

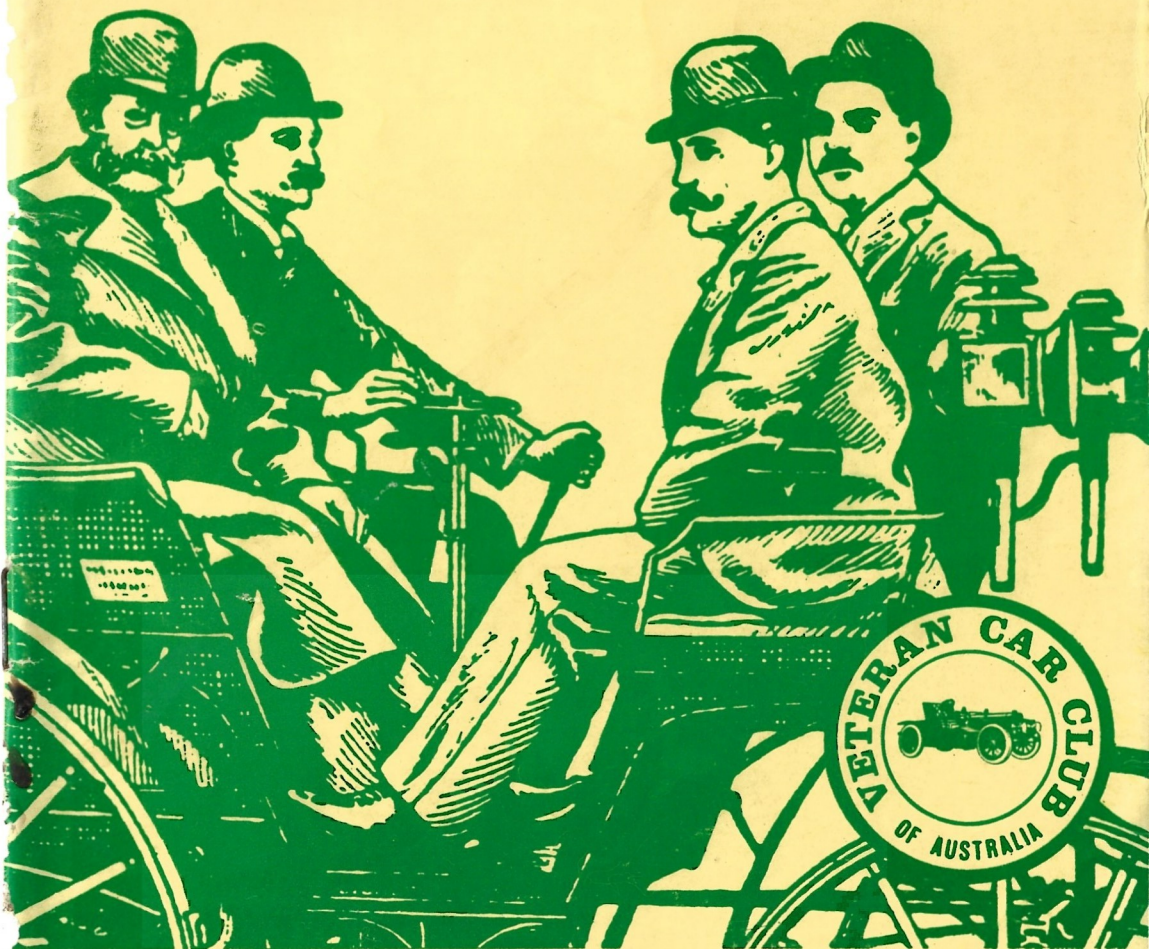
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

# SPIT AND POLISH

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September, 1984 Vol. XXVI No. 3





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. 3

September 1984

### TABLE OF CONTENTS

Editorial Comment	Page 2
President's Message	3
Calendar of Events	4
'Old Timers Film Festival'	5
Coming Events	6
Letter to the Editor	7
"Inner City Run"	8
Membership Update	8
Dating & Investigation	9
The Highwheeler	12
M - I - N - D - S - T - R - E - T - C - H - E - R	14
Extract from "Holderness Motorists Guide" 1916	15
" " " " " 1915	16
Replica Cars	18
Advertisements	20

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,  
27TH SEPTEMBER, 1984.



