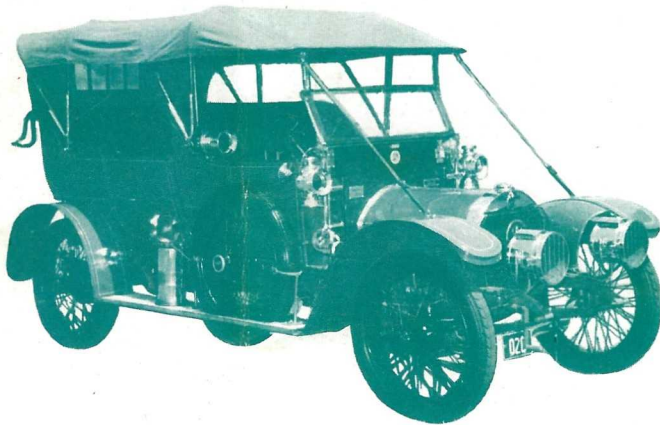
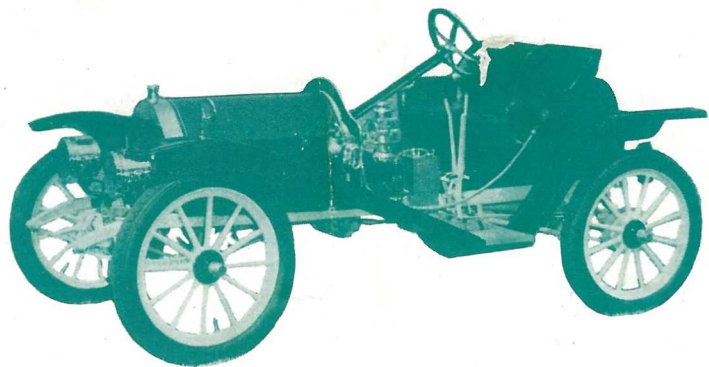


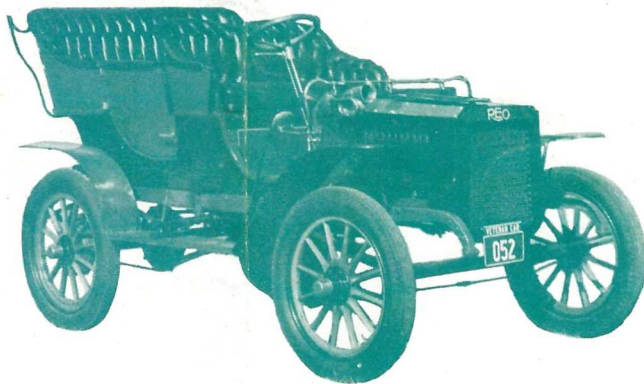
SPIRIT AND POLISH



1910
ARMSTRONG WHITWORTH



1909 HUPMOBILE



1906 REO



SPIT AND POLISH

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

Registered at the G.P.O. Sydney for transmission by post as a periodical

Patron:

His Excellency the Governor of New South Wales,
SIR RODEN CUTLER, V.C., K.C.M.G., C.B.E.

Hon. Editor and Editorial Address—

J. B. SIMPSON,
13 Garland Avenue,
Epping. 2121. Phone: 869-1350.

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August, 1969

E D I T O R I A L

The President, in his annual report for 1969, pointed to the fact that the Club has shown that it can conduct its Annual Blue Mountains Rally without sponsorship. And that is as it should be! If we obtain some help from outside on occasions, so much the better, but we must not rely on it.

You know, we carry on the same concept with our running of the old vehicles. Should trouble occur, who would call in, say, the N.R.M.A., or other helpful body or individual? No one! We pull up (we probably had to anyway!), out come the tools, and we set to work to right matters ourself.

We have occasional visits from interesting people, with very interesting happenings to tell us of. And so much the better. Mr. Keifer's reminiscences at the July meeting were particularly interesting.

This is the T.V. age, in which the populace pay many dollars for a T.V. set, and its licensing, then switch it on and sit back to be entertained. There is no need to talk - the magic box does all that! There is no need to think - each act passes across the screen so quickly, with eye engaging pictures or drawings to accompany the inevitable advertising, that one has no time to conjure up any thoughts. The patter is so quick that one can hardly disentangle each witticism later in order to repeat it to someone. So again, we are not thinking for ourselves!

And so it goes on! At meetings we do nothing to help entertain fellow members. Instead, we rely on outsiders to do it for us. Surely there must be some members who could give an interesting talk on some subject. Alan Rose-Bray did just that at the July meeting, telling members of the beginnings of the Club. We can supply our own entertainment just as we can supply our own Blue Mountains Rally finance. We have only to apply ourselves to it.

