

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

SPIT AND POLISH

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PATRON:

His Excellency,
The Governor of N.S.W.,
Air Marshal

Sir James Anthony Rowland,
KBE, DFC, AFC, K.St.J.



Spit & Polish

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

Volume XXV No. 9

April 1984

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Other Veteran Car Clubs have permission to copy.

The next Monthly General Meeting of the V.C.C.A. (N.S.W.)
will be held in the Clubrooms at 8.00 p.m. on THURSDAY,
26TH APRIL, 1984.

*Editorial**Comment*

Well, Easter will have been and gone when you receive this issue of SPIT AND POLISH, and so the year advances.

March and April have kept members active with a gymkhana on which George Roberts has written an interesting article, square dancing report on page 8, Martin McCarthy tells us all about the Barossa National '84 which he attended with some other fellow N.S.W. members. Belt Drive Burke keeps us up to date with Newcastle news, while Jimmy Simpson comments on a February article in the magazine. Letter to the Editor from Ian Erwin also proves interesting reading about 1988 International Rally.

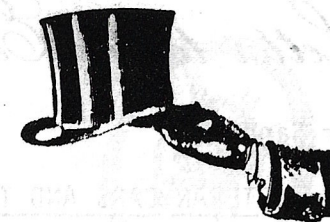
I am now facing the task of choosing the winner of the 83/84 Literary Award.....who will it be? Come to the Presentation Dinner on Saturday, May 19th, and find out.....see you there.

- SANDY ROBERTS

COPY REQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH, 134 QUEENS RD., FIVE DOCK, 2046

President's Message

Firstly an apology to all for my mistake with the dates last month with regard to those returning from the National Tour. I realise we are fast approaching the next century but I don't feel we are in a position to turn back the hands of time, but every now and then those five-Thursday months pop up which seem to throw a lot of members' appointment books out of step and unfortunately they miss out on the monthly meetings.

I feel these meetings are one of our most important events; these are where you, the members, not only meet socially and have a good chat, but also receive first-hand knowledge of the management of your club and its affairs.

- BARRY T. THEW

A CORONER'S DISLIKE FOR MOTOR CARS

Extract from "The Australian Coachbuilder and Wheelwright", March 15, 1907:

The Shrewsbury (England) Coroner, at an inquest recently, remarked: 'God created horses for the use of mankind and the devil invented motor cars for the destruction of mankind'. The foreman of the jury said that the reporters should publish that statement. The Coroner: 'They can put it in the papers if they like.'

G.A.R.

Letter to the Editor

Dear Sandra,

VETERAN CARS AND THE 1988 INTERNATIONAL RALLY

As no doubt every member of the VCCA is now aware, the Veteran Car Club is hosting the 1988 F.I.V.A. Bicentennial International Rally for veteran and vintage vehicles. The event is being staged in March, 1988.

Already we have received over 100 fully-paid-up entries, and they continue to roll in daily. There are only 850 spaces available for Australian entries, and the further 150 are open to international entries. Entries have been received over the past 25 mailing days, so if responses continue at this level for any length of time, many would-be entrants will miss the boat.

Now, more to the point, the event is being hosted by the Veteran Car Club of Australia, and the host club is particularly anxious to see a good representation of veteran vehicles. The organisation is such that veterans will be particularly well catered for in the routes and in Canberra. Distances may on some days stretch the enthusiasm of some, but Australia is a big country and sparsely settled in some areas.

Your club's '88 Rally Directors (Terry Cook and Martin McCarthy) now have supplies of the entry forms for your use. Please make contact promptly if you are interested in this historic event and lodge your entry early. Of the hundred or so entries received to date, mainly from those who lodged Preliminary Registrations up to 2½ years ago, only one in four is veteran.

Remember, too, that you may start at any origin of the five eastern capitals, or in Perth, and convoy to the Adelaide start. '88 will certainly be the largest event of this nature ever held in Australia. You wouldn't want to miss it, would you?

- IAN IRWIN
Executive Director
'88 International Rally

CALENDAR OF EVENTS



1984

- May 19 Saturday - PRESENTATION DINNER. Details page 6.
- July 1 Sunday - VETERAN & VINTAGE DISPLAY DAY - GREEN'S MOTOR MUSEUM, LEPPINGTON. Details page 7.
- Aug. 26-29 Centenary of Coolangatta Q'd Rally, starting Coolangatta, N.S.W.
Details: Mrs. Kathy Gewohn,
P.O. Box 313,
Nowra, N.S.W. (044) 213960
- Sept. 16-22 1 & 2 CYL. HUB RALLY - PORT MACQUARIE
- Dec. 2 CHILDREN'S CHRISTMAS PARTY
- Dec. 7 CHRISTMAS DINNER - OATLANDS HOUSE

1985

- May 6-16 CENTENARY RALLY

Husband: "I've got to discharge that chauffeur of mine,
he's nearly killed me four times."

Wife: "Oh, give him another chance."



Saturday, May 19, 1984

Presentation Dinner

The upstairs room has been booked at:

LENNY'S RESTAURANT
75 Christie Street
St. Leonards

7.00 p.m. Price: \$15 a head plus drinks

A three-course, sit-down dinner will be served, the winners announced for the club's 83/84 events, and trophies presented.

Lucky door prizes. Please book and pay early to avoid disappointment, as numbers limited to 80 and bookings have started already.

Contact Sandy Roberts at the meeting, or ring 449.1722.

[illegible]

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Next
Event:



2nd Annual Veteran and Vintage Vehicle Display and Picnic Day
to be held at Greens Motor Museum on Sunday, July 1, 1984:

Gates open 8.30 a.m.

The display area will be open to all vehicles manufactured prior to January 1, 1931. Admission to the grounds will be \$3.00 per car, and plenty of parking will be available.

(Cont'd. on Page 8....

Trophies will be presented by the management of the Museum for:

- (1) Most Appealing Veteran Car
- (2) Most Appealing Vintage Car
- (3) Most Appealing Motorcycle

The event is being organised jointly by the Veteran Car Club of Australia (NSW), the Vintage Vehicle Club of Australia 1919-1930 and Mr. F. Illich of Greens Motor Museum.

Further information may be obtained from either:

Barry Thew 638.1155
or: Ben Bronk 624.8224

* * * * *

SQUARE DANCE

SATURDAY, 24TH MARCH, 1984

Bow to your partner, bow to your corner, all take hands and circle left and so we, the members, families and friends danced. The caller, Ray Etherington, was very patient and all who attended (there was room for a few more) are now more advanced in the art of square dancing.

The atmosphere was set with cart wheels, bales of hay and wool, greenery, saddles etc. decorating the Eastwood Town Hall. Colour was added by the ladies' bright full skirts and the men's western check shirts. Barry and Judy Thew won the prize for the best-dressed couple (Barry looked just like the cowboy in the announcement for the evening in SPIT AND POLISH and Judy had a specially-made outfit in red and white). Everyone brought a basket supper and tea and coffee were served.

Special thank-yous to Jack and Merryll Godfrey and my husband Max for all their help in decorating the hall and transporting the display items and to my son Simon for lending us the bales of wool.

Three cheers for Square Dancing was raised by all at the end of the evening.

Your Social Secretary,
SANDY ROBERTS

MOTOR GYMKHANA, ST. IVES, SHOWGROUNDS

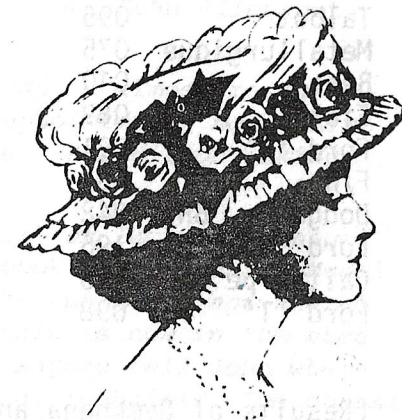
Motor Gymkhanas can be fun as well as entertaining for driver-competitors and spectators alike, however the nostalgia associated with our veteran cars is a reminder that the birthplace of these events was none other than India, where many successful and picturesque gymkhanas were organised by the Anglo-Indian community.

Around the turn of the century, one such event staged in India required each male competitor to drive one hundred metres, to a point where an envelope was presented to him, containing the name of a lady whom it was elected he - "the driver" - should elope with. The ladies were hidden in bushes two hundred metres away and the man who first found his lady (as described in the envelope) then helped her into the car and drove to a pre-arranged rendezvous, where he was declared the winner.

Perhaps our VCCA gymkhana, held at St. Ives Showgrounds on Sunday, March 18th last lacked that sense of romanticism of those by-gone Anglo-Indian days (or did I miss something) but at least our vehicles are from the same era, for it was a keen, friendly but spirited group that brought out their cars to do battle on a delightful autumn day.

Max Roberts and Mike Bendeich, supported by Sandy and Denise respectively, had arranged a series of five driving tests (all traps for the unwary), but the competition that ensued really absorbed the drivers, many of whom expressed a real sense of satisfaction with the day's events, found ways of executing rapid forward and reverse motions in gearboxes, intended for the "one, one-two" shuffle, and brakes previously thought mediocre, to be positively effective. Most were asking when is the next gymkhana day?

All told, 15 veteran cars made their appearance, several not



(Perhaps one of the ladies was to be recognised by a pretty hat such as this!)

seen for some time and with their complement of families and friends, added to the picnic atmosphere, the venue and its surroundings proved ideal, under temperate conditions and a cloudless sky.

I apologise for not being able to nominate all persons present at this gymkhana "the first for some years" but it was most certainly a family day, while the cars, owners and drivers who attended and applied their skills were as follows:

| VEHICLE | REG. NO. | OWNER | DRIVER |
|---------------|----------|----------------|--------------------------|
| Hupmobile | 004 | Peter Wards | Peter Wards & Barry Thew |
| Morris Oxford | 101 | John Simmons | John Simmons |
| Napoleon | 022 | Ann Simmons | Geoff Simmons |
| Cadillac | 048 | John Corby | John Corby |
| Renault | 125 | Ron Cox | Ron Cox |
| Talbot | 096 | Jack Dance | Warren Irish |
| Metallurgique | 075 | Jeff Vanstone | Jeff Vanstone |
| Benz | 040 | Doug Pearce | Doug Pearce |
| Fiat | 089 | Jim Eisenhauer | Jim Eisenhauer |
| Ford 'T' | 091 | Vic Jacobs | George Roberts |
| F/N | 033 | Greg Daley | Greg Daley |
| Dodge BND | 848 | Cliff Ward | Cliff Ward |
| Ford 'T' | 196 | Bruce Knight | Bruce Knight |
| Calthorpe | 123 | Bob Baxter | Bob Baxter |
| Ford 'T' | 098 | Dick Tunbridge | Dick Tunbridge |

- GEORGE A. ROBERTS

(Results of Gymkhana announced at March Meeting and prizes presented:

1. Bob Baxter
2. Ron Cox
3. Greg Daley

- EVENTS COMMITTEE)

BRIEF BUT IMPORTANT

Sometimes we do just manage to strike it lucky, don't we? Had our little picnic run to Myuna Bay on Saturday and on Sunday it rained all day. Joan and Susan were all packed waiting for me to get the car ready and we were away about ten. Enjoyed a quiet run down to the lake, first time out

since the January run. Howard and family in their Ford were there ahead of us and George and Mrs. A. were just behind Chris and Carol in the Paige. Pleased to see them hit the same deep rut as we did on arrival - I'm not the only crook driver.

Lyndon Benham with his W.S. packed to capacity, Peter and Neryl in modern, as they were having a working bee at Wangi, and Bob and Dianne in modern also.

After lunch the starter clutch from the Adams' Stude emerged from a biscuit tin to let a few of us make fools of ourselves diagnosing its ailment and being generally in agreement that "it don't work". With a bit of modification to the Riley Newman system, George should be able to throw away the crank handle again.

All set off together for home in different directions and we just made it before the rain set in. Hope John Riley got home dry on his motor cycle.

On the restoration side I hear the body is almost ready to refit to the Austro after paint and upholstery. Doug Marr restoring a vintage Ariel motor cycle; Rob Wilson making steady progress on his '17 Buick 4.

John Burke, home on leave, had a stroke of luck, he managed to purchase an original spare parts book for his Buick Model 31. This is the Buick Doug Marr picked up years ago and at last a start has been made; the chassis is now in the shed in one piece sitting on stands. Can anyone tell John where to find the engine number on a 201 c.u. in Buick? The chassis seems to indicate that it is a 1913 made in about October 1912, but we have been all over the engine and can't find the number; the one which we found is the same as a number on Bob Sulling's Buick which is a year earlier so that shot down that idea. These Buicks were the "Big" Buick of the time but I know of only Bob Sulling's car and another in Victoria that are the same as the one John has. We have sent for the book Buick, the Golden Era, but at the time of writing these notes it has yet to arrive, so if any member can help with info. or parts for 1912-13 201 c.u. in Buick it would be a great help. Easily identified, the engine clutch and gearbox are in one assembly without a sub frame in the chassis and a three point mounting, very modern.

Hope all our friends who motored to South Australia have arrived home safely.

Regards to all,

- BELT DRIVE BURKE

* * * * *



1934—1984

BAROSSA NATIONAL '84

On May 5th, 1934, 20 veteran cars and some early motor cycles assembled in Adelaide and travelled to the beachside suburb of Glenelg for what was Australia's first-known Veteran Car Rally.

The event was organised by the Veteran Car Club of South Australia which had only been in existence a few months and was the second oldest club of its type in the world, the V.C.C. of Great Britain having then been established for just four years. This event was received enthusiastically by the participants who had interests in all forms of motoring, and shortly after the rally the Veteran Car Club was incorporated into a new body - The Sporting Car Club of South Australia.

To commemorate the 1934 Rally, the Sporting Car Club recently held a National Rally for Veteran and Vintage Cars and Motor Cycles and known as the BAROSSA NATIONAL 1984.

The event started in the city of Adelaide on Sunday, March 18th, and followed the route of the 1934 rally to Glenelg where the official start to the rally was made. The main feature of this section of the rally was the participation of the Shearer Steam Car, a vehicle built at Mannum in South

Australia in the late 1890's. The Steamer was restored in recent years by members of the Sporting Car Club and is a credit to their efforts as it performed faultlessly during the trip to Glenelg.

From Glenelg, the rally vehicles travelled the 50 or so miles to Nuriootpa in the Barossa Valley, where Rally H.Q. was based at the local caravan park. A very large marquee had been erected to contain Rally H.Q., meal and entertainment areas. Some idea of the size of this marquee may be realised when nearly 1000 meals were served to seated rally competitors and officials at the presentation dinner at the end of the week.

The rally programme consisted of runs to the neighbouring towns of Clare (55 miles distant), Eudunda (50 miles), Mannum (52 miles) and Birdwood (30 miles). On three of these days competitive timed sections were involved.

Midweek, a winery tour was arranged, non-competitive fortunately, although the daily instructions included a questionnaire containing 30 questions relating to the 30 wineries listed. The idea of having to call on all these wineries was a bit of a worry, but the small print explained that only 10 wineries be visited and 10 questions be answered. I can report from personal experience that a most pleasant day was had by all.

The visit to Birdwood Mill Museum was interesting and the vast collection of Veteran and Vintage cars and motorcycles was most impressive. This museum has expanded considerably in recent years since the State Government took over its care.

The Shearer steam car was handed over to the museum as a



permanent exhibit during our visit.

Road conditions were excellent for the entire rally - all paved, well-signposted and very little local traffic. The routes passed through mainly undulating country, excellent for enjoyable veteran motoring, although on the trip to Mannum they managed to find two mighty hills, one up and one down, which was a stiff test of veteran brakes. The steep uphill climb sorted out the boilers from the non-boilers and it was reported that the only Ford T not to boil was towed up this mountain.

Generally the weather was kind, although a couple of thunder storms and strong winds made life very uncomfortable for those in exposed vehicles.

Of the 400 entrants, approximately 80 were veteran (including 7 pre-1905) and 20 V & V motorcycles. A large proportion of the Vintage vehicles were of American origin, and about 20 New Zealand cars and motorcycles took part. Two cars, a 1902 Pope Tribune and a 1904 De Dion Bouton, were survivors of the 1934 Rally.

Participants from our club were as follows:

| | |
|-----------------|--------------------|
| George Adams | 1918 Studebaker |
| Max Chapman | 1913 Wolseley |
| Arthur Garthorn | 1906 Rover 1 cyl. |
| Reg Jones | 1920 Ceirano |
| Martin McCarthy | 1909 Humber 2 cyl. |
| Bob Newman | 1914 Talbot |
| Nev Preston | 1913 Talbot |
| Len Sheen | 1914 Humber |
| Don Steer | 1926 Ford |
| Bob Trevan | 1910 Ford |
| Norm Wakeham | 1925 Vauxhall |
| Jim Wilson | 1929 De Soto |

On behalf of the N.S.W. club participants I would like to congratulate the South Australian Club on their running of the Rally and thank them for their hospitality and for a most enjoyable week of Veteran and Vintage motoring.

- MARTIN MC CARTHY

VOICE FROM THE PLAINS

We refer to the article in February SPIT AND POLISH entitled "Useful Hints and Tips".

A few observations and comments occur to us out here. We skip the "dirt in the carburettor" bit, and pass to the "Maintaining a head of Petrol on Hills".

One comment for a start, is that the writer of the AUTOCAR article has - unwittingly we imagine - cast a slur on the Empire Raceabout and the Hupmobile with their bolster tanks, to say nothing of like construction. Their owners would not like the thought of a tank "at an unsightly height at the back of the car". For ourselves, we feel that the upper drawing on page 17 is an example of the height that the writer of the article would prefer to see these tanks, rather than the height that the manufacturers actually made them. In any case the drawing does not show the tank as they were made, namely, oval with the 'equator' in the vertical plane. In addition, we cannot visualise that vehicle, anyway, making long journeys, specially uphill, with a tank that size! We realise that the drawing is only an example, but it looks unreal.

An observation is that in the lower drawing a vehicle so fitted would have difficulty in keeping up the supply to the carburettor on some of the hairpin bends on Old Bathurst Road. Also, from what we hear, on a "sharp left hand deviation somewhere near Hazelbrook", on the recent Blue Mountains Tour.

The writer of the aforesaid article states that he finds the set-up on his own car to be "satisfactory". It would seem to be necessary, though, to have a filler cap in the top of the auxiliary tank to allow for replenishment on a steep hill following petrol loss. Or one could coast down the hill till able to turn the vehicle across the road and thus allow the main tank to replenish the auxiliary one, provided, of course, that one is not on a "narrow country lane" or a "traffic infested" road! And don't forget to pay due respect to the old U tube. That vent in the top of the auxiliary tank will have to be high in order to prevent loss through there if the rear tank should be full and the downhill slope be steep.

Of course some of us may be prejudiced! For instance, there is a fine British car in these parts which has a successful pressurised system. Hills up or down create no fears for the intrepid (or is it insipid?) driver. A few "revs." on the hand pump and reliance on the relief valve - no problem!

- JIM SIMPSON

* * * * *

EXTRACT FROM "THE MOTOR" (The National Motor Journal)
Vol. XXXVII, No. 960. May 12, 1920.

THE HISTORY OF VULCANIZATION

The Key to the Commercial Use of Rubber

While a great deal has been said of the early history of the pneumatic tyre, very little is known of the much older invention of vulcanization which made the use of rubber possible. More than ordinary interest attaches, therefore, to an article by Mr. J.C. Moulton in "The Winged Arrow", the house organ of Wood-Milne Ltd., and George Spencer, Moulton and Co. Ltd., to which we are indebted for the following record of the earliest application of rubber for commercial purposes. Successful vulcanization of rubber proved to be the foundation of the present huge industry; but for its discovery we should probably never have had the pneumatic tyre, nor the popularizing of motor transport.

"Rubber in its natural state has been known and used for several purposes for over 400 years. The first direct evidence we have received of its commercial use in England is in the year 1791, when a patent was taken out in London by Mr. Samuel Peal for waterproofing cloth by spreading it with a hot rubber solution or rubber latex. In 1823 a further patent was taken out by Mr. Charles Macintosh, of Manchester, for proofing textiles.

Hitherto, rubber was used practically in its natural state, and thus was very liable to changes of temperature. In hot weather it became sticky and plastic, and in cold weather it hardened.

Vulcanization Discovered in America

In 1839, in America, Mr. Charles Goodyear discovered the important process of vulcanization, to which the present widespread commercial use of rubber is directly traceable. Vulcanization, briefly, consists of heating the raw rubber with a lead compound, which fixes its properties, renders it durable, and makes it impervious to changes of temperature.

Unfortunately, the far-reaching value of this discovery was not realized by the usually keen American. Mr. George Goodyear worked under great financial difficulties, but it was not until 1839 that he succeeded in interesting a certain William Rider, of New York, and his brother, Emory Rider, in this invention. These brothers, however, also failed financially. Goodyear then turned to England as a possible market for his invention. He sent Mr. Stephen Moulton, an Englishman, in 1842 to England with an introduction to Macintosh and Co. On condition that the process was first patented in England, and a monopoly thus assured, the company agreed to take up the invention.

Mr. Moulton returned to America for further discussion with the inventor, and the samples he left were handed to a rubber firm known as Thomas Hancock who, during Moulton's absence, analysed the samples and discovered the secret of the invention.

A further development in the history of vulcanization took place in 1847, when a firm was established in England for the manufacture of vulcanized rubber goods under a new patent of Moulton's. The pay sheet for the first week totalled £12.14s.9d, this representing the wages of 23 men. Compare the present new rates of wages for rubber operatives.

The Founder of the Rubber Industry

It will thus be seen that Mr. Goodyear was the inventor of vulcanization and the main founder of the present-day rubber industry; Rider brothers first made use of Goodyear's patent, while the first samples of this new vulcanized rubber were

brought to England by Stephen Moulton. Moulton, in 1891, amalgamated with George Spencer and Co., thus George Spencer, Moulton and Co. Ltd. were formed. In 1919 this old-established rubber combine amalgamated with Wood-Milne Ltd. Thus these rubber manufacturers were intimately connected with the rubber industry from its very formation."

* * * * *

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

Solution to No. 28

MINUS SIGNS

The sum should have read:

$$2 \times 18 \times 7 - 2 = 250$$

No. 29

WHOSE HE?

What English word begins with the letters HE and ends with the letters HE?

What other English word also does?

* * * * *

SHOCKING.....

"Do you know what the 'chassis' is?"

"Oh, shame on you. That's an automobile naked."

* * * * *

Extract from Scientific American, Nov. 23, 1912

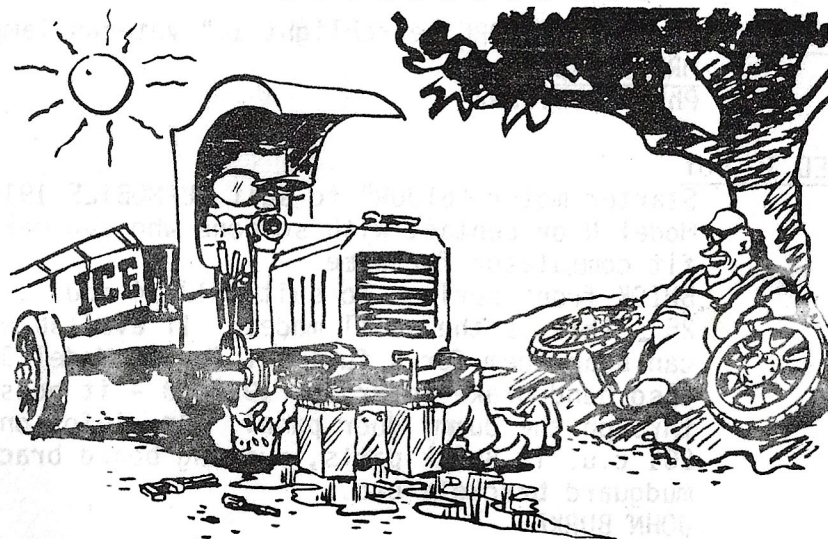
VACUUM CLEANING ATTACHMENT FOR AUTOMOBILES

A vacuum cleaning attachment for automobiles has recently been invented. It is operated by the exhaust gases from the engine by passing them through a suitably designed nozzle and vacuum chamber. The principle of operation may be likened to that of the injector as used with the steam boiler. The exhaust gases create a suction in the hose as they leave the nozzle and pass the opening in the vacuum chamber. Any dirt or dust will be picked up by the cleaning tool or brush and discharged to the atmosphere through the exhaust tube.

The device is installed on the car in the same manner and place as the ordinary muffler cut-out valve. This is accomplished simply by cutting out a short section of the exhaust pipe ahead of the muffler.

The invention renders it possible to finish a long day's run over dusty roads clean and free from dust. Clothes as well as the car can be cleaned.

* * * * *



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MRS. MOSS

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BUICK front springs to suit 1912-14 mod. 24 or 25 - this is the small model. If available I can swap them for a full set for my Model 31, also hand brake lever for 1912-13 - it goes up through the dummy door panel. Any info. on 201 c.u. in Buick parts, running board brackets, mudguard brackets etc.

JOHN BURKE

47 Maclean Street, Cessnock. 2325