## Editorial Comment

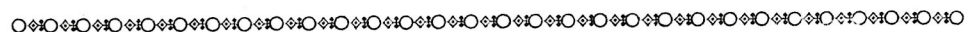


As this September issue goes to print I will be in Port Macquarie with other 1 & 2 cylinder veteran car enthusiasts enjoying a week's rallying. This caused a problem with the posting of the magazine. However, our previous editor Norm Wakeham has kindly offered to assist, so thank you Norm.

Interesting features this month: another extract from the "Halderness Motorists Guide" courtesy of Jack McGowan; George Roberts writes about "The Highwheeler" and Jim Simpson comments on "Replica Cars".

Don't forget there is a literary award to be won for 84/85 so put pen to paper for the October issue now.

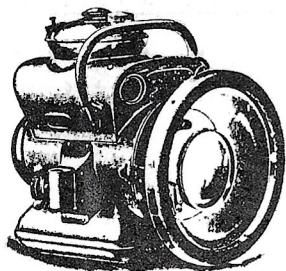
- SANDY ROBERTS



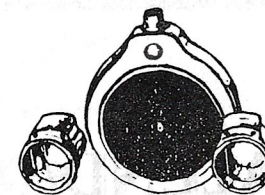
COPY REQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:

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



## President's Message



Our Honorary Builder, Neil Johnston, has been achieving miracles with the new building. Arrangements are now complete for the roof to be erected before the end of this month and we should see outstanding progress by the next meeting. Neil has been busy supervising the Boilermakers who have now completed the steelwork.

Two teams have volunteered to lay concrete on two sides of the building. If you feel as though you can do your little bit towards the hall, then give Mel Pope or Peter Wards a ring and help them lay concrete.

The Navigator's Rally was a great day with good weather, a scenic route and a good number of entrants.

Our National Rally in May 1985 has been poorly supported up to this point and will need a lot of support from our members to make it viable. If you are intending to go on this Rally then you should contact John Corby or Peter Wards immediately so they can assess the final number of entrants.

Hope to see you at the next meeting.

- BOB BAXTER

"WHERE DO YOU THINK YOU'RE GOING?" THE POLICEMAN ASKED THE DRIVER WHO WAS GOING THE WRONG WAY UP A ONE-WAY STREET.

"I DON'T KNOW," SAID THE DRIVER, "BUT IT CAN'T BE MUCH GOOD - EVERYONE'S COMING BACK."

## CALENDAR OF EVENTS



### 1984

Sep.	28-	NEWCASTLE TOUR
Oct.	1	
Oct.	13	Saturday - 100TH YEAR OF RAILWAYS AT HURSTVILLE
Oct.	28	Sunday - FILM EVENING - MACQUARIE UNIVERSITY THEATRETTE
Nov.	3 & 4	Saturday and Sunday - INSPECTION DAYS
Nov.	11	FISHER'S GHOST TOUR
Nov.	25	LIONS/ROTARY CHARITY DAY
Dec.	2	CHILDREN'S CHRISTMAS PARTY
Dec.	7	CHRISTMAS DINNER - OATLANDS HOUSE

### 1985

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

### DIARY NOTE:

Children's Christmas Party - 2nd December  
10.30 a.m. at Putney Park - a very pretty  
spot overlooking the Parramatta River.

### ' OLD TIMERS FILM FESTIVAL '

A surprise evening of old time movies

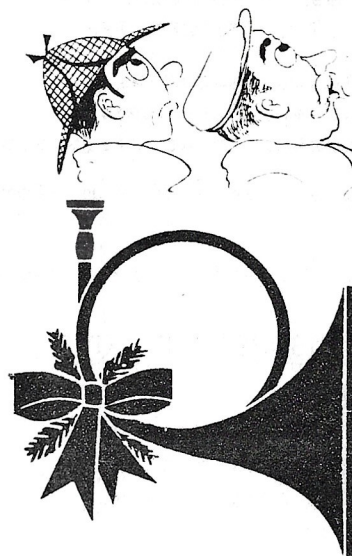
SUNDAY, OCTOBER 28TH - AT 7.00 P.M.