(Editorial continued on Page 2...

The next meeting of the Club will be held on TUESDAY,
26TH AUGUST at the Drummoyne Rugby Union Club, 169
Victoria Road, Drummoyne, at 8.0 p.m.

Editorial Continued...

The same pattern is seen in this magazine. Most members, we understand, like perusing its pages, but very few contribute much towards what goes into those pages for the interest, general information, and sometimes knowledge, of fellow members. We are certain that many members have a capacity for writing up happenings, and we still expectantly look forward to some. We can keep our magazine afloat ourselves, and not place too much reliance on the handiwork of those contributing to other publications, by copying their thoughts, or actually unashamedly copying their writings.

It is not realised by the majority of members that if professional editors did as much after hours work as some honorary editors, they would receive a solid whack of overtime - or would want to know why not! Presidents do a good onerous and honorary job on what comes to them from club happenings. We don't underrate them at all. Honorary secretaries burn much midnight oil on collating club happenings. We never underestimate the need and value of their work. Honorary treasurers do many hours of additional work, brought about by sizing up the financial happenings of members singly and collectively, for, to be a member, it is necessary to have dealings with him, so work comes his way.

But the Editor? He spends hours and hours, outside normal office hours, in reading, reading, reading, finding ideas, being inventive and original, wringing ideas from his mind (already overloaded with veteranism) till he comes up with a series of thoughts which he hopes will be of interest to most members, informative for many members, sometimes (he hopes) instructive cum helpful for younger and/or newer members, for all of which he receives no remuneration. He does not want it - let us make that clear. But he would relish and be grateful for literary assistance of members, and comments (good or bad) which would advise him whether or not his writings are a reflection of how the Club thinks.

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REPORT OF JULY MEETING

The President was in the chair.

His first act was to welcome the following visitors: Barry Simpson, David Short, McMasters, and Mr. Keifer, also a contingent from Bowral.

The meeting was 101 strong, comprising 84 members and 17 visitors.

The newly-elected Committee has had its first meeting and has announced the following appointments:

Investigations	:	George Roberts, Bob McCarthy
Events	:	Max Roberts, John Corby, Barry Thew
Entertainments	:	Ken Moss, Terry Cook, Joe Webster (after meeting speakers etc.)
Photographer	:	Bill Hardman

The Treasurer reported a credit balance of \$2339.

Investigations reported having examined two Ford T Models, of 1915 and 1916.

For John Corby's monthly raffle, it was announced that this month's prize was donated by Gladys and George King.

Further Associate members have been elected, as follow:

Barry G. Simpson, George Smith, Len Stone, David Short.

A transfer from Associate membership has been conferred upon Barry Garth.

The Registrar stated that some alterations had accumulated, and would be put into the Editor's hands.

The Editor stated that the Larry Leresche Award for 1969 had not yet been finalised, but was receiving attention.

For the C.V.V.T.M.C., Bruce Cooper reported that some space had been allocated for the Motor Show 1969. Due to so much activity on the veteran scene for 1970, there will be no Motor Show. At this stage three delegates were acquired to represent the Veteran interests on the C.V.V.T.M.C., the volunteers being Terry Cook, Joe Webster and Toby Bent.

The Historian, Alan Rose-Bray, gave an interesting talk on the depth to which he considers it necessary to delve when gathering and assessing material for the Club history on which he has been working. He stated that the history must be more than just a day-to-day recording of happenings in and in connection with the Club.

A talk on the early days of motoring, as it affected himself, was given at the close of official business, by Mr. Keifer. This is reported in some detail elsewhere.

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JULY SPEAKER

Members were treated to an interesting talk by Mr. Keifer, of Lane Cove. He made us clear on two points before setting out on his reminiscences, these being that his name is pronounced "Keefer", and that he states his age to be 105 years, and he is adhering to that figure!

His first car was acquired in 1900, and it was a Locomobile Steamer. He was living out Kogarah way in those days, and took it to the local Police Station to have it registered.

The second car that he owned was a 1900 Winton. It tipped the scale at 2 tons, had a horizontal engine and epicyclic gears. It was a used vehicle when he acquired it, and it was sold under the usual terms, i.e., "with all faults, if any" and, he said, "it certainly had all faults." It was always coming to grief in some way or another when he took it out.

