

SPITE & POLISH

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● PRICE 40 CENTS





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

134 QUEENS ROAD, FIVE DOCK, 2046

OFFICE BEARERS 1972-73

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J. Dance	R. A. Hill	W. McCarthy	L. K. Sheen	J. C. Wilson

EVENTS COMMITTEE:

L. K. Sheen (Chairman)	J. Bourke	E. Lang	J. Wilson
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REGISTRAR: D. M. Roberts, Ph. 449-1722 (Home)

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VEHICLE RECORDS: P. Kable, E. Lang, M. Welch

C.V.V.T.M.C. DELEGATES: R. Baxter, L. Sheen

SOCIAL SECRETARY:
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LIBRARIAN: R. Hill

AUDITORS: W. V. King & Associates

PUBLIC RELATIONS: R. Baxter

CLUB MEETING DATES 1972-73

	1972
AUGUST	Thursday 24th
SEPTEMBER	" 28th
OCTOBER	" 26th
NOVEMBER	" 23rd
	1973
JANUARY	" 25th

	1973
FEBRUARY	Thursday 22nd
MARCH	" 22nd
APRIL	" 26th
MAY	" 24th
JUNE	" 28th
JULY	" 26th

SPIT & POLISH



PATRON:

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

NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (NSW)

Vol. XIV, No. 11

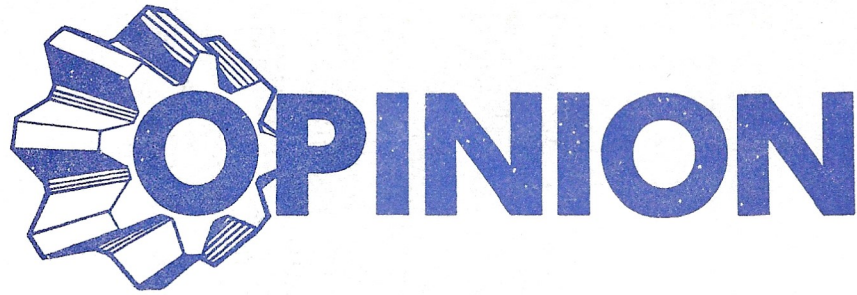
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COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH 134 QUEENS RD FIVE DOCK 2046



Easter has come and gone; and for about thirty club members and their families it consisted of a wonderful weekend at Bowral. The superb organisation of Victor Jacobs was evident throughout the four days. There were no hitches - accommodation was good - the "Rally Pack" contained an abundance of information - the tours were through green countryside and rustic little towns - and the big finale was a bar-b-que extraordinaire on the Jacobs ranch at Robertson.

So much for the tour, but what of the inter-club activity? A pattern had been established such that, each alternate year the V.C.C.A. (NSW) journeyed to Canberra and participated in an Easter tour organised by V.C.C.A. (ACT) and in the other year both clubs would meet in the Bowral area. It was very noticeable that A.C.T. members failed to take full advantage of the efforts put in by Vic Jacobs and Frank Craze and travel to the tablelands for this rally. I feel certain that the two Canberra members and their families who did make the trip enjoyed it all to the full and that the others were probably engaged in some form of vintage or veteran activity that prevented them from attending.

* * * * *

During the course of our April meeting some discussion was had on the necessity of our veteran cars and tender vehicles observing the common courtesy of the road and leaving a liberal 100 feet between "veteran" and the vehicle in front. Now these are good points worth following and the club commends these points to all members. We do have some offenders amongst us who were observed to be driving very close together from Bowral to the Buxton turn-off and holding up a sizeable line of traffic.

With the increasing volume of traffic taking to the roads during holiday and ordinary weekends, it is becoming more difficult to plan a quiet, but reasonably smooth road for our veteran cars to follow in a rally. The Bowral Tour was an exception, for if you followed instructions and drove via Campbelltown, Picton, Thirlmere, Buxton etc. it meant travelling on only 4 miles of the Hume Highway from Liverpool crossroads to Bowral. This could have been reduced to nil miles of highway travel if you were fortunate enough to be directed to turn left off the Hume at Aylmerton and join onto the "Old South" road to Bowral. Incidentally, it is possible to follow this tar-sealed road through Moss Vale and link up with the Hume Highway near Marulan.

By following these secondary roads we were fortunate in striking only light traffic, free of any unkind remarks from abusive, irate and frustrated drivers of modern machinery, hell bent on getting to their destination regardless of other road users. It is easy to foresee all these

problems arising during the coming Newcastle Tour and undoubtedly the Events Committee will be looking for worthy suggestions to avoid our veterans congesting the highway during peak periods of the Six Hour weekend.

* * * * *

That question was raised again during the General Business segment of the April Meeting: Should we fit our veteran cars with Stop and Indicator Lights? It was noticeable that there now is a lot of support within the club for this suggestion and it seems that it is only a matter of time before we see the majority of our veteran cars fully rigged with this type of equipment. I for one will be fitting stop light and blinkers to "Studebaker Royale" during its current rebuild and will continue to ignore the wit who said that the blinker "click" would be inaudible above the clatter of Studebaker in full throat.

* * * * *

REPORT OF APRIL MEETING

The meeting started at 8.10 p.m. with President Allan Foy in the chair. It was noticeable that the attendance of about 68 was lower than normal due to the Easter holiday break. Jack Dance and Bill McCarthy read the minutes and treasurer's report respectively.

Correspondence was received from a lady in Tamworth enquiring value of and if any member wished to purchase a 1953 Pontiac - Newcastle branch Officers and Balance Sheet - South Coast V.C.C. Officers - Willys, Overland one make club looking for members - Stroud Council inviting veterans to participate in Brick and Rolling Pin contest day celebrations.

Events Report was presented by Len Sheen who said that the Blue Mountains Tour was attended by 58 starters who all seemed to complete the rally with little or no difficulty. The rally was run in excellent weather and all who attended enjoyed it. The Bowral Tour over Easter had approximately 30 starters who thoroughly enjoyed a well planned weekend and an appropriate vote of thanks to Vic. Jacobs and Frank Craze was passed.

Warwick Farm and the A.R.D.C. invited the club's cars to attend on 6th May and do a couple of laps as a warm up to the R.A.C. Trophy. The club was also invited to attend Oran Park on 20th May and all T Fords were invited to do several laps.

Gymkhana Day will be on 27th May in the grounds of the service station at Ryde Psychiatric Centre. On 5th August the club has been invited to display cars at Roselands and all proceeds will be in aid of the Foundation for the Disabled.

George Roberts reported that he had positively identified John Ryder's car in Coonabarabran as a 1913 Chalmers.

New Members: John Stanley of Wollstonecraft was accepted as an Associate Member.

Social Secretary, Gladys King thanked members for their support in attending "No No Nanette" and the O.T.C. Inspection, then foreshadowed that the next social event may be a night to the Leningrad Ballet. The Presentation Night would be held at the Master Builders Club in Hurstville on 5th May.

Library: Ray Hill acknowledged two donations of books, 1916 Year Book from Peter Kable and a set of four books entitled "The Book of the Motor Car" donated by Mr. Brown through Eric Lang.

General Business. The following points were brought up by members. (1) Lack of hand signals during the last two rallies, followed by the suggestion that veteran cars should be fitted with Stop and Indicator Lights. (2) That all club drivers should not drive close together and observe the courtesy of the road by allowing at least 4 car lengths of space in front and moving to the verge of the road where possible to allow the modern traffic to pass.

All of the suggestions received full support from the members and the club should investigate the possibility of a standard type of Stop and Indicator Lights.

John Robertson and his wife, Carol, said their farewells as they are returning to England and offered his services to anyone requiring parts from Europe. Happy journey, John and Carol, and we hope that your Clement will provide you with a key to future enjoyment.

The club has been looking for a suitable table or tables to place in the Committee Room and we thank Jim Wilson who arranged the appropriate donation.

The inimitable Jim Simpson gave the meeting a discourse on various points relating to the magazine and history of the club.

After the meeting the members had an opportunity to view the colour film of the 1970 International Rally.

* * * * *

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

Dear Panel:

I am writing to you with a complaint, one of which could apply to other associate members.

I felt, and sometimes still feel, like "The Spy Who Came In From the Cold" (ans still stayed cold). The reason: you attend a club meeting, the first question asked is "What make of vehicle are you restoring?". When I replied "None, but I am living in hope of finding one", "Oh". End of conversation.

What's wrong with some of our members. Are they one make of vehicle snobs, or do they think that if one doesn't own a veteran then one is

not a source of supply for swapping deals. Whatever the reason, maybe you or some other member can throw some light on my problem.

Yours sincerely,

(Name withheld on request).

OUR COMMENT IS - we hope this letter is an isolated one, BUT if any member has any complaint, please write to your Committee or to us. Editorial Panel.

Dear Sir:

It was with eager anticipation I opened my mail on Friday 4th May to find a letter in plain envelope, printed name and address, no sender's name or address. Upon opening this letter, enclosed was a beautiful yellow slip of paper, 133.3 mm x 147.6 mm on which was beautifully printed, quote:

LIKE LEN MASSER SAID GET RID OF THAT
HORRIBLE THING ON THE BACK OF YOUR
CAR SEEING YOU WANT TO BE FIRST ALL
THE TIME PRESENT SOMETHING DECENT
SMALL MAN - SMALL MIND

It is lovely to receive a late "Valentine's Day" Card.
Sets you wondering about Grafiti on the "Loo" walls.

LAURIE

P.S. I was going to remove same objectionable article, but seeing it is universally acknowledged, I shall now leave it on its exalted position.

Laurie.

(It is said that every town has its local idiot. Seems our club has one also. We know one thing - this faceless person would not have been on as many rallies as Laurie; helped with the clubhouse or in other ways as much as Laurie or donated as much money to the club as Laurie. We know which type of member we would like most to have.

The Magazine Committee)

Dear Sir:

My family and I would like to extend a sincere thank you to club officials and members who so warmly welcomed us on our first club event.

We enjoyed the Blue Mountains Rally enormously and would also like to take this opportunity of thanking our "rescuers", i.e. leaky radiator at the start, motoring by a check point, lack of petrol near Katoomba and missing the turn in Penrith. The kindness of members was much appreciated and we look forward to many happy years of motoring with the club.

(Mrs.) Jean H. Wilson

S O C I A L

Presentation Night has come and gone again. It is rather disappointing, especially to the hard-working events boys that all prize-winners cannot be present. However we did have 58 present and I hope you all enjoyed the evening.

I would like to say thank you very much for my lovely gift of cup saucer and plate. It was a very pleasant surprise. Congratulations to Wesley Melville who celebrated his 21st birthday on May 5th.

Hear Allan Blevins has been in hospital; hope you are well again, Allan.

Cheerio to Olive Jones who hasn't been well.

I have 40 tickets for the Leningrad Kirov Ballet, at the Regent Theatre, Monday, 23rd July. Tickets are \$7.20 each (no profit to the club). This is a reduction of \$3.00 per ticket. I must sell 20 tickets to get the reduction. Let me know if you are interested.

GLAD KING

* * * * *

E V E N T SBLUE MOUNTAINS TOUR 1973

CAR NO.	47	D. Kay	First	Points Lost	143
	12	J. Heath	Second	" "	153
	1	J. Thomson	1 Cyl.	" "	265
	22	W. Trollope	2 Cyl.	" "	181
	47	D. Kay	4 Cyl.	" "	143
	41	G. Green	6 Cyl.	" "	154

All above winners are on a 50-point penalty against next year's tour which may be cancelled out at 10 points per outing during coming year.

Hard Luck E. Lang

Goodwill of the
Public V. Jacobs

John Burke
Officials L. Diemel

Concours D'etat R. Baxter

" D'elegance W. East (Senior)

" " R. Baxter (Junior)

All other cars lost more than 160 points. Will print complete list later on

if members wish. We wish to thank all officials who helped us on this event as without them it could not be run so successfully.

EVENTS COMMITTEE

L. Sheen
J. Wilson
J. Burke

DATES TO REMEMBER

Ford T Day	Oran Park	20th May
Gymkhana	Cabarita Park (Behind tea rooms)	27th May
Historic Sydney Tour		24th June

EVENTS COMMITTEE

L. Sheen
J. Wilson
J. Burke

* * * * *

"OLD" VIC'S BOWRAL RALLY

Easter Friday dawned with perfect rally weather and the thirty odd members set off for Bowral all probably wondering "what will the traffic be like?"

Fortunately there is a secondary road to Bowral and most competitors were informed of the route. Ken Quarumby put on morning tea and members were directed by Bob Baxter at the Crossroads. Everyone followed the directions and enjoyed the tea break, the Calthorpe followed them and never got there.

The wind gained velocity as the day proceeded and the Veterans proportionally slowed down, but there was little trouble, or traffic, on the back roads.

Warren Irish in 'Pauline', the 1911 Austin, had a compulsory re-fuel nearly at the top of the hill before the railway cutting near Buxton and Alan Rowe (who on the Katoomba Rally stated to Jock McGowan that in 13 years he had not had a flat tyre and didn't even bother to carry a pump) was found by Jock on his bended knees extracting rubber bands from the tyre casing outside Menangle. After Jock had soothed his aching sides enough to hear Alan's pleas, he gladly lent him his own tyre pump and along with Peter Kable offered some advice on the changing and pumping up of beaded edge tyres. Anybody with a tyre pump for sale contact Alan.

George Green and Max Chapman arrived in Bowral fairly early and decided to duck out to the old shale oil mining town of Joadja. With

George navigating they set out in the Wolseley and on arrival at the entrance were warned that the Wolseley may not be able to descend or more likely ascend the steep road. Upon being told that modern cars could, they proceeded undaunted. After viewing the ruins they started the steep climb out and with George showing his prowess on the hand pump quickly climbed and returned to the motel.

Luckily Jean Chapman had remained in the motel room and noticed a burning smell in the room. Upon investigating she found the carpet burning. A hole about 3" was the only damage; seems the plumbing had sprung a leak during the week and the under-carpet electric heating shorting. Max could have spent the rest of the weekend sleeping in the dicky seat of the Wolseley.

Competitors' route instructions etc. were left for them in their accommodation setting out the excellent route chosen for them. Some sporting activities were arranged on Friday afternoon and Friday night saw most members at the Bowral Hotel/Motel for a social get-together.

Saturday morning was again windy but the enthusiasm of members was far greater. Upon leaving the Bowral Hotel/Motel (our official starting point) we drove out of Bowral, stopping at Harbison Homes for the senior citizens to view the cars.

Our route instructions besides listing the route directions gave descriptions and History of places we passed on our way (they even told us the types of cattle in the paddocks). We continued on to Moss Vale and then to Exeter. Alex McLeod was seen breathing down the neck of the Yellow Terror with David Jacobs at the wheel. The versions of the story are different. Vic says he was towing the Star, Alex that he was pushing the Fronty. Either way, David looked worried as he glanced over his shoulder and Alex had a mean grin on his face. The two girls just stared ahead.

Dick Van-Wely from Canberra struck trouble with the slipping bands and his wife got out to lighten the load. Dick was concentrating so hard on getting the "T" up the hill he didn't see Eric Lang pull up and drive past with his wife on board. Eric let Dick's wife off at the "T" intersection (under the sign) while Dick waited on the top of the hill for half an hour before proceeding to find her still waiting for him.

Passing through Exeter we continued on toward Sutton Forest where we all made a stop at the Sutton Forest Hotel. While some members quenched their thirst the rest headed for the junk shop which sold everything (and we mean everything) from Brass Sidelights (at \$60 each) to baby food. Some various articles were bought - how you could find anything we don't know - there wasn't even room inside the shop to change your mind. If you took one thing off the shelf I'm sure the roof would have caved in.

The cars proceeded a few miles down the road where they turned into the property "Hillview". This magnificent old home was once the country residence of the N.S.W. Governors and is now owned by Mr. E. Klein and what a beautiful place for lunch! After a leisurely lunch and a look around the grounds we departed and after a short three mile dirt road trip turned onto the Hume Highway. The wind was very strong at this time and many of the cars

were listing to one side in the cross wind.

Upon reaching the Highway it was only a few miles to Berrima. Again the Antique Shops were invaded by the multitudes and the historic town was inspected before the short hop back to Bowral to clean up for the dance at Craigieburn at night.

Sunday morning and the wind was still with us although it had died down a little. At ten the tour left to go to Robertson. Passing the famous Bong Bong race track and proceeding to Burrawang where morning tea was served at the local pub. Tea and biscuits and stronger brews were available.

John Thompson was having trouble with the little De Dion. The points on the magneto were really "pointed" and well oiled but Allan Foy soon had him firing on all "ones".

After leaving Burrawang we headed onto Robertson and Vic's property, "Springdale". Wonder how many Springdales there are in N.S.W.? We know of four, passed one on the way home, actually.

Leaving Robertson township we turned right and wound our way down into the valley to arrive at Vic's farm. The ponies were saddled, the mobile lawn mower started and the kids (and some of the adults) tried their skills. "Doctor" Reg Jones took to looking after the mower and Jim Wilson put on his leather chaps and took control of the ponies. Judy Garth cantered around with the best of them but nearly came unseated when the Garth strap er girth strap came loose. Bob Hobson, Henrietta's driver, changed over to the tractor and gave rides around the paddock towing the haycart.

Greg Daley, Bob Baxter, Vic and Sid Jacob and many others manned the barbecue, and soon everyone was filling himself with prime beef which was rustled from Jim Eisenhower who unfortunately has his property next to Vic's. It was delicious, Jim!!! The T.V. cameras arrived and out shot the star struck and neglected to get their share of cellulose.

Dr. Newton Goldman was a surprise visitor and we hope to see him again on rallies - maybe with his car. (Hint!!) Jack Godfrey turned up also and joined in the festivities. Other members should take note: what a good way to enjoy some of your leisure time if you can't be on a rally - come along for a day or lunch etc.

After three enjoyable hours of playing, relaxing, riding, talking and eating, we reluctantly set off back to Robertson where all cars received a sample bag of ten pounds of Robertson potatoes and they were beautiful. The contingent of cars proceeded on and some members stopped at the Robertson Bowling Club where they had been made honorary members. Others proceeded onto another recommended stopover, "The Barn" - another antique shop. After a short stay it was back to Bowral where Vic had arranged for the cars to give a short ride to the children of the Orphanage in Bowral. A long hill slowed up the cars but they all arrived in plenty of time.

Frank Craze led the way on the children's run, but whether he took a wrong turn or the rest of the contingent did, will remain a mystery. The end result was veteran cars going everywhere on there own tours. Result was, of course, a lot of enjoyment for the children and a little more for

ourselves.

Sunday night saw some members at the Golf Club where a good band had most members jumping around the floor.

Monday morning was clear, although some members were not, the wind had gone and it was a beautiful day travelling, but who wants to go home?

Reluctantly the tour had come to an end and the perfect weather did little to brighten everyone up as one of the most enjoyable runs would soon be over and once again those who stayed home missed a wonderful weekend. Hopefully this tour or similar will be repeated, and if so, the Events Director already has thirty starters guaranteed. Each day's run was about thirty-five miles - short enough for the slowest car, and the countryside nice enough for the fastest car to relax and enjoy it. May there be many more, and thanks Vic. for the faultless organisation.

* * * * *

C.V.V.T.M.C. NOTES

Tony Falstein will be the Rally Director for C.V.V.T.M.C. Day to be held in the ledger paddock at Warwick Farm in September.

The efforts to form a national body met with little success during the initial meeting at Albury but the seed has been sown and the opposition from the Victorian and S.A. club should be overcome.

The spare parts registrar of the C.V.V.T.N.C., Col Newham, 604.7575 (home) would like to hear from members who have listed their spare parts and wish to swap or sell or need something.

* * * * *

FOR SALE: 44 gallons black Japan Paint (authentic "T" Ford)

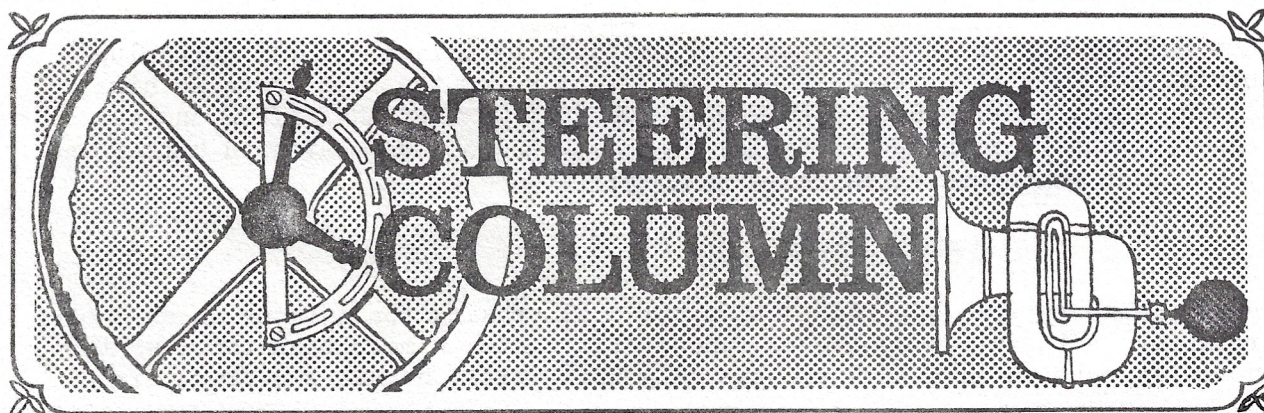
\$5.00 per gallon

Contact: BARRY THEW !!!!

WANTED: Split rims 24 x 500 tyre size to suit Dodge wheels.

- JOHN PICKUP,
19 Essex Street, Epping.
86.3749 (home)
47.4776 (bus.)

* * * * *



Dear Lennie M. - thanks for Revs and Backfires. Your PIS D'RESISTOR was awarded a CROX T'GRIND by the Editorial Panel.

We have recommended to Sir Asher Joel that Len's mobile convenience be used either as a ticket box or the Queen's Loo at the Grand Opening of the Big White Gunyah on Benelong Point.

#

"Twinkle" Star's driver was seen on the Bowral Rally to be abstaining. That "sporty" new hood must be a sign that he is getting soft??

#

Saw Newton Goldman drooling over the "field" at Bowral and he also attended the 1st club meeting - is this symptomatic of being attacked by the dreaded fever again. "WHAT'S UP DOC?" Don't you reckon you should STIR the Wolseley again???

#

How did a livin' doll like Judy Garth fall for old "Rhubarb" and a "common" T Ford. Well??

#

Extracted from the latest newsletter from the Victorian Branch. "On June 11th will be held Noel Tishler's "Question and Answer" Night. That Boy deserves a V.C. after his similar efforts on the 1970 INTERNATIONAL RALLY. LEST WE FORGET.

#

Events Committee note. How about next Easter returning to Bowral? A perfect district for Veterans, both large and small and incorporating a point section only on Good Friday on the way down going via the traffic-FREE back roads, thru' Wallacia, The Oaks, Thirlmere, Colo Vale, Aylmerton etc. This could be for the "pot" hunters. We would predict that this weekend could rival Katoomba for sheer pleasure and enjoyment.

#

Steering Column Continued:

Ken Quarmby must be a connoisseur even though he drives a lowly HUPP plus having 2 M.G.'s (tch, tch) in his stable, he keeps the best parts in his living room, namely BRASS T FORD RADIATOR TANK ON THE MANTLEPIECE and a steering wheel adorning the table, plus assorted objets scattered hither and yon. That gentleman shure knows quality!

#

Peter Kable says he has second thoughts about taking son Anthony on any more rallies. Anthony put on twelve ounces over Easter - more than twice what he normally puts on in a week and the only thing extra he ate was fresh air.

.....

THE 1973 GENERAL MEETING ---, AND YOU

Although it seems only yesterday that we started 1973, we are almost through the club year and, as a result, the Annual General Meeting is on next month; the A.G.M. and all it stands for.

WHAT DOES IT STAND FOR IN YOUR EYES? Is it the inevitable fees being due; the need to pay them so that your unused veteran can languish in the shed for yet another year, still officially registered with the concessional registration scheme?

Or does it mean that here is your chance to DO SOMETHING FOR THE CLUB, TO PUT SOMETHING BACK INTO THE CLUB FROM WHICH YOU HAVE BEEN TAKING FOR THE PAST 8, 10 OR EVEN 15 YEARS?

Where is the enthusiasm in the club? Outings have been poorly attended, club hall working bees left to the committee men plus one or two members, and mainly associates at that.

The vacant committee seats were filled last year but only just. Surely with over 300 members this club should be able to rustle up enthusiasm to make EVERY dandidate face at least a two-way struggle.

There are those who claim that a victory without a struggle is a poor victory indeed. They may be right. Member: before you nominate or second a candidate for either committee or executive position, reflect - is my choice of a person one who will contribute unbiased criticism, fresh ideas, vigor and spare time to furthering the club's aims?

Over to you.

SPIT AND POLISH

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THE TRUMBULL

Members may be interested in knowing some details and history of the TRUMBULL car. As you know, Doug Pearse has an excellent example of one of these cars.

"Some two thousand Trumbulls were made at Bridgeport, Conn., between 1913 and 1916. The engine had a capacity of 104 cubic inches, which made it bigger than many of its European contemporaries, but a 6 ft. 8 in. wheelbase made for compact dimensions. The engine was made by Hermann Engineering Co. of Detroit, and the rear-axle gearbox had three forward speeds. Interesting were the detachable wire wheels, and a two-seater cost \$425 or \$530 with spare wheel, speedometer, clock and electric starter.

Springing was transverse and quarter-elliptic, Austin Seven style, while early (1913) examples had a friction-drive transmission which was not an unqualified success. All but 500 of the cars made were exported, and between 300 and 400 found buyers in Australia. The company came to an end after Isaac B. Trumbull, one of the two brothers behind the venture, was drowned on R.M.S. Lusitania off the coast of Ireland in May, 1915. Ironically, he was on his way to England to sign up agencies. The Trumbull was quoted on the English market in 1915...." (End of quote).

* * * * *

A clipping from a 1911 "Autocar". Members going to Perth for the Rally West 1973 beware!

"Kangaroo Driver.

Messrs. Bell and Fraser started to drive to Perth (W.A.) in a motor car from York. When 19 miles out, a mob of kangaroos came across the road. One jumped into the car and clung to the steering wheel. Its claws cut Mr. Fraser's lips, and he had to abandon his efforts to control the steering of the car, as the kangaroo retained possession of the wheel. The car, after running some distance, ran into a tree. Mr. Bell was thrown out, with the result that his ankle was broken. Both gentlemen are confined to their rooms, and they will be unable to be about for several weeks."

* * * * *

V.C.C.A.

"Dear George:

Enclosed are the photos of my latest veteran (unknown) I rang you about. From the books I have here its not Buick (all OHV), not F head (IOE). You will, I hope, be able to pick the alloy inverted funnel over the inlet valve stem and springs (OHV), the exhausts are tucked down in the usual position (SV) The single foot pedal operates the clutch and by continuing the stroke, the foot brakes. The running boards are solid cast alloy, the gear

change gate has a loop cast in (also on gear stick) so you can lock the change in neutral. Twin ignition (two sets of spark plugs), water pump is cast iron, crankcase and gearbox are alloy, clutch is some type of multi disc (not cone), the gearbox is close coupled, 3/4 elliptic rear springs, running board has original clips, stamped "Prestolite" to hold gas bottle, no starter or generator fitted. At a guess, I think American, about 1912-16, whilst the plates that form the diff. housing are riveted together it has a run of weld along the edges (may have been added later), the crown wheel etc. goes in from the back, the pinion carrier etc. is cast and bolts on the front, has open tail shaft.

Hope you can assist. Stamped on the flywheel housing is 16A962, on gear box 16B269.

Kind regards,

JOHN RYDER"

"Mr. John Ryder,
Coonabarabran.

Dear John:

The engine and transmission shown in the photographs received with your letter of March 12 undoubtedly belong to a Model 16 Chalmers, probably circa 1913. This is further confirmed by your descriptions of various components and the numbers which appear on both bell-housing and gearbox.

The chassis number and model of these cars was inscribed on a plate attached to the inside of the chassis frame near the dashboard, marked "Chalmers Motor Co."

I have spoken to club member Michael Bendeich of 26 Reily Dr., Castle Hill, 2154, on your behalf and if you require assistance with restoration he has offered to advise you on details etc. Michael's Model 16 Chalmers Raceabout which he restored some years ago is well known as a constant performer in rallies.

Should it be your intention to further photograph the Chalmers, I would be pleased to receive copies for inclusion in my library.

Yours sincerely,

GEO. A. ROBERTS,

Research Historian V.C.C.A. N.S.W.

* * * * *

A CHEAP CONTRACT

An artist was employed to renovate and retouch some oil paintings in an old church in Belgium and on presenting his composite bill for £13 was informed that an itemised statement was required, so the

following was duly presented:

	£	s.	d.
For correcting the Ten Commandments	1.	0.	0
" renewing Heaven and adjusting the stars	1.	9.	0
" touching up Purgatory and restoring the lost souls		12.	6
" brightening up the flames of Hell, and putting a new tail on the Devil, and doing odd jobs for the damned	1.	10.	0
" putting a new stone in David's sling and arranging Goliath's Head	1.	5.	0
" mending the shirt of the Prodigal Son and cleaning his ears	11.		0
" putting a new ribbon on Pilate's Bonnet	12.		6
" " " " tail on St. Peter's rooster		8.	0
" reguilding the left wing of the Guardian Angels	1.	1.	0
" putting Carmine on the left cheek of the servant of the high Priest	1.	0.	0
" taking the spots off the son of Tobias	2.	0.	0
" putting earrings in Sarah's ears	1.	0.	0
" mending the roof of Noah's Ark and putting a new head on Shem		11.	0
	£13.	0.	0

* * * * *

ADVERTISEMENTS

WANTED: A pair of Rushmore headlamps to suit 6¼" gimbals for 1909 Renault.

Also wanted accelerator pedal and shaft, complete differential or housing, alloy cone clutch, main drive shaft for gearbox etc.
Have for exchange near complete 1908 twin cylinder Renault motor, 1910 Model 20 Hupmobile parts, a good four barrel oil drip feed system for 1908 Renault.

- RAY TURNER,
P.O. Box 12, Cooma. 2630

ALL STATES:

WANTED: One pair of Gray and Davis electric headlights, fork mounted and Gray and Davis sidelights (to fit into side of windscreen frame for 1914 Studebaker.

FOR SWAP: I have an original, in excellent order a 16-page catalogue for the Overland Model 83. I would like to get an original Studebaker SC FOUR Handbook.

If any member has the original handbook for a 1917 Studebaker, we can make a 3-way swap.

ALSO FOR SWAP: engine of a 1913 (?) Renault minus sump, crankcase and pistons....
distributor and generator (combined) from 1916 Buick.....

WANTED: Quadrant & controls for 1914 Studebaker SC FOUR, also radiator surround for same, as well as a Stewart-Warner brass faced speedo, with a drum type miles per hour, 3½" diameter face.

- BRYCE F. CRAZE, 6 Wood Rd., Griffith. 2680. 'Ph. 62.2255 (a.h.)

Advertisements Continued:

WANTED TO BUY: Model T Ford. Engine in running order up to Engine No. No. C.450.00.

- D. BARKER,
12 Myall Road,
Waratah. 2298

FOR SALE: Complete Front Wheel Drive Assembly for 1930 B.S.A., gear box included.
1911 F.N. Shooting Brake fully restored and in excellent condition. Price on application.

- C. BROADBENT,
14 Lilian Street,
Glendale. 2285

WANTED: Any parts or information on King V8 1915-16. I have nearly full mechanics, missing parts are starter, generator (Ward Leonard), ignition being (Atwater Kent), Carby (Johnson) and Radiator. Car is axle No. 2970.

WANTED: Information and parts Mors Radiator and Engine. Number on Brass Plate is No. 125232. Stamped under Carby is D.54. What year and series?

WANTED: Chalmers 16 h.p. Radiator, Carby, Magneto, Air Start for car No. 16A962 about 1910. Any other parts.

WANTED: Bottom section of Rushmore Shaking Grate Generator measures approx. 5 1/8" x 5 1/8".

WANTED: 2 and 4 cyl. Star parts pre-1910. Stutz parts pre-1922

AVAILABLE FOR TRADE: Vet. Studebaker trans axle 1 ton 1916-17, Vet. Mitchell 6 cyl. Mech. Vet 490 Chev. Mech. T Ford 1910 Brass steering assembly, radiator cap and brass (with script), oil filler cap. Damaged block (repairable) Studebaker parts, Oakland diff. Renault 2 cyl. motor worm drive diff. presumed Daimler, Vet. 6 and 4 cyl. Buick engines and parts. 30/98 Vauxhall Radiator (near mint), T. Ford 1914 Diff., rear spring and parts. 1918 T engine, F.N. parts, Deasy parts, Standard 4 cyl. approx. 1912 engine, Hupp crankcase and diff. halves., Metallurgique wheels and axle, Vauxhall 14/40 chassis. Many other V & V parts.

- JOHN RYDER,
P.O. Box 187,
Coonabarabran. 2857

AVAILABLE: 1914-15 "T" scuttle with bonnet support and remains of 1 sidelamp, all rusty but usable.
Vintage "T" engine - rusty but handy for spares also Vintage "T" bonnet in quite good order and 1914 Holly carby.

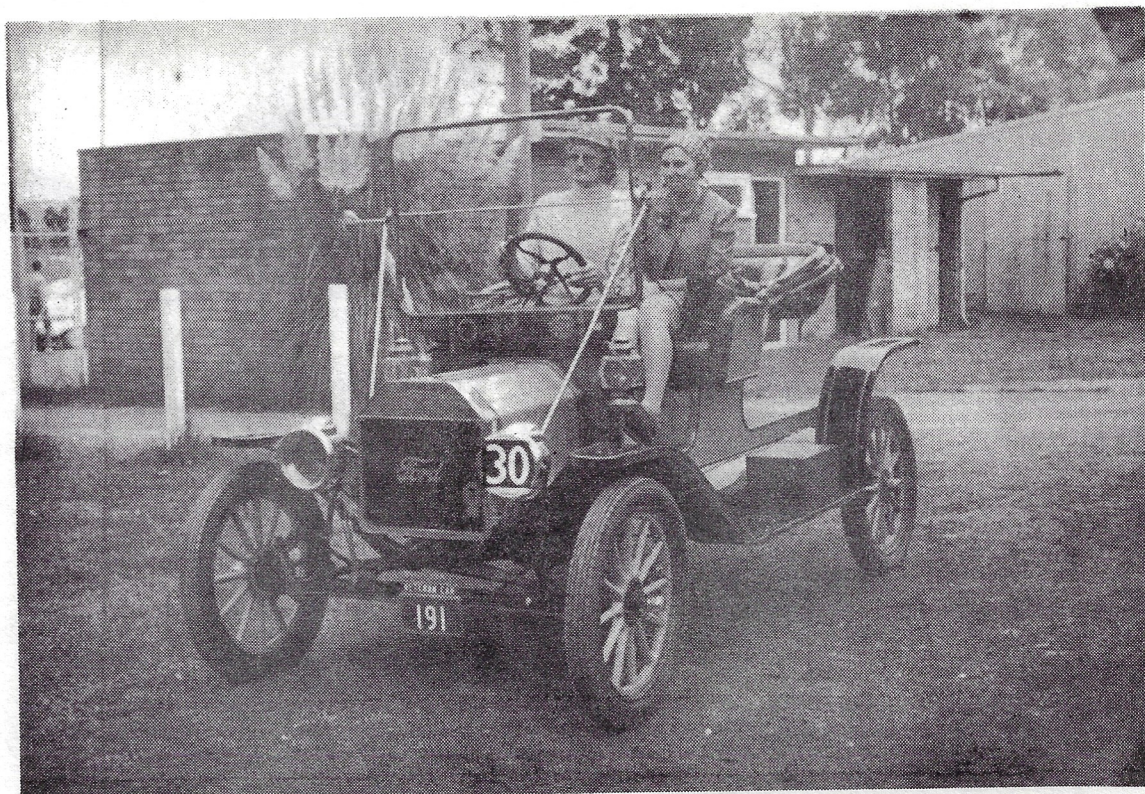
WILL SWAP IT ALL for an antique item such as a nice copper kettle, old wall telephone, piece of old furniture, etc. etc. or sell.

LET ME KNOW.

- COLIN PARKER,
"Mt. Pleasant",
Kurrajong.
STD.045.71422

WANTED - ALL STATES. Crown wheel and pinion. Good condition Type S3, Pat. 11 to 47. ALSO: O.S. front door lock and dovetails suit 2 doors, suit 1922-3. Tipo.51. Itala. Purchase or swap various items. - JIM COOPER,
1A Westbourne St., Bexley. 587.4709 Syd.

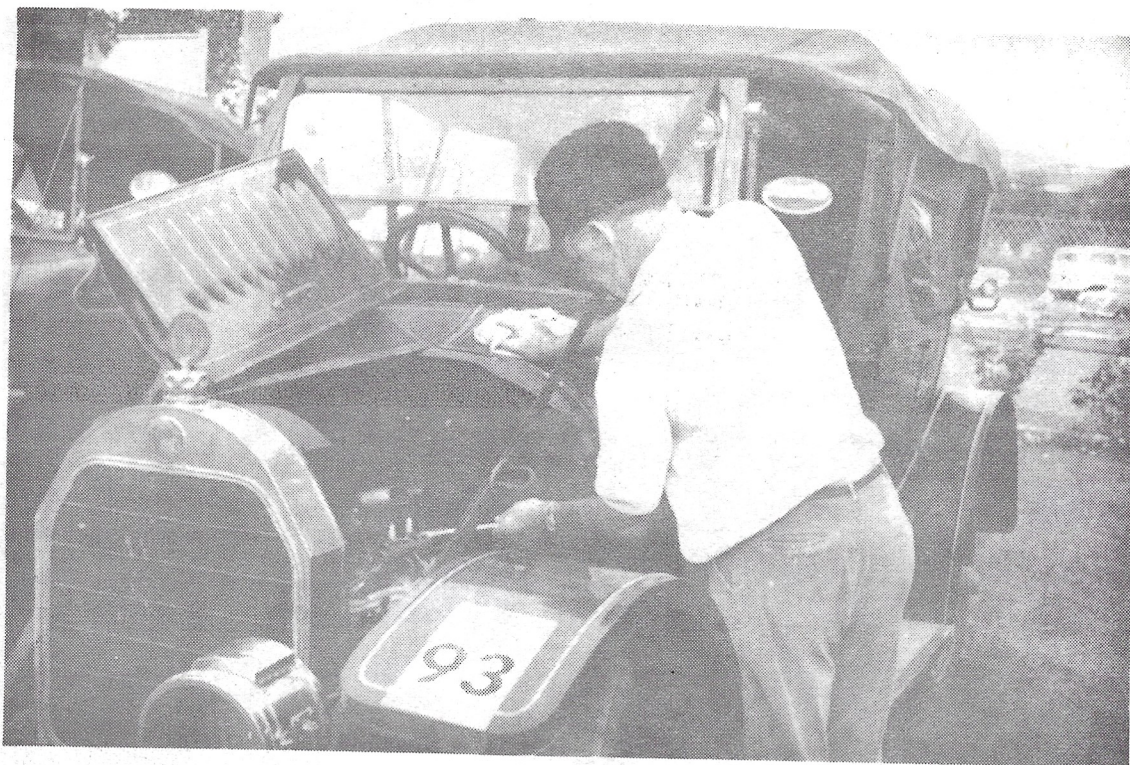
WANTED - ALL STATES. Type "AB" Hotchkiss 1911. Engine or crankcase - URGENT, also Water Pump, fan, carb., hand brake lever, steering column. BUY OR SWAP. REVERSE CHARGE TRUNK CALLS, after 7 p.m. - P. DAWBNEY. 59.5488



Top- The Popes on their throne.

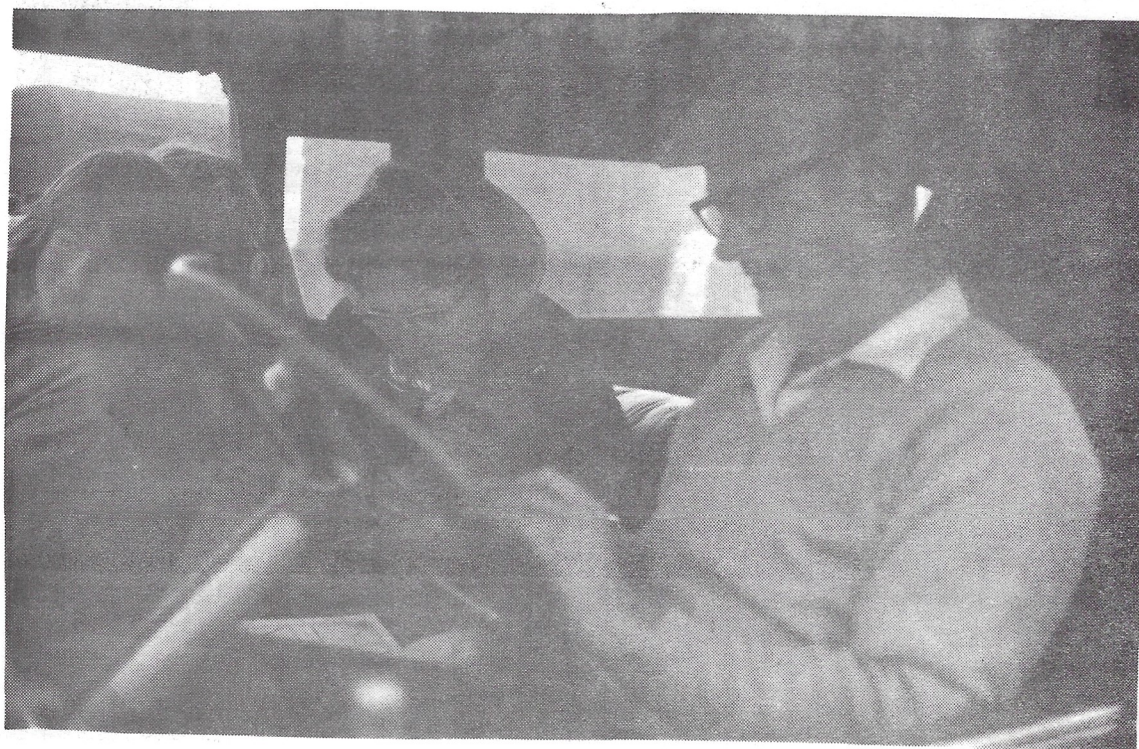
Bottom - Godfrey Ford and Ensemble.

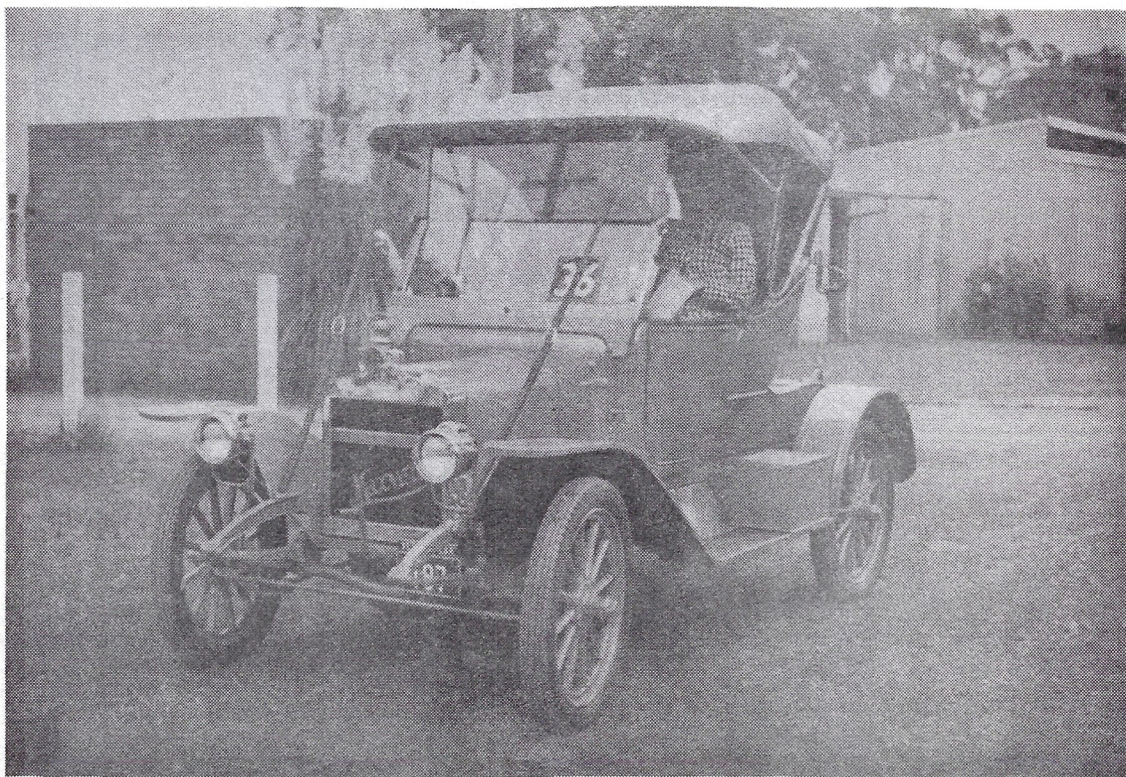




Top - Ivan Eisenhower "russian" around looking for an appropriate spot in the engine compartment to reposition the I - LIKE - IKE sign.

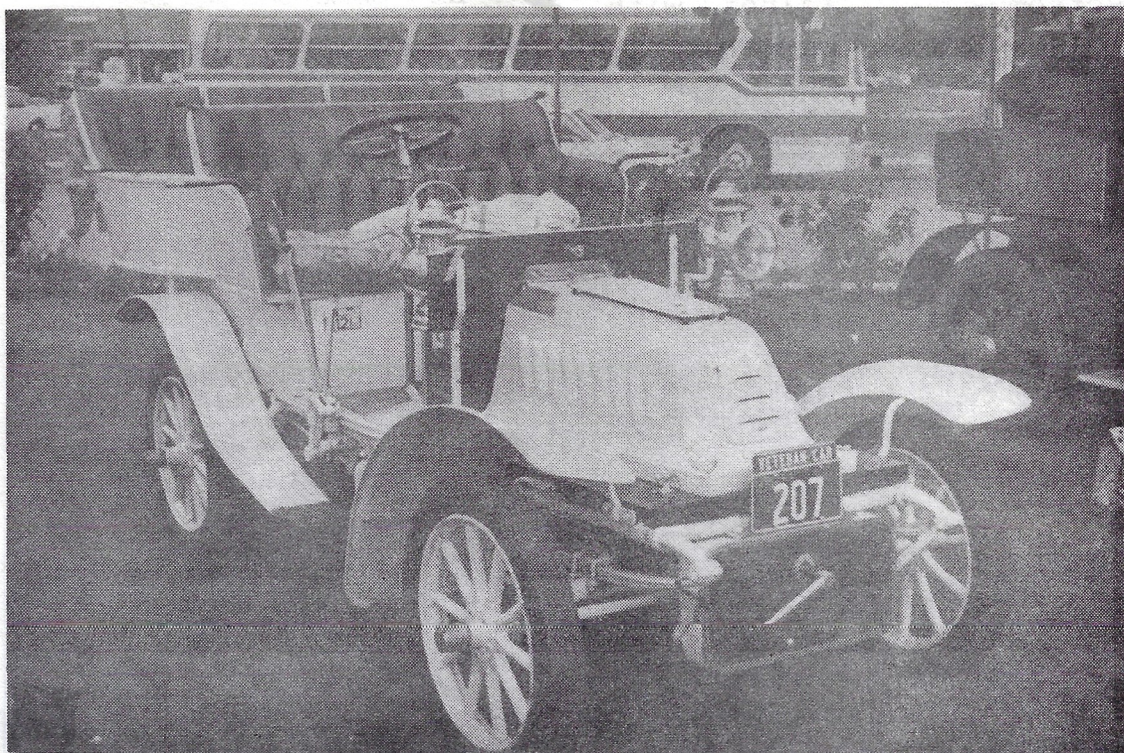
Bottom - "What are we doing at CAMDEN Marion?"

