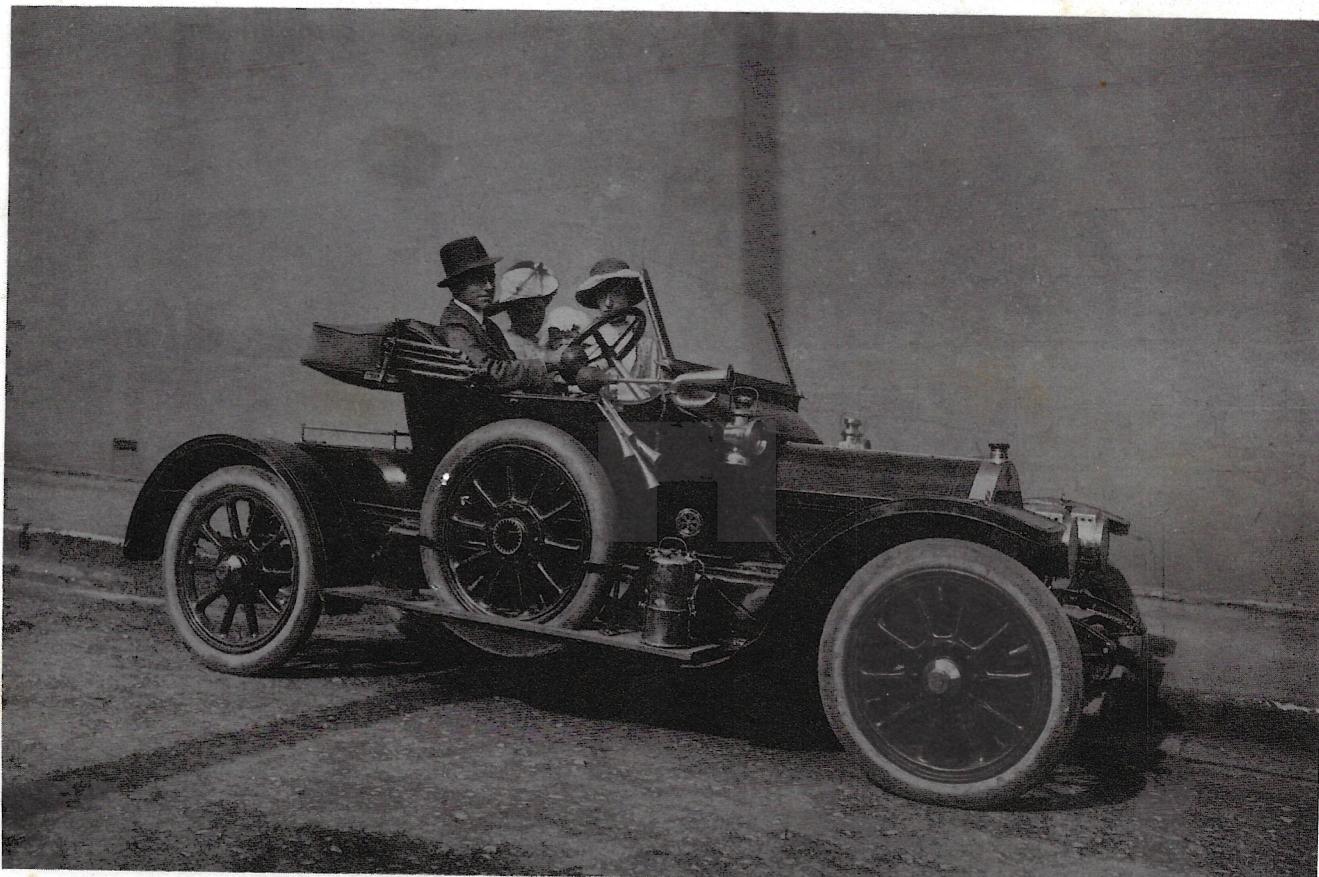


SPIT AND POLISH

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



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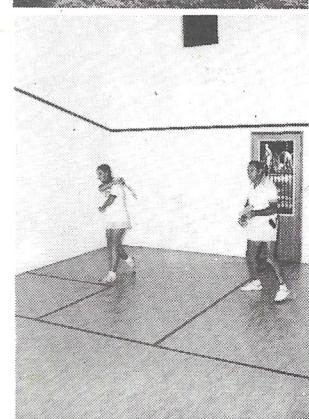
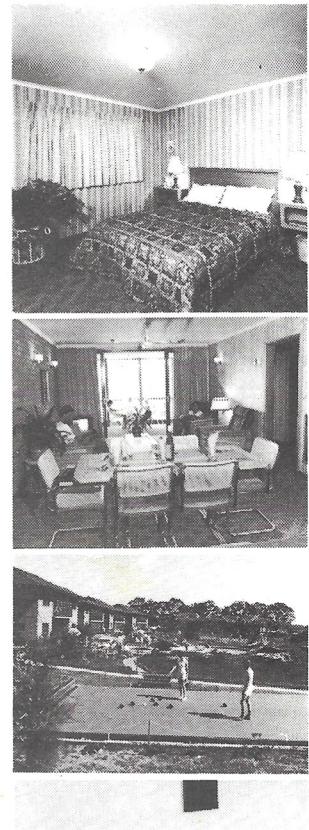


MAY, 1987

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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. 10

May 1987

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Other Veteran Car Clubs have permission to copy

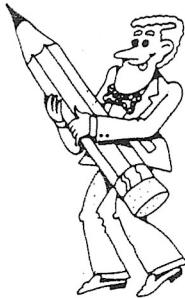
NEXT MEETING

The next meeting of the Veteran Car Club (N.S.W.) will be held on Thursday 28th May, 1987 at the Veteran Car Club Hall, 134 Queens Rd, Five Dock. The meeting will begin at 8pm and conclude with the showing of movie film from our Club archives (postponed from last meeting).