There was an early De Dion twin cylinder, of 10 h.p. Later he purchased a burnt out wreck of a single cylinder 8 h.p. De Dion for £4.0.0. He spent many weeks in his yard working on this, including acquiring a forge with which he produced the requisite heat for straightening out the side members and other badly damaged parts. Much difficulty was experienced with the gear box, and he finished by paying £2.0.0 for the necessary 'know how'. Eventually it was brought to finality by Fred Howard, who ran a garage in Underwood Street, City, for the cost of £72.0.0. Mr. Keifer then ran the car

for 18 months, during which time it did not lose a beat, and after some good runs in this period he sold it for £150! (Apparently a good veteran vehicle, even in those days.)

Next came a 20 h.p. Regal Underslung. (For those unaware of the reason for the word 'underslung', the car was built with the axles on top of the springs, the intention being to lower the whole car and hence lower the centre of gravity. There was, in those days, an American Underslung, also. Ed.) Apparently this car was set as low as many modern cars, by this novel method. He acquired a 15/25 h.p. Berbit chassis, onto which he had a big sports body built for £50.

Then followed 22 h.p. Metz, 10/14 Clement Bayard, 12/18 h.p. Brasier (which broke its frame), a Napier, a Star with chain drive, single cylinder Brush, "a few Renaults", an Overland, an Essex Coach, a Fiat 52lc, a new 1938 Pontiac, while now he is running a used Austin Cambridge which (are you still listening, Alan?) he stated with fervour that he finds to be one of the best cars he has used, and is most economical.

* * * * *

Dates to remember:

- Friday 15 August - for those attending the Newcastle Annual Tour. Don't forget that the Tour Committee has requested that we have our applications in by this date if possible, but definitely no later than 19th September.
- Sunday 24 August - Inner City Tour. We finish our run at Government House, and we expect to meet our Patron.
- Sunday 14 September - C.V.V.T.M.C. at Warwick Farm. Some details of this event elsewhere in this magazine. It will be noted that this date had not been decided upon when the Events Calendar went to print.
- Saturday to Monday 4th to 6th October - We refer to it as the Newcastle Tour, but it could be described more aptly as the Novocastrian Tour, which will centre on Toronto this time. Actually we will not see Newcastle. And if you are mechanically sound, and have suffered no mishaps, you will be right in line to join in, on:
- Saturday 11 October - Waratah Spring Festival Procession. This is a rather rare sort of outing, as you drive through the city at a stop, start, snail's pace behind (if we're lucky) a contingent of Marching Girls. They have at least one thing in common with veteran cars - even the view of the rear end often has much of interest, if you understand what we mean!

* * * * *

PICNIC AND GYMKHANA 10TH AUGUST

The new Events Committee made a good start on Sunday 10th at Castle Hill Show Ground. It would appear that they have renewed the contract with the weather people. Could not have been a nicer day.

A total of 26 vehicles arrived, and clustered, mainly in three lines at one spot, which was, as it were, well away from public roads, though we overlooked one which was no worry to us.

Greg Daley had the misfortune to do in a live shaft a few miles away from the ground, and made his first appearance attached to the nether end of a tow rope.

Denis Lindsay's '06 Humber was an interesting looking little vehicle. What an interesting door on the passenger's side! If one were standing, care would have to be exercised that one did not trip over it. The impression we received was that it gave security to lady passengers, because (as most oldies know) in those days of prudery and mid-Victorian conventions, a lady did not show her 'limbs' i.e., anything from the ankle up. It could also have prevented a swirl of air round those voluminous skirts of that era, which would have been touching the floor in parts, anyway. Also, did you notice the tubular frame?

Along the grapevine we have heard that, in order to be more in keeping with things, you understand, Eileen is allegedly thinking of changing her name to Zara.

Did you notice the carefree expressions on the faces of Jim Lewis and Alex McLeod?

There are very few events which are attended by interstate visitors, but on this occasion we had three from Victoria. Tom Macmanamny (in the pronunciation of whose name one entirely omits the final 'n'), Noel Tishler and Alan Bathurst. Very good to see them, of course, but we are not yet entirely convinced that they made the run from Melbourne as a special boost to the new Events Committee.