P.G. PRICE MACQUARIE UNIVERSITY THEATRETTE. Afterwards a  
light supper will be served in an ante room. Good family  
fun night.

TICKETS: \$6 adults  
\$3 children

BOOKINGS & TICKETS: MERRYL GODFREY, 85.6924

DON'T MISS OUT  
BUY YOUR TICKETS AT NEXT MEETING



### CHRISTMAS DINNER

DATE: FRIDAY, 7TH DECEMBER, 1984  
TIME: 7.30 P.M.  
PLACE: OATLANDS HOUSE, DUNDAS  
COST: \$20 A HEAD, PLUS DRINKS

A delightful room has been booked just for V.C.C.A. (N.S.W.)  
members and a smorgasbord dinner arranged to celebrate the  
festive season.

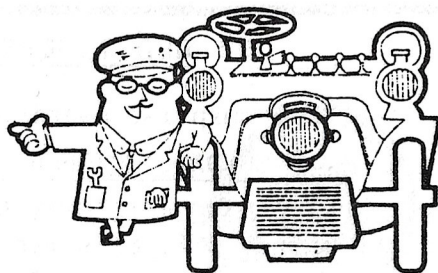
Remember the date. Bookings now open:

MERRYL GODFREY - 85.6924



## Coming Events

=====

Saturday, 13th October

*Veteran Cars are required for the procession to celebrate the ST. GEORGE GREAT TRAIN FESTIVAL on 13TH OCTOBER 1984.*

*The procession will travel through Rockdale, Kogarah, Carlton, Allawah and the Governor of N.S.W., Sir James Rowland, will view the procession in Hurstville at 11.35 a.m.*

*Assembly point is in Spring Street, Banksia at 9.30 a.m. for a 10.00 a.m. start.*

*Thank you for your co-operation and participation, in advance.*

3rd & 4th November - Compulsory Inspection Days

*at Max Roberts', Regatta Road, Five Dock*

Katoomba Rally

*We will be running a mini-run in Katoomba on Saturday afternoon - this will be optional.*

*Remember: entries close December 1st.*

1988 - Not many to go!

*Get those entries in. Make sure you nominate a second preference for route.*

EVENTS COMMITTEE: Terry Cook  
Malcolm Garthon

*Letter to the Editor*

Dear Sandy,

N.B. (NEWTON BENNETT CARS)

A recent letter from Jim Simpson of BSA fame and heralding from the Bathurst Plains, raised the question of Newton Bennett cars, a name that brought to Jim's mind the thought of the Gordon Bennett races, held in the infant years of the century, when Jim was already more than a twinkle in his father's eye.

References to Jim's letter and Newton Bennett, at the July meeting, raised further queries from a number of sources and provided the nucleus for this letter.

Newton Bennett - with addresses in both London and Manchester - marketed Scat Cars as early as 1910, but with accessories, known as (1) the "N.B." self-starter and tyre inflator (in other words a pneumatic self-starter) and (2) "N.B." detachable wheels (wire and wood). In this same year also, under the address of Newton Bennett, Turin, Italy, but marketed in Manchester, they had manufactured in the former "Valt" factory, firstly two-cylinder cars, then four-cylinder models, both of English design. Production centred on the latter (to be designated "N.B."), a conventional car of 12hp, with bore and stroke dimensions 70mm x 140mm and a capacity of 2155.13 cc.

Production continued through to 1914, but with a name change of the car to "Newton", while in 1915 the Turin works were sold to Diatto.

The two known and complete examples of the marque in Australia, one in each of the States of Victoria and South Australia and another in England, are perhaps all that now remain intact, from a production of approximately 1000 vehicles.

- GEORGE A. ROBERTS  
Research Historian



"INNER CITY RUN"

A fine sunny day - an excellent roll-up and a very pleasant spot for lunch - made for a most enjoyable run.

We started at the Art Gallery, progressing through the inner city, seeing all those sites we had forgotten about.

Arriving at the Power House Museum, we had special parking courtesy of Andrew Grant, then an expected bonus - a look through the restoration workshop at the rear of the public section of the Museum. We all drooled over the Sheffield Simplex - what a car!

