



Spit and Polish

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

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EDITORIAL

Members are reminded that the end of the club year is near at hand, so the annual elections will be taking place. It is up to the members to decide on the executive offices. However I think I should comment that, although I have not appeared much myself, much praise must be given to your Events, Investigations and Dating Committees.

My term as Editor of SPIT AND POLISH will also have to end before the end of 1967. Rearrangement of personal and professional matters may require me to relinquish the post with rather short notice.

The June issue of SPIT AND POLISH will be a testing ground.

- GEOFFREY LEHMANN

MEETING NOTICE

The May meeting will be held at the Royal Aero Club Rooms at Bankstown Airport on THURSDAY, 25TH MAY, 1967. After the meeting, Mr. J. Stewart of the Ryde Historical Society will speak on old buildings.

MEETING REPORT

The April Meeting was held on Thursday the 27th at the Royal Aero Club rooms. There were many apologies, but even so, the attendance figures were high. The President, Jack Dance, thanks George Green for standing in whilst the family multiplication occurred. Our President explained that he had not left sufficient time to arrange a speaker and that he would be obtained for a following meeting.

The Treasurer was absent but her report was presented in considerable detail, the current credit being over \$1,000. Monies on fixed deposit are reaching term and she suggested that they be redeposited. A suitable motion to this effect was passed.

A letter of thanks has been received from the Red Cross regarding the donation to the Tasmanian Bushfire Fund.

Several new members were admitted, these included a Mr. Goodie of the United Kingdom. The details of this application will be recorded in more detail later.

J. McGowan spoke about the C.V.V.T.M.C. meeting to be held on 7th May; he recruited the necessary helpers and Club representatives; he also informed us that the public would not be admitted unless they were authorised by club members. The wet weather arrangements were made. Members were also told that the Qantas outing necessitates strict security precautions, so early applications were necessary, so these could be submitted.

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Questions asked about the Associate Members' Outing to be held later were greeted with an ominous silence, but Bob Paddle will fix this up.

Quite a few awards were made to members who were not present at the Presentation Evening. They made appropriate short speeches. These included Les Deimel for the Two-Cylinder Trophy, George Burton for the Four-Cylinder Trophy, J. Lewis, W. Spraggon, V. Jacobs and J. Cooper Junior and Senior received merit awards.

Investigations and Dating Committees reported on the activities and J. Naylor gave further information of the articles that are appearing in country newspapers. It would seem that quite a lot of local interest has been generated and as a result, a few country-based clubs may appear. The duties of host and hostess at meeting nights at the Royal Aero Club still is creating considerable difficulty and for the most part the duty is carried out by the same few; Ken Moss will carry out this job for the next meeting.

Hilda Sheen thanked members for their attendance at the Presentation Night at Kogarah Bay. It was another success and the Club gained a further \$34, as well as having a fine evening. She is trying to arrange a party for the Music Hall.

Allan Foy, Registrar, informed us that more number plates had to be made.

Jack Dance, Len Sheen spoke of our recent experiences on the National Tour. This was reported in the April issue, but it must be mentioned that it was a well-run, well-patronised event, the weather and location being near perfect. Len Sheen was pleased that so many school children were often transported many miles to see the cars as they passed.

The Federal Annual General Meeting was also held at this time at Albury and there was further discussion concerning the International Tour of 1970. It is still not certain it will be allotted to Australia but G. Green feels that there is evidence that this will be the case and the necessary framework and committee work is being established. He has this well in hand and in fact the projected plans at this stage show considerable detail. The Governing International body is now allocated in Italy and some stability in the International controlling of activities is anticipated.

Ken Moss appealed to members to be more diligent in their use of rear view mirrors when driving their Veteran cars; he made it clear that it is the members' duty to allow the modern and faster cars to pass as soon as possible. He feels that the club has recently been subject to very severe criticism and this could place registration in jeopardy.

The question of replica trophies for each year's main rally and events winners was again discussed, this time by Vic. Jacobs and he also mentioned that these replicas be made retrospective. The alternative suggestion was accepted that a permanent small trophy accompany the main one and that it be retained by the annual winner. The cost of extending the scheme retrospectively will be examined by the committee, this has been much discussed before and although the decision to do this was accepted, it has never been implemented. Many club members would like to see this carried out so that a winner would have some small permanent memento of his success.

George Green felt it important that the help given by Len Sheen, Vic. Jacobs and George Roberts by helping the recent New Zealand visitors before the National Tour be recorded. There was quite a lot of work and a lot of time involved in this.

Films were shown at the close of the meeting.

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LOOKING BACK

The period of a dozen or so years following 1910 was unique in motoring history, in at least one respect. During those years anyone with modest mechanical skill and facilities could have a go at building his own motor vehicle, and without a doubt a great number of people did just that.

I recall as a small boy being invited to a preview of a "cycle-car" which our local cycle dealer was constructing in his spare moments. Details are hazy now, but the creation was upon cycle wheels, and had a rear mounted motor-cycle type engine, which its owner had visions of starting with a cord,

lawnmower style.

Motoring in the early days was reserved for the well-off. The common herd, struggling painfully from the push-bike to the motor-bike, could only dream of the stability, comfort and sociability of the motor-car. Then around 1910, it seemed that a lot of people in various parts of the world had a brainwave. Why not build a cheap, simple car, using motor-cycle type components? A "cycle-car" in fact?

Commercially, the idea seems to have been pioneered by the French "Bedelia" and the English "G.N." and "Morgan". The first two were V-belt driven. The "Morgan", a three-wheeler, was chain driven with two-speed, dog-selected gears, and had - a novelty for those days - independent front suspension.

During the following few years, a bewildering flood of designs came onto the market, mostly in France and England. In the crudest form, V-belt drive with expanding pulleys was often made to perform the triple functions of clutch, gears and differential. Engines were often motor-cycle type twins, front mounted for good cooling. Frames were of angle or tube steel, or of wood. The British "G.W.K." and others, used friction drive. Some makers used gearboxes of from two to four speeds, some had simple dog and chain drives. Steering was sometimes of car type, often by cable and bobbin. Bodies were single seated, side by side, tandem, even "dicky-seated". And built of anything from matchboard to wickerwork. All in all, the cycle-car was sometimes weak, sometimes quite potent, and often lethal, in design.

As early as 1912, no less than 37 makes of cycle-car were exhibited at the London Motor Cycle Show. In the same year, a new weekly journal, "The Cycle Car" was published to cater for the "new motoring". The first issue sold 100,000 copies.

In addition to those manufacturers who came into being for the purpose of building cycle-cars, other concerns soon began to climb onto the band-waggon. Even a couple of London department stores, Whiteley's and Gamages', produced versions. Motorcycle makers, notably Rudge, Chater-lea, Premier and New Hudson soon had their own cycle-cars on the market. Car manufacturers were not slow to enter the field; their efforts often compromised with an air-cooled motorcycle type engine, coupled to car type transmission. The "Humberette" is an example; two and a half thousand of the model were built, during 1913 and 1914.

A similar layout (but with flat-twin engine) was introduced by the Rover people as late as the 1920's. This was a particularly fascinating little job; I never saw one here, but picked one up for a fiver during a visit to the U.K. during 1930.

It is often argued that when that true "motorcar in miniature", the Austin Seven, arrived in 1923, the cyclecar era ended. However, the "Baby" Austin was not the first true "mini-car". A much earlier claimant to the title was the "Bebe" Peugeot of 1913, with its tiny Bugatti-designed four cylinder engine. And the cyclecar did not die readily. That sturdy pioneer, the three-wheeled Morgan, was produced on until the 1950's as were several pretty crude French types.

Very many thousands of cyclecars must have been produced during Veteran and Vintage days. Where are they all now?

- JACK CHENERY.

FROM SOCIAL SECRETARY:

Our Presentation Dance is over once again. We had a lovely time and I am pleased to say we made a profit of \$34.07. Thanks to all those who helped with the arrangements and cleaning of the hall after - not forgetting Bob Paddle with the broom again, we received our deposit of \$4.00 refund. Would those interested in "The Music Hall" Dinner and Show please ring 42/4198 before our next meeting or send cheque \$3.50 per head. You will be assured of a good night. I need at least 40 people to get the concession rate, so rally round now.

Hope Mrs. Max Roberts is able to rouse on the children again. Glad to

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hear Mrs. Geo. Roberts is a little better and glad to see Iris Cooper without her walking stick again. It was nice to see so many ladies with the veterans on Sunday at Warwick Farm. Keep it up "girls". Hope to see you on 6th June at the Music Hall.

- HILDA SHEEN

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- By Colin Parker

THE CHASE

It was 5 a.m. and I was having a spot of trouble waking my wife. Finally one eye opened and looked at me with "that" look, which I suppose every veteran car bloke knows.

"You're a fanatic!" she said.

I was a fanatic! Good God! What was fanatical about getting going on a hunt at 5 a.m.? Over breakfast I couldn't help thinking about the phonograph collector from New Zealand who wrote a six page letter to me, which, as it progressed became more and more scrawled and I could feel the writer getting quite worked up writing about his collection. Finally, on the sixth page, he scrawled that phonograph collecting was not just a hobby but an obsession with him and signed-off as "Phonographically yours..."

The fresh dewy morning and clean country air made up for the grumbles of both Landrover and wife. It had been a good lead to follow, especially coming from an engineer. A Hupmobile, he had thought, of about 1910, and a high radiator neck. Sounded promising! After a hundred or so miles we arrived at the correct gate-way and headed up a disused track towards the abandoned homestead. After two or three miles of dodging wombat holes we came to the spot marked on our mud-map with a large X. There it was, a big clump of bracken. Ah! Lovely bits of metal protruding. I peered into the clump. A sleeve-valve six? I spotted a hub-cap "FALCON". Uh oh! and he was an engineer too! A six-pot Willy's Falcon Knight comprising chassis, motor, front axle, gearbox and diff. Probably some other bits as well hiding in the bracken.

Another false alarm, but we had a pleasant picnic and soaked up some sun. Being a fanatic was quite fun but how in the devil was I going to get around to the trip to Cloncurry next week chasing another Napier?

Anyone want it? Willys Falcon Knight
Near Dewcrosses House in Howes Valley (Windsor-
Singleton Rd.) Owner: Frank McTaggart,
Howes Valley 5.

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SET OF ANSWERS TO QUESTIONNAIRE SUBMITTED AT FINISH OF BLUE MOUNTAINS RUN:

(From Jim Simpson)

1. Timed Rallies. Yes, I like them, but I feel that in watching road speed (aver.) over specified distances, a relatively good navigator is a must. As my wife, who is my usual passenger/navigator/ballast/permanent mate/cum lunch-basket-attendant is not carved out for that sort of work (is really not the type for quick thinking, observing and deciding) then I am very much uphill! Remember that when we teamed up over 30 years ago I did not see her as a prospective veteran rally expert - only as a companion and a housewife, so that I must not do other than live with her shortcomings!!
2. Untimed Rallies. Due to the answer to No. 1, the answer - for preference - is in the positive.
3. One-day mileage - 100 miles in summer; 80 miles winter (short days).
4. Blue Mountains Rally - Definitely yes, as a pleasure, and after all these years, as a tradition (as per London/Brighton).
5. Wollongong. I feel that there is more of interest in driving to and from the mountains, while I believe that the grade and its length near Bulli or Mt. Ousley would prevent the smaller vehicles of low horsepower from participating, particularly any which may have the oil pump at the front

- of the engine, coupled with oil leak at rear bearing.
6. Mts. and Wollongong - Yes, except that it would not seem fair (per the above Question 5) to risk excluding the smaller vehicles.
 7. Sub-Events - Yes! very interesting, tests of skill, and a break from plain straight driving mile after mile. Also gives a chance to see other members during the day, to see their vehicles in action, and I suppose, have an idea of the capabilities possessed by fellow members!
 8. Annual Events - Sorry, not very clear. Competitive events, such as Galston Park and Dulmison Airstrip - yes! very interesting to increase one's prowess as a driver, and again, more chances to meet and to talk to members. Or a get-together such as Warwick Farm - yes! another excuse to drive again, and see at close quarters just what one must conform to in order to participate in a concours.
 9. No. of events per annum - your question presumes that every one of us always attends all events. Sometimes the vehicle is in the midst of a bit of attention, other times domestic or social matters creep in to stop us. Some, we regret to have to note, seem to take very little interest in attending events, and some, I fear, have no idea of what work voluntary assistants do in the matter of trying to make membership of the V.C.C.A. an interesting affair.
 10. Sat. or Sun. - For myself it makes very little difference, for I am not on a $5\frac{1}{2}$ day week. Depending upon the venue of any event, the Saturday sport and race traffic can be troublesome for some vehicles of which the braking system is difficult.

POINT SCORE 1967 BLUE MTS. RALLY

			<u>Points Lost</u>		<u>Total</u>
	<u>Car No.</u>		<u>2nd Day</u>	<u>1st Day</u>	
P. Kable	52	Ford	4	-	-
G. Green	61	Vaux.	116	-	-
	41	Crossley	59	-	-
Lober	2	Olds.	2	39	41
Masser	1	DeDion	59	22	81
Nissen	5	Humber	81	13	94
J. Cooper	6	Renault	118	81	199
D. Steer	7	Renault	138	63	201
J. Lewis	68	Buick	12	56	68
F. Russell	62	Hup.	5	56	62
V. Jacobs	27	Ford	26	46	72
J. Scott	47	R.R.	4	5	9
G. Green	57	R.R.	4	11	15
R. Jones	71	Oakland	4	14	18
W. East	60	Studebaker	5	13	18
S. Rumble	53	Renault	1	17	18
J. Hudson	76	R.R.	7	14	21
G. Green	75	R.R.	1	21	22
P. Stewart	58	Franklin	1	21	22
J. Jeffrey	74	Loco	4	26	30
D. South	67	Overland	1	31	32
V. Roberts	59	Ford	10	23	33
G. Green	73	Hispano	2	35	37
A. Rowe	38	Fiat	2	37	39
R. Farrell	64	Fiat	19	25	44
G. Green	55	R.R.	5	47	52
K. Moss	66	Cadillac	24	29	53
R. Newman	50	Staker Squire	23	31	54
N. Preston	72	Talbot	26	31	57
R. Newman	51	Talbot	26	36	62
D. Steer	49	Argyll	151	65	216
L. Deimel	13	Maxwell	6	33	39
G. Burton	39	Napier	1	10	11
R. Baxter	21	Studebaker	2	13	15
E. Hall	31	Minerva	5	11	16
J. Godfrey	34	Ford	5	16	21
W. Spraggon	8	Renault	14	28	42
J. Cooper	9	Renault	14	91	105

	Car No.		2nd Day	1st Day	Total
L. Jones	12	Hupmobile	52	43	95
W. Dudley	14	N.A.G.	28	30	58
G. Green	15	Austin	29	100	129
R. Marshall	16	Talbot	16	52	68
F. Craze	18	F.N.	1	18	19
A. Frost	19	Humber	38	33	71
G. Campbell	20	Argyll	34	24	58
J. McGowan	22	A. Whit.	49	84	133
G. Vanstone	24	Metallurgique	42	52	94
D. Pratt	28	Fiat	38	41	79
L. Sykes	29	Humberette	9	16	25
J. Masser	30	Hupmobile	11	79	90
M. Chapman	37	Wolseley	36	79	115
L. Sheen	40	Humber	55	25	80
W. Hardman	42	Oakland	63	74	137
R. Craze	44	B.S.A.	21	81	102
G. Daley	63	F.N.	53	131	184
G. Burton	69	Dodge	58	55	113
L. Parry	77	Ford	18	53	71
J. Butcher	56	Mitchell) No card for 2nd Day		
J. Simpson	10	B.S.A.			
J. Dance	17	Talbot			

INVESTIGATIONS

- R. Baxter

When we, as a committee, go out to inspect a car, it is generally a straight-forward business affair. At the last meeting we were approached by John Corby and Jim Weir to venture out to Castle Hill and inspect their respective Buicks for dating. Since Castle Hill is some thirty miles from my place at Sylvania and it involves all very heavy traffic driving, it was decided to make it a Sunday afternoon outing.

One thing developed into another and suddenly the Corbys had twenty one for a barbecue tea. Can you imagine the reaction of Jill Corby when her wayward husband casually mentioned that "there will be twelve adults and nine children for tea tomorrow night"?

Max Roberts thought that it would be an ideal opportunity to stir up the oil in his Phantom Rolls and he finished out transporting eleven of us in pristine elegance.

The two Buicks were put through their paces - Jim's is about 60% completed and John's is about 85% completed. Both of these cars will be on the road within 12 months and will be exceptionally worthy contenders for Veteran of the Year.

The barbecue was a fantastic success with plenty of food and all the necessities for a very enjoyable night.....Thanks, Jill!

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Had a phone call from Jim Cooper, who seems to specialise in French cars, to inspect his new acquisition for registration. It is a little Clement Bayard that he purchased from a member of the Antique and Classic Club. This car is now receiving a "Cooper" conversion, which will put it in first class order. This car is painted a bright red and looks similar to George Green's eye-catching little "Clem".

REVS. & BACKFIRES

By Len Masser

Flash-in-the-pan Section. Its an amazing thing. Some extrovert gets hold of a rusty heap of junk and works like mad for a year or so and Presto! out comes a sparkling veteran car. It appears for two or three runs and the proud nut receives the accolade of the multitude, then, just as quickly, it disappears

off the scene. What happens to these boys? Is their ego satisfied, or do they get a surfeit of the adulation? "Sic Transit Gloria". So passes glory. Bill Jones is one of these types. He has a superb Ford T roadster and we rarely get a glimpse of it. Let your hair down, Bill and bring it out for the rest of the world to see, and at the same time enjoy yourself.

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Dr. Geoff. Lehmann, our revered editor, and also an eminent head shrinker, is an enthusiastic swimmer and has a daily dip in the Balmoral Baths. Tells me he saw a character down there t'other day with the inscription "Ban the Bomb" tattooed right across his tummy. I can't say whether he was pointing the bone at Geoff's car or whether it was an indictment against the veteran movement in general. The good doctor is going overseas for a holiday in a few months' time and I think it is about due, because I read in the paper that the suicide rate amongst psychiatrists (that's hard to spell) is 70 in the 100,000 and I was beginning to wonder whether he was speaking to me from some far off astral plane instead of from his home on the North Shore. Memo: must invest in one of those Ouiga Boards in case he does decide to spear off sudden like.

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After nearly thirty years of flogging Rolls and Bentleys, George Sevenoaks has sold out and is taking a trip to the Ewnited States for the International Rolls Royce Rally in Monterey, Calif. George, almost a legend in his own time, has just bought Palmer's yellow Rolls circa 1914 but has retained the Pumpkin and a 1913 Ghost that is almost fully restored. We wish he and his wife Jean a very wonderful holiday and I'm sure he'll be a terrific ambassador for the Veteran clubs of Australia during his trip to Gawd's own country.

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Man! It's the most. Its hip and way out. By this I refer to some of the outfits worn by certain members. Whether you're on a psychedelic trip with L.S.D. or just a reefer addict, you must admire the kookie clothes as seen at rallies etc. An outstanding example is Jumbo Goddard. With that hillbilly straw hat, a piece of rope for a belt, and no blinkin' sox, he's really with it. Like wow! Its not that he's on the dole or anything like that, as he has a stable that even Unter Feuhrer George Green drools about. In amongst the straw and nosebags is a 3-litre Bentley, a 30/98 Vaux., a Tipo 57 Bugatti and a hot mini that has more deals than a Thunderchief bomber. Also, languishing in the "Old Dart", is a fabulously big Cottin et Desgouttes. Ship it out here mate, it would enhance this club no end-----

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Like the ancient scourge of Egypt, the locusts, and just as hungry, they descended on the Corby's house at Castle Hill, 21 strong, one night recently, ate all their tucker, drank all their grog and then folded their tents and stole away silently like the Arabs. Forewarned is forearmed and John and Jill Corby had a pile of steaks that Vestry's meatworks would have been proud of. The invasion was spearheaded by Bob (Hungry) Baxter who had foregone brekky and lunch for the occasion. Wives, kids, the lot - they all chomped merrily away. This is the family spirit we like to see and there should be more of it.

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Had a similar experience myself just recently. Bill (he loves to chat) Spraggen, Ken Moss, Murdoch McDonald from Canberra and John Pickup lobbed in the portals of the Masser menage, loaded with beer and bonhomie. I spent the night trying to keep their filthy paws off my antiques and goodies. Even then, John got away with the innards of an Edison cylinder gramophone! During the evening, using Voodoo dolls and miniature daggers, we speared a lot of club members for their past and present misdemeanors. I might add that Murdoch was also in good voice.

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Some blokes have all the luck. Max Roberts, the proud owner of a 1914 Ford, a Phantom II and a Renault 1910, has had his spouse down with U.R.T.I., in other words an upper respiratory tract infection, and has been speechless for a while. What a break for Max! Generally speaking, women are generally speaking, leastwise that has been my experience. Incidentally I'm told that Max is a manufacturer of clips for brassieres and step-ins, so I guess he's

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keeping abreast of the times in this wonderful world of undies. Keep it up boy, keep it up, at least your product is doing just that!

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Their Finest Hour -

You've heard about folk who were one number off the Opera House Lottery? Well how's this for missing the jackpot! In the immortal words of Churchill, "Never have so few been kicked in the teeth, for so little". It would appear that a character called Ross Marshall acquired a supposedly 1924 Mercer for a few pieces of silver and then flogged it to George Burton for a handsome profit. Fatso sees a good swap in Melbourne for 2 vintage Caddies and so the wheel turns. This hombrein the dull city gets Yankee info that the Mercer is a veteran, so he hits the jackpot. Now to quote the ads for Marshall batteries on the idiot box: "Effen your battery acts ornery, holler for a Marshall", but not Ross of that ilk as he feels mighty ornery right now! P.S. Just heard that the Marshall is flashing his star in Tokio surrounded by geisha girls and no wife. Honorable gentleman up to no bleddy good, methinks!

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The Daly person, driving the Stanley Steamer at Warwick Farm, ran out of, of all things, H₂O, and that, to the kulaks, is water. You know the stuff, they put it around ships and push it under bridges, some people even drink the stuff. I don't think he's got a ticket to drive a steam-powered vehicle, otherwise he would have turned off the pilot light when the ominous zink, crackle, yam, became evident. The coup de grace came when he blew off the sticky steam-water contents over somebody's lunch and then nearly backed over Vic. Jacobs and family. But still, that's Greg., always the obliging type.

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That hardworking couple, Len and Hilda Sheen as Secretary and Social Secretary respectively, deserve a lot of praise for the yakka they do, and are a distinct asset to the club. Hilda seems to have the Midas touch, as all the functions she organises come out on top financially and we were overjoyed that she received the Goldman trophy for her work over the year. But buried deep in the dust under the house is a rare 2-cylinder Beehive Wolseley, a true veteran, and I'm sorry to say, has never seen the light of day. For goodness sake, Len, get busy with the shifter and rat tail file and give us a change from that blinking old oil burner you always appear in. Motto! People in stone houses shouldn't throw glass.

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Was invited out to the new Goldman hacienda at Lindfield a couple of weeks ago and girls, there's a dream cottage to gladden the heart of any bird. Everything built and made for the comfort of the female of the species. Newton himself is getting slightly rotund these days and still has that marvellous 1912 Wolseley. A monster, but oh! how original. He deserves a lot of praise for hanging on to it during the lean years when he was doing medicine, but now that his battle is over and he's in practice and starting to see daylight, we might - we might - hear the thunder of that mighty engine. Here's hoping.

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Owing to an old back injury I was unable to appear at Warwick Farm, but I'm told it was a howling success. Ron Ferguson, whose business is restoring cars, turned up with a Bessemer Bus that is said to be out of this world. Station 2SM had him do the job and he took it over to Rosebery for registration. He nearly had a fit of the vapors when he had to part up with a sackful of pieces of eight to pay the benevolent Traffic Department to get the plates attached. A 15-passenger job, its not exactly a Dinky Toy to restore. I think I'll stick to one-lunger's.

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Whilst sick abed a couple of weeks ago I heard a record by Peter Dawson: "Where are the boys of the old brigade?" and I felt quite nostalgic. Not because Peter Dawson was a celebrity in my day, but because I wondered where the devil are the boys of our old brigade. There's Ron Grant, Sandy Holmes, Royce Gregory, John Caskey and I could name a dozen others. Some still have cars, some haven't, but I would sure like to see their ugly mugs occasionally. Why can't they get out the Brasso, fill the tank with gas, and the Esky with beer, and turn up to one or other of the outings? Think about it boys and you'll get quite nostalgic too.

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A gong for Jock McGowen for his organising of the Veteran section at the Farm and another one for the Antique and Classic Club for the spadework headed by indefatigable Georgy Jones who is untiring in his dedication to old cars. James Busick Simpson was noticeable by his absence, but he was otherwise engaged in visiting his daughter somewhere in the bush. Thumped his way up in the '23 Buick, firing on all five. Report of that mighty teacher of Automotive Engineering, Frank McGowen, attempting to drive Peter Kable's Ford T and stalling a few times. Of course he knows everything about Henry's, except of course, how to drive 'em. Och there McGowen me braw lad, awa' with ye and get yoursel' an L plate.

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Everyone will remember that constant companion of Jack Dance and his wife Billie, I refer to their little dachshund Trixie, who I am sorry to say, answered the last trump a few weeks ago. For years they smuggled it in and out of Hotels, Motels etc. distinctly marked with a "No Animals Allowed". A quiet, docile little mutt, it was part of the veteran scene. I'm sure, if there is a heaven for dachshunds, that it will have a high priority there. "Requisat in Pace" Trixie.

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Sayonara.....

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ADVERTISEMENTS

WANTED (ALL STATES) DASHBOARD CLOCK to suit 1910 TALBOT.

- Tom McManammy,
28a William St., Frankston, Vic.
783/1234

WANTED (ALL STATES) SIDDELEY 1904 Differential, or diff. complete or housing only which could be modified to suit. This is all that is now required to finish restoration.

- N.W. Bonnington,
14 McLaren St., Mt. Waverley, Vic.
27/1288.

WANTED (ALL STATES) TALBOT 12 h.p. 1915/18 Engine and gearbox.

- Ray Standerwick,
Antique Vehicle Museum,
Lakes Entrance, Vic.

FOR SALE : Very large penny-farthing bicycle in good original condition. Dated 1878, D. Rudge & Co, Coventry, £65.

Tandem bicycle (Vintage!) in original condition, £15.

Wooden bicycle tyre maker circa 1880 used in the days before mass production. Collector's piece. £15.

Free giveaways: Two Dodge wooden wheels.

Pair Willys Knight headlamps.

One Buick Headlamp (Vintage)

- COLIN PARKER,
32 Calvet Ave., Killara. 49/4431

WANTED (ALL STATES) Radiator badge, windscreen posts and frame and tail-light for 1916 Model N Hupmobile.

- B.T. THEW,
62 Spurway St., Ermington, N.S.W.
638/2705

RUSHMORE LIGHTS AND GENERATORS: J. Corby is seeking approximately 20 interested persons to participate in the purchase of the above articles to be nearly exact replicas of the 10" light and the round generators. (They will not have engraving or reflectors). The approximate cost is to be \$20-30.

- J. CORBY,
59 Castle St., Castle Hill.

AVAILABLE: FIAT 1927. Engine type 103. Gearbox type 503. Body remnants type 503b. Will sell or swap for veteran parts.

WANTED: FIAT radiator type 1, 1908-11.

- D.M. PRATT,
16 Yates Ave., Mt. Keira.

WANTED. Will swap 1921 Morris 15 cwt. pickup complete except 1 headlight (brass) not restored for the following:

2 front (preferably) wire wheels ("Hayes") to take detachable rims 30 x 3½ for T Ford and top half of 1915 T Ford windscreen frame and T Ford tail light or park lights (round type).

Will swap 1908 Vulcan Radiator for 1910 R.N. Radiator.

Anybody having any of the above contact: John Smith,
72 Brisbane St., Dubbo,
or 'phone Dubbo 3750.

EXCHANGE: 1912 2-cyl. Calthorpe engine complete, gear box, front axle hubs, steering column, for:

4 cyl. Calthorpe minor engine complete, and steering box to suit approx. 1914 Chassis.

ALSO WANTED: K.R.I.T. Parts 1912.

- STAN COX,
46 Roycox Crescent,
DUBBO, N.S.W.

FOR SALE : Compression whistles ready for use \$7.50 each.

- LEN SHEEN,
649 Mowbray Road,
Lane Cove. 42/4198.

NEW MEMBERS: B.F. Craze,
344 Banner Ave., Griffith, N.S.W.

1914 Studebaker

Mr. Goody, U.K.

1896 model being brought to Australia.

R. Peterson, Lidsdale.

Ford T 1917.

" 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

The Annual Meeting and election of Officers for the ensuing year will be held at the Driver Training Range, Court Road, Adamstown on Wednesday, 10th May, 1967.

Members please be sure and attend and elect the office-bearers you want to run your Club.

Don't forget Wednesday 10th.

Three cars, Hunter Thomas - T Ford, Ray Thomas - Buick and Yours Truly - Metz, along with the Vintage car boys, attended the Patterson Show. Don Barker drove his dark fast enclosed windie up windowed fully Registered T.

Harry Bird and Don Barker, both full of praise, gave us the lowdown on the National Rally at Albury at the last monthly meeting. A movie of the 1957 Blue Mountains Rally was screened at the conclusion of the meeting.

The Thomas family of Christo Road certainly have had luck - "ere he lets a bloke called Hecker from Maryborough, Qld. cart off his 04 DeDion (boy he must have been a convincer) then he reduces the family Olden to scrap value between Cassillio and Coolah. Who says they have bad luck. If a couple of bank aids patched you and Mum up, surely Mr. General Motors will obligingly sell you another car with a heavier undercarriage than hood."

Looking back over the last year we must thank our office-bearers for their services, interest and time spent on the Club's affairs, particularly the organising and successful running of our Annual Tour held at Terrigal. I am sure that all members will agree to "Thanks for a job well done, chaps" and we trust that the '67-'68 executive to be elected leads us on in our common interest, "The preservation and restoration of veteran cars" as has been in the past.

- NORMAN ROBINSON

WANTED: Parts or information 1912 4-cylinder Hudson.
Radiator and Gearbox for 1908 Argyll.

- Contact: PETER ADAMS,
68 Cowlshaw Street, REDHEAD.