Cars which attended Castle Hill Showground, 10th August:

M. Roberts	T Ford 1915	M. Bendeich	Chalmers 1910
D. Berthon	Talbot 1911	B. Thew	Hupmobile 1916
D. Lindsay	Humber 1906	J. Kay	Austro Daimler 1912
J. Corby	Buick 1915	D. Kay	Napier 1911
J. Godfrey	Ford T 1915	R. Warden	Crossley 1912
R. Marshall	Ford T 1915	J. Webster	Franklin 1912
K. Nutt	Hupmobile 1912	D. Short	Clement Bayard 1
R. Marshall	Delage 1912	F. Ehlert	Ford T 1911
R. Jones	Clement Bayard 1908	P. Kable	Ford T 1911
A. McLeod	Star 1912	T. Cook	Rolls Royce 1911
L. Sykes	Star 1910	G. Daley	F.N. 1908
W. Spraggon	Renault 1908	L. Sheen	Humberette 1912
J. Lewis	Buick 1909	J. Simpson	B.S.A. 1908

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EARLY FLYING MACHINES AT BROOKLANDS

At one stage in the beginning of things in the air, the Angel Gabriel must surely have taken charge in some cases!

It is reported that A.V. Roe, in 1911, had a tractor type biplane. This was being used in a race, when the rudder post was broken by some unskilled helpers, and it was replaced with a stake pulled out of a hedge! The repair was later consummated with a piece of thorough going old fashioned broom handle! And this lasted for the remainder of the life of the machine. Can one imagine any machine, repaired with a length of broom handle, receiving a C. of A. nowadays? Or for many years back, for that matter. Yet with all the screwball things that were done in those days, they were remarkably free from accidents and mishaps.

One of the popular (?) mishaps was to run out of taxiing space when coming in, and take a header into the sewage farm which was, unfortunately, one of the 'permanent assets' at Brooklands. Quite a number managed to make this unsavoury landfall per parachute. Caught by the wind, their parachutes carried them across the race track, losing height all the while, till 'plunk' they would go, straight into the unsavoury soup. There was the case of a Dutchman who, before the flight, had insisted that he be driven round the track to receive the applaud of the crowd, following his parachute descent. After the boys had fished him out of the 'soup' and disentangled his 'chute, they drove him round the track to receive the combined cheers and jeers of the crowd - before he had had his shower!

There was also the sublime case of an attempt to increase the efficiency of the 'plane's motor. A triplane fitted with an 8 cyl. J.A.P. engine was improved beyond question. In order to obtain a "freer exhaust", the lower part of each cylinder was drilled, thus allowing the exhaust gases to escape to the outer air past the top of each piston. Consequently, both these holes and the exhaust ports spat out flames at the end of the power stroke. A natural corollary was that inevitably, with the pistons at T.D.C., oil sprayed out from the crankcase via the holes! The poor wretched pilot used to undergo an oil bath. The resultant effect was that it was impossible to keep the engine revving for more than approx. 10 minutes, as it gave up the ghost through overheating. Yet many pilots learnt to fly on this same plane.

* * * * *

The Treasurer has requested that we ask members to explore their minds and/or their records to ascertain whether or not they are financial. Subs., like the garbage can or the milk money, are all too easily overlooked. Don't forget that your Club - YOUR CLUB! - must have your financial assistance in order to keep going. We are not a retail establishment working on a 50-75% mark up! We are a volunteer crowd, with volunteer 'staff'. Don't make their going all the harder by holding back your dues.

* * * * *

THE STRONG, FIRM HAND OF SCIENCE

Hundreds of years ago men used to knowingly commit themselves to long, arduous and - in those days - dangerous journeys. Many were the reasons, including trade, war, colonisation but very seldom, we imagine, from the travel viewpoint.

Travel over land held the prospect of many things to put doubt into the minds of relatives and friends, as to whether or not they would ever see the travellers again. Food and water supplies, unknown wild animals and wild men, mutiny engendered by the difficult conditions of travelling and subsisting - all adding up to the distinct possibility of the non-return of many men, or of all of them.

But all this took place on land. The hazards when man got to sailing over large unknown areas of unknown size were increased considerably. Storms and pirates were probably the worst hazards.

During all these hundreds of years man was still earthbound, yet for a variety of reasons 'did not always return'.

Man, having crossed and recrossed the land, then the sea, has now lifted his feet right off 'terra firma' and remained off it, that is, against gravity's will, for a period which he has nominated.

It does seem inconceivable that the men concerned with the moon landing went through their paces with every feeling of confidence, not in their luck, but in the very advanced knowledge of their earthbound team mates.

To think that man can now carry out the time-honoured feat of achieving the impossible, with much more confidence than his progenitors possessed for the possible, is really astounding, even in 1969.

Comparison has been described as sometimes odious, in some cases humorous. Does all this achievement not make a Veteran Car outing seem, in comparison, to be flat? The Events Committee says: '..... distance approximately 28 miles.' How terrific! How really laughable!!

But we, for one, are not likely to be put off our veteran 'thrills' by 'reaching for the moon' - to recoin an already coined phrase.