Many thanks are due to Alan Rowe for this enlightening impromptu tour. We continued our tour through the Chinatown, The Rocks, Circular Quay and then to Mrs. Macquarie's Point for lunch. Parking was a little difficult but we fitted in.

Those attending were:

The Rossiters	Studebaker	Reg Jones	Clement Bayard
" Vanstones	Metallurgique	Graham Steer - Argyll	
" John Wards	Ford 'T'	Dick Tunbridge - Ford 'T'	
" Wilsons	Oakland	Don Steer	Wolseley
" Kings	F.L.	The Benhams - Wolseley	
" Baxters	Calthorpe		Siddeley
" Coulchers	Star	Jack Dance )	
" Chapmans	Wolseley	Warren Irish)	Talbot
Jim Eisenhauer	Ford 'C'	The P. Wards	Modern
		The Cooks	Modern

\* \* \* \* \*

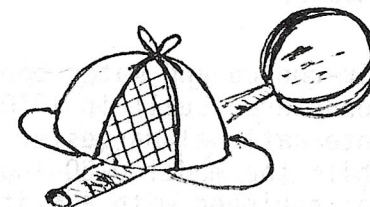
MEMBERSHIP UPDATE

Change of address: Mrs. Valda Cross (580A)  
 9 Pacific Highway  
 Berowra 2081  
 'Phone: 456.4133

\* \* \* \* \*

DATING & INVESTIGATION

Dating Certificates announced at the August 1984 meeting and presented to vehicle owners in respect to the following veteran cars:



1. 1910 I.H.C., Model 'D', two-cylinder, 20hp, Auto Buggy, Car No. 999D.

Owner: Ian McEachern, Tamworth, N.S.W.

Of all the numerous makes of American High-Wheelers, the I.H.C. Auto Buggy, produced by the International Harvester Company, is probably the best known and remembered; due, no doubt to the company's entry into the field of Motor Trucks in 1912 (vehicles formerly known as Auto Wagons).

Early model Auto Buggies carried no identification other than a small brass-plate giving the manufacturer's name and the vehicle serial number. These vehicles had no model designation, but were identifiable by a leather dashboard.

Beginning with the Model 'A', a metal IHC monogram was attached, in the air-cooled vehicles, to the upper part of the fuel tank, when mounted at the front and from 1914 onward all International Harvester vehicles carried the name "International".

The initials "A", "B", "C" etc. designate the models. The second A (AA,MA) indicates an air-cooled system. W (AW and MW), indicates water-cooled and X indicates wide track, with the exceptions of Models B and D, which were made in wide track only.

All early models were designed with right-hand drive only, transferring to left-hand drive with the Model "F" in 1915 (for the home market).

All highwheelers were equipped with solid rubber tyres, which from 1907 through 1909, the front and rear wheel diameters were respectively 40 inches and 44 inches and in 1910 through 1914 were 38 and 42 inches. In 1915 the Model "E" had 36 inch wheels all around.

Engines for these vehicles, i.e. all early Auto Buggies and Auto Wagons, were made by International Harvester. These were of the two-cylinder, horizontally-opposed type, both



air-cooled and water-cooled. The models F, G and K Roadsters, built in 1910 and 1911 were equipped with the International Harvester four-cylinder air-cooled engine, while the Model J-30 Touring Car, produced in 1910 and 1911, was equipped with a British-American four-cylinder, water-cooled engine.

N.S.W. distributors in the veteran era were Howard and Jackson, 15 Shepherd Street, Darlington, Sydney.

Ian's, Model "D", air-cooled Auto Buggy is to make it's debut after restoration in the VCCA 1 & 2 Cylinder Rally, to be held in Port Macquarie this month.

2. 1913 METZ, Model 22, four-cylinder, 22hp Roadster, Engine No. 19342.

Owner: Neil G. Collins, Darling Point, N.S.W.

Originating from the Waltham Manufacturing Co., U.S.A., which C.H. Metz gained control of in 1909, his first car was a two-cylinder, 12hp, built and sold under the "METZ PLAN", whereby the purchaser bought a kit of components, "fourteen in all", plus a set of blue-prints, for home assembly. It is not known how many of these kit-cars have survived, but at least one exists in Queensland.

