



# Spit and Polish

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

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

Vol. VIII No. 4

Price 12 Cents

Hon. Editor and Editorial Address—

Dr. GEOFFREY LEHMANN,  
30 Killarney Street,  
Mosman.

Phone: 96-3477.

October, 1966.

## EDITORIAL

I wish to bring to your notice several things this month. I regret not having been able to attend any of the outings to meet members personally, so what I am going to say are my own thoughts and they may not reflect the attitudes of many members of the Club as a whole. The Victorian Editor of their Newsletter has recently queried the effectiveness of All States advertising and I am in complete agreement with him in having doubts about this producing much result. I think it would be helpful if members could drop me a line when All States advertising has done something for them. I thought we could observe this over a period of 12 months. The advertising part of SPIT AND POLISH in general has problems and I cannot help but feel that lately this section should be used a great deal more, the only thing that you have to do is to send a written advertisement to me with legible and necessary details. The preparation of All States advertisements is quite time-consuming; one also has the problem of not knowing if an advertisement has been previously inserted and sometimes it is quite easy to insert an advertisement that actually has not requested All States coverage. There is also a degree of risk that we could go to the other extreme and include too many pages of advertisements.

The other matter I wanted to raise in some degree is the question of ownership of Vintage vehicles. We all know that our club is a Veteran Car Club having Veteran and Edwardian cars; we all are fairly much in agreement about not subjecting these cars to competition against Vintage and later vehicles. However, in spite of this I think members must admit that the time is coming when very many of us own Vintage vehicles and I think as a body we should recognise this type of ownership a great deal more.

I think we should accept advertisements and we should definitely start accumulating a library and anything that is available pertaining to Vintage cars. After all, this is really the trend overseas and in most states. I think we should encourage Associate members towards the ownership of Vintage cars. I believe that these members would greatly enjoy privileges of this type.

I have just received a letter from Mr. Bob Huxtable; this is published in full. Can any of you help?

Also this month I have received copies of "The Reflector" from the Antique and Classic Car Club of Canada. I certainly recommend that you look at these - I will be handing them over to our Librarian.

I wish to thank all those people who have made contributions and kept SPIT AND POLISH informed.

- GEOFFREY LEHMANN

\*\*\*\*\*

## MEETING NOTICE

The next General Meeting will be held at the Royal Aero Club Rooms, Bankstown, on THURSDAY, 27TH OCTOBER, 1966, at 8 p.m. sharp.

Host of the evening will be John Naylor.

\*\*\*\*\*

MINUTES OF OUR SEPTEMBER GENERAL MEETING HELD ON 22/9/1966

Place: The Royal Aero Club at Bankstown, when our General Meeting timed to start at 8 p.m. got under way at 8.20 p.m., with President, Jack Dance in the Chair, and Secretary, Len Sheen, reading the Minutes, and competing against a steady flow of conversation. Eventually our members quietened down and the Minutes as read were confirmed on the motion of J. Scott and seconded by R. Marshall.

Apologies: Seven members sent apologies for non-attendance and, as usual of late, we had a very good "roll-up" of 86 members and visitors.

Treasurer's Report: Our Treasurer, Helen Hardman, gave a brief resume of monies banked for preceding month, of \$272.29; Expenses \$414.90, Credit at bank \$514.51 and a total of \$5,294 on fixed deposit.

Helen mentioned name badges and car badges being available, but was hardly rushed by members desiring same; yet, so many cars, the writer's included, lack a Veteran Club badge. They are a handsome badge and do a car credit, so, members, as a suggestion only, Club Badges are available.

Confirmation of Treasurer's Report moved by F. Craze and seconded by M. Roberts.

Correspondence: The Secretary read the correspondence including details of the Barossa Valley Rally in South Australia, and it would appear that we have approximately six (6) starters in this event, which should be a great outing at the best time of the year.

Horseless Carriage Club of America sent an interesting letter stating that they proposed to visit Australia in November, 1967, for a period of approx. 30 days, and a team of also approx. 30 members of both sexes. The club asked for information as to the best period for interesting events on our calendar and any other information available. Our Committee will forward all relevant information at an early date.