* * * * *

We have seen a report of the running of a dyed-in-the-wool veteran.

The Marcus (built by Siegfried Marcus in 1875), whose steering arrangement is really charming, celebrated its 75th birthday by giving a speed display on 16th April 1950, at one point touching 3 m.p.h.

What a distance, technically and practically, we have covered in nearly a century of travel!

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FROM "THE COUGH AND SPLUTTER" (Albury-Wodonga) Aug. 1969:

A car can help you to see the world, but it is up to you to decide which world.

* * * * *

The Monaro Branch, Antique and Classic Motor Club (formerly the Monaro Veteran and Vintage Car Club) is organising a COOMA SWAP MEET, to be held over the week-end of 22nd and 23rd November 1969.

To quote their sheet, forwarded to us for publication:

Veteran and Vintage Clubs from Brisbane to Adelaide invited to participate.

There will be spacious swapping facilities, a flea market, and an auction (for those who don't want to cart left over items back home).

Topical films on Saturday night, a big barbecue and refreshments.

From this untouched area a vast horde of new and used parts will be offered, possibly including whole cars and restorable veterans.

What will you bring? Let us know and we can advertise it for you.

This meet will be under cover, so don't let the weather worry you. Set aside this week-end and take part in what promises to be an annual event for car restorers in the eastern half of Australia.

Purchasing will be restricted to registered club members only.

Accommodation will be arranged, if required, through the Cooma Visitors' Centre.

Their address: Monaro Branch, Antique and Classic Motor Club, Box 303, Post Office, Cooma North.

* * * * *

Vic Jacobs has advised us that a firm he has come into contact with, namely A.E. Clarke, 621 Parramatta Rd., Leichhardt, have a variety of old and oldish wheels, which they propose to dump. Vic has managed to hold them down to keeping them till the news has been spread amongst Club members. In the meantime, Max Roberts has seen the firm, and has been advised that the man to see would be Mr. Alan Clarke, who stated that the maximum price likely to be asked for any wheel would not exceed \$2.00. There may not be many of which our Club members may be able to avail themselves, but these bits of information are often worth chasing up.

* * * * *

There is quite a lot of mechanical difficulty one way and another associated with record breaking. Almost all troubles are got over, or around, many of them by novel, others by weird means.

At Brooklands, for instance, two fellows chasing the 500 c.c. lap record with a supercharged Triumph Twin did many a lap, and when they were close up to the crucial speed, the cylinder head would lift or the gasket blow before they had covered the requisite distance. The figure reached 115.82 m.p.h. Next it was 116.35 m.p.h.

In order to prevent possible loss of the head they fixed a small car lifting jack between the cylinder and the top tube of the Triumph's frame. It is reported that the poor wretch of an engine remained in one piece just long enough to lap at 118.02 m.p.h.

* * * * *

How important it has been to thoroughly check the astronauts on their return from the moon is shown by the fact that one of them was bitten by a LUNAR TICK!

* * * * *

We have been asked to publish this letter, sent to the Hon. Secy.:

I am a member of the Vintage Car Club of Queensland, and my car is a 1925 Vauxhall 14/40. I have become interested in the marque and wish to extend my knowledge, particularly regarding the number of pre-1930 models in Australia.

Depending on the amount of material available there are several things I can do, but my main aim at this stage is to form a Vauxhall Register, which would list owners, addresses and the particular model and perhaps a short history of all the pre-1930 Vauxhalls still existing in Australia.

I would endeavour to collate all the information and send copies to all owners throughout the country. A system of communication on historical background or the interchanging of spare parts etc. could then be developed between owners of similar vehicles. When the remaining numbers of each model are determined, their rarity and value could be properly assessed. This may also help to stimulate interest in the restoration of waning vehicles before they disappear completely.

The success of the venture will depend on your willingness to co-operate. You would be of great assistance if you could send me a list of addresses and models of the owners concerned in your Club. I would also like to know of any other clubs in your State so that I may contact them as I know of only a few of the major ones in Australia.

The forthcoming information from all directions will take some time to collect, and assuming a good response, I would set about the task of forming a Register. I would be delighted to hear about any suggestions you think may be helpful.

I'm sure you will agree that there are profitable possibilities in my campaign to KNOW AUSTRALIA'S VAUXHALLS.

Yours faithfully,

C.M. BARNETT

219 Dewar Terrace, Corinda, Q'ld. 4075.

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The problem of getting man to the moon has been solved. Getting him to and from work in our cities will, of course, take a little longer.