From April 1911 the company dropped the "METZ PLAN" to produce the Model 22, 4-cylinder, mostly roadsters, as a complete vehicle and by 1915 had manufactured nearly 18,000 cars.

To say that the design was odd would be an understatement, for although the engine had an outward appearance not unlike the model 'T' ford, also similar bore and stroke dimensions, at this point all similarity ended. Perhaps Metz had in mind emulating Ford's success and price range, with the simplicity of friction-drive (for all it's infinitely variable forward and reverse motion) and double-chain final drive, mounted well inboard of the road wheels on a tubular bearing mount, but to experience a reversal of the normal clutch and brake pedal arrangements, was to most drivers of the day an obviously difficult task to master. Our late member 'Wal Barker', after many miles and rallies in which he drove his Model 22 Metz, confided in me that to relate one's left foot to the brake pedal and the right to the clutch (instead of

vice versa) never did become a subconscious movement, while to watch Wal apply sugar to the friction discs, as a prerequisite to prevent slip, before attempting the climb up Boddington, on each of the early Blue Mountain Runs, was an episode in veteran car motoring that will long be remembered (sine qua non).

3. 1911 OVERLAND, Model No. 59, four-cylinder, 25.6hp Tourer, Car No. T-59-575

Owner: L. Ocrane, North Bondi, N.S.W.

Although designed for the 1912 market, the model 59 was introduced in the autumn of 1911, this car being the 575th from a total production of 13,257 vehicles.

Agents for the marque in England, "Anglo-American Motor Co. Ltd., London", promoted the new model in October at Olympia and chose the Stand No. 59 to demonstrate it to the public, and issued the following specifications: 4 cylinder engine, fitted with five-bearing crankshaft and force-feed lubricator operated from the camshaft. Each cylinder cast separately with square water-jackets (a distinguishing feature of Overland), bore and stroke dimensions 4 inches x 4½ inches, H.T. magneto and accumulator ignition, central control gate-change, with three speeds forward and reverse, the gearbox being placed integral with the differential, 32 x 3½ tyres and detachable rims.

The robust engine design permitted the enthusiast of the day much latitude in developing greater performance from the standard car and many records, both in endurance and hill-climb performances, were accredited to Overland.

This particular vehicle "other than perhaps the body colour" has been faithfully restored and is equipped with all original ancillary fittings, lamps etc., including the makers and the Australian distributors (Co-operative Motor Society Ltd., Sydney), brass name-plates, attached to the dashboard.

4. 1910 BUICK, Model 14, two-cylinder, 16.2hp Roadster, Car No. 736

Owner: Ian McEachern, Tamworth, N.S.W.

Buick's early history is obscure, probably due to the reticence of David Dunbar Buick to advertise to any extent in



the journals of the era, but he did invest heavily in the field of motor racing, to seek publicity for his automobile and his name and the car that bears it, have survived to the present day, but at a price, for it was the guiding hand of W.C. Durant, not D.D. Buick, that became the mainstay in the early development of Buick automobiles.

Like many of America's early motor vehicles, fitted as they were with horizontally-opposed engines, mounted centrally below the floor, the Buick was no exception and in many of a wide variety of models, planetary transmission was retained until as late as 1910. However in this same year, when the Model 14 was first introduced, Buick was then marketing an even wider range in engine capacities and body styles, from the "14" at a capacity of 127 cubic inches to the Model 7A at 34.2hp and 336 cubic inches.

The introduction of the Model 14 Roadster or "Buggyabout" and its demise occurred over a relatively short period of time from late 1910 to early 1911, for a total production of only 3250 vehicles, but unlike its predecessor twins, its two-cylinder, vertical, oversquare engine was mounted forward and through a two-speed transmission and disc clutch, the final drive was by double chain. This was the smallest engine Buick did or ever would make.

The brief known history of Ian's car is that it was imported from the U.S.A. in May of this year and had been located in New York, stored in a loft, in a dismantled state. In running condition up to the 1950s, the car was severely damaged in a shed fire, which destroyed the original body. Since then the previous owner had obtained a replacement roadster body to the original styling.