Cover Photo: **Veteran Star**
Photo supplied by George Roberts. (See Cover Story on Page 13)

EDITORIAL

The month of April seemed to be a month of omissions for *Spit and Polish*. It was heartening, in one sense, that so many people noted the errors and omissions; it means that members do read their magazines.



The worst error was the meeting date. The May meeting was advertised instead of the April meeting. This led to some worried phone calls but the size of the attendance at the April meeting indicated that few members took the error to mean that the April meeting had been cancelled. This was fortunate since, unknown to me, the upholstery and trimming talk that was postponed from earlier in the year was given in April and very well received. I was interested to hear that horse hair

is still readily obtainable and that old hair can be reused after teasing. Leather samples were passed around, the usual thin ones, which the trimmer claimed was better than the thick hides used in earlier times. Over all, I thought the talk was enlightening and I was I had heard it two years ago.

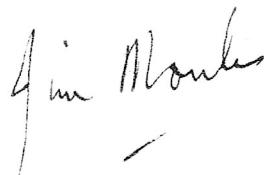
Next omission was the President's Report. That was intentional. Bob was too occupied at work to write one for last month and I had already typed my Editorial so couldn't easily comment that it was missing. Bob has indicated that he will not seek re-election as President at the AGM. He is a hard act to follow. Nominees should be dragged to the next meeting for assessment.

The caption for the cover photo mentioned the Dating and Investigation article. Inadvertently, Gwen Dunn left off the heading but I guess you found the spot anyway. It's not like finding your way through an encyclopedia.

The next one was my error: I left out the Mindstretcher. I have not heard of any suicides by members waiting for the solution to the March problem but I apologise to both the contributor and members for the oversight.

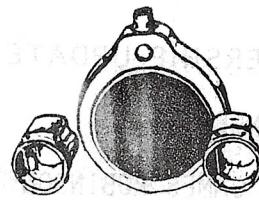
Finally, in the Events list, no mention was made of the Bicentenial Rally next year, as Terry Cook pointed out, the most important event of 1988. The Events Director has taken the blame for this; I just print what Mr C gives me. Which brings me to the talk by Ian Irwin at the April meeting. This surely set many minds at rest. It is clear that we have a most capable and stable person organising the big rally. Members were perhaps surprised to hear that many on the waiting list will be able to enter the rally and that entries even at this stage could be accepted. "Get your name on that waiting list ASAP", is the message.

I hope I haven't left anything out!



Jim Moule
Editor

PRESIDENT'S MESSAGE



The 1987 May Tour was brought forward to coincide with our school holidays at Easter and approx. 10 cars travelled to Tamworth, Dorrigo, Armidale, Wauchope, Gloucester and home. Talking to a couple of the participants revealed that they had a fabulous tour with plenty to see and do during the event and further reinforcing the knowledge that this tour is the best club event held each year.

All legal work for incorporation of the club is now complete and will take effect after our Annual Meeting in June. Ken Quarmby has been busy tying up the loose ends and informs me that everything is now ready.

At this year's Annual Meeting all positions will be open for nominations. My term as President is finished and our Treasurer, Bob McCarthy, will be stepping down due to a proposed re-location in his teaching position.

The coming year will be an interesting one for the new executives and committee members with the start of Incorporation, the Annual Meeting of the Veteran Car Club of Australia to be held in our clubrooms in September, the 1988 Bi-Centennial Rally and the official opening of our clubrooms some time in 1988.

At our last General Meeting the question of "Blinker Lights" for veteran cars was raised and the question was passed on to your Committee for consideration. There are two distinct trains of determination that come forward each time this problem is raised. (1) The purists (and they come in different forms) say no, because it means adding batteries, brackets and attachments that will spoil the originality of their cars. (2) The concerned veteran driver who is adamant that we should fit blinkers for the safety of ourselves and other road users.

Listening to these arguments carefully your Committee recommends that members should be encouraged to fit regulation blinker lights to their veterans where possible. These lights should be of a size and situated so they are clearly visible to other road users. In these days of fast-moving traffic on congested roads, safety is paramount.

We are in the final stages of arranging to get prices for the concreting of the car park in front of the club and we will be making every effort to have it completed as soon as possible.

- BOB BAXTER

President

Signals

51. A signal of intention must be given before—

- turning to the right or left;
- changing lanes;
- pulling out from the kerb;
- generally diverging to the right or left.

52. A "turn" signal may be given by flashing lights or other approved mechanical signal.

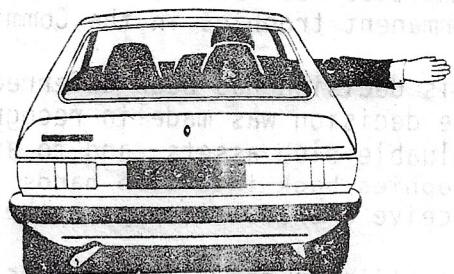
A right turn signal may also be given by hand.

53. A signal must also be given when suddenly reducing speed or stopping.

A "stop" signal may be given by the vehicle's brake lights or by hand.

54. Vehicle turn indicators should cancel automatically after use, but they do not always do so. You must make sure the indicators are turned off after each manoeuvre is completed.

55. Any signal should be given at least 30 metres ahead, when possible. It is important that other drivers get enough warning.