Other correspondence dealt mainly with requests for cars, for "This and That", and the only function to raise interest was the Annual Vacluse Lions' Club outing - this time for members of the War Veterans' Homes at Narrabeen. Member, Vic Jacobs, enlarged on the letter, with full information as to route, lunch stop, etc., and judging from the response, will have no trouble in obtaining enough cars for this pleasant outing.

Investigation Committee: Bob Baxter reported a complete inspection of a 1916 Hupmobile of B. Hughes, now referred to the dating section, and inspections under way of Jimmy Simpsons B.S.A. and custodian Alex McLeod's Star being in progress. Bob once again appealed to members to apply to have their cars dated and certified.

Events Committee: On behalf of the Events Committee, Arthur Garthorn reported on the Wallacia Rally, from which it would appear to have been a very enjoyable day. Asked for starters for a procession at Hornsby on Saturday, 24th September, 1966, and obtained three (3) J. Simpson, B.S.A., W. Spraggon, Renault and L. Sheen, Humber, to represent the Club.

The Waratah Procession will have its usual good field of starters and the same applies to the ever-popular Newcastle Rally, but Arthur struck trouble when he asked for expressions of opinion for the "Brighton Rally" on 23rd October, 1966. The meeting which had been strangely quiet up till then gave voice to opinions right, left and centre, and then decided to leave the function as a "Brighton Rally" after all.

A further invitation from the Sutherland Shire Auto Club for a display rally at Roselands on 11th December, 1966, was referred to the Events Committee for action as thought fit.

Arthur concluded his comprehensive report by announcing a popular draw for first place at the Wallacia Event between K. Nutt (N.A.G.) and W. Dudley (Renault) who will share first prize.

C.V.T.M.C. Senior Vice-President, George Green, reported on a meeting of such organisation and really caused a stir when he mentioned that C.V.T.M.C. were thinking of taking over issue of car number plates of the various organisations. The views of members were many and varied and perhaps best summed up by a Renault owner from Ryde who stated in a charming 'old world' manner just what he thought of the idea.



The President was of the opinion that such action would be beyond the authority of C.V.T.M.C. to the general relief of the meeting.

New Members: Two new members:

Mr. M.J. Gray, of Penshurst; and Mr. R.G. Burgess of Earlwood, were welcomed to our ranks on the motion of G. Green and seconded by L. Jones.

George Roberts reported on Dating Certificates for 1911 Renault of R. Marshall, 1918 Ford of T. Bakewell, 1916 Ford of M. Roberts, 1916 Hupmobile of B. Thew, 1914 Ford of J. Godfrey and 1915 Studebaker of W. East. Such cars now stand as dated for posterity and it will be a good thing to see all our cars so dated.

Len Masser spoke of brass plates of dating for cars at \$5.00 on 14 days' notice.

Social Secretary: Hilda Sheen briefly reported on arrangements for our Christmas Dance and asked members to give consideration to forming their parties in plenty of time. Place: Windsor Gardens; Date: 11th December, 1966. Last year was a splendid affair - let us make this an even better show!

Before General Business, John Naylor as Public Relations Officer explained our new system of having a Host and Hostess to greet members and visitors at each meeting. This should be most helpful for new members and other numerous visitors as a means of showing a friendly welcome.

To date, John Naylor at the first meeting, Mr. and Mrs. Sykes at the second meeting, and Mr. and Mrs. Godfrey at our last meeting. Now we want offers from our members and their good ladies to volunteer for host and hostess at our future meetings.

General Business:

Cars for Newcastle Rally to meet at 9 a.m., Saturday 1st October at Epping, just past railway station.

General discussion re Royal Aero Club and our own Club and the inconclusive state of negotiations.

Discussion re roster of tradesmen available for repairs or restoration of Veteran cars.

Various questions from members on items of personal interest and then the meeting closed for an adjournment for supper at 9.35 p.m.

It would appear, however, that some members missed the way to the supper room, for several were seen in another place with glasses of an amber liquid in their possession, and looking quite happy about it.

After supper a friendly discussion between members was enjoyed, with the main subject, of course, Veteran Cars.

\* \* \* \* \*

Letter from R.B. Huxtable, Sugar Bush Supplies Co., Box 1107 Lansing, Michigan, U.S.A.

"As an active member of the "Antique Car Clubs" of this country, I address this letter to you in the hope that you may be able to assist me in a new project that has a lot of interest in the central United States.