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Care should be exercised at all times in one's choice of words. Imagine the doubt which must have existed in the mind of an executive who received from a business acquaintance a letter including the following words:

"In reference to the subject we were discussing last week, we should like to go further into this matter, and to this end, would welcome a meeting with you at your closest convenience." What a place for a conference!

A few weeks ago a set of circumstances took us north one Sunday, and as our course took in Lake Macquarie, we make our way to Balmoral, where we tracked down the old Revs. and Backfires himself. There he was, happy as possible, surrounded firstly by Jean, then his dog, then his beloved mechanical work.

We were treated to a conducted tour of the tool room, work area, assembly area, vehicle store, odds and ends area (personal and domestic), all under one huge expanse of roof!

Talk about cunning! The door to this nerve centre is round at the back, abaft the back fence, so that to a casual observer from the street, it is a works without an entrance.

A series of stepping stones, each of liberal area, constitute a guarantee of dry feet when approaching in wet weather. The area is covered by the usual expanse of lawn which is the vogue round those parts.

Jean seems quite fit, and is enjoying some local activity by playing bowls. We can see plainly why it is that Len is so fit. At the time that we arrived (as most members doubtless realise, the Simpsons are generally late!), preliminary talks, tour of inspection etc. brought us nigh up to nosebag time, so the poor couple felt that they could do nothing less than ask us to join them at dinner. Poor Jean - talk about the loaves and little fishes! We dined very well and had the repast lubricated by some of the good stuff, which Len insisted on keeping on his person. Not that we would attempt to deny him that pleasure and/or prerogative for an instant, but he seemed so naively happy in so doing, that for us, on that occasion, it seemed to be part of the picture. Jean has not lost her feminine art of cooking and, as we say, it is no wonder that Len looks so fit, so young, so happy. So what?

Len did say that he was very moved by the conferring on him of Life Membership.

Nothing personal, of course, but he did say, also, that he does not want to be in Sydney any more. The life at Balmoral is so free and easy - neighbours are neighbourly, and life is very easy and idyllic. Like that of the average woman, each day for Jean brings up a few 'musts', some leisure sitting, reading, shopping, bowls and, of course, listening to Len. And so her days pass. For Len, never a dull moment - mechanically. On the floor of the main construction block was an M.G. chassis. He was returning this to the 'status quo', having extracted from it a Holden engine, and was in the process of cutting away supports which held non M.G. springs. Enough work ahead of him to keep him out of mischief for quite a time. The tool set-up follows the usual Masser concept of extreme tidiness, and is a credit to him. He showed us the workings of a switchboard whereby he has on tap varying circuits and voltages.

We look forward to seeing them again during the Newcastle Annual Tour.

* * * * *

S O C I A L

Congratulations to Evelyn and John Gorton on their baby son.
Hope Evelyn is better after her trip to hospital again.

To Mr. and Mrs. Ray Thomas congratulations on a son.

To grandparents, Geoff. Lehmann and wife on their grandchild.

Hope George Roberts is on the mend again. Do hope Eileen Sykes is A1 after her holidays.

Sorry Esme and Jim Lewis missed the night out. Sure would have had a good laugh. Our Theatre Night proved a great night with a profit. Shows how the other half of life goes.

Congratulations to Jill Moss on her engagement; also to Peter McKeown to Ellen Bimstead of Epping. Sorry I missed you Peter.

Hear Pam Roberts is sick again. What a year Pam has had. Do hope you will have a change of luck soon Pam.

We had a great weekend entertaining the Melbourne boys also Canberra and Queensland. What a lovely sunny day our new Events Committee got for their Sunday outing. Quite a nice picnic and a lot of new faces, not forgetting our friend Laurie Sykes.

Denise Sheen won the prize for our Xmas Party raffle.

- HILDA SHEEN,
Social Secretary.

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

FOR SALE. 1 pair Elec. h'lights for T Model Ford, Gimbal mounted.
- Tele. 644-1565, Hon. Secretary.

1 x 5.25 x 21 tyre
2 x 4.40 x 23 Artillery wheels - R. AULD,
9 Prince Street,
Glenbrook.
Bus.270-9605
Home - Penrith 39-2191

WANTED OR EXCHANGE. Old spark plugs in identifiable condition.
- BILL O'BRIEN,
4 Toni Cres., Ryde.
Tele. 80-1460

FOR SALE. 1 x veteran beaded edge 21" diam. splined hub 2 1/8" diam. x 2" depth. Suit Humberette.
1 x Singer wheel 4 stud 20" diam. Large hub.
2 x 3.00 x 20 motor cycle wheels and tyres
4 shock absorbers - Houdaille
1 steering linkage arms, track rod and drag link,
and Pitman arm (early). - BOB BRADBURY,
Tele. 632-5873

A D V E R T I S E M E N T S (CONTINUED)

WANTED. Radiator and other parts for 1921 Sunbeam 6-cyl.