- GEORGE A. ROBERTS  
Research Historian

\* \* \* \* \*

### THE HIGHWHEELER

We are aware that the automobile "as we know it today", and in particular the early experiments of Gottlieb Daimler, to a greater degree than with Karl Benz, which climaxed in 1885-1886, evolved from the installation of a stationary

internal combustion engine in a horseless carriage.

This carriage, as a horse-drawn vehicle, was designed with a light framework mounted on two fixed axles supporting large wheels of narrow section with iron or solid-rubber tyres and mostly elliptic spring suspension, to bridge the ruts and holes of existing roads; to provide the passenger with the maximum riding comfort and, not least, to allow the horse the maximum traction for a minimum of effort.

However, what became known as the "HIGHWHEELER", buggy-type of automobile of the 1906-1914 period, examples of which exist today, with such names as Holsman, International, Schacht, Reliable-Dayton, Success, Sears, Fuller, McIntyre, Zimmerman and many others, are almost wholly of American design and manufacture, developed to meet the necessities of mid-western States, where the prairie roads offered obstacles to low-slung heavy cars fitted with pneumatic tyres.

The demand came and increased in volume from the prosperous farmers, land agents, travelling salesmen, doctors and others whose business or professions required them to drive relatively long distances into country districts under all weather conditions. Many of them lived in small towns and villages where it was impossible to secure the services of a mechanic when anything went wrong with the machine. The roads in dry weather were little more than trails worn in the prairie soil, consisting of tracks from six inches (152.4mm) to one foot (304.8mm) deep, where the wheels of wagons cut a furrow and with one or two high grass-grown ridges between them - obstacles that low axles and differential casings often would not clear. In wet weather the mud and clay was of a consistency that caused it to stick to and clog up small, thick-spoked wheels and pack up under mudguards presenting a serious resistance to progress.

The highwheeler was distinguished primarily by buggy wheels of large diameter, with slender spokes, small hubs, narrow felloes and shod with solid-rubber or iron tyres. They had plain piano-box bodies (a name derived from the containers then used to transport this musical instrument) set high above the ground, usually on elliptic springs. Resemblance to the runabout buggy or gig was increased by the use of a



buggy seat, sometimes of the spindle pattern and with a back lower than the "bucket" seats of the more pretentious automobiles and not divided for individual seats. In most cases the tops of the wheels were higher than the sides of the body, the rear wheels rising to the height of the seat cushions. The stationary front axle was a characteristic that belonged to the automobile, which ackerman or lankensperger steering, or, in other terms, wheels mounted on steering knuckles (stub-axles) and unlike the buggy axle that pivoted from a centre point.

Each axle was of one piece and solid, the differential (if any) being located on a countershaft. When mud-guards or fenders were fitted they were of the narrow buggy pattern, mostly of wood, or an iron frame encased with patent leather and although there was never a horse in front of the body to splash mud and water against it, there was always the customary leather or wood dash in early designs, later replaced by a box or other container.

Engine and transmission characteristics varied with the design of different manufacturers, but in general the engines were supported on a frame under the centre of the body, in a horizontal plane extending fore and aft and either air or water-cooled.

It is probably of interest to add that suspension springing then available to the designer included elliptic, cee, spiral, sulky, cart and volute, to name the principal types.

- GEORGE A. ROBERTS  
Research Historian.

\* \* \* \* \*

M - I - N - D - S - T - R - E - T - C - H - E - R

Solution to No. 32

RIGHT NUMBER

There are 30 boys in the group.

No. 33

WHAT WORD?

Name a word which has UMO as its central letters.

\* \* \* \* \*

EXTRACT FROM " HOLDERNESS MOTORISTS GUIDE."

JANUARY 1916.

THE MOTOR TAX.

Under the provisions of THE INCOME TAX ACT 1915. a tax has to be paid on all motor vehicles, ie. motor car, motor cycle or other vehicle under 5 tons unloaded, propelled wholly or partly by any volatile spirit or by electricity.

The amount of tax to be paid on a motor vehicle propelled by volatile depends on the horse power of the vehicle which for the purposes of this Act is determined by squaring the measurement in inches of the internal diameter of the cylinder of the engine, multiplying the number so found by the number of cylinders and dividing the product by 2.5.

