANTED. Radiator and gear box for 1909 Flying 15 Argyll.  
Gearbox complete or gear box housing for 1914 6-cylinder Studebaker.  
Also front axle for same.  
Any 2400 series FN parts or 4 cyl. Paige parts.

- PETER ADAMS,  
Newcastle 48-8021

WANTED. Flanders 1912 Radiator.  
Front axle with stubs.  
Steering box and column.  
Inlet manifold.  
Exhaust manifold.  
Water pump.  
Fly wheel and clutch.  
Have many swaps in the brass line or will purchase.  
Any leads would be much appreciated.

- COLIN PARKER,  
113 Comleroy Rd.,  
Kurrajong. 2758

FOR SALE. Magneto, Bosch, Germany, Type FU6B, perfect condition.

EXCHANGE: Cabin trunk, Luggage carrier type, suit N.Z. Rally.  
Tyres, 30" x 3", Michelin, Pair, unused but old.  
Veteran Scuttle Petrol Tank, Circular Drum, large Brass filler pipe and cap.  
Lamps, Dietz Dainty, Kerosene Side Lights, Steel, Pair, Brass Rims.  
Gas Headlights, Brass, Australian made, pair, good condition.  
Gas Headlight, possibly Buick, fair condition.  
Clock, inverted pocket watch type, for dash mounting.  
Speedometer, Smiths, Brass case, white face; C.A.V. Generator 6" x 6" x 6"  
Engine, Renault, 2-cylinder, less Block and Accessories  
Engine, Metz, 4-cylinder, 22 h.p. less auxiliaries.  
Limousine Vases, with brackets, pair, good order.  
Lucas brass side light, No. 756, to make pair.  
Magnetos, Simms SRM6, Eisemann G4, B.T.H. G4, Bosch DU-4 & ZU-4  
Veteran Stewart Carburettor (Dodge Brothers)

WANTED: Tyres 440 x 23 with Tubes; Dietz Kerosene Tail Light;  
Magneto, B.T.H. CE-6

- PAUL W. BUTLER,  
1 Darley Rd., Randwick, 2031.  
Bus. 29-3086  
Priv. 39-4786

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

Hon. Editor & Editorial Address:

Howard Hughes, 86 Verulam Road, Lambton. 2299 'Phone: 57-4390

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MEETING NOTICE: Newcastle Branch meets at the Driver Training Range, Court Road, Adamstown, on the fourth (4th) Wednesday of each month at 8 p.m. Visitors will be made most welcome.

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A HOODOO CAR

The Archduke Franz Ferdinand's 1914 Gräft und Stift.

The bomb flew out of the crowd. It fell against the side of the car, clattered onto the side of the road, and exploded. Shock froze the people lining the procession route. Steel bomb fragments sliced into their bodies and blood oozed scarlet from the greyness of their clothing. This was the grisly prelude to the history of the "Hoodoo Car".

In the car, the Archduke ordered his driver to press on. Nothing must ruin his grand parade through the Bosnian capital of Sarajevo - capital city of the tiny country, later absorbed by Yugoslavia.

The date was June 28, 1914. Ferdinand settled back comfortably in his large grey car.

Alas, more than one assassin stood among the crowd that fateful day. Several blocks away a Serbian zealout leapt forward and shattered the bodies of the Archduke and Duchess in a hail of gunfire. As a direct result, World War I erupted.

From then on, the royal death car followed its own evil destiny. A few weeks later a General Potiorek made it his staff car. Not long after his forces suffered a number of shattering defeats, and he was relieved of his command, arrested, tried, convicted - and executed.

A daredevil young cavalry officer took over the car. Nine days later, whilst returning home on compassionate leave, the young captain took a wrong turn. Impatiently he did a "U" turn, and in doing so managed to impale a couple of peasants with the front dumbirons. The force of impact also managed to hurtle the driver through the windscreen, also killing him.