- BOB BRADBURY,
Tele. 632-5873

WANTED. For 1914 model, Type 12/16 Sunbeam.

1 Radiator.

1 Pinion and Bearing Assembly for Differential.

1 pair Front Springs.

Parts for Clutch throwout mechanism.

- JOHN SMALL,
3 Arthur Street,
Baulkham Hills.
Tele. 639-4114

EXCHANGE. Pair L/R "Yankee" Brass Bowled side lights for pair Brass rimmed E. & J. side lights to suit Model T, 1916.

WANTED. Veteran sump to suit Model T, 1916.
Klaxon Horn - hand or 6 v. Elec.

- E.J. LONG,
193a King Georges Rd.,
Wiley Park.
Tele. 750-0024

WANTED. Wanted desperately for aged Alfa, one or more Sankey wheels, beaded edge 820 x 120, suit 20 h.p. Austin, 5" diam. plus centre hole. 22½" rim, 6 stud mounting.

- LIONEL JONES,
12 John Street,
Bexley. 2207
Tele. 50-4786

FOR SALE ALL STATES.

Part Austin engine around 1910. Five bearing crankshaft, separate cylinder type motor, sub frame, etc.

4 x 20" wire wheels from Vintage Talbot.

- DOUG. PEARCE,
111 Kingsland Road,
Bexley North. 2207
Tele. 50-6280

WANTED. Radiator, clutch, backsprings, gears and differential parts for 1909 Sizaire et Naudin 1 cyl.

Springs (samples only) for 6 h.p. 1906 DeDion Bouton.

Differential and back springs for 1910 Maxwell 4 cyl.

Will purchase or exchange any of above items.

- BEN BRONK,
17 Military Road,
Watson's Bay.
Tele. 337-4396

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

NEWCASTLE BRANCH

EDITORIAL

Thanksgiving Anniversary

With an ever growing number of members' cars taking to the road and with many of these being newer members it is not without value to recall the history of our coveted club vehicle registration system.

Surprisingly a decade has passed since the inaugural issue was made to our club and now probably some twenty other clubs are enjoying this privilege won only after literally years of negotiation in relatively high departmental and insurance circles. It is my belief that but for the untiring efforts of several of our most responsible and devoted members this privilege might still not be a reality. Indeed what with the road traffic density and accident record being what it is today, I feel sure that had negotiation been delayed until now they would have been fruitless.

It is therefore time for all of us whether in possession of club registered cars or not to reassess the gravity of our individual responsibility to protect the lifeblood of our mobility with logical commonsense and healthy respect for the threat of losing this mobility for our fellow club members with but a single act of carelessness, selfishness, ignorance or defiance of the necessarily highly restricted conditions of issue. I am sure we have all been guilty at some time of bending or even breaking the two simple rules governing this permit or have satisfied our own conscience by charging club executives with the responsibility of agreeing to requests for personal use of these cars while not in organised club activities.

The two purposes printed in the clauses stated on the permit issued for each car are the only ones recognised officially by the authorities issuing and policing the permits and accepting permission given verbally by club officers to use cars for any other purpose would seem to be risky and at best unwise.

This was not negotiated as cheap registration but as a realistic practical assessment of a very limited road use of unregistered vehicles by a competent dignified responsible body of dedicated enthusiasts unlikely to abuse a trusted privilege. It is simply a very restricted conditional permit to use an unregistered vehicle and therefore reduced in cost proportionately accordingly. It was granted grudgingly only after solemn guarantees of religious observance of conditions. All this was ten years ago, long before many members joined the club. No doubt this low cost registration was a strong incentive for many members to restore cars and justly so provided they are intelligent enough to carry the responsibility of the privilege.

Next time we ask (or don't ask) a club official for permission to use our cars not in an organised club activity, let us question the absolute need for the journey. If in doubt then don't let the club down by endowing it with unnecessary risk, don't take the car out. Better still, get full registration and carry the burden yourself.

This editorial will offend many car-owning members both present and past, however it will achieve its purpose of causing us all to look back in retrospect and then cautiously towards the future. Fortunately only a

handful of incidents have occurred in the ten-year period and these have been able to be smoothed over with the authorities but only at a cost of personal reputation of the original negotiators.

I am sincere in my feelings in this matter and would like to take this opportunity of congratulating the original negotiators for their courage and enterprise on this the tenth anniversary of the issue to the Club of Concessional Vehicle Registration.