The formula adopted in the above Act for finding the H.P. of cars is that of the R.A.C. which is as follows:

$$H.P. = \frac{D^2 \times N.}{2.5}$$

where "D" is the diameter in inches and "N" is the number of cylinders. The formula may be more simply stated :

$$H.P. = D^2 \times \text{No.} \times 0.4.$$

Thus:

$$\begin{aligned} \text{For a 2 Cyl. Car H.P.} &= D^2 \times 0.8 \\ \text{For a 4 Cyl. Car H.P.} &= D^2 \times 1.6 \\ \text{For a 6 Cyl. Car H.P.} &= D^2 \times 2.4 \\ \text{For a 8 Cyl. Car H.P.} &= D^2 \times 3.2 \end{aligned}$$

(Continued on Page 16...

Extract from "Holderness Motorists Guide" Cont'd.

In the more common case, where the bore is given in millimetres it is unnecessary to work out the inches, simply apply the following formula :

$$\text{H.P.} = D^2 \times \text{No.} \times 0.00062.$$

Thus :

$$\text{For a 2 Cyl. Car H.P.} = D^2 \times 0.00124.$$

$$\text{For a 4 Cyl. Car H.P.} = D^2 \times 0.00248.$$

$$\text{For a 6 Cyl. Car H.P.} = D^2 \times 0.00372.$$

$$\text{For a 8 Cyl. Car H.P.} = D^2 \times 0.00496.$$

EXAMPLE:

ARMSTRONG WHITWORTH, 1911, Model 17.9.

Manufacturers R.A.C. rating 17.9 H.P.

using the above formula.

Number of cylinders 4, bore 85 mm.

$$\text{H.P.} = 85 \times 85 \times 0.00248.$$

$$= 17.918 \text{ H.P.}$$

JUST LIKE THE MAN SAID.

The tax on the ARMSTRONG-WHITWORTH in 1915 was 4 pounds.

FURTHER EXTRACT FROM "HOLDERNESS MOTORISTS GUIDE"

January 1915

ENGINE R.P.M. AT VARIOUS ROAD SPEEDS

The accompanying diagram has been designed with the object of facilitating the work of ascertaining the number of engine revolutions per minute at various road speeds. It is only necessary to know the road speed, wheel diameter and gear ratio, and then the engine speed can be ascertained.

To find on the accompanying curve the number of revolutions per minute that the engine is making at any speed, find the miles per hour on the top line and follow the vertical line down until it cuts the wheel diameter line. Then move along

a horizontal line until a point vertically above the gear ratio on the bottom line is arrived at. The engine revolution curve which passes through this point, or would pass through this point if it were drawn up, gives the required engine speed.

EXAMPLE: A car is proceeding at 30 miles per hour; it has 32 inch wheels and a 3:1 gear ratio, what is the engine speed? Proceed along the top line till we strike 30, drop down vertically till the 32 inch wheel line is reached, then work horizontally till the vertical line is met from the gear ratio 3 on the base line.

The nearest engine revolution curve will show that the engine speed is nearly 1000 rpm.

Provided any three of the four quantities are known, i.e. gear ratio, wheel size, speed of car or engine revolutions, the fourth one can be found from the chart.

Normally the factor most wanted is engine speed so this has been taken as the example.