MEMBERSHIP UPDATE

NEW MEMBERS:

ROBERT JAMES ROBINSON
26 Erina Valley Road
ERINA NSW 2250
(043) 677 743
1912 S.P.A. Tourer

Membership No. 458 (F)
(Membership Renewal)

DONALD WRIGHT
10 Highs Road
WEST PENNANT HILLS NSW 2120
(B) 634 2586 (H) 634 3686

Membership No. 824 (A)

BARRY SHINFIELD
73 Knights Road
GALSTON NSW 2159
(B) 651 1008 (H) 653 1265
1911 Talbot Tourer (Ex Mr. J. Dance)

Membership No. 823 (F)

CHANGE OF ADDRESS:

JIM CAMPBELL
"Windsor"
1 Russell Street
WOLLSTONECRAFT NSW 2065
(H) 436 1252

Membership No. 534

PHILLIP CAMPBELL
161 Bobbin Head Road
TURRAMURRA NSW 2074
(H) 449 2849

Membership No. 532

POWER HOUSE MUSEUM (ANDREW GRANT)
P O Box K346
HAYMARKET NSW 2000

- K. QUARMBY
Secretary

TROPHIES

Committee has resolved to implement a long-standing decision to retain all permanent trophies in the Committee Room display cabinet.

This decision has been deferred until suitable secure storage is available. The decision was made in recognition of the need for security of these valuable club assets, and to avoid the annual problems of "mustering" the trophies back into club hands for engraving etc. Naturally all winners will receive a shadow trophy as their own permanent memento.

Retention in the club premises ensures that the trophies are included in the contents insurance.

- K. QUARMBY
Secretary

CALENDAR OF EVENTS



PRESENTATION DINNER - VCCA CLUB ROOMS		
MAY	SATURDAY	30
JUNE	SUNDAY	14
		1 & 2 CYLINDER TOUR "12 KMS RUN" CONTACT JOHN SIMMONS 78 2663
JUNE	SUNDAY	28
		FAMILY PICNIC RUN - RODD PARK, RUSSELL LEA TO GEORGES RIVER REC. AREA, REVESBY
JULY		RESTORATION MONTH & GARAGE CRAWL DATE & DETAILS TO BE ADVISED JUNE "SPIT & POLISH"
AUGUST	SUNDAY	9
		NAVIGATORS TOUR - START 10.00 A.M. VCCA CLUB ROOMS
SEPTEMBER	SUNDAY	13
		PRESIDENTS TOUR DETAILS TO BE ADVISED JULY "SPIT & POLISH"
DATE TO BE ADVISED		1 & 2 CYLINDER TOUR - BUNDANOON JOHN SIMMONS 78 2663
OCTOBER	3/4/5	NEWCASTLE BRANCH TOUR DETAILS TO BE ADVISED
NOVEMBER		INSPECTION DAYS DATES & VENUES TO BE ADVISED
DATE TO BE ADVISED		FISHERS GHOST TOUR
DECEMBER		CHILDREN'S XMAS PARTY] DATES TO BE MEMBERS' XMAS PARTY] ADVISED
<u>1988</u>		
JANUARY		AUSTRALIA DAY LONG WEEKEND - CAMP OUT
FEBRUARY		TO BE ADVISED
MARCH	8 - 18	INTERNATIONAL RALLY TO CANBERRA
APRIL	23/24/25	ANZAC DAY LONG WEEKEND ANNUAL BLUE MOUNTAINS TOUR

PRESENTATION NIGHT

**SATURDAY 30th MAY, 1987.
CLUB ROOMS, 7.30 p.m. START**

3 Course Meal, tea / coffee.

\$20 per head

B.Y.O. Drinks

Dress: Pre-1930 (optional)

BOOKINGS: NOELENE THOMSON 651 2247

LYN MARTIN 632 5047

By popular request

A FAMILY SQUARE DANCE!

Weather is of no worry as it will be held in the Main Hall

of the Club Rooms.

WHEN : Saturday 27th June, 1987

6.30 p.m. onwards

COST: Adults \$10

Children under 14 \$6

The meal will be a BBQ with tea, coffee or cordial provided. BYO other drinks.

DRESS : Country / Western

Prizes for Best-dressed couple, best-dressed child, etc.

The caller is, as previously, DAVID GILROY.

MAKE YOUR OWN PARTY!

**BOOKINGS: LYN MARTIN 632 5047
NOELENE THOMSON 651 2247**

V.C.C.A. & V.V.C. DISPLAY DAY

(Reprinted from *Vintage Car*, the monthly journal of the Vintage Sports Car Club)

Unable to attend the Armidale Rally, due to a prior commitment, we decided to accept the invitation of the Veteran Car Club and the Vintage Vehicle Club and steer the Lancia to the Display Day at Gledswood, a one-time winery and now a tourist attraction at Catherine Fields, about 50 km south-west of Sydney.

I know static events are not the most popular with us vintage sports, but then neither are long country rallies, so I was pleased to have the company of such stalwarts as Alan Baker in Fiat, Norm Mitchell also Fiat, Dave Manhart 23/60 Vauxhall and John Grant in modern.

The majority of cars were not exactly sports cars, although among them shone the ex-Jack Jeffery Studebaker, a Bentley 3-litre, two G.M. Vintage Vauxhalls, a Sunbeam tourer, a 1918 Buick two-seater with bullet shaped tail, an early Delage, a touring Rolls Royce, a beautifully proportioned 1913 Crossley boat-tailed roadster and a couple of veteran Hupmobiles.

Of course there is always an enthusiastic following for the T and A model Fords, Dodges, Chevs, Buicks, Morrises, Austins etc., but there was also a Dort, an Australian Lincoln and a Jordan, which attracted some interest. In all there were well over 100 cars on display.

The weather was beautiful, although shade was at a premium, and the grassed area was ideal for such an event. If the interest waned in vintage cars, there was the historic Gledswood homestead, which was open for guided tours and attracted coach loads of visitors throughout the day. Also picnic grounds with sheltered tables, farm animals in enclosures, tours of the wine making and tasting cellar, a souvenir shop and a restaurant, make it a popular venue for tourists and picnickers alike.

The best part of the day was the prize-giving, when we were all summoned to the official tent site and prizes were awarded for best presented vintage and veteran cars, and for most appealing cars (to an American visitor) and you can imagine how seriously this competition is taken, by all except me, that is, for the prizes were engraved polished plates.

You can also imagine my surprise when the \$1.00 raffle was drawn and I won the prize, an engraved Ranleighware tray with six matching goblets.

If you like to spend a day relaxing in a country environment, surrounded by vintage cars and their enthusiastic owners, then it is recommended for 1988. If not, stay way - you could be bored to tears.

- JOHN LEWTHWAITE

Thanks, John - let's make sure we give this a plug in plenty of time for next year. Ed. (VINTAGE CAR)

CRIPPLED CHILDREN'S OUTING - SUNDAY, APRIL 12, 1987

The following members of V.V.C. and V.C.C.A. are thanked for their help:

Fred Rossiter	Studebaker
Max Chapman	Wolseley
Don Steer	Wolseley
Ian Steer	Ford
Ron Cox	Ford
Jim Wilson 1.	De Soto
Jim Wilson 2.	De Soto
Jeff Vanstone	Metallurgique
Don Wright 1.	Lancia
Don Wright 2.	Lancia
John Corby	Cadillac
Jim Moule	Rover
Jim Simmons	Bentley
Roley Coulcher	Star
Len Sheen	Humber
Bob Baxter	Calthorpe
Barry Thew	Hupmobile
Bob Newman	Talbot
Graeme Newman	Talbot
Terry Cook	De Dion
Dick Tunbridge	Ford
John Crawford	Rover
Alan Blythe 1.	Buick
Alan Blythe 2.	Buick
Jim Weir	Vauxhall
Bill Sewart	Dodge
Jock McGowen	Ford
Jim Cooper	Wolseley
Jack Godfrey	Ford
Bill Kay	Studebaker
Alan Rowe	Ford
Austin Grellman	Crossley
Neil Martin	Ford
Geoff Ringrose	Stutz
Alan Eager	Armstrong Siddeley
Kevin Berger	Ford
Keith Carden	Clement

- ARTHUR GARTHON

LETTER FROM SPORTING CAR CLUB OF SOUTH AUSTRALIA INCORPORATED

Dear Sir,

On behalf of the Committee and Members of the Veteran Car Section of the Sporting Car Club of S.A., I write to invite members of your Club to come to Adelaide and participate in our famous Barossa Rally on the weekend of SATURDAY, OCTOBER 31/SUNDAY, NOVEMBER 1, 1987, with the optional day of FRIDAY, OCTOBER 30. Many of our Members take advantage of the Friday to have an extra day of Veteran motoring. Tentative arrangements at the moment are:

FRIDAY morning start from the northern or north eastern suburbs and leisurely travel to the Barossa with a picnic lunch stop on the way. Friday evening meal will be a do-it-yourself style, but we may arrange a barbecue, depending on the weather.

SATURDAY morning start (for those who do not start on the Friday morning) from the same starting point, and travel the same route to the picnic lunch stop (not necessarily the same place) to meet the Friday starters who have come back from the Barossa. We then travel by a different route into the Barossa Valley. We all collect together for a more formal evening meal at a well-known restaurant.

SUNDAY morning we leave the Barossa to return to Adelaide with a lunch stop on the way (the type of meal to be arranged). We finish about mid-afternoon in the Clubrooms on Portrush Road, Beulah Park, with tea and coffee.

More details will be known, at a later date, which will be forwarded to you as soon as possible, as well as costs etc.

Many of your Members may know of the fame of the Barossa and their hospitality, so we hope that many of your Members will come. Please let me know as soon as possible, so that booking arrangements can be made.

Regards,

JOHN WIEN-SMITH

March 31, 1987

Secretary Veteran Car Section
Sporting Car Club of S.A.
M - I - N - D - S - T - R - E - T - C - H - E - R
Solution to No. 60

SIGN HERE

$$98 - 76 + 54 + 3 + 21 = 100$$

With eight spaces between the numbers but only four signs to be inserted, there are five possible arrangements of the numbers. Only one of these is correct.

No. 61

WORDY WORK

From the ten letters in a certain word, the following smaller words can be made:

RAY TIN RAID COAT

What is the 10-letter word?

NEWCASTLE PAGE

"THE 1987 GOLDEN AWARDS"

For those members who in the past have been lucky enough to attend an Autumn Tour (also known as the 'Western Tour'; 'Techies Tour' and now the Easter Tour) you are no doubt aware of the traditional final dinner presentation of the 'Golden Awards'. For the uninitiated, I'll give you an insight into how this year's awards were won. The chief adjudicator and presenter this year being Barry "the bloke with a chip on both shoulders" Thew.

The first winner to come under notice was my dear old dad, Bob Newman, who collected the "WHEELS AWARD" 'for having the most spare wheels on his car', by arriving at the start, held between showers, carrying the wheel chair on the rear of the "Tourer".

'Uncle' George Adams set about collecting his award, "THE CASANOVA AWARD" 'for kissing all the girls', from the very start. He was probably the most worthy winner - he was still at it AFTER the awards ceremony at Gloucester, six days (and nights) later!!

The start saw 9 veterans and their crews set off for Lake Lidell for lunch. Unfortunately, however, the Corby Cadillac had to withdraw shortly after the start due to the development of asthma - wheezing and rattling in the timing CHEST. This setback, however, contributed in no small way to John winning the "TRIUMPHANT ENGINE AWARD" later in the week.

Saturday afternoon we arrived in sunny conditions at Murrurundi where we were joined by Max and Jean Chapman. A few of us ventured to Paradise Park, on the outskirts of town, where three of our cars were used in an impromptu wedding photo session. A donation was made to the drivers, which caused considerable conversation regarding the proper disposal of same, however it was decided they should be consumed whilst still COLD.

Sunday lunch was enjoyed at the home of Peter and Robyn Wards and family where we met up with "GRAHAM" STEER and "FLOSSY" (no relation to Judy Garth) - both beasts are being fattened up before making the trek to the local abattoirs. We were again joined by the Corby Crew. Peter and Robyn joined us BRIEFLY after lunch in the HUPMOBILE. I say briefly - the Hup soon became hot and bothered. Peter earned the "BOILERMAKER AWARD" and Robyn was made hitchhike home to collect the modern. John Wards treated us to a display of tyre changing on the Benz and Max Chapman showed us how to repair the oil gauge pressure line on the Adams' F.N.

Monday saw us enjoy a great day of veteran motoring through some beautiful country, which included the Ebor Falls and Cathedral Rock National Park to Dorrigo. At Dorrigo we stayed at a motel described as having "A Mountain Lodge" atmosphere, which was the subject of much discussion - including conversation through the walls which had the soundproofing qualities of a wet tissue.

Tuesday we journeyed toward Armidale, J. Wards, P. Adams and their respective families must have decided to g 'Bunyip Hunting'. Peter turned back when the going got too tough, to join us for lunch. John persevered and succeeded in collecting the "INTREPID TRAVELLER AWARD" 'for his 4WD trek across Northern N.S.W.' Where he went, I don't know - the map supplied did not allow for such excursions!

Wednesday was a fairly uneventful but enjoyable day travelling to Walcha. Some of us detoured via the 'DANGARS FALLS', not as impressive as they might be. The local council must have water restrictions in force - they were a bit like the Pub with no Beer. Our arrival at Walcha attracted interest from the local press and saw John Corby wrap up the "TRIUMPHANT ENGINE AWARD" - one of the local car dealers has an engine, transmission etc. the same as John's. The local, however, would like some TRIUMPH SUPER SEVEN (late 20's) parts in return. Anyone with any clues, contact John Corby.

Thursday we travelled to Wauchope via the very spectacular Apsley Falls. After morning tea the weather turned typical Blue Mountains for the journey down the hill to Wauchope. At Wauchope Max Chapman was seen under the bonnet of the Wards' Range Rover collecting his "SPARKS AWARD". Next day he was seen (and it hurts to say it) towing a Talbot with a wet ignition system. Peter Adams collected the "PHILANTHROPIST AWARD" - he went into a 'phone box and came out a pauper. After casting aspersions on the morals of the natives for not returning the 'lost' wallet to the local constabulary, Peter 'found' the wallet in HIS luggage.

Friday, and Neville Preston claimed the "WETEX AWARD" for being the only person to sit in his car and get wet - whilst enjoying morning tea. Peter Kable won the "LANDSDOWNE NEAR MISS AWARD" for close shaves - not to his person, but for almost being run off the road. Barry Thew won the "COATHANGER AWARD" for the judicious use of a coathanger to repair the exhaust system on the Hupmobile. Yours truly collected the "OFFICER DABBLE AWARD" for being caught in the clutches of a Talbot - a combination of slipping clutch and 'muck in the carby' causing a dislike of climbing hills.

Dianne Newman received the "KINDY AWARD" for patience en masse - always seen with a youngster in tow.

Our final award went to May and Neil Todd - "THE NEWCOMERS AWARD" - who accompanied John and Jill Corby (and anyone else who'd give them a ride in a veteran) and who hopefully might soon be members of the club.

A great week of veteran motoring and fellowship was enjoyed by all, which is after all what the club is all about.

Our next major branch outing is the Queen's Birthday weekend tour to Denman. Although the weather is crisp at night, it's most enjoyable. Come on Sydney - why don't you have an outing the same weekend?

Regards,

- GRAEME NEWMAN

P.S. Don't forget the combined 'invitation' event to Morpeth in October.

LETTER TO THE EDITOR

Dear Editor,

A comment on Letter to the Editor on Page 12 of March issue of SPIT & POLISH. The first sentence says so much about going to Katoomba "the 31st Blue Mountains Tour". This is our club's history which has been built up by members over those 31 years. The Veteran Car Club of Great Britain just held its 90th London to Brighton Run in 1986 and that run is a great tradition which the club is duly proud to hold each year. Let's keep the tradition and pride of a Blue Mountains Tour each year. True, the format may have to alter with the changing times and conditions, but please, Events Committees of the future, not the destination.

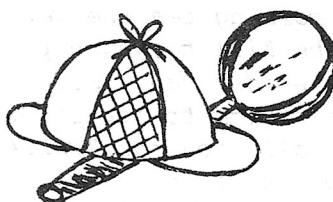
I have been on many rallies to Katoomba, starting with my first driving my Austin in 1957, and each year one remembers previous rallies to the Blue Mountains, and so history and tradition of the Club's Annual Event becomes part of members' lives too. Other rallies go to different places, day tours and ones of longer duration are organised as well as weekends away by our Club, but long may the Blue Mountains Tour continue to its centenary.

- SANDY ROBERTS

DATING AND INVESTIGATION

The Dating Certificates issued for the following veteran vehicles were announced at the March 1987 meeting:

1. 1905 FORD Model 'F', 2 cylinder, 12 H.P.
Side Entrance Tourer,
Chassis No. 3362, Engine No. 3362
Owner: Francis Ransley, Wynyard, Tasmania



Ford wrote of the model 'F' in their catalogue of 1905 that it was a general all around car for the man who wants a powerful runabout, or a comfortable fast touring car for five people at a moderate investment and low cost of operating and maintaining, capable of taking all kinds of roads.

It weighed 1400 lbs. (635 kilos) and other specifications included:

2 cyl. horizontally opposed, water cooled motor, bore 4½", stroke 4", wheelbase 84", maximum speed 35 mph

The model 'F' was also to be the last of the two cylinder series, which had it's origins in the model 'A' of 1903. Being short lived, it's replacement in the light car field was the model 'N'.

Introduced in February 1905 the model 'F' calendar year production was 1599 cars, commencing with Serial Number 2570, thus suggesting a mid-year date for the production of this vehicle.

Francis Ransley acquired the car in 1983 from Mr. Douglas Lancelin of Huntington Beach, California, as a basket case, but remarkably complete except for the two separate cylinders, which had been removed from the vehicle in the 1950s, when lying derelict on a Texas farm. Two new cylinders were cast and were machined by Francis, to complete the restoration.

2. 1907 FORD Model 'K', 6 cylinder, 40 hp, Tourer
Chassis No. K791, Engine No. K791
Owner: Francis Ransley, Wynyard, Tasmania

Henry Ford's adventure into the large car field, starting in 1904 with the model 'B' 4 cyl. and advancing with the introduction of the model 'K' 6 cyl. in 1906 through to 1908, proved to be a costly experiment. The model 'K' in either touring or runabout trim cost \$US2,800.00, compared with the model 'T', priced at \$US850.00, when introduced in 1908.

Late in 1905 Ford contracted the Dodge Bros. to produce 350 model 'K' chassis for the 1906 season and in November of 1905 an incomplete vehicle was displayed both in New York and Chicago. On a 112" wheelbase each of these chassis carried a "Victoria" styled, 5 passenger touring body, generally known as a "Tulip" body, but only the initial dozen or so had the so-called "Pignosed", high profile radiator, reverting to the more conventional shape from thence forward.

In September 1906 Ford again placed an order with Dodge Bros. for a further 650 chassis, but with the wheelbase lengthened to 120" and two body styles were offered touring and roadster.

Many mechanical specifications were changed during production, in particular the depth of the chassis rails increased from 4½" to 5", whilst the intake and exhaust manifolds were reversed from intake above exhaust to vice-versa to prevent the magneto from being cooked, also early crankcases were cast without an oil filler boss, necessitating filling of the sump down a brass vent pipe (shades of R/R Silver Ghost).

The engine firing order was unusual, to say the least - 1-2-3-6-5-4 - but it was claimed to provide for smoother engine operation, overcoming some of the harmonic vibration emitted from the 1-5/8" diameter journals, seven main-bearing crankshaft.

Of the 1000 model K's produced, thirteen are known to have survived, although four additional engines and some chassis components are listed with different owners.

K791 was acquired by it's present owner from Mr. L. Porter, Milan, Ohio, in whose possession it rested, unrestored for some 30 years and was originally from California. It is reported to be the only one of it's marque now in existence outside the U.S.A. and is considered one of only two to have reached Australia, the earlier import being to Queensland Motor Agency in 1907 and later to Albert E. Roberts, the writer's father, in Ipswich, Queensland. Scrapped when redundant, the engine was installed in a motor launch, lost in a flood in the Bremer River, whilst the chassis frame became the base supporting a large workshop bench in the garage complex.

3. 1915 FORD Model 'T', 4 cylinder, 20 hp Tourer
Engine No. C46730, Car No. C46730
Owner: Ron Cox, Sydney, N.S.W.

Of the model 'T's' registered and in operation in this country, few are identified both by the body-plate fixed to the dashboard, adjacent to the coil-box and the matching engine number. In many instances the importation of a chassis only, to which a body of local manufacture was fitted, eliminated the plate, but in most cases time and the effects of the elements on a cored-wood dashboard have caused the plate to be lost, or alternately the original engine replaced.

In very early model 'T's' the body plate was also a patent plate, made from brass and located under the seat. Later being produced in aluminium, it's use was discontinued in 1915.

Ron's model 'T' is equipped with matching numbers on both the engine and body plate and the car itself, from it's mechanical components, through to the upholstery, is an excellent example of originality as produced by the Canadian factory.

It's previous owner, Laurie O'Neil, possessed the car for more than twenty years, during part of which time it was displayed at Greens Motorcade Museum Park at Leppington.

- GEORGE A. ROBERTS
Research Historian

COVER STORY

The cover photograph is that of a 1912 Star, 4 cyl., 20 hp (25.6 R.A.C. rating) roadster.

Owner: Mr. Frank Hickey, with Mrs. Hickey seated beside him holding baby daughter Betty. We are indebted to Mr. and Mrs. Hickey's other daughter, Mary, now Mrs. J.D. Browne, who made this photo available.

Mr. F. Hickey, with Mr. O.J. McDermott, in another car, won the 1914 Reliability Trial from Sydney to Melbourne conducted by the then A.C.A. (R.A.C.A.) and A.C.V. (R.A.C.V.).

Mr. McDermott was the father of Sir Emmet McDermott, later Lord Mayor of Sydney. Mrs. Browne is now looking for a photo of the car in which her father and Mr. McDermott won the Reliability Trial, which could be the subject of another story.

- GEORGE A. ROBERTS

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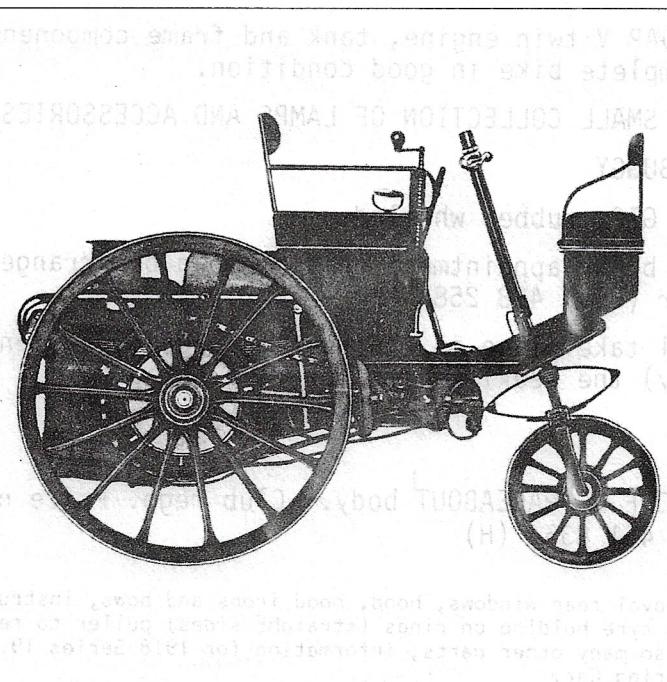
Pneumatic Antiques

Bidirectional air

Back in the bad old days of 1845, most vehicles had wooden wheels and steel tyres. (Think of that the next time you're wheeling down the expressway on your radial ply's!) A Scots engineer named Robert W. Thomson invented the pneumatic tyre in that year but it wasn't at all popular until 1888 when another Scot, John B. Dunlop developed air filled rubber tubes for his son's tricycle. Well, that starts the wheel rolling, so to speak, and bicycle manufacturers in the States and Europe immediately began using them. The Michelin brothers André and Edouard followed suit, and a bicycle running on their pneumatic tyres won the Paris-Brest race of 1891. The first car var tyres appeared in 1895, but as cars became heavier and were driven faster, sufficient air pressure could not be maintained for more than a short time. The Michelin brothers learned this to their cost when they entered the marathon Paris-Bordeaux-Paris race in 1895 with their test car L'Eclair. (The flash of lightning.) L'Eclair was comprised of an old Daimler boat engine fitted into an early Peugeot chassis, the wire-spoked wheels of which sported their plump white pneumatic tyres. They changed tyres 22 times, mended countless punctures and eventually had to retire from the race for exceeding the time limit. While they were on the move though, they were more comfortable than any of the other competitors. At a press conference after the race, the brothers stoutly defended their tyres as being the tyres of the future. In 1900 2-part tyres consisting of a casing and an inner tube were developed. The inner tube held 3.9 to 5.3 kilograms per square centimetre and were called High Pressure tyres. Low pressure — i.e. 2.1-2.2 kg per sq. cm appeared in the early

twenties. The first tubeless came after the war and since 1954 all tyres have been tubeless.

The invention of the wheel may well have been mans greatest. However, we are fortunate that it is now a comfortable wheel and we can literally "ride on air".



FOR SALE & WANTED

WANTED: 1914 - 15 - 16 T FORD TOURER. Complete and going.
MICHAEL SARKIS (02) 73 4664

WANTED: ENGINE OR PARTS TO SUIT 1912 AMERICAN JACKSON. It is a proprietary engine made by Northways, fitted to numerous American cars, e.g. Cutting and Imperial cars.
BOB TREVAN, 22 Cityview Dr., Lismore. (066) 21 6389 (H)

FOR SALE: Gear Shift and Hand Brake levers for 1912 1600cc R.N.
GREG DALEY, 13 Mulwala Pl., Frenchs Forest, 2086 (02) 451 8354

FORTHCOMING AUCTION - MAY 28, 1987 - MOTOR CARS, MOTOR CYCLES AND PARTS:
(All are in unrestored condition)

1908 HUMBER 6 CYL. reputed 50-60 hp, apparently complete mechanically, radiator, bonnet etc. Chassis frame cut in half but all there. No bodywork, very rare, only example known to exist.

1912 WOLSELEY 10-12 hp, complete mechanically. Radiator, body etc. no body. Car is in one piece on wheels, mud guards, brackets etc. suitable for patterns.

1914 CHENARD-WALKER 14 hp. This car is complete with all instruments and body, but instruments and radiator have suffered some damage.

THERE IS ALSO a vintage WHIPPETT and a past vintage VAUXHALL SEDAN. The Vauxhall is in good condition and could be driven. Veteran Overland engine, 4 separate cylinders, complete with manifold etc.

MOTOR CYCLES:

1920's CLYNO. Apparently complete, in poor condition.

1914 HUMBER. Small V twin cylinder, engine, tank, wheels and some frame components.

1912 MATCHLESS JAP V twin engine, tank and frame components.
Vintage AJS, complete bike in good condition.

THERE IS ALSO A SMALL COLLECTION OF LAMPS AND ACCESSORIES.

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COFFEY BROTHERS GIG, rubber wheeled.

Inspection will be by appointment only and can be arranged by telephoning (054) 488 379 or (054) 488 258.

The auction will take place in the Huntley area (near Bendigo) and see also (apparently) the Weekly Times for more details.

GRAEME JARRETT

FOR SALE: 1910 TYPE 1500 F.N. RACEABOUT body. Club rego. Price negotiable.
GREG DALEY (02) 451 8354 (H)

WANTED - ALL STATES: Set of 3 oval rear windows, hood, hood irons and bows, instruments, fittings, 25" bud wire wheels and tyre holding on rings (straight sides) puller to remove wire wheel hubs off back axles. Also many other parts, information for 1918 Series 19, Model "SH" light four Studebaker Touring Car.
R.J. CASHIN, 6 O'Neill Street, Leongatha. Vic. 3953 (056) 62 2799

WANTED: 1 Windscreen to suit 1912 CADILLAC torpedo body
 2 Delco ignition coils
 1 Delco ignition switch and relay
 1 Cloak rail behind front seat
 35 x 4 tyres (Universal)
 Headlight and parklight switch
 Cylinders with copper water jackets
 1 horn
 1 speedo cable and drive assembly
 Hubcaps
 Knife switch gear and amp-hour meter
 1 front axle
 ALL ABOVE PARTS FOR 1912 CADILLAC MODEL 30 TOURER
 W. FORMBY (056) 25 2344

WANTED: FOR 1912 MODEL "T" FORD
 Genuine brass steering wheel and one piece timber rim
 1 J.N.O. Brown tail lamp (105)
 1 Holley carburettor
 1 pedal, lettered "C" (clutch and low)
 W. FORMBY (056) 25 2344

FOR SALE: 1913/14 FRONT MUDGUARDS (NEW) TO SUIT MODEL "T" FORD \$650
 "JOEY" GEARBOX TO SUIT MODEL "AA" TRUCK. Excellent condition \$200
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WANTED: FOR 1912 CADILLAC, Radiator and bonnet
 PETER TAYLOR, 90 Bedford, Ringwood East. (03) 879 3081 (A.H.)

WANTED (ALL STATES): P & H BRAND KEROSENE TAIL LAMP
 ALAN W COLLIS, 31 Donald Road, Wheelers Hill. 3150 (03) 560 8649

WANTED (ALL STATES): I have recently acquired the remains of a 1903 SINGLE CYLINDER DE DION BOUTON "POPULAIRE". It is incomplete and I would be pleased to hear from anyone who can supply any information and/or parts.
 IAN GEORGE, P.O. Box 242, Berwick. 3806 (03) 787 7531 (AH) (03) 797 3627 (BH)

FOR SALE: CYCLECAR PARTS. Front axle with wheels and hubs. Also rear axle with wheels, hubs and belt rims. Their identities are unknown.
 CLYDE JOHNSON (03) 211 7182

FOR SALE: Parts for 1915 DE DION BOUTON - TYPE GB or GV. Crankshaft, con rods, camshaft and other engine parts.
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UR GENT

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For 1927 CROSSLEY 14
Left hand Rotax divers helmet tail lamp (70mm diameter)
Please telephone (055) 62 7417 reverse charge during business hours if you can help with any of these items.
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OR: NEIL FERGUSON (03) 209 7449

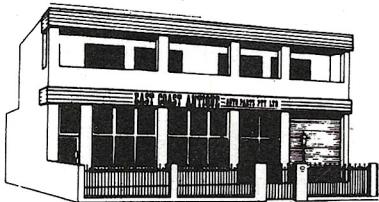
WANTED - ALL STATES: 1904 WOLSELEY single cylinder water pump and carburettor. Rear mudguard stays or brackets or four small brackets that could be adapted.
NEIL FERGUSON (03) 209 7449

WANTED: 1918 FORD T steel radiator (low model) in good order.
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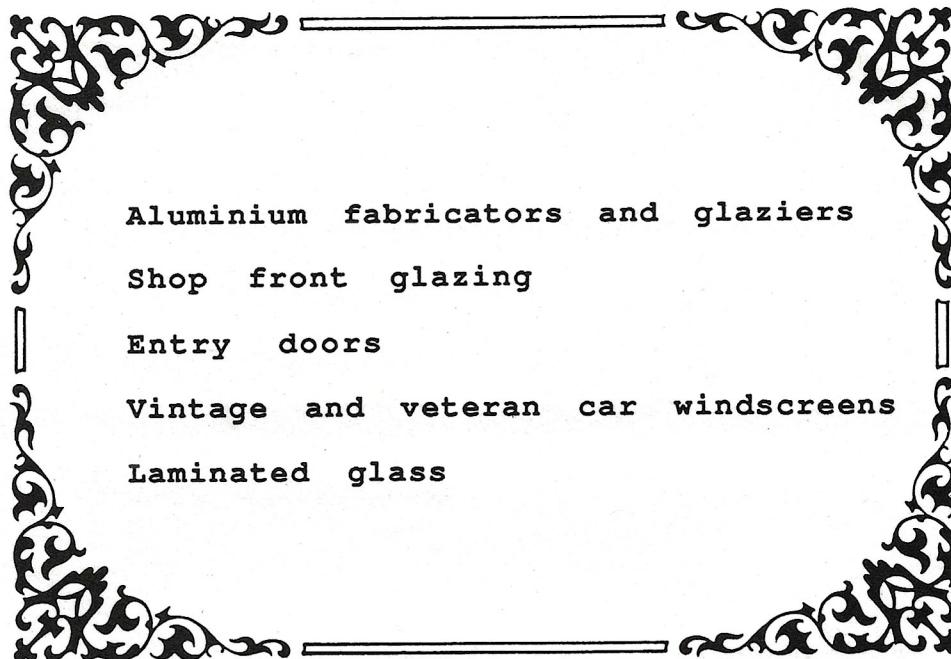
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