- DON BARKER

REPORT OF JUNE MEETING

The night was extremely cold, however it was well attended.

Events Committee Chairman, Peter Adams, gave a summary of Tour progress. Tour will centre at Toronto and the route will avoid heavy traffic where possible.

Our Points Score Trophy, having been suitably engraved, is now ready to present to its winner, Doug Marr.

Direction was received from Len Sheen re period costume. Costume may be worn but at all times it should be in keeping with the type worn at the time of the car's production. Comic disguises will not be tolerated as it is felt they are inclined to be distasteful and lend nothing to a display at which veteran cars are the object, not the drivers and passengers.

After lengthy discussion it was decided that any members receiving requests for the use of their cars must contact the Secretary, who will make note of their application in a special log book. This will act as a record of permission granted or rejected as the case may be.

- MAX BURKE

NOTICE OF NEXT MEETING :

As a result of rearrangements by the Road Safety Council of night allocations for the use of the Driver Training Range it has been found necessary to change our Club meeting night.

Meetings will now be held on the FOURTH Wednesday in each month and the next meeting will be held at 8 p.m. on WEDNESDAY, 27TH AUGUST, 1969.

EVENTS COMMITTEE REPORT

Combined Veteran and Vintage Outing to Cooranbong 6/7/1969

After bad weather causing a postponement the outing got away to a fine start on a really beautiful day.

Five veteran and nine vintage cars made the run. In addition to these there was a sizeable contingent of accompanying modern machinery.

We arrived at the Sanitarium Health Foods Factory at 10.30 a.m. approximately and after the usual chatter, marshalled at the factory entrance at 11.00, ready for our tour of inspection. The group, approximately 120 strong, was considerably larger than anticipated but the Sanitarium people proved to be extremely interesting and I am sure was enjoyed by all.

After lunch we inspected "Sunnyside", an historic residence at Cooranbong. This property was once the home of the famous writer Ellen G. White. The building is of early American style and our cars looked quite at home in the grounds.

The day's activities ended with an inspection of an interesting Pacific Island Museum built in the grounds of "Sunnyside".

Veteran Cars attending:

F.N.	-	Chris Broadbent
Schacht	-	Laurie Macey
Hupmobile	-	Len Masser (driver Ray Thomas)
Buick	-	Doug Marr
Paige	-	Peter Adams

Other members attending with their families (where applicable) included: Max Burke, Norm Robinson, George Adams, Hunter Thomas, Harry Bird, John Riley and Don Barker.

- Peter Adams,
Events Committee

MEMBERS HERE AND THERE

Called on proud new parents, the Moffats, the other night and was introduced to ROSS KEVIN Moffat. Don and Audrey wish to thank members for their kind wishes.

Norm Robinson is well ahead with the building of his 1918 Model T Speedster and we hope to see it in the 1969 Newcastle Tour. How about it Norm?

Another Model T on the make is Howard Hughes' 1915 not far advanced as yet but progressing steadily.

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ANOTHER TRAFFIC THOUGHT

You watch the fellow who drives ahead
You watch the fellow behind,
You look at the right and you look at the left
And drive with a clear calm mind.
But the fellow you really have to watch
On the highway you will find,
Is the fellow behind the fellow ahead
And ahead of the fellow behind.

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MODEL T FACTS

The following equivalents were given in a Champion conversion chart printed some years ago:

CHAMPION - A25 equals KLG - G20 equals BOSCH - Z10T1.

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MORE MEMBERS HERE AND THERE

Very pleasant to chat with George Roberts down at the Cooranbong outing the other week and hear that Mrs. "George" is making very satisfactory progress after her recent serious illness.

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Had early morning cuppa with Reg Jones last week and inspected the Model T Mudguards available newly manufactured ex Canberra. Very satisfactory they are too. Contact Murdoch Macdonald if you're interested.

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Also called on the Ken Mosses and was treated to the customary hospitality. Have you seen the recently completed Moss Penthouse apartment complete with den and bar v e r r a i n t e r e s t i n g ?

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C L A S S I F I E D S

WANTED Tillotson 83 carburettor. Apply Ray Thomas, 37 Clarence Road, Waratah, N.S.W.

WANTED Original Model T Ford literature. Buy or exchange for Model T Ford Parts. Apply Don Barker, 12 Myall Road, Waratah. 'Phone Newcastle 68-3786.

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COPY DEADLINE CHANGE.

Because of the change in meeting nights, copy will now be accepted up until the SECOND Wednesday in each month.

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