The car was out of action for the duration of the war, but after the Armistice it was rebuilt for the new Governor of Yugoslavia who had four accidents in it in as many months. In the final crash he lost an arm. From his death bed he ordered that the car be destroyed, however before the order was carried out, a Doctor Srikis was able to buy it.

A few hours later, on a deserted mountain road, some workmen came across the vehicle which had (without being badly damaged) overturned. After turning it right-side up, the crushed body of Doctor Skiris was found. His widow sold the car to a jeweller, who drove it for a year and then committed suicide.

Another doctor bought it, but his patients promptly deserted him and he was made bankrupt.



A Swiss racing driver was the next owner. He was killed driving it in a road race in the Dolomites. Following this it was brought back to Sarajevo and bought by a wealthy land owner.

One frosty morning it refused to start and a tenant farmer was called over to tow it with his cart horse.

You guessed it - the car was in gear, and the effect of the tow caused the engine to thunder into life. It hurtled forward, seriously injuring the horse and killing the farmer.

A foolish garage proprietor took over the wreck. He rebuilt it and changed the colour to blue, hoping to change the evil luck which had followed the car. One day, whilst driving with six friends he uttered those fateful words: "Letsky seeovich vot der carsky canovich doesky". Those were to be his last words. The car surged forward out of control and overturned. The driver and five of the passengers died, but that was not, however, the end of the car. It was restored and placed on exhibition in a Vienna Museum until the advent of World War II, when it was blown to pieces during an air raid.

I have heard (although I cannot verify) that the Museum of Applied Arts and Sciences in Sydney owns a veteran example of this marque (Grüft und Stift), and who knows, after reading this article, they may wish to dispose of it - although after reading this, who would want to buy it?

\* \* \* \* \*

#### NEWS OF MEMBERS AND THEIR CARS

Somebody you don't see very often is member Warwick Bird (I do, though, 'cause he's my cousin). Now managing the family property "Anambah", just north of Maitland, he is about to recommence the restoration of his rare "Bullnose" Morris Oxford. This car lives in the old coach-house, which in the early days was home to a 1908 Clement Talbot, 1911 Straker-Squire and a 1924 30/98 Vauxhall. How's that for atmosphere?

Warwick won't be wasting any time either if he wants to have the car finished by the time he leaves on an extended overseas trip later in the year.

# # # # #

Congratulations are in order for Noryl and Peter Adams, who have been blessed with a baby son - Neil George. Also, to Beth and Bob Trevan of Lismore, we extend our best wishes; they also have a baby son, Robert Jnr.

# # # # #

Doug. Marr is really burning the midnight oil for the sake of the Sunbeam, which he has entered in the 1972 International Rally in New Zealand. Almost a mobile chassis now, it lacks wheels (815/105 b.e. tyres have been ordered) and body.

As we all know, the task of building a body is not beyond Doug. - he built the one on his 1918 Buick "6". Wheels, are, however a real problem. Surely someone has some wheels - either wire-spoked, sankey or wooden artillery - any would be acceptable - or just rims. He already has two, and so only another pair is needed, and then he and Laurie Macey could spoke them, as they did for Laurie's 1903 Schacht motor buggy.

# # # # #

Rumour has it that the Broadbent's post-thoroughbred Alvis is immobile once again. Gear box trouble I understand. That's the trouble with these seldom-seen Pommie bombs - not enough of 'em around to warrant a respectable supply of spares.

Personally, Chris, I can't understand why you don't go for a more plentiful make of car - say a Czechoslovakia built "Schimpa", Russian "Moscovich", or failing either of these, how about a Chinese "Flaming Red Star"?

\* \* \* \* \*

Due to a lack of time I have not been able to do a "Veteran of the Month" for this issue, however thanks to our secretary there is a story to print in its place:

#### A VISIT TO THE M.I.A. VINTAGE FESTIVAL

Having obtained a new "second" for the Stude. gearbox, which suffered on the Blue Mountains Run, my good wife and I decided to visit the M.I.A. and take part in the rally being held at Griffith over the Easter period. We covered over 1,300 miles on the trip and were warmly welcomed by Veteran and Vintage enthusiasts in every town we visited.