The enclosed 1906 booklet on the Ryder and Ericsson "Hot Air" engines is a copy of an original book. Note that a firm was listed in Sydney at that time as distributor for your country. I now own one each of a 5", 6" and 10" Ericsson engines as illustrated on page No. 5 and am trying to locate the 8" to complete the sizes.

The Ryder engines in the same sizes as illustrated on pages 2, 3, 12, 13, 15, 18 and 19 were the larger engines of greater weight and pumping capacities. I have been unable to locate any of this style in this country. Perhaps fewer were made and being of greater size and weight, could have been scrapped out quicker for dollar value in past years.

I am sure you will be very much interested in the letters in the back pages, one engine going back into the 1870's for age. At present I am trying to put together a history of Ericsson the inventor who took out his first patent

in 1843 on this style of engine. His life is intensely interesting. He was a brilliant man in his time and like many, little remembered in this country. I have as yet little knowledge of Ryder, but my investigations are continuing, with, I hope, more information on both these inventors.

Would it be possible for you to furnish me with names of companies and persons, together with their addresses, who might know something about these engines? To find the ones to fit into my collection would be wonderful, provided the expense of shipping to this country would not be prohibitive. Also many "Antique Car" owners might come across these engines in their search for cars. Some might know about them at this time. Any names of Antique Car owners might also help. I would be glad to send copies of the booklet to anyone whom you might suggest, to assist in securing information on these interesting engines.

In 1967 I plan an exhibit at the County Fairs here in Michigan with all the engines that I have at that date and feel sure it will be a very interesting display.

You will note my name. Very few of our family are in this country. Briefly - Grandfather Thomas Huxtable came to America in 1850 and settled in Michigan. He was by trade a "jointer" - what we now call a carpenter - and he built barns and houses. My father William was an only son. Grandfather came from Barnstable, Devonshire, England and had 5 brothers. One was lost at sea, one went to Australia, and the others stayed in England. My older sister visited England in 1926. She looked into the family history and had a wonderful visit with distant cousins. She was able to trace the family back at that time very accurately. I am trying to make up a family history with the thought of locating other members of family, both in England and Australia. Could you furnish me with the names and addresses of families by the name of Huxtable - I realize this is just a remote possibility. I could then contact them and might be able to locate other relatives.

To visit Australia and New Zealand has always been in my mind. However, at 69, I do not have much time left but I can live in hope of so doing. One can always dream even though your dreams do not come true.

To help pay for air mail, etc., can I send you U.S. money at this time and if so, paper or silver? I should expect to repay you for your time, effort and postage; it counts up and my project will pay its way; this is the way I want it done.

Do you think it possible that your newspapers would print any articles on "Hot Air Engines"? I do have a very fine black and white photo of the 5" size which I could furnish for news stories. This was made special for reproduction work.

I now drive a 1906 Rep Roadster and am working on a 1901 Curved Dash Olds., Serial No. 20, the oldest known Olds. Curved Dash in this country. I also hope to have on the road in 1967 a special 1913 4-cylinder Cadillac. I do not have a body, so will make a speedster and call it a Special for the shows; perhaps later on I will locate an original body. Cadillacs of the 4-cylinder type from 1906 to 1914 inclusive are scarce in this country, so I will have a rare car, and, they say, very speedy, with the light weight body. It is something to look forward to in the years to come.

Your help and suggestions will be much appreciated. I will look forward to your letters to assist me and sincerely hope I may be of some service to you in the items you need for your restoration of cars. It takes time to gather parts, information etc. Having been in the clubs since 1950, I have some parts but not always the ones needed; you then make them by hand and that is time-consuming if you can find the interesting people to work with you.

This letter and catalog is being sent by surface mail. All future letters will be sent Air Mail to save time. I would assume that 30 days will elapse for this first mailing, but if my health keeps good, I'll be around when the fall months come, and will look forward to hearing from you.

Sincerely,

R.B. Huxtable  
(Robert Burgess Huxtable)."

\* \* \* \* \*

#### "LOOKING BACK"

The so-called "Road Toll" is generally taken to be just another unhappy by-product of this motor age. But in fact, there was plenty of massacre on the highway in the days before the motor car arrived.



Resulting from a survey ordered by the Home Secretary, early in 1905, it turned out that during the previous twelve months, no less than 120 persons were killed in London -- by horse-drawn vehicles, Cars and motor cycles accounted for a further 17 fatalities - a grim beginning.

Across the Atlantic, 1905 saw another kind of beginning, for better or worse. Hire-purchase selling of automobiles was introduced. A rather surprising 24,000 cars were built in the U.S.A. that year, and maybe a new sales gimmick had to be found.

Another innovation for 1905 was the humble bumper-bar. The brain-child of engineer F.R. Simms, this original patent was a heavy rubber contraption, and sounds like a useful accessory. Which is more than can be said for some more modern types.

- JACK CHENERY

\* \* \* \* \*

### TERRIGAL

As we have now, for the time being, ceased our driving all over delightful country, we have time to look back on the October weekend. What a weekend! When discussing it, it becomes difficult to decide the part which made the most impression!!

Arriving at the entrance of the Florida Hotel, one was made welcome even before dismounting. The first few steps in the hotel foyer gave us contact with a jovial ginger-headed fellow, well-known to us in the old days in Sydney. Yes - Jim Turner. Apparently converted to decimals, but not yet decimated. Well before this area had been reached it had been made quite clear what drill was to be carried out. The organising that we were to enjoy was evident before we had had time to "wonder what we should do now".

Following the few necessary formalities, when our allotted room was located and entered, what a delightful bit of thoughtfulness lay before us in the shape of a tin of Brasso, well supported by an orchid! One could lay odds of 4 gals. of low octane to one vulcanising patch that this was almost the only occasion upon which the average Veteran Wife had received such a floral presentation!

The hotel staff gave excellent service at all times, including the chef, who must have realised the V.C.C.A. is a hungry mob.

It was a reassuring feeling to have one's car well and truly under cover for two nights. Apart from any possibility of tinkering, they were also protected from some fairly heavy rain.

With an entrance looking so tidy, it seemed quite wrong that we should have desecrated it by dropping oil and water when our vehicles were stationary - but desecrate it we did! However, our misdeeds were rectified by an uncomplaining staff with the aid of sand, earth and cut up jute bags.

Saturday night passed quietly except for some late footwork upstairs. While lying in bed the rhythmic beat of the big drum seemed to bear a similarity to a stepped up representation of a slight big end knock at approx. 500 r.p.m.

Sunday morning came, and we had no need to gird up our loins and walk round after a mower! Quite a break! Instead of which we hit the track again, and put our steeds up the worst grade that they have tackled since Catalina Park. Yes, Bumble Hill is stiff. We have it on good authority that one air cooled job experienced difficulty, and that the driver "ordered his partner down and went alone", and consequently made it.

Monday morning we soon realised that someone had left down the slip rails and thus allowed the westerly wind straight in. And what a drop in the temperature, just overnight! It was noticeable that quite a few hoods had been lowered - and no wonder.

For those of us who had not been there previously, the Reptile House was an interesting affair, made more so by the introduction of some tea. And that was another spoke in the wheel of the organising that we witnessed.

And so, as had been done many ages ago, we turned our back on the reptile and headed for home. \* \* \* \* \*

CARS ATTENDING WARATAH FESTIVAL PROCESSION

G. GREEN	1904	DE DION	J. DANCE	1911	TALBOT
L. MASSER	1906	DE DION	G. ROBERTS	1911	HUPMOBILE
J. VANSTONE	1908	METALLURGIQUE	L. SHEEN	1912	HUMBER
D. DAVIS	1908	CLEMENT BAYARD	T. LEE	1912	ROLLS ROYCE
G. DALEY	1908	F.N.	K. MOSS	1912	CADILLAC
B. SPRAGGON	1908	RENAULT	A. ROWE	1912	FIAT
J. SIMPSON	1909	B.S.A.	D. SOUTH	1912	OVERLAND
L. JONES	1909	HUPMOBILE	A. MC LEOD	1912	STAR
B. DUDLEY	1910	N.A.G.	L. SYKES	1913	HUMBERETTE
B. ROBERTS	1910	T. FORD	W. JONES	1913	T. FORD
T. COOK	1911	ROLLS ROYCE	R. JONES	1913	OAKLAND
S. RUMBLE	1911	RENAULT	R. BAXTER	1913	STUDEBAKER
P. KABLE	1911	T. FORD	A. GARTHON	1914	DELAHAYE

\* \* \* \* \*

INVESTIGATION REPORT

First, and foremost, PLEASE NOTE Inspection Day will be held now on 27th November at Service City, Alexandria, near the intersection of Botany Rd. and O'Riordan St. Entry from both streets - time 9 a.m. to 2.30 p.m.

Any members who cannot be there must get their car inspected at an authorized inspection station.

NOTE: Have the inspector print across the very top of certificate and duplicate VETERAN CAR, NUMBER and owner's name. The Transport Dept. have asked for this, as it greatly assists in minimising their paper work.

Read last month's SPIT AND POLISH for points required of your car and remember the certificate issued on inspection day only is free.

One car, a "1916 Hupmobile"? belonging to Victor Pike has been investigated for new membership. Engine No. 67750, a tourer and very complete, only thing not on the car two tyres and the rear seat, so keep looking - there must be more cars as original as this to be found.

Two cars for dating have been checked: Jim Simpson's B.S.A. and Alex McLeod's Star. Perhaps a lot of members are not aware that the Investigation Committee checks all forms for dating. This rules out error and clears up points that members are not sure of as some questions are abbreviated and are a bit ambiguous.

Please fill in as much as possible, especially history, even if its only that you awoke one morning to find someone had dumped your car on the front lawn, if that is all you know put it down - don't leave the space blank as these sheets are kept as a history of your club and its cars.

So fill in your sheets - contact the investigation committee so that it can be checked. Do this, even if its to give the investigation committee a chance to get out for a night.

- PETER KABLE.

\* \* \* \* \*

"HOW I MET MY TRUE LOVE" .....by Howard Hughes

It was in about June of 1963, during a stay in hospital, that I was given a book by a well-meaning aunt, entitled "Early Automobiles" and from that day to this I have been afflicted with that incurable disease - the much-dreaded veteranitis.

It was not however, until some two and a half years later that, whilst walking up Clarence Rd., Waratah, I noticed the back seat of a bright red "Ford" in the garage of number 37.

At that time, obviously lacking experience on the purchasing side of veterans, I asked the pair of feet protruding from the underside of the old car, "Excuse me please, but is the old 'Ford' for sale by any chance?" There was deadly silence for what seemed like an eternity, and then another person underneath the car said --"Who said that dirtyword?" (He meant Ford).

Those two people underneath the 'Ford' (it was later pointed out to me that it wasn't a 'Ford', but was something worse, it was a (now get this) - Buick, were Ray Thomas and John Riley.



During the fifteen months which have transpired since that wonderful day I have had the good fortune of obtaining a veteran FORD, for which thanks are due to Norm Robinson, Wal Barker, Ray Thomas and Hunter Thomas, and so, someday, I hope that my FORD will take to the road once again, after an absence of thirty-five years and a stay in a pasture north of Taree.

\* \* \* \* \*

#### SOCIAL NOTES FROM HILDA SHEEN:

A reminder about our Christmas Dinner on SATURDAY, 3RD DECEMBER, 1966. Make it a night to remember - get your parties and money ready. Bookings taken now: \$3.50 per head.

Sympathy cards were sent to Mrs. Lindsay and family, Mr. and Mrs. Allan Foy and family, Mr. and Mrs. Frank Russell and family. Our thoughts are with them at this time of loss.

To Allan and Doug. Rose-bray we extend deepest sympathy on the death of their father at the great age of 92.

Our sympathy is extended also to Roy Farrell and family on the death of Roy's mother.

A "get-well" card was sent to John Tulloch in hospital and since then he has returned home. We hope you are feeling well again, John.

Thanks, ladies, for your help with the tea at our last meeting. Keep up the good work. Glad to see Mrs. Iris Cooper about again - she certainly has to lean on hubby now. Sorry to hear George Roberts' wife Pam is not 100%. Hope she will soon be fit again.

Lovely to see so many happy faces at Terrigal. I believe a good time was had by all. Mr. George Sevenoaks picking up all the passengers that had to get out and walk the hill won him some hearts - good on you, George!

It was nice to see Mrs. Leresche and Ann and family along the route.

Congratulations to Allan and Leah Foy on the birth of a son.

Now - once again, our Christmas Dinner. Remember 3rd December. Come along and help your Social Secretary.

\* \* \* \* \*

#### Letter from Wm. H. Lober, Managing Director, W.H. Lober & Co. Pty. Ltd.:

"Having only a few days recently returned from an overseas trip, my attention has been drawn by my son, Mr. Keith Lober, to the first two paragraphs on Page 4 of your August 1966 issue of SPIT AND POLISH.

This has interested me immensely, inasmuch as that time referred to I was Sales Manager for McIntosh & Sons Ltd., and, naturally, in that position, took an active part in the sale of Buick cars. Incidentally, that Company went out of business in New South Wales in 1926.

The query raised by Mr. Jack Chenery as to whether the 661 new cars arrived to meet unprecedented demand was, in fact, substantiated by results, inasmuch as, not only did we sell the 661 new Buicks referred to, but, after a discussion between Mr. S.L. Tyler, General Manager and Director, and myself, we agreed that it was necessary to order another 400 from Detroit to meet "unprecedented demand". These also were sold, under conditions that will be little understood by Sales Staffs in these days.

Very few purchasers knew how to drive, and thus we come to the "Subject to Conditions". The conditions were that no trade-in would be accepted, that a purchaser had either to pay cash or, if he wished to buy on terms, one half cash on delivery and the balance over twelve equal monthly instalments, with Interest at Bank rate, and Interest chargeable on reducing monthly balances.

In the case of country sales, of which there were about 60% of the volume, the purchaser was required to pay the cost of delivering the vehicle to the country agent who, in turn, was required to give tuition at a charge.

In the city, we had a team of anything from eight to twelve casual drivers, who were actually employed by the purchasers to teach them to drive, McIntosh and Sons accepting no responsibility whatsoever for any accident or circumstance which might arise during this tuition period.

The order for the additional 400 cars brought about a crisis for the Federal Government. Senator Pratten then was Minister for Customs, and it was his responsibility also to look after Shipping and, of course, due to War conditions, shipping space was at a very high premium, so, therefore, Senator Pratten introduced into Parliament a new regulation which was put into effect immediately, that importers of motor vehicles from overseas could bring in only one completely built car and two completely built chassis, without bodies.

Up to that time, all cars came in completely built, each in one big case, and consequently took up a lot of space in the holds of ships, and this measure was brought in to reduce the amount of space so occupied. This resulted in the beginning of the Motor Industry that has developed to its present day magnificent proportions, so vital to the Australian economy.

One of the first Companies to set about building bodies in Australia in any volume was Holden and Co. of Adelaide, who had hitherto built up for themselves a reputation of building the finest horse-drawn carriages anywhere in Australia. The late Sir Edward Holden, then quite a young man, was a visionary, who had the foresight quickly to grasp the fact that a motor vehicle was a coming need for our people.

It does not need me to go into detail of the development of that Company, its subsequent acquisition by General Motors, to reach now the stage of being the premier motor vehicle-manufacturing organisation in Australia.

The reference about 11,000 miles for original tyres is most interesting to me, because, at that time, tyres usually did anything from two to three thousand miles before they became unusable. This, of course, was long before low pressure and cord tyres came into use in 1925. The pressure tyres in those days, when tyres were purely canvas, rubber-coated tyres, was 70-80 lbs. per square inch, and well can I remember one of our leading manufacturers coming out with a startling advertisement that each and every one of the tyres of their manufacture carried a guarantee of three thousand miles!

Stepney wheels were the order of the day and, of course, there were no such things as bitumen roads. It used to be a nightmare to drive even as far as Liverpool. Winding in and around trees and dusty side-tracks, loose blue metal everywhere, and also, I can well remember that there was a "glue-pot" just the other side of the overhead Railroad Bridge at Flemington on the Parramatta Road. After heavy rain, a man would be there with a chain horse and offer to tow a car through the "glue-pot" for 5/-. If his offers were refused, he would charge £1. 0. 0 to come in and tow out the car if it got stuck in the mud.

The same circumstances applied to the crossing at Paddy's River, between Moss Vale and Goulburn, if the river was too deep in flood for a car to get through. Also, I can remember that the R.A.C.A. used to have hill-climbing competitions up Taverner's Hill, on the Parramatta Road. In those day, motoring was an exciting and hazardous experience.

Trusting that the foregoing will be of interest to you and your journal."

\* \* \* \* \*

#### ADVERTISEMENT

(Ads. also following SPOKES IN THE WHEEL)

#### AVAILABLE ALL STATES (S.A.)

Overland "Monogram" 9" diameter headlamp, two "Headstrom Improved Carburettors" made by Hendee Manufacturing Company Sprin, Mass., U.S.A., patented 1808.

- V. Bockner, 63 Palmer Place, N. Adelaide, S.A.

#### WANTED ALL STATES (S.A.)

Carburettor for 1914 4-cyl. Renault. - V. Bockner, 63 Palmer Place, N. Adelaide, S.A.

Delco Electric Tail-light for 1918 Scripps-Booth. - K. Halstead, C/- 260 Portrush Rd., Beulah Park, S.A.

Four 760 x 90 B.E. Rims. - H. Clisby, Prospect Rd., Prospect, S.A.

1913-14 C.A.V. Belt drive generator for Minerva. - B. Sawers, C/- 269 Portrush Rd., Beulah Park, S.A.

For use on Rolls Royce, Elliott Combination speedometer and odometer, or any information as to the whereabouts of same. Will pay or trade.

- Laurie Vinall, 95 Sturt Rd., Brighton S.A.

1913 Hupmobile front end, lights, 10 spoke wheels, radiator and speedometer.

- K. Newman, 11 Muller St., Norwood, S.A.



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

Official Newsletter of  
THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)  
NEWCASTLE BRANCH

Last Sunday night a few people were singled out for thanks - they really deserved our thanks as without their assistance with the material things in the tour - garages accommodation etc. - the tour could not have been staged in the Gosford Area.

It is impossible to single out any of our own members or their friends - for their assistance during the tour weekend as so many people assisted and each and every one did the duties allocated to them well and efficiently - to everyone our thanks.

Our thanks should also go to the parent club members who joined us - thank you for coming and we hope that you enjoyed yourselves.

The overall results will be sent to the Editor of SPIT AND POLISH for publication.

I feel we can rightly say that the tour was both successful and enjoyable and I also feel that the key to its success lies in the accommodating of all of our people under the one roof for the two nights - perhaps future Tour Committees should keep this in mind.

Financially we also came out on top - quite a few Dollars will be transferred to our account as a result of the tour.

Congratulations to the winners - it was nice to see a local man win - we loved it, the papers loved it and he would not believe it !!

On Wednesday night we have no film organised so would anyone who has had their slides of the tour returned please bring them along.

Remember "Festival of the Flowers" in November.

Lastly, but by no means least, congratulations to Norm Robinson and Don Moffatt - the Metz twins. Nice to see new cars on the road - and good ones at that.

- JIM TURNER

The next meeting will be held at the Driver Training Range, Court Rd., Adamstown, on Wednesday, 12th October at 8 p.m.

FOR SALE. 1917 Model T Tourer -- unrestored.  
2 Morris Cowley Roadsters -- unrestored.  
1 1916 Studebaker radiator.

WANTED. 1 C.A.V. Electric Bell Type headlight.

- BARRY CAMBION  
95 Fletcher St., Adamstown.

FOR SALE. 1927 Morris Cowley Tourer. Excellent condition, spare motor, clutch, gearbox, brake drums and other parts. \$300 or best offer. Contact Steve Taylor, C/- Commonwealth Bank, Waratah, N.S.W.

WANTED - to beg, buy or what-have-you - a pair of gas headlights to suit Metz roadster. - NORM ROBINSON, 335 Turton Rd., New Lambton, N.S.W.

\* \* \* \* \*

A D V E R T I S E M E N T S (Continued from Page 8)

AVAILABLE ALL STATES (W.A.)

Brand new rubber running board tread plates for Dodge. Will fit all models. \$2 each plus postage. Can also supply brass surrounds for same.

- DAVE ROBERTS,  
26 Westlake St., Wilson, S.A.

WANTED ALL STATES (W.A.)

1927 approx. 1500 c.c. Talbot Six engine.

- MR. W. BISSICA, Albert Rd., Bunbury, W.A.

Carburettor for 1909 Singer motor cycle. Will swap veteran parts or buy for cash. Would also appreciate any information on this make of bike.

- MR. A.L. HOOKLEY, 3 Absolon St.,  
Carey Park, Bunbury, W.A.