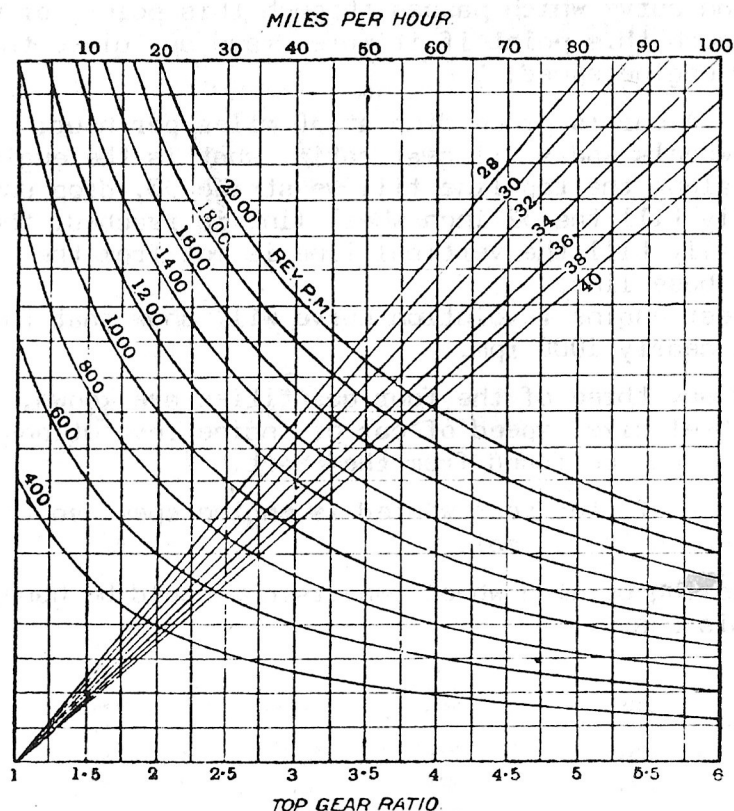
The following outside wheel conversions could be handy in using this chart:

mm.	ins.	mm.	ins.	mm.	ins.
650	25.6	810	32.0	880	34.6
700	27.5	815	32.2	895	35.25
710	28.0	820	32.3	920	36.2
750	29.5	863	34.0	935	36.8
760	30.0	870	34.25	965	38.0
800	31.5	875	34.5	1018	40.0

(See diagram on Page 18....)



Extract from "Holderness Motorists Guide" Cont'd.



\* \* \* \* \*

### REPLICA CARS

We are faced with a potential problem in the matter of Veteran Vehicle numbers. The bottom of the barrel must be in sight in respect of long forgotten veteran vehicles which can be added to the existing number.

Should a vehicle be very badly damaged and some main parts have to be manufactured, what percentage of the vehicle can be so replaced, and the vehicle still be considered original?

Quite a brain twister for the Dating Officials. If one were to be sufficiently fortunate to come by, say, a pair of rear wheels, a complete differential gear and relevant shafts from a vehicle of known make and body, would it be permissible to build up a Replica and give it the same name as the original vehicle which it would then resemble?

A regulation could be mandatory to place the word "surrogate" before the make name of the replica. Or could it be classified "TT" (Test Tube)? Or even "Clone"?

Being aware of the existence of sharp practices, it would seem only a short time lapse between the official recognition of Replicas and the mushrooming of backyard "Replica Reproductions Ltd.", initiating a new "industry"!

Doubtless they would be made so close to the original that only the enthusiasts would be able to discern the difference. Veteran Vehicles would soon be in the minority, so that the "Replica Section" of the club would have to be frozen off. Too much of the Hot Rod style.

Some comments from a member, in no way pre-empting the prospective findings of the Technical Chairman on this subject.

- VOICE FROM THE PLAINS

Note: The Veteran Car Club of Australia's Technical Officer, George Roberts, has been instructed to discuss this matter at the F.I.V.A. meeting to be held in London during November.

- Editor

\* \* \* \* \*

*Advertisements*

FOR SALE: 1912 OVERLAND T60 Tourer. Fully restored royal blue and black. Black all leather upholstery. Proven rally car. \$18,000.00. Sale due to illness.

- JOHN ANDREW  
26 Valley Road,  
Wentworth Falls.  
2782

(047) 57.2163

WANTED: 1 OR 2 CYL. VETERAN to restore or enough bits to start. Any make or condition. Good home assured.

(02) 798.6941 Bill - MC CARTHY FAMILY  
(02) 960.2520 Bob

WANTED: North East STARTER-GENERATOR.

WANTED: Any information, photographs or parts for MASS cars. This is the English car manufactured or assembled at 99 Ladbroke Road, Notting Hill, London. In particular Model B engine is of Ballot manufacture, gear box made by Mass - Automobiles, 181 Rue Armand Sylvestre, Courbevoie (Seine). Chassis apparently made by ROC (Rubery Owen Components) Eng.

- RAY THOMAS  
37 Clarence Road,  
Waratah. N.S.W.  
2298

(049) 68.3181

\* \* \* \* \*