In Merriwa we met Lionel Houlahan who is doing a wonderful job in collecting and restoring all things veteran, not only motor vehicles. His family's contribution to the local museum is really good. Arriving at Dubbo we called at the home of Stan and Robyn Cox of Krit fame and after viewing all their treasures, we were taken to the local club's meeting.

The enthusiasm of the members is fantastic; could it be that the meeting place is a wine cellar and that most of the committee are young ladies? (Newcastle members please note.) After the meeting we enjoyed a cuppa and then inspected the restoration of Model T's owned by our host, John Smith. Club member Anne Steel of Parkes is doing a good job of restoring a 1926 Morris Cowley; will be a lovely little car when it is finally completed.

At West Wyalong we had several cuppas with the Hewitts. Ken was getting the Vintage Minerva ready to take to the Griffith Rally. We encountered quite a plague of grasshoppers near Griffith. Just as well we had a windscreen. As it was, they were zooming in one side of the car and out the other. At Griffith we received a welcome from Rally Director Barry Grindell and Magazine Editor, Geoff Miller, who did a good job of supervision while I removed the dust and grasshoppers from the Stude.

On Saturday we all gathered at Yanco for the run to Griffith. On the way we called at the Letona Fruit Canning factory where we had afternoon tea per courtesy of the ladies of the M.I.A. Club. George Edwards from Albury turned up in his Daimler, Keith Bucholz-Mors, Ron Jones - De Dion Bouton Dulux, Barry Rainbow in the Briton. The N.A.G. was also there looking fearsome with its boa constrictor horn. Altogether about 45 cars, veterans and vintage turned out for a really good display. A very tasty dinner at the R.S.L. Club at night rounded off a good day.

On Sunday at 10 a.m. the rally commenced after the presentation by a couple of the local V.I.P.'s. I was lucky enough to receive one of these prizes - a lovely travelling rug.



The run covered over 40 miles and enabled us to view all types of scenery both natural and cultivated. The M.I.A. is a great place and to those who have not been there its a must. The lunch stop was at the local lake where we enjoyed barbecued steaks and all the trimmings. This lake is man-made and has a pretty park nearby, just the place for a quiet natter.

Much later, after lunch, we all drove back to town and then some of us were taken on a sightseeing tour of the inner Griffith district per courtesy of one of the club members. In the evening we enjoyed the hospitality of Barry and Judith Grindell and had a drool over some of their treasures, including the veteran Talbot which is on the way up.

Monday morning saw us all on the way to Darlington Point via Mo Williams Winery where we were made welcome. After a quick inspection of the plant, we leisurely sampled the products, together with plenty of biscuits and cheese. Having regained our car legs we set out for the final stop where once again a bounteous lunch was provided. More prizes were handed out 'till everyone seemed to have one. Who said Santa Claus didn't come from the M.I.A.?

This was the end of a great tour and we hope to be able to attend the next one, which the M.I.A.V.V.C.C. hold in two years' time. WE came home on such a zig-zag path that we weren't sure which town was next. However, we arrived safely thanks to the Navigator, the Stude, and, of course, my good driving.

- GEORGE ADAMS

\* \* \* \* \*

WANTED: Any body parts and/or wheels to suit 1913 12/16 Sunbeam. I have many parts available to swap for what I need.

- DOUG MARR,  
57 Main Rd., Warners Bay.  
48-8756

SWAP: A complete steam-operated piston-type water pump from an early Stanley Steamer, for a De Dion-Bouton water pump (one-cylinder).

- NORM ROBINSON,  
Turton Road, New Lambton.

WANTED: Parts for 1911 Hudson.

- GEORGE ADAMS,  
Warners Bay Road,  
Mt. Hutton. 48-8140

FOR SALE: 1923 Humber  
1929 Hupmobile Sedan  
1929 Buick "6"

- CHARLIE PURDUE,  
6 Milton Street, Lismore.

\* \* \* \* \*