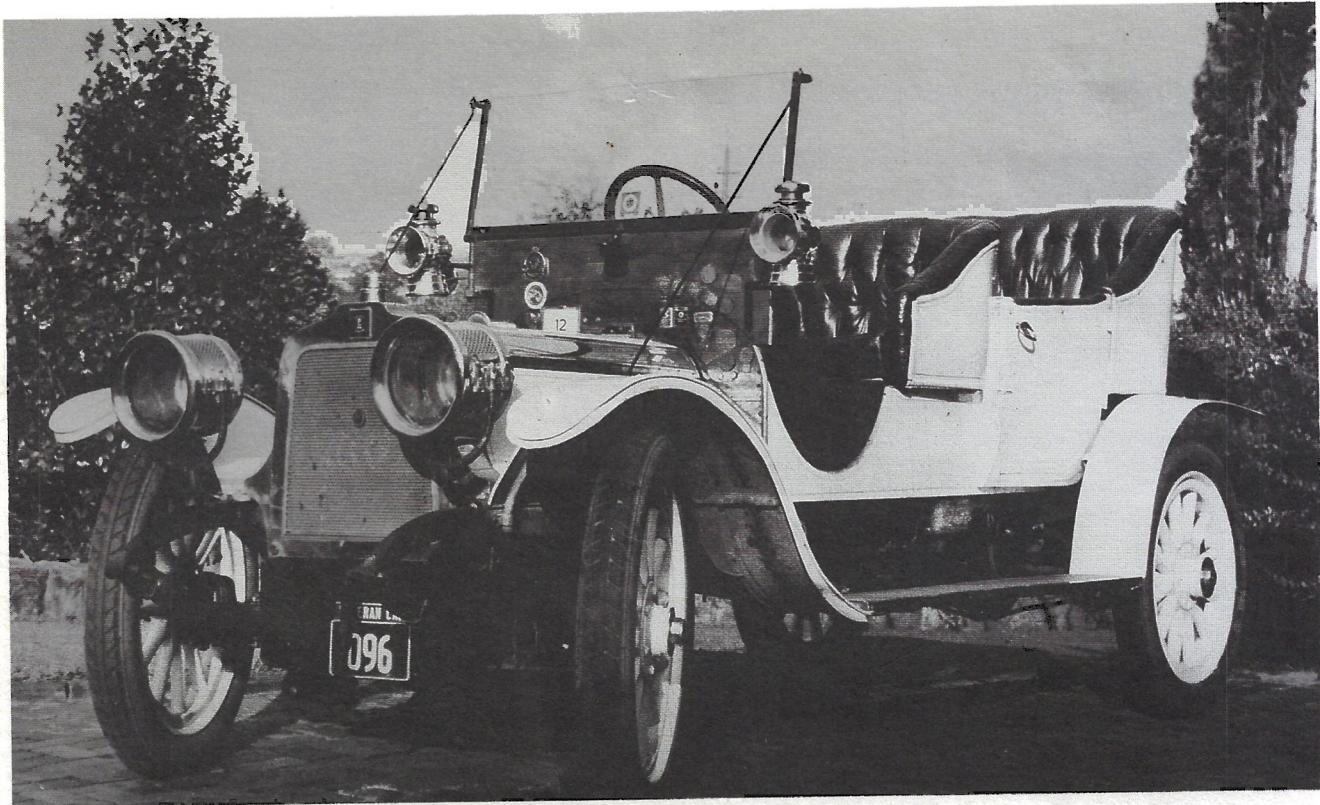


SPIT AND POLISH

The journal of the VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)



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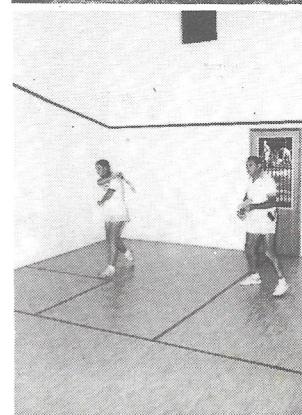
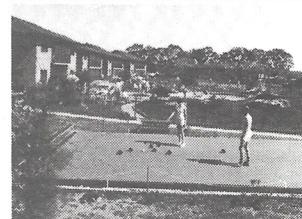


JANUARY, 1987

PRICE \$1.20

Being a T-Ford man, Vic Jacobs is satisfied with nothing but the best. That's why he can confidently say

VACATION VILLAGE IS THE BEST OF ALL HOLIDAY RESORTS



A HOLIDAY LIFESTYLE - LIKE YOU'VE NEVER HAD BEFORE

Luxurious 11 square apartments, 2 air-conditioned bedrooms, 2 bathrooms, 2 colour televisions, piped music, a superb kitchen with dishwasher, microwave, 14 c.f. fridge and complete with appliances, dinnerware, linen, etc. for a family of 6.

FACILITIES TO MAKE EVERY HOLIDAY COMPLETE

2 Tennis Courts	Squash court	Children's play area
Sauna	Hot spa	Fleet of Bicycles
Chip n' putt golf green	Gymnasium	Table Tennis
Golf & Cricket Nets	Billiards	Shuffle Board Court

Even a full-size all-weather bowling rink!

A Heated Pool - swim 52 weeks of the year!

All facilities and equipment supplied free of charge.

There is everything at the resort to make sure you and your family have a perfect holiday

Weather is good at Port Macquarie, in fact, it is great all year round.

Tariff from \$390 p.w. (mid-year rate) for up to six people.

As there are 2 bedrooms and 2 bathrooms in each luxury apartment, perhaps you would like to share a holiday with your friends - share the cost and double the fun. Absolutely perfect for that mini Rally.

There is more to tell you about this wonderful resort and, as James Packard might have said in these circumstances.....

"Ask the family who has been there!"

Colour brochure available by telephoning Victor or Adele Jacobs - Sydney Office - (02) 922 2999

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



SPIT AND POLISH

Newsletter of the Veteran Car Club of Australia (N.S.W.)

Volume XXVIII No. 6

January 1987

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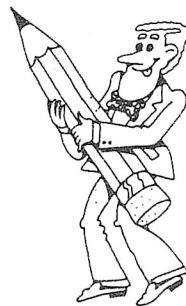
Other Veteran Car Clubs have permission to copy

The next meeting of the Veteran Car Club of Australia (N.S.W.) will be held in the Clubrooms, 134 Queens Rd, Five Dock at 7.45 p.m. on the fourth Thursday in January, i.e. THURSDAY, JANUARY 22, 1987.

Cover photo: 1911 Talbot Model M
Car No. 5189, Engine No. 193
Owner: the late Jack Dance

EDITORIAL

Christmas being now past, we can settle down to a new year of veteran motoring. The coming months certainly have some events which should bring out a large number of cars. The first of these is the premier event of the year, the Blue Mountains Rally, once again attracting a large number of entrants. Unfortunately, the day at the North Head quarantine station had to be cancelled following a decision by the administrators not to allow our cars to enter the grounds.

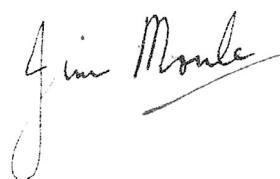


The Christmas events were wonderful again. Lyn and Noelene are certainly irreplaceable. Every year, they seem to think of a new venue and theme for the kids' party. In '85, it was the Naval Cadets island and the sailor hats (which my two kids still have hanging by their beds). In '86, we were in our own new hall for a traditional party, entertained by a clown who managed to produce some great balloon sculptures for the kids to take home. (Unfortunately, there was some anxiety at our place as the two sculptures gradually lost air.)

A week later, it was the adults' turn. The annual Christmas Dinner was held at the Institute of Management building in North Sydney and, once again, Lyn and Noelene showed their flair with all males receiving a Santa's hat to wear. This led some extroverts amongst us to wear theirs in an erect position while those more sedate were content to allow theirs to droop, snood fashion. The arrival of a stripper proved an anticlimax. She remained demure to the last, perhaps in respect of the heart conditions of some of our members. Which brings me to my next point

People keep asking at Committee Meetings, "Why aren't more young people joining the Club?" I have a theory that people in their twenties and thirties who are interested in cars are restoring Morris Minors, Austin A40s and P4 Rovers. These days, car enthusiasts graduate from cheap modern hacks to more exotic machines that catch their attention. Why aren't veterans catching their attention? Perhaps because of the market value but I don't think so. I believe that our Club is failing in one of its major aims: To promote the restoration and preservation of veteran vehicles. Too many of our events are "closed", private. We associate with clubs of our own ilk. We need to go public, not just in processions but in general displays. This does not mean joining the CVVTMC but I noticed that the four veterans at the Castle Hill Display Day in 1986 received a great deal of attention. The old Warwick Farm displays of the seventies were the inspiration for me to aspire to owning a veteran and I bet the same can be said by other members. Perhaps our participation in the coming Woolshed display will be a start to a less isolationist existence.

This first issue in A4 format contains some paid advertising which helps to defray some of the cost of our covers. I hope members will support those firms who support the Club. Also in this issue is a small tribute to Jack Dance, a true enthusiast who expressed his deep commitment to the Club in what he must have known was his farewell speech to us at a meeting some months back. The donation by his family of some of his memorabilia showed him to be no mere investor in motor cars. He will be missed by us all.



EDITOR

CALENDAR OF EVENTS

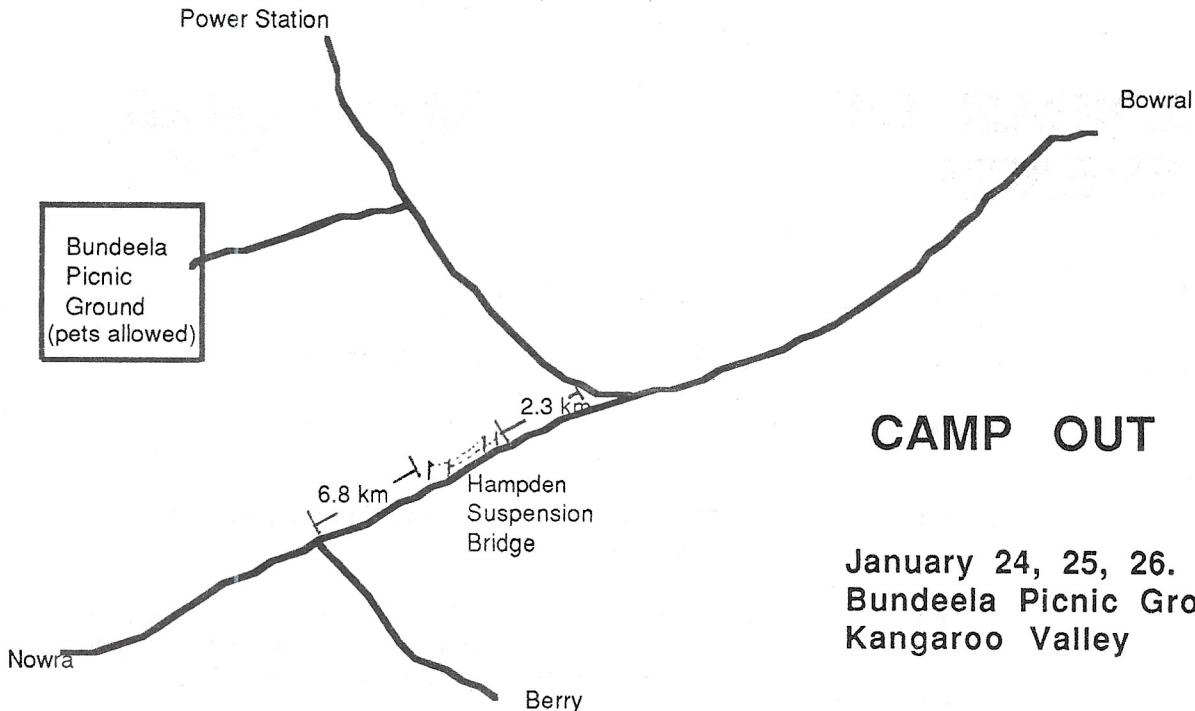


JANUARY	Long Weekend	Camp Out - See Page 4
FEBRUARY	Sunday 8th	President's Tour - POSTPONED
	Sunday 15th	Chicken & Champagne Breakfast Run - See Page 4
	Wednesday 18th	Fund Raiser - drive competition winners to City. See Page 4
	Sat / Sun, 21st / 22nd	Blue Mountains Rally. The start is a secret location known only to John Wards who may be contacted on 86 3430 when he returns from holidays.
MARCH	Sunday 15th	Annual Veteran & Vintage Display, Gledswood. See Page 5
	Sat / Sun, 21st / 22nd	1 & 2 Cylinder Rally - Maitland. Details from John Simmons, 78 2663
	Saturday 28th	St. George Great Train Parade - See Pages 13 - 17
	Sunday 29th	The Great Huff & Puff Tour, Cronulla to Hurstville See Pages 13 - 17.
APRIL	Sunday 5th	Vic Jacobs / Arthur Garthon Charity Day See Page 5
	To be advised	Newcastle Tour
MAY	15 / 16 / 17	"Havachat" Weekend, Ranelagh House, Robertson
JUNE	Events to be advised	

DEAR FUTURE EX-MEMBER

SOME MEMBERS HAVE YET TO PAY THEIR SUBSCRIPTIONS FOR 1986/7.

IF YOU ARE AMONGST THAT NUMBER, MAY I AS EDITOR WISH YOU ALL THE BEST IN THE FUTURE, SINCE THIS IS THE LAST COPY OF *SPIT AND POLISH* YOU WILL BE RECEIVING. I HOPE THAT, AT SOME TIME IN THE FUTURE, YOU WILL MAKE APPLICATION TO ONCE AGAIN BE A MEMBER OF THE VETERAN CAR CLUB.



CAMP OUT

January 24, 25, 26.
 Bundeela Picnic Grounds
 Kangaroo Valley

Come join us for a relaxing Long Weekend after the Christmas rush. If you like, make it a picnic drive on any day of the weekend. Should you intend coming and have not already advised me, please ring me:

Roley Coulcher
 546 4791 (h)
 502 3555 (w)



Vintage Vehicle Club of Australia 1919-1930

DEDICATED TO THE PRESERVATION AND RESTORATION OF VINTAGE VEHICLES

INVITATION EVENT
 CHICKEN & CHAMPAGNE BREAKFAST

SUNDAY 15TH FEBRUARY
 MEET AT CAUSEWAY, AUDLEY IN THE
 ROYAL NATIONAL PARK AT 7 A.M.

Adults \$4, Children \$2.

Please advise Roley Coulcher if you wish to attend.

The Club has been asked to provide 30 cars to transport the winners of a competition to a special breakfast at the Wentworth Hotel in the City on Wednesday 18th February. The passengers will have to be picked up from their homes at about 6 a.m. to be at breakfast by 7 a.m. This will be a valuable activity but not every member is available at that time, so if YOU can help, ring Bob Baxter urgently.



ANNUAL VETERAN & VINTAGE DISPLAY DAY

GLEDSWOOD WINERY

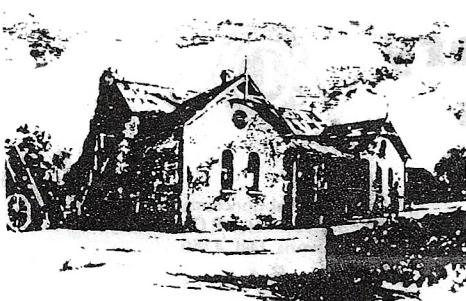
SUNDAY 15TH MARCH

GATES OPEN 8 a.m.

Open to all vehicles manufactured prior to 1st January, 1931.

Admission \$3 per vehicle

Further information from Ben Bronk, 624 8224



CRIPPLED CHILDREN'S OUTING

Veteran Car Club - Vaucluse Lions Club - Hurstville Rotary Club

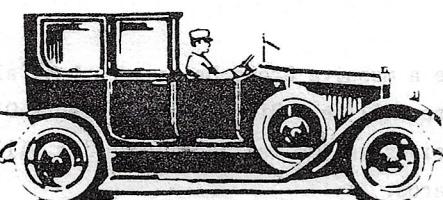
SUNDAY 5TH APRIL, 1987

Lunch Venue - Connells Bay Reserve

A most rewarding and enjoyable day helping someone less fortunate than oneself.

PLEASE KEEP THIS DAY FREE

SUNDAY 8TH MARCH, 1987



CLASSIC
CAR
SHOW

WRITE TO:

BRUCE BURGE

P.O. BOX 564, ARMIDALE 2350

ENTRIES CLOSE 28TH FEBRUARY, 1987

CLASSIC & SPECIALIST CAR CLUB OF NORTHERN N.S.W.

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

SOLUTION TO No.57 WEIGH CUP

The plastic cup weighs 4 grams.

No.58

WHOLE TRUTH

What is weightless, can be seen by the naked eye, and if put in a barrel, will make the barrel weigh less?

A n i l o r i e u
e m o Y e m b
e m o t r o d e n T



Australian Bicentenary National Concours



Australian Bicentennial Authority
National Endorsement No. 256.

National Concours,
Box 3159, Town Hall P.O.,
Toowoomba, Qld. 4350

Ph: A/H (076) 32 9794
OR 391794

NEWS RELEASE 11th November, 1986

For Club Magazine Publication

TWO HUNDRED YEARS OF TRANSPORTATION

Australia's 200 years of transportation are to be commemorated in a spectacular cavalcade of horse and motor powered transport to be held in the Queensland city of Toowoomba, in February, 1988.

Organised by the Lions Club of Toowoomba City, the event is to be called The Australian Bicentenary National Concours and to be staged in the picturesque setting of the Showgrounds from February 12 to 14, 1988.

This once in a lifetime event, which has been acknowledged by the Australian Bicentenary Authority, will offer transportation enthusiasts and the public, the unique chance to see hundreds of examples of Australian transport dating from 1788 to 1988.

From bullock carts to the latest passenger cars and motor cycles, the amount of entries expected by the organisers from all over Australia will run into many hundreds, and they will all be on display at the 98 ha location in the Garden City of Australia.

On the Sunday there will be a massive Grand Drive - Past by all entries in the Concours and following this there will be a Bicentenary Concours D'Elegance Banquet when thirty Grand National Champions in the various categories will be chosen and presented with their coveted awards.

Spokesman for the organisers, Mr. Allan Lawson, said the Concours D'Elegance would be staged in the huge, 4000-seat Founders Pavilion.

"Each entrant will be awarded a Bicentennial Medallion to commemorate the event, and the best judged entries in each category from each state will be awarded a special Bicentenary Car Badge" he said.

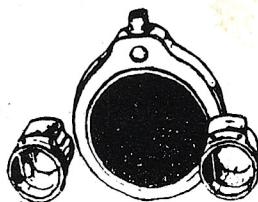
A Special commemorative Who's Who of Australian Early Transport is also to be published as a permanent record of the event, with all entries featured.

"For individuals and Clubs to have their vehicles represented in this high quality publication, will be a fitting reward for all their owners' work and dedication."

For further information, club members may write to:- National Concours, P.O. Box 3159, Town Hall P.O., Toowoomba. 4350. Ph. (076) 39 1794.

**Australia's
First Two Hundred Years
of Transportation**

PRESIDENT'S MESSAGE



With our Annual Blue Mountains Rally being early this year I hope you have completed all the formalities required to have your veteran registered - particularly 3rd Party Property Insurance cover that is required before you can start in a club event.

All arrangements had been completed for the President's Tour to the North Head Quarantine Station on February 8 until the Superintendent of National Parks banned all cars, without exception, from the Quarantine Station. This means the outing has to be cancelled.

Through Jim Redman your club has been offered \$3,000 to carry selected passengers from their homes to the Wentworth Hotel for 7.00-7.30 a.m. breakfast on Wednesday, February 18. We will require approximately 30 cars to pick up each lucky winner of a competition organised by Sydney's leading Radio Station. This will be your opportunity to help raise funds required to finish off the Hall.

After five and a half years restoring Armstrong-Whitworth I finally connected the tow rope and it failed to start. The steering was too tight as well and this required stripping the front end, scraping bushes, reversing front springs and major valve timing surgery.

Attempt number two failed because of backfiring and spitting. Further consultation with our "Electrogician" Max Chapman and a change of firing order from 1342 to 1243 resulted in a successful start on January 7 and much relief.

All that is now required is to find reverse gear (adjustment I hope), build hood and windscreens and all fittings, then final paintwork and brassware, and !!! 1988 here we come.

BOB BAXTER
President



JACK AND TILLY

Many of you knew Jack Dance far better and for longer than me but I did have the privilege (and I certainly regard it as such) of travelling with Jack and of driving Tilly myself on many club outings over the past two or three years. No matter where we went, it was always fascinating to hear from Jack the history of our current surroundings, drawn from his personal knowledge. The experiences he had shared with his family in travelling many times across the Blue Mountains in the early part of this century, for example, really brought to life the pioneering efforts of motorists in those days and the relative uncertainty of being able to keep to a strict schedule made every journey something of an adventure.

I was reminded of this last year when, with the best intentions, Anne and the boys, Jack and I set out in Tilly to attend the Air Show at Schofields, a relatively short run from Castle Hill. We had gone only a few kilometres when that shattering report of a large volume of air at 55 psi escaping within the space of less than a second and a slight lurching of the car as one corner lost altitude indicated an interruption to our progress. Fortunately there was a flat grass verge and the shade of some large trees within reach that meant we had at least some comfort for the job ahead. Under Jack's knowing and watchful gaze, I proceeded to remove the wheel and set about installing a new tube, not an entirely easy matter with those relatively-unyielding beaded edge tyres. During this performance, an unexpected pleasure occurred with the arrival on the scene of fellow enthusiasts in the form of an American couple, not long in Australia. So a little time was spent in chatting to them before resuming the task at hand. Eventually the new tube was in place but it showed a remarkable reluctance to retain the air that I was endeavouring to place in it and I finally bowed to the benefits of modern technology and rolled the wheel several hundred metres along the road to a tyre service centre conveniently located there. Using their equipment, the offending tube was out again in an instant and found to contain two slight tears where my somewhat unskilled efforts had succeeded in pinching it. I might add that the young and helpful staff had not seen such a tyre before. Repairs were made and at last the wheel was ready to be reunited with its hub, duly achieved after I had rolled it back to the car and its patient load of passengers. By now we realised that it was rather pointless to carry on and see what little remained of the Air Show and so we found a quiet bushland setting not far from home and proceeded with our overdue picnic lunch, to the accompaniment of further tales from Jack. I relate this incident because, with the exception of the outside assistance I received with the tyre, the day turned out to be an adventure that was typical of the days when our cars were young. The fact that we had not completed our original journey was not really important in the end.

Like all veterans, Tilly has her idiosyncrasies and performs best when these are respected. She is a good "slugger" and will conquer any hill, in time, provided she is allowed to do it her way. Jack and I used to give each other "points" for gear changing and I know he would not mind me saying that he occasionally received a "one out of ten" from me. More often though it was me who made a hash of things, always a little embarrassing when the owner of the car is sitting next to you! Isn't it interesting that on some days your coordination is perfect and progress is made with great smoothness, whilst on others you just cannot seem to get it all together? Modern cars are so much more forgiving in this respect. In fact, Tilly's gearbox is quite sweet to use with its four well-chosen ratios.

Driving in the inner city area is not much fun in a veteran, particularly if you have a bad run of luck with the traffic lights. I recall one city tour I did with Jack where we gave up counting all the red lights - it was uncanny how everyone seemed to change just at the point where you had to stop but there was barely enough room to do so. Tilly's brakes work well but there is a limit as to how hard you can apply them when there is no weight over the rear wheels.

In general it was never a problem to start Tilly provided the correct procedure was followed. I remember one morning, though, in the middle of last winter when she had not been running for some time and I just could not turn her over briskly enough to get her to fire. Fortunately I was able to roll her out onto the slightly-inclined driveway although even then she would not roll in gear with the clutch disengaged due to the heavy gearbox oil. Once out on the road I could take advantage of a slight hill but I must have travelled about 200 metres before she fired properly and it took a few minutes of warm up before I was confident enough to start back up the hill.

These are just a few incidents out of many experiences I shared with Jack and Tilly. If only cars could talk I'm sure Tilly, one of the most travelled veterans in Australia, would regale us with countless stories. As a true motoring enthusiast Jack was fortunate in having been able to spend many years enjoying his hobby and I am the richer for having known him. Memories are precious things.

Warren Irish

January 1987

FOR SALE:

Veteran Rolls Royce Radiator, 22" core. Good Condition.
IAN IRWIN (062) 81.6925

FOR SALE:

Dodge - all steel Tourer Tub - rusted on bottom but restorable.
Also, chassis and sundry parts \$100.
DICK WAINWRIGHT - Bungaree (053) 34.0233

STEAM FEVER

Many years ago, I arrived in the sooty railway town of Junee Junction, much to the delight of my parents. My father had a butchers shop in Junee and was a keen motorist and cyclist. In his youth, my father had many cycles, including an Excelsior X and Henderson Fours. He held the record from Sydney to Melbourne for a week in about 1914.

He used to recount tales of seeing Stanley Steamer demonstrations round about 1910 in the Riverina and I was fascinated by them, even at an early age. I think mother must have been frightened by a steam loco as our butchers shop was only a hundred yards from the loco maintenance sheds. I could watch dozens and dozens of locos huffing and puffing all day.

Also during the 1920s and 1930s, it was common to see a steam traction engine hauling a chaff cutter and sleeping wagon. They would stop at farms, set up next to the haystack and reduce it to chaff in no time. As young boys, my cousins and I would watch in awe at the huff and puff of the traction engines.

At the time of my entry into the cruel world, my father had a 1923 Hupmobile tourer but in 1927 bought a new Willys Knight sedan for £710. This was a fast car for its day and my father's pride and joy. Then, in the 1930s, we moved to Sydney in the Willys Knight and settled at Randwick where my father bought a butchers shop. In 1942, I became an apprentice to fitting and machining at the Tramway Workshop at Randwick and was fortunate enough to help or hinder the fitters overhauling the many steam road rollers used in the tramways.

I saw my first Stanley Steamer whilst working as an engineer for Hoyts Theatres in 1951. It was outside the Century Theatre and was about a 1922 model.

Many years later after various ventures into business in Victoria and New South Wales, we settled back in Sydney where I purchased an engineering company. I was fortunate in 1974 to buy a steam car, the Gardiner Serpollet, but still wanted a Stanley so in 1979, we took a holiday to see Uncle Sam, hoping I could buy a Stanley.

Dean Spencer of Seattle, Washington, who had a large number of steam cars including two or three Dobles, knew a Bruno Galliarno in Portland, Oregon, who had two Stanleys for sale. We set off and bought a seven-passenger Stanley. The other one was a 1910 Surrey but of light construction compared with the 1916 Stanley.

The 1916 was one of the first condensing models and one of the first left hand drives. Prior to 1915, all Stanleys in USA and elsewhere were right hand drive. While in America, I attended a meet where there were thirty Stanleys and a White - very interesting.

After shipping the Stanley back to Aussie, I found that the boiler tubes were gone and after removing a few with the intention of rebuilding it, found that the tubes were 33/64" O.D. which were unobtainable. A new boiler had to be designed to D.L.I. approval and then constructed. Also, the water pumps had been left with water in them and had burst when the water froze. Two new bodies for these had to be made. All told, it took twelve months of full-time work to mechanically restore the Stanley as I had to find a lot of information and obtain books from the USA. Having been in a museum for years, the car had travelled only 9000 miles and the original body was in excellent order.

According to the Stanley Register from the USA which lists Stanleys from all over the world, this is the only seven-passenger 1916 Stanley surviving and one of only very few seven-passenger models of any year. The car stands 8'4" high with the hood up and does 8 to 10 miles per gallon of kerosine. The water tank holds 25 gallons which lasts between 40 and 60 miles, depending on how much condensing occurs with the temperature of the day. The non-condensing Stanleys used one gallon of water per mile and carried 20 gallons.

All the stories you hear about Stanleys having fantastic speed can be taken with a grain of salt. You

can go as fast and as far as you can make steam. The one I travelled in from Tucson to the Grand Canyon in 1979 on a rally would do 60 mph on the level for two or three miles and this was owned by the recognised Stanley expert in America. My car is flat out at 50 mph for a couple of miles but 35 to 40 is a good average speed as the car is large. The sedans are very heavy and therefore not as fast as the tourers. The pilot burner runs on Shellite. Main fuel pressure is 120 psi, boiler pressure 600 psi.

Jim Eisenhauer

B & B J.A.P. MOTOR CYCLE

As far as I can determine, this vehicle is of local assembly from parts supplied to the trade by Bennett and Barkel. They used to supply a J.A.P. engine plus Chater Lea frame and forks with lengths of tubing so that members of the motor trade could assemble a machine to suit their needs. This appears to be such a machine.

The engine is a V twin of 50° V angle. The bore of 70 mm and stroke of 95 mm give a capacity of 730 cc. It has atmospheric inlet valves and mechanically operated exhaust valves. Originally, it was fitted with trembler coil ignition but someone has modified this to magneto ignition. After a long investigation, I have dated it as 1905 manufacture. However, the front forks are of Chater Lea manufacture and are of the type made in 1909 so I have nominated it as 1909. I would like to hear from any member who could provide information to resolve this dilemma.

Bill Stewart

NOTE FROM THE REGISTRAR

110 registration applications have been received with 33 of these being incomplete on the insurance side. 57 permits to move have been posted to members, leaving 33 to be sent to members on completion of the VCCA's requirement that each veteran vehicle is covered by at least 3rd party Property insurance cover.

Please phone 632 5047 with details of your insurance.

The certificates will be available at the January meeting.

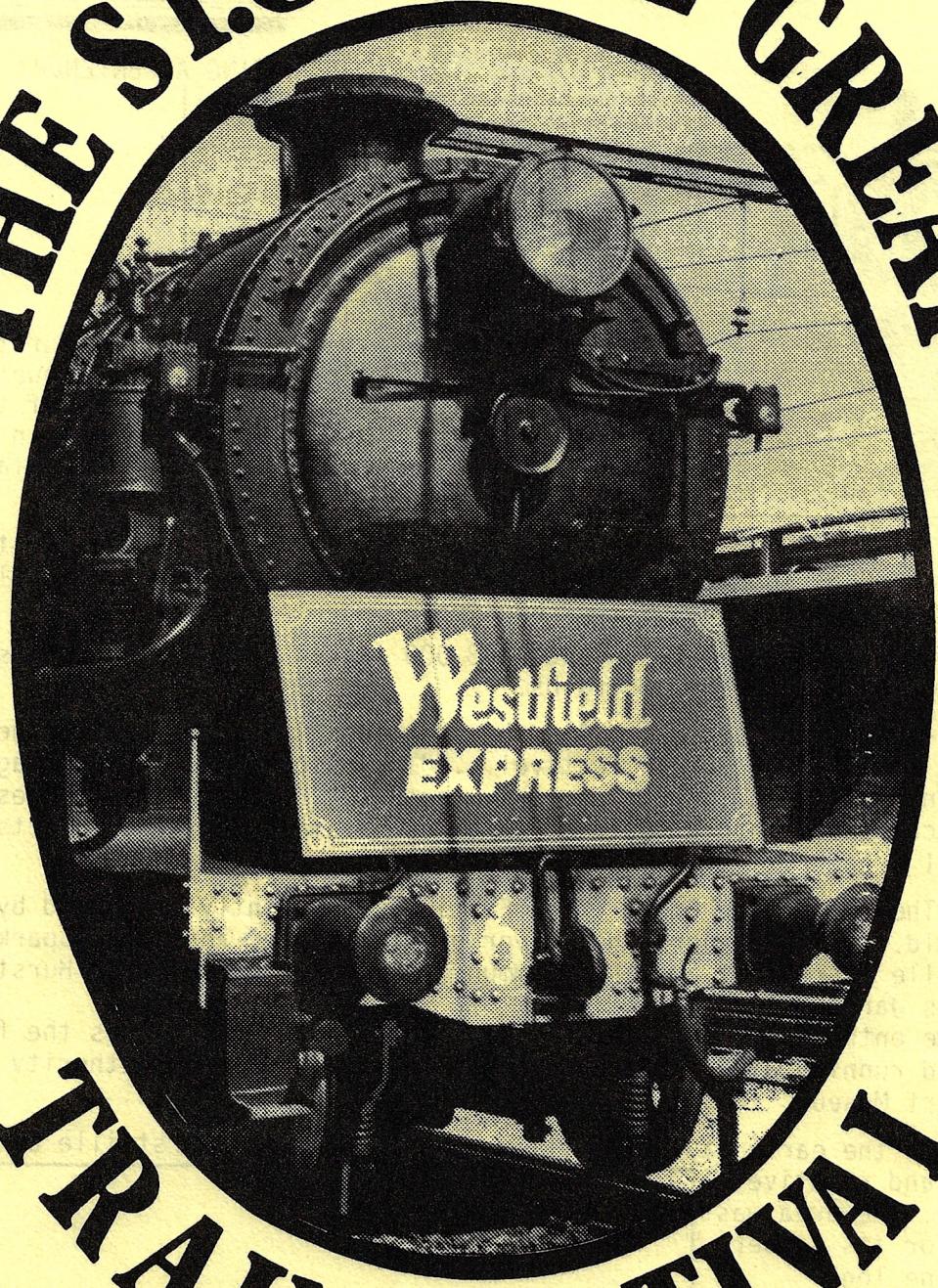
Neil Martin

NOTICE

In future during meetings, the President will ask members to state any parts or cars they want to buy or sell.

Please write your ad clearly and post it or hand it to The Editor if you want it published in *Spit & Polish*.

THE ST. GEORGE GREAT



TRAIN FESTIVAL

MARCH 23rd ~ 29th

HURSTVILLE

THE HURSTVILLE CENTENARY, 1887-1987

A (C)30 engine and carriages make up a typical suburban passenger train just prior to the introduction of electric suburban trains.



THE ST. GEORGE



SUPPORTING A CENTENARY OF

OUT Hurstville way there are no doubts as to the success of the St George Great Train Festival and its great popularity with the people.

The first edition which went "on the tracks" in October 1984 drew a crowd of nearly 90,000 people to this thriving suburban centre in just one weekend.

Some 22,000 people including 8,000 school children on excursions during the week rode the special steam trains.

As festival secretary Ald. Les Jarman said as he tackled the mountain of preparations for the March 1987 Festival... "The success lies in the magic of steam trains, the nostalgia and enthusiasm they generate in people of all ages, and the meaning you can build into a festival which celebrates significant facts of history in your local area."

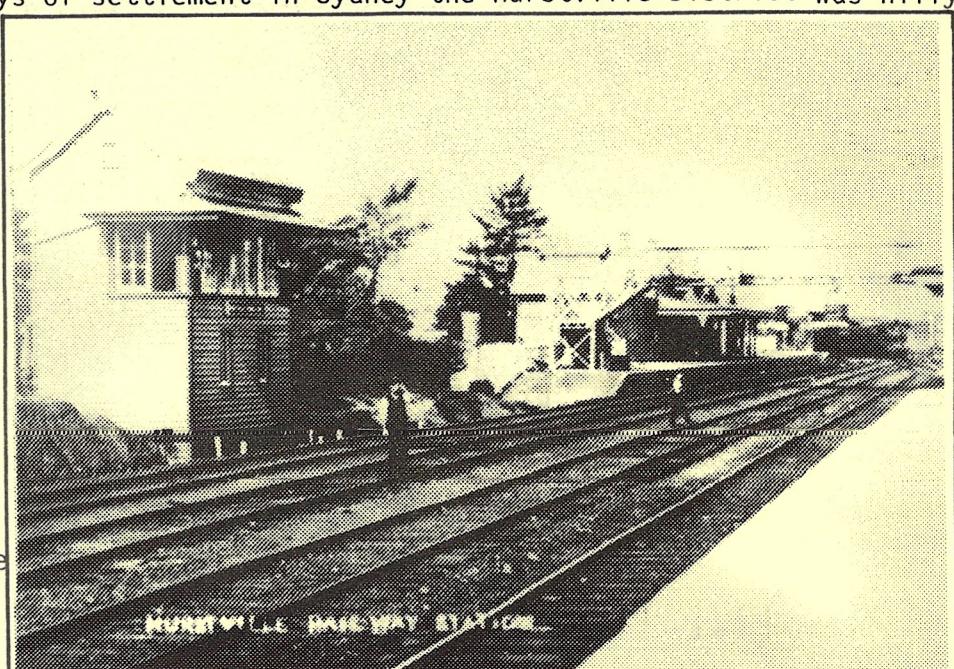
The St George Great Train Festival was jointly conceived by retired railwaymen Ald. Bert O'Connor, then Mayor of Hurstville, and "Jack Sparks", together with Hurstville pharmacist and then Community Services Director of Hurstville Rotary Club, Ald. Les Jarman.

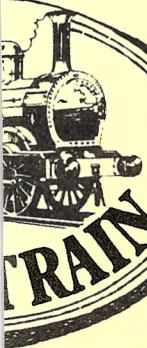
Joined by the enthusiasm of local service clubs and major sponsors the festival was soon away and running with the support of both The State Rail Authority and The NSW Rail Transport Museum.

In the early days of settlement in Sydney the Hurstville District was hilly timber clad and relatively inaccessible. The area was best known for its timber and turpentine logs.

As the forests were cut out rural and lime burning industries moved in. These remained the main industries of the area for many years until "Illawarra Interests" began agitating for a railway to Wollongong and Kiama to freight out coal and dairy produce.

The people of Kogarah, Hurstville and Sutherland regions could see the value of such a railway





FESTIVAL.

LOCAL GOVERNMENT IN HURSTVILLE.

Feature event of the last festival.
3642 races an InterCity XPT towards
Hurstville.



to their own communities and intensive lobbying resulted as to the route of the proposed line.

The route

was finally decided and was with only very minor variations what it is today. The line to Hurstville was opened on the 15th October 1884 and it was the centenary of this opening that the first St George Great Train Festival celebrated. Although the railway to Hurstville was not built primarily to open up the suburbs but simply as the first section of The Illawarra Line, the line rapidly proved its value to the Hurstville District. Local settlers now had a rapid and safe way of taking themselves and their produce to Sydney. Land values skyrocketed all along the line. Fortunes were made as land was subdivided and auctioned off every Saturday. Modern Hurstville was being born and would soon have its own Municipality which was proclaimed on 28th March 1887, the centenary of which the second edition of The St George Great Train Festival will help celebrate.

Perhaps Hurstville will again cause the media to open their lead stories as "The Sydney Echo" did on 15th October 1884...."Was there ever before such a fuss over...nine miles of railway".

Was there ever such a fuss indeed but steam engines are perhaps man's closest invention to a living machine, when steamed up they exude a life which can draw most people into its spell. At the St. George Great Train Festival we call it "THE MAGIC OF STEAM".

Not only will there be steam trains and rail motors out at Hurstville, but all manner of other exhibits, rides, shopping and entertainments as well as a giant street fair and parade to make a day or two in Hurstville a must on the 28th & 29th March 1987.

If you would like a memorable experience and a fun day out join the celebrations on this week end.. 28th & 29th March '87.

The St. George Great Train Festival is being produced under the direction of Peter Rix Management as a unit of the Hurstville Hundred celebrations and is sponsored by WESTFIELD SHOPPINGTOWN, HURSTVILLE.



Engine 3801 hauls an excursion train before her retirement. In March she will make her first appearance at The St. George Great Train Festival.



ACTIVITIES:

- 1. SCHOOL STEAM TRAIN EXCURSIONS
- 2. SCHOOL RAIL MOTOR EXCURSIONS
- 3. STEAM TRAIN RIDES TO CRONULLA
- 4. STEAM TRAIN RIDES TO SYDNEY
- 5. STEAM TRAIN TO CINEMA NIGHT VIA WOLLONGONG WITH 3801
- 6. RAIL MOTOR RIDES TO NATIONAL PARK WITH NPWS PRESENTATION
- 7. THE GREAT STEAM TRAIN RACE BETWEEN 3642 and 5910
- 8. THE GREAT HUFF & PUFF RACE BETWEEN VETERAN CARS and 5910
- 9. 5910/3642 DOUBLE HEADED RIDES TO SYDNEY, AND FROM SYDNEY
- 10. STEAM TO WOLLONGONG BY 3801
- 11. THE GREAT TRAIN LOVERS DINNER
- 12. MODEL TRAIN DISPLAYS
- 13. SRA ROLLING STOCK DISPLAY
- 14. SRA/ WESTFIELD DISPLAY
- 15. RAILWAY MOVIES
- 16. THE GREAT STREET PARADE
- 17. THE GREAT STREET FAIR & CARNIVAL
- 18. GALA SPORTS DAY
- 19. HISTORY DISPLAY
- 20. LIBRARY EXHIBITION
- 21. HISTORY OF HURSTVILLE MOVIE
- 22. "A DAY IN THE LIFE OF HURSTVILLE" PHOTOGRAPHIC COMPETITION
- 23. RUGBY UNION DEMONSTRATIONS
- 24. STREET ENTERTAINMENT
- 25. POLICE, FIREBRIGADE, AMBULANCE DISPLAYS
- 26. ARTS AND CRAFTS DISPLAY
- 27. MEMORIAL SERVICE
- 28. MUSICAL INSTRUMENT MAKERS DISPLAY
- 29. LUNCHTIME CONCERTS-- WEEKDAYS
- 30. CARNIVAL RIDES
- 31. LILLIPUTIAN HURSTVILLE RAILWAY MODEL

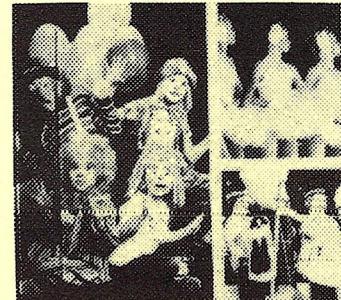
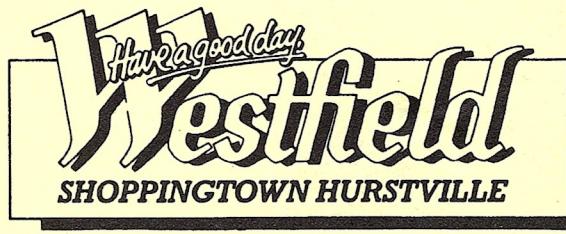


** Other events on during the Train Festival week include CENTENARY GOLF TOURNAMENT, CENTENARY COUNCIL MEETING and PIONEER LUNCHEON.

** Plus many other things to see and do at the weekend.

** This list of activities was correct at time of publication but could be subject to variations as production of The St George Great Train Festival proceeds.

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The Committee extends a cordial invitation to you to participate in the Festival by entering your Veteran or Vintage car in the Great Street Parade (16) on Saturday 28th March 1987 and the Great Huff & Puff Tour (8) from Cronulla to Hurstville on Sunday 29th March 1987 (Steam train & cars depart Cronulla at 11.10 a.m.)

Entry Form below for Huff & Puff Tour will be acknowledged by entrant receiving a Gold Train Pass enabling free steam train rides from 23rd to 29th March 1987 in appreciation of your participation.

ENTRY FORM

I John Smith will be driving my 1920 Ford Model T Veteran/Vintage car in the Huff & Puff Tour from Cronulla to Hurstville on Sunday 29th March 1987.

I would/would not be pleased to receive a free Gold Pass.

My address is 123 Main Street, Cronulla
Phone Number 02 555 12345

Please Send Entries before 28th February to:-

Arthur Garthon
492 Forest Road Penshurst

579 4388

WANTED AND FOR SALE

FOR SALE, ALL STATES

Stanley Steamer, 1916 Tourer, 7 passenger. \$37,500
Contact Jim Eisenhauer, (02) 98 8964

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Talbot 12 h.p. parts, about 1908 or 1910. Chassis, front end, engine, radiator (mint condition), odds & ends. \$1000
Contact Jim Eisenhauer (02) 98 8964

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820 x 120 wire wheel, splined. Excellent order. \$100
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2 only 880 x 120 Dunlop B.E. tyres, NEW. \$350 each o.n.o.
Contact Jim Eisenhauer (02) 98 8964

WANTED URGENTLY ALL STATES

Speedo for Phantom I Rolls Royce, 1926. I have a nice rim-wind Smiths clock to trade. Contact Jim Eisenhauer (02) 98 8964

WANTED ALL STATES

Northway 3.1 litre 4-cylinder engine to suit 1916 Oakland
Contact Martin Sorensen, 49 Merewether Drive, Merewether 2291.

WANTED ALL STATES

For 1910/11 Hupmobile: oil box, drive shaft, Breeze carby, hub caps, gearbox or gears, two 30 x 3 $\frac{1}{2}$ demountable wheels or rims. Contact Barry Thew (02) 638 1155

FOR SALE

1913 DeDion Bouton Model DY 14 horsepower. Most mechanicals except the radiator. Some body panels, spare axles and gearbox. Best offer over \$3000. Contact Winston Francis (08) 271 8717

WANTED

Parts for 1905 Model AB De Dion and correspondence with other owners. Parts available for swap include chassis and engine. Parts wanted include crown wheel and pinion to suit sliding gear transmission. Contact Phillip Riedel (08) 97 8608

FOR SALE

1912 FN engine No.266, capacity 2400 c c. Very good order with 4.40 x 23 tyres. Illustrated in James Flood book No.2. \$25,000
Contact Frank Robinson, 13 Rocklands Rd, Ashwood 3147, (03) 277 9414

WANTED ALL STATE

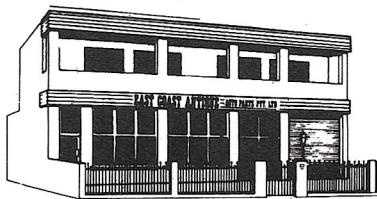
Chassis complete of section thereof, for 1909 two-cylinder Renault Model AX. Contact Brian Street, Morago St, Moulamein 2739, (M) (0588741)

WANTED ALL STATES

Beaded edge wheels for Essex 4, 1918. Colin Drake, 82 Raglan Pde, Warrnambool (055) 62 2615

WANTED

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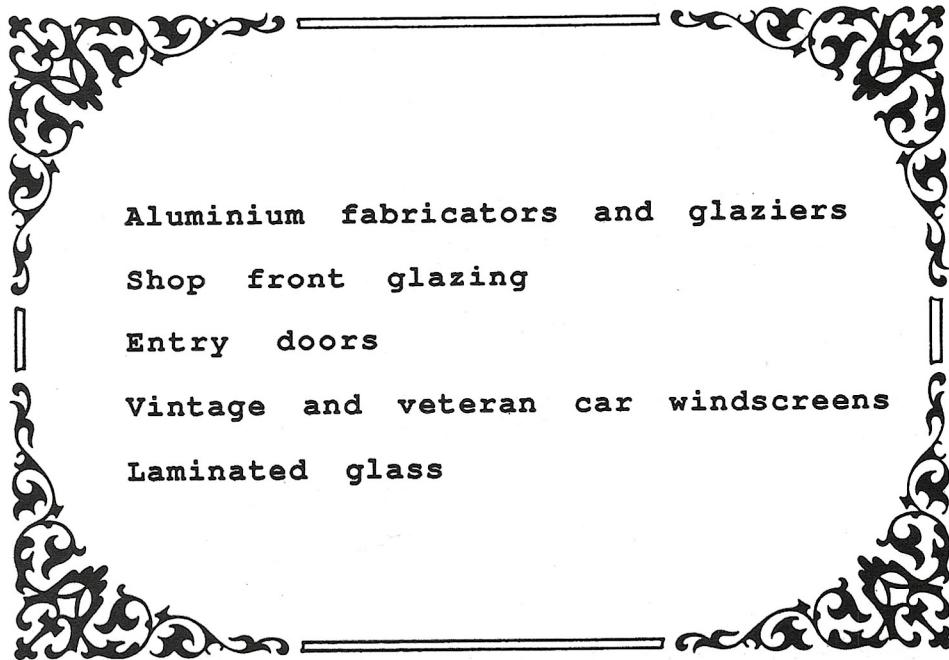
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