

NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)
Registered at the G.P.O., Sydney for transmission by post as a periodical—Category B.

SPIT AND POLISH

● JANUARY, 1975, VOL. XVI, No. 7

● PRICE 40 CENTS



This is the very first motor car to have run on the roads of Australia, a 3½ H.P. De-Dion Bouton Voiturette purchased in Paris in 1899 by Mr. W.J.C. Elliott and landed in Sydney off the M.M. "Ville de la Ciotat" on April 27th, 1900. In the car, Mr. and Mrs. W.J.C. Elliott.

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

134 QUEENS ROAD, FIVE DOCK 2046

1974-75

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J. and F. McGowen, Ph. 50 8536

1974-75

CLUB MEETING DATES

1974

SEPTEMBER Thursday 26th

OCTOBER " 24th

NOVEMBER " 28th

1975

JANUARY Thursday 23rd

FEBRUARY " 27th

MARCH " 27th

APRIL

Thursday 24th

MAY

" 22nd

JUNE

" 26th

JULY

" 24th

AUGUST

" 28th

SEPTEMBER

" 25th

OCTOBER

" 23rd

SPIT & POLISH



PATRON:

His Excellency,
The Governor of NSW
Sir Roden Cutler,
VC, KCMG, KCVO, CBE.

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

Vol. XVI, No. 7

JANUARY 1975

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The next General Meeting of the V.C.C.A. (N.S.W) will be held at 8 p.m.
on THURSDAY, 23RD JANUARY, 1975 at our Clubrooms, 134 Queens Rd., Five Dock.

NOTE: Cover caption is reprinted as typed on the photograph that was from
the Elliott Family Album. It is far from being the first car in Australia!

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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



OPINION

It is difficult to orientate the mind once again to writing for SPIT AND POLISH after spending the last four weeks caravanning on the south coast.

There are many other club members - including the Garthons, Roberts, Corbys and Lewis families, to mention a few - who followed the same pursuit and would all readily agree that it is hard to come back to normal --- so here goes.

I don't think that I would be doing my job properly as the author of "Opinion" for this month without expressing my concern that V.C.C.A. members have to pay the same third party insurance rates as all other members of clubs in C.V.V.T.M.C. I realise fully the complications involved in the negotiations but surely there must be a major insurance difference between an Edwardian Buick with an average road speed of 50 k.p.h. and a 1939 streight Eight with its 150 k.p.h. capability.

Certainly it can be argued that there is little difference between a 1918 Studebaker and its 1919 counterpart but on the average, the usage of - the average speed maintained - the rally kilometres covered by V.C.C.A. cars - must all be considerably lower than that of cars in other clubs and deserving of consideration for a reduced insurance rate. This is one matter in which our negotiator should have acted firstly for the V.C.C.A. and secondly for C.V.V.T.M.C.

Maybe if we again prove our reliability as good insurance risks, the G.I.O. will give the V.C.C.A. a special "no claim bonus" in cognisance of our "age" and dependability.

What has the new year of 1975 to offer our members?

- (a) 27th January will be a tour from Parramatta to the Rocks.
- (b) A barbeque, Western style, at 7 p.m. on 15th February at Glad and George King's home, 19 Kangaroo Pt. Rd., Sylvania.
- (c) 1st and 2nd March, Blue Mountains Tour.
- (d) Then an Easter weekend trip to fabulous down-town Robertson!

On summing up, the start of 1975 offers a variety of action that includes a picnic, a barbeque, a pot-hunters' weekend and a weekend tour designed to please most. At all of these outings - providing I have the pleasure to attend - I will feel a twinge because our "Twinkle Star" will not be there.

R.C.B.

Members please note:

ALL LATE PAYMENTS OF REGISTRATION
RENEWALS FOR 1975 MUST INCLUDE ONE
ADDITIONAL DOLLAR FOR EACH MONTH
AFTER DECEMBER.

* * * * *

Queen's Festival:

Volunteers are required to drive their cars in the Queen's Festival on either or both of Saturday, 18th January and 25th January, to assist the Lions' Club of Rockdale. Procession through Rockdale, commencing at Town Hall and ending at Kyeemagh Park (start 2 p.m., finish at approximately 5 p.m.)

Prize for best car. Each car to carry a Queen. (4 queens to be carried.) Any helpers please ring Mr. Penklis at his business 587.0292. Other vintage clubs are also being approached so it would be a good idea to see a few veterans represented.

* * * * *

S O C I A L

I would like to thank all members who supported all the Social outings during last year.

We had a very pleasant evening at the Opera House to see Kamahl. If any member wishes I will arrange an evening at the Opera House for anything, be it Opera, Ballet etc.

Hope John Corby is feeling better. There must be some attraction at the hospital; he keeps going back. Trust everything will be well from now on, John.

On Saturday 15th February at 7 p.m. I would like to welcome many of you to a barbeque at our home - 19 Kangaroo Point Road, Sylvania. Casual dress. \$4.50 per head. Please let me know at January meeting or soon after if you are coming.

GLAD KING.

* * * * *

C O R R E S P O N D E N C E

"Dear Madam:

I acknowledge your letter of 25th October in response to mine of 17th October.

I am indeed sorry for the inconvenience caused to your members by our decision to withdraw as licensed insurers under the Act, particularly in view of our long and friendly past association, and I am sure you will have realised this from the tone of my first letter.

The decision to withdraw was made by our Control Office, despite our appeals, and was applied to all member companies of our Group. Our notification of withdrawal has been acknowledged by the Minister for Transport and formal confirmation, by way of a Gazette notice, is presently being prepared.

In all the circumstances I regret there is nothing further I can do to reverse or defer the decision already taken in this matter.

15/11/74.

LAW UNION & ROCK INSURANCE CO.LTD."

"Secretary,
Dear Madam:

I am writing to you as Chairman of the Sporting Car Club of South Australia which, as you know, carried out the organisation of the recent National Veteran and Vintage Rally.

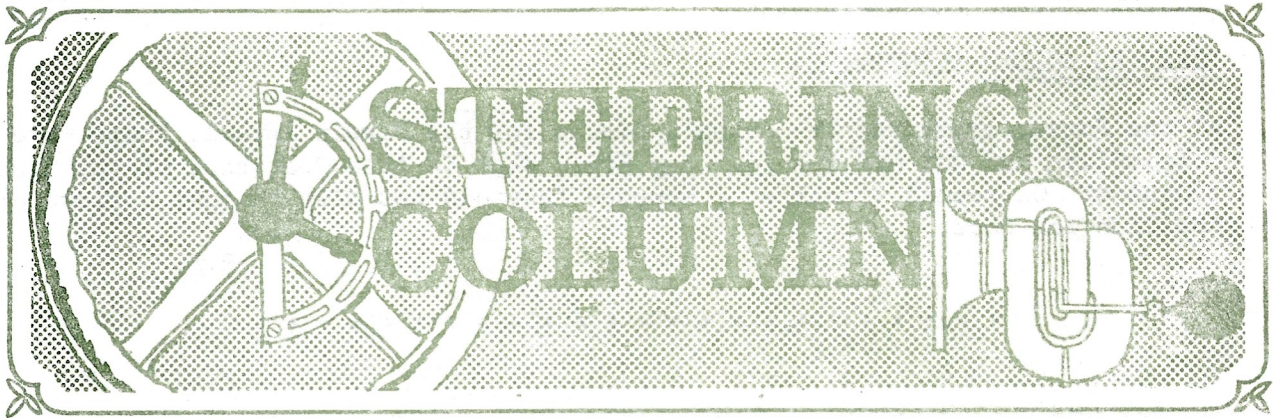
I am doing this because we are experiencing considerable difficulty in financing the Rally and it was expected that this would be taken care of by the receipts and profit from the Motor Show. Whilst we have not yet a clear picture of our final figures, it is apparent that we are going to have difficulty to come out of the venture without some loss.

In an effort to clear up some items which were unsolved during the Rally, I am writing to seek your assistance and ask if you would endeavour to sell, for us, some of the souvenir glasses. They are middle size Regis glasses with a stamped insignia and memento of the Rally, which cost us approximately 62¢ each. We are offering them at 72¢ each and they are packaged in cartons of 3 dozen. We also have available poster of the Rally in three colours which we believe have been very well done and these are available at 50¢ each.

Any help your Club could give us would be greatly appreciated and I would be glad if you could make a particular effort to assist us. Any further contact on this matter could be directed to Mrs. June Longbotham, Secretary of the Club.

20/11/74

SPORTING CAR CLUB OF SOUTH AUSTRALIA INC."



WELL I NEVER!! DEPARTMENT. Austin Grellman has had the Crossley registered. We should see him at rallies this year - a lot of members have never set eyes on the Crossley and I for one am looking forward to seeing it.

#####

Not to be outdone, President Lennie is going to be seen in the Humber. (Yes!! Complete with smoke haze.)

#####

Bill Maunsell tells me he has installed timber mudguards (temporary of course) to his '13 Rolls. Better watch out, Billy, as you live on Sydney Harbour which has Teredo Worm. You better get a survey done by the M.S.B. or ring Roy Farrell for a delouse.

#####

Jock McGowen had Roy rid his house of white ants and in the process discovered a complete Vanguard stashed underneath. Owner can claim same from Kogarah Tip.

#####

ANYHOW - where is Trevor (F.I.A.T.) Foulcher these days, also Alan (Buick) Rowe?

#####

Saw Howard Hughes flogging Model T bits out at the "Green" Swap Meet. Seems Howard and "cohort" Bob Trevan are trying to put together a 1906 model "N" and a 1909 modelt "T". Boy! They're keen coming all the way from Lismore. Good luck, chaps.

P.S. The Swap Meet was a bit dead! R.I.P.

#####

The Easts (Rita and Bill) will be celebrating their golden wedding (50 years) anniversary on 27th January. You had better make sure that the pacemaker has a fresh battery, Bill you devil!! We wish you and Rita all the best.

F.J.L.

STEERING COLUMN (CONTINUED)

At the Parade organised by Ashton's Circus for the Darwin Appeal, there were 3 Wolseleys and NOT ONE T-Ford. Say Eric, what is this "backbone of the Club" business? On second thoughts, I suppose they did not wish to make a clown of the Club for once.

R.B.

* * * * *

THE PIONEER MOTOR CAR TRIP OF AUSTRALIA - from the Thomson Motor Car Limited.

Continuation of the Pioneer Trip by Inventor, H. Thomson, accompanied by E.L. Holmes:

"ROADS THAT WERE NOT ROADS

We left Cowra at 9.26 a.m. with the thermometer near freezing, but the sun soon made the day the loveliest we had so far experienced. Over the Lachlan Bridge out of Cowra we proceeded on roads not laid down in the Guide Book, which was hardly to be wondered at after all, as a considerable portion went through private property, causing us to go through several gates. The country was comparatively level and good for about twenty miles, when we struck some very heavy SAND patches, and the road - such as it was - was about four chains wide and skirted the railway. After twelve miles of this heavy bush road, which was difficult to follow on account of its unmade condition and the numerous tracks formed - the only clue to our route being the mile posts - we had the bad luck to lose our "road". After proceeding for about half a mile through fairly open bush, we stopped and had a consultation, finally agreeing to strike to our left, eventually bringing us up to one of our "white friends" - a mile post. An exciting incident happened whilst cruising about the bush, and which, but for the extreme presence of mind shown by Thomson, would have caused a rather serious delay. Coming down a short slope, a heavy sand rut caused the steering wheels to swerve, heading the car straight for a large tree, but Thomson, like a flash, struck the lever back, making the car lift out of the rut, and we cleared the tree by a hair.

Sand now became the order of the day, with small patches of good road (gravel) and red clay. In one of these soft clay bogs, the car stuck, the driving wheels revolving in the mud, but, as the car had nearly cleared it, we assisted it out without any great difficulty. Keeping on these patchy roads till about six miles from Young, we commenced a gradual ascent. These rises were particularly rough and on one of them we met our first accident, which was of a minor nature. A clip, which connects the back axle with the chain-adjusting strut, fractured, causing the right-hand chain to loosen, but a piece of wood wedged firmly between the end of the strut and the back axle and tied firmly, proved ample to keep the chain at a fair tension. However, our time into Young was slow, eventually arriving there at 4.20 p.m., having accomplished 11 $\frac{3}{4}$ miles of our journey, and the worst portion of it too.

Continued on Page 7.....

Pioneer Motor Car Trip (Continued)YOUNG

Mr. Turland was very kind to us here, entertaining Thomson and I splendidly, and refusing to accept payment for same; the first and only time such consideration was shown to us throughout the trip. The new chain strut clip, made by a local blacksmith, having been fitted, we re-commenced our long, though not wearisome journey the following day, immediately entering upon rapidly rising ground, which we covered splendidly. Up and down country for 8 miles, when just before entering Wombat, whilst running down a good incline at about 30 miles an hour, we struck a rather deep gutter, bouncing the four wheels off the ground together. The road still continued rough, sandy and hilly, but the car was now well down to its work, and we made Wallendbeen for lunch at 12.30 a.m. After about 4 miles of fair road, we entered upon a stretch of splendid quartz gravel roads, reeling the last 12 miles off in 1.5, a considerable portion of which we had matched against us a pair of iron grey "hay motors", but we gave them our "heels", or I should say "steam", and beat them badly into Cootamundra, arriving at 2.45, having now put 145¼ miles behind us.

COOTAMUNDRA

Filling our water tanks, we endeavoured to continue our journey, but the demand of the residents for an exhibition proved undeniable, so we accepted the inevitable and spun round the town, leaving at 3.20 for Bethungra - 15 miles out. This road, after about a mile, became wretched, winding in and out amongst the ranges, and full of gutters from side to side, preventing any decent speed, in fact it was necessary to go down some grades slower than we ascended them, to prevent accident. The midges were very thick in places, we being often struck in the face and eyes, and it was necessary once to pull up and extract one from Thomson's eye, it having got under the lid, causing intense pain. However, even the "worst road in the district", as it is said to be, has an ending, and we arrived at Bethungra at about 5.25 p.m., having negotiated the worst 15 miles we had struck since Monday (Bathurst to Blayney) in 2 hours and 5 minutes.

BETHUNGRA

Bethungra is the usual country village - hotel (?), store and station - and determined to make an early start, we ordered breakfast at 7.30, but it was not till 8.20 that we got away. It was an awkward town to leave, as about 3 or 4 roads junction out, and it was by the merest luck that we struck the "right" one, which happened to be the "left". We commenced again on bush tracks, but had proceeded no distance when a slight accident befell the car, a wheel striking a branch of a fallen tree which tilted up and knocked the drain tap off our water tank, losing about three gallons. A cork soon settled matters, and after a delay of 20 minutes we proceeded, relying on our reserve supply, which proved ample till we reached Illabo, where we filled our tanks at the school house, the master promptly dismissing the school during our brief stay for an object lesson in motor cars.

JUNEE

Our run into the precincts of Junee Junction was good, then we got "fogged", mistaking the road and running right into the apex of the junction, necessitating a run back of fully half a mile. Too early for dinner,

Pioneer Motor Car Trip (Continued)

we got a bag of sandwiches, though little did we think then the value we would get out of them. However, we proceeded, and had not covered more than 2 miles when an incident occurred which might have put a full stop to our trip. It happened in this wise: the sandy soil had dropped in patches into ruts up to 2 feet deep, and in trying to dodge one of these, Thomson unknowingly came too close to the fence on my side, the left front wheel hub striking a post, which slewed the car right into the fence - post and five wires. The wires served as buffers and held the car; but, unfortunately for the tyre on the "struck" wheel, the wires also held it, tearing two large gashes right through the rubber, without penetrating the canvas. The shock to the hub of the wheel twisted and bent up the struts and steering rods, but we lost no time in removing the bent material and hammering it straight, nothing being fractured, eventually being able to resume our journey as if nothing had happened.

WAGGA WAGGA

We reached Wagga at 2.10 p.m., causing an immense sensation in the town, which seemed the busiest we had passed. Our run had been the best so far, having reeled off $44\frac{3}{4}$ miles in 4 hours 28 minutes, the roads being unmade and not particularly good. We made a splendid dinner here and instinctively retaining our uneaten sandwiches, set off at 3.15 for Cookardinia (35 miles), as we were informed that it was a good metal road right through. Our informant may have told us all in good faith, but had we met him at 7 p.m. I think we would have got into trouble "for assault and inflicting grievous bodily harm". The roads were tip top for nearly 20 miles, and then just as twilight began to fall, so the condition of the road fell, and from a nice metal road we had the option of several tracks through the bush, taking the most worn.

BUSHED AND BOGGED

Our troubles then began in earnest, for it grows dark quickly amongst the hills and trees, and by six it was impossible to see more than ten yards in front. Lighting our four lamps (two kerosene and two Calcium Kings) we plodded on, making the best of it, until we came to a chain of swamps. After sticking once or twice, we struck a drier track, but found that a heavily laden bullock waggon had lately passed over it, sinking in places over a foot - in fact, we came to several spots where the wheels had been dug out. However, we kept moving ahead, sometimes leaving the car and inspecting the ground ahead of us, until at last mistaking a sheet of water for good level ground, we stuck firmly up to our front axles in mud and water. This was about 7 p.m., and I "moved" that the car stay where it was till day-break, we, in the meantime, camping in our coats and one rug. Thomson seconded my motion, which was declared unanimously carried, when presently we heard dogs barking, and a man came upon the scene, having come from a drovers' camp half a mile away, after seeing our lights. With the prospects of company for the night, we rescinded our motion and set to work, over our boots in water, and eventually succeeded in dislodging the car from where it had stuck, we being covered with mud and perspiration."

(Story will be continued in February 1975 issue of SPIT AND POLISH.....)

* * * * *

BACK ISSUES OF SPIT AND POLISH

The Librarian has available a fair range of back issues of SPIT AND POLISH which are available to members.

Due to a minor problem with envelopes, some members may not have received the December issue which is now available from the Librarian.

R.C.B.

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DARWIN APPEAL

Our Club was invited to take part in a procession for the above appeal in co-operation with Ashton's Circus.

The procession through town on New Year's Eve was really made for the boys.

After some confusion outside Central Station off we all went to Wentworth Park to pick up our "passengers" - and when the boys saw them, how their faces lit up! All Birds - not the feathered kind but in a way they were, with those 4 feet high feather head-dresses. Apart from the feathers the girls were either dressed in low-cut sequinned gowns, some slit to the thigh, others in very leggy mesh pantyhose and sequinned body suits.

The girls soon filled up the veterans; Bill McCarthy loaded three into the Martini, Jock McGowen got four into the back of the Armstrong. All the boys made sure that they had a full load of "birds". Rain threatened but hoods were quickly lowered to fit those feathers in.

I'm quite sure that Bill McCarthy had prior knowledge of the passengers as he was front seat passenger in the Martini and had his son as driver, and guess what - Bill's trip was spent facing the back of the car to chat up the birds. Shame Len Masser wasn't around as he would have loved all the "fevvers".

F. McG.

* * * * *

EXTRACT FROM "1896-1946 - JUBILEE SUPPLEMENT TO AUTOMOTIVE INDUSTRY":

THE BEGINNING OF IT ALL

The Old World

In reviewing the history of the self-propelled vehicle driven by an internal-combustion engine, we find a remarkable dearth of information

THE BEGINNING OF IT ALL (CONTINUED)

relating to the period prior to the last few years of the last century. There were early French experimenters and a car that was made in Austria, but it was in Germany that the automobile was developed, particularly the work of Gottlieb Daimler and Carl Benz. They were pioneers a few years before motor cars began to be the subject of experiments in Britain and America.

In France, Etienne Lenoir, in 1862, produced a "horseless carriage" driven by a gas engine. In 1863 Dr. N.A. Otto took out a patent for a gas engine and established the four-stroke principle - inlet (or suction), compression, ignition, exhaust. But there seems little doubt that it was anticipated by a Frenchman, Alphonse Beau de Rochas, in 1862.

Early German experiments

In 1864 a German Jew who lived in Vienna, one Siegfried Marcus, produced a motor-driven handcart in which a huge two-stroke engine was mounted over the rear wheels, but it is not known if it actually ran on the roads. One of his cars was shown at the Vienna exhibition in 1873. In 1875 he followed this up with a more practical four-wheeled vehicle; he was not greatly interested in automobiles and he only made four so far as is known, one being presented to the Technisches Museum in Vienna. It would be interesting to know if it is still in existence. His cars had water-cooled single-cylinder engines, and undoubtedly preceded those made by Benz and Daimler.

Carl Benz was the first to put a practical motor vehicle on the road. This was a three-wheeler, produced in 1885. It had a single-cylinder engine placed horizontally in the centre of the frame, the drive to the rear wheels being by a pair of chains from a countershaft. In the same year Gottlieb Daimler patented a single-cylinder engine and fitted it to a motor-bicycle. It became the parent type of the internal-combustion engines which succeeded it.

Daimler's first four-wheeler

Daimler produced his first four-wheeled car in 1886. It had a vertical single-cylinder engine of about 1½ h.p., the transmission including a friction clutch, a form of two-speed gearbox, and a differential drive of a kind. The date of the first four-wheeler produced by Carl Benz appears to be 1891. In 1892 a two-cylinder Daimler engine with opposed pistons was introduced into England and fitted to a launch which was used successfully on the Thames.

The date when the first motor car ran on British roads is the subject of considerable conjecture. The only uncontrovertible evidence is that, on June 11, 1895, the Hon. Evelyn Ellis took from Southampton docks a 4 h.p. Panhard car which he had imported from France, and, accompanied by Frederick R. Simms, drove it to his house at Datchet, near Windsor. In recent years - and it is significant that there is no contemporary evidence - a claim has been put forward attributing to Henry Hewetson the credit for bringing the first car into England. This claim relies upon an invoice from the Benz Co. in Germany, dated November 30, 1894.

THE BEGINNING OF IT ALL (CONTINUED)

Long before that, however, Edward Butler patented a three-wheeler with a two-stroke two-cylinder engine. This was in 1884, and one was built in 1887-8. It was very imperfect, and he rebuilt it in 1889 with a four-stroke engine, but then appears to have abandoned his experiments. James D. Roots patented a petroleum tricycle in 1892.

Fined 2/6, plus costs!

In the autumn of 1895, J.H. Knight, of Farnham (England), tried out an experimental petrol tricycle. (In 1868 he had produced a steam car.) Subsequently he altered it to a four-wheeler, in which form it ran in the grounds of the Crystal Palace, where, for some six weeks, it was exhibited along with several early Continental cars. On November 1, 1895, Knight was actually stopped by a policeman for using a "locomotive" on the highway contrary to the Act. He was fined 2s.6d. on each of two summonses, plus costs. The case created so much ridicule of the law, that it played an important part in getting through Parliament the amendment of the Act, which, a year later, freed the use of motor cars.

The New World

Looking to America, at the beginning of it all, we find that J. Frank Duryea and his brother Charles built the first petrol-powered vehicle in that country, driving it in Springfield, Massachusetts, in February, 1893. This first car is enshrined in the Smithsonian Institute, in Washington. Frank Duryea's second model car won the first car race to be held in America, on November 28, 1895, at Chicago.

The first man to build and drive a car on the streets of Detroit, now the motor capital of the American continent, was Charles B. King. This was in 1896 and the concern of the authorities over this new mode of transport was so great that his speed was limited to five miles an hour. He was ordered to be out of Belle Isle Park, where he conducted his tests, before 5 a.m. each day. The man who has become the industry's best-known personality, Henry Ford, built his first car in a shed behind what is now the Michigan Theatre in Detroit and startled his neighbours by driving the "horseless carriage" through Bagley Avenue in June of the same year."

COMING EVENTS FOR 1975DATES TO REMEMBER

January 27th	<u>The Rocks Tour.</u>
	Start: Old Government House, Parramatta, 9.00 a.m.
	Finish: The Rocks Area for a display for the public. 11.00 am.
February 9th	(Sunday) Concours d'Elegance Judging.
	Start: 10.00 a.m. Senior Section for all cars having won a previous Concours d'Elegance.
	Junior Section for all cars not having won a Concours.
	To be a winner you must complete the coming Blue Mountains Tour under the car's own power.

(Continued on Page 12.....)

COMING EVENTS (CONTINUED)

March 1st & 2nd Blue Mountains Tour.
 (Entry forms have been posted.)

March 29th to Easter 1975.
April 1st Ranelagh Hotel, Robertson
 Entry form for this Tour at conclusion of this issue.
 Please be early if you wish to be in this tour as
 accommodation is limited.

Events Committee -
J. Burke, J. Wilson

* * * * *

A D V E R T I S E M E N T S

AVAILABLE Used Tyres: 2 - 33 x 4 S.S.
 1 - 32 x 4 S.S. on rim
 1 - 30 x 3½ B.E. Goodyear Pathfinder
 1 - 30 x 3½ B.E. Olympic
 2 - 36 x 6 S.S. on rims
 2 - 35 x 5 S.S.
 2 - 40 x 6 Hardie solid rubber, unused

Sundries: 4 - 23" steel felloe wooden wheels straight side rims
 Rough remains of 1913 Crossley 15 h.p. engine, gear
 box, front axle assembly and chassis
 Erskine radiator (vintage)
 Humber radiator (vintage)
 Sundry vacuum tanks, magnetos etc.

PETER ADAMS,
93 Violet Town Rd.,
Belmont North.
'Phone: 488021

The following ad. was copied from the V.C.C.A. (Tasmania) magazine and it is suggested that many of our own members may wish to use the same format in the hope of preventing sales to "Collector and Dealer" types!

FOR SALE Disassembled back section for 1928 Ford Model A Tourer, doors, fenders, panels, tyre mount, luggage rack, sills, step plates (panels fair, the rest good). \$75.
Complete set of 4 doors for 1930-31 Ford Model A Sedan, three have good glass; one with upholstery, \$60.
SWAP excellent pair of headlamps (no lens) for 1930-31 Model A or Klaxon model 8C horn or model T running board for Model A horn (Sparton, Ames, Stewart-Wagner etc.) To help identify, the Model A horn has no exposed terminals and has a stone screen in cone. The horn is wired through conduit grommet via slot in horn motor shroud.

(This ad. continued on Page 13.....)

FOR SALE ITEM CONTINUED FROM PAGE 12:

Note: To ensure that first two items are not immediately taken by dealers etc., they will not be sold unless a photograph of the car for which they are intended is provided and a reference is given by an executive member in your section of V.C.C.A.

Preference will be given to the first person enquiring with only one vehicle under restoration. If no taker within six weeks of this issue, the parts will be advertised for best offers from prices mentioned on an Australian-wide basis.

Please write to: MR. ROGER GRUBERT,
57 Adelaide Street,
Georgetown. 7253.

A DIRECTORY OF MATERIALS OR REPAIRERS
AVAILABLE FOR VETERAN RESTORATION.

In order to compile a list of materials and repairers available to help members in the restoration of their cars, a complete Directory is being compiled and added to each month.

This directory will be available in the Club rooms to the members, or if necessary, they can ring the person in charge of this directory to find out information in between meetings.

So that this Directory can be efficiently compiled, it is essential that every member fills in information to make this complete.

Each member has dozens of people whom they know who have parts or have done service and by giving this information to me it will be of inestimable value to your fellow members. Don't dilly dally - just let me have this information in writing so that the Directory can be compiled.

Further forms are available on request and an ample number will be available at the meeting place each month.

(FORM IS PRINTED ON REVERSE OF THIS PAGE. PLEASE PRINT DETAILS.)

P.T.O.

PLEASE FILL IN (PRINT DETAILS) TEAR OUT AND POST TO:

VICTOR JACOBS,
338 BOTANY ROAD,
ALEXANDRIA. 2015

('Phone: 69.6666 (B)
922.1535 (H)

MATERIALS OR REPAIRERS AVAILABLE

Type of Materials or Repairers

.....

Name of Firm: Person to

Address: Contact:

..... 'Phone:

Description or comment:

.....

.....

Specific Remarks: Are they co-operative? Yes
(circle one No
applicable)

Are they quick? Yes
No

Quality? Good
Fair

Do they like Veteran car work? Yes
No

Prices:
Are they Dear?
Average?
Reasonable?

Date: ... / ... / 75

Submitted by:
(Please print)

'Phone No.:

SOUTHERN HIGHLANDS TOUR

EASTER WEEKEND - 29TH MARCH TO 1ST APRIL 1975

Applications are now open for our Easter Tour 1975 to Bowral, Moss Vale and Robertson. Accommodation has been arranged by booking at the "Ranelagh" Hotel, Robertson, so everyone will be under the one roof.

Itinerary is:

Friday, 29th March.

Drive to Robertson. After booking in to the hotel you are invited to visit the Robertson Stud (where most members have been before - beware of any of Jim Eisenhower's stray cattle on the road) - horse-riding, tractor drives etc. during the afternoon. Those who want to have a picnic lunch can take advantage of the barbecue facilities etc., but no lunch is being provided as it is a free, casual day.

Saturday, 30th March.

50-mile tour through Kangaloon, Bowral, Berrima etc.

Sunday, 31st March.

50-mile tour through Moss Vale, Bundanoon etc.

Monday, 1st April.

Return home.

Only limited accommodation is available, so it is first up, best dressed.

Tariff (subject to alteration):

Tariff includes dinner, bed and breakfast from Friday night until Monday morning.

Suites: \$30 per person (only three available).

Rooms: Hot and cold water - \$24 per person.

Under 12, half price. Under 3, quarter price.

Lunches available on tour on Saturday and Sunday at \$1.75 each (subject to escalation) and 75¢ each under 12.

You are assured of a good time, a good weekend, so bring your work clothes with you; there is stacks of work you can do around the farm.

(APPLICATION FORM IS PRINTED ON REVERSE OF THIS PAGE.)

APPLICATION FORM - SOUTHERN HIGHLANDS TOUR,
EASTER WEEKEND, 29TH MARCH - 1ST APRIL 1975

From: 'Phone:

Address:
.....

TO: VICTOR JACOBS, 'Phone: 69.6666 (B)
338 BOTANY ROAD, 922.1535 (H)
ALEXANDRIA. 2015

The following will be in my party. (Include yourself also).

<u>Christian Name</u>	<u>Surname</u>	<u>Age (if minor)</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Cost:

Saturday Lunch - require x \$1.75 each	= \$.....
 x 75¢ (children under 12)	= \$.....
Sunday Lunch - require x \$1.75 each	= \$.....
 x 75¢ (children)=	\$.....
Entry Fee per vehicle		\$ 4 . 00
Deposit on accommodation for whole party		\$ 20 . 00
Tariff \$30 per room Suites or \$24 Room with H & C water		\$.....

TOTAL CHEQUE HEREWITH:

\$.

Veteran car entered:

Make: Year:

Type (Roadster, Tourer, Sedan etc.):

Registered No.:

CLOSING DATE FOR ENTRIES - 15TH FEBRUARY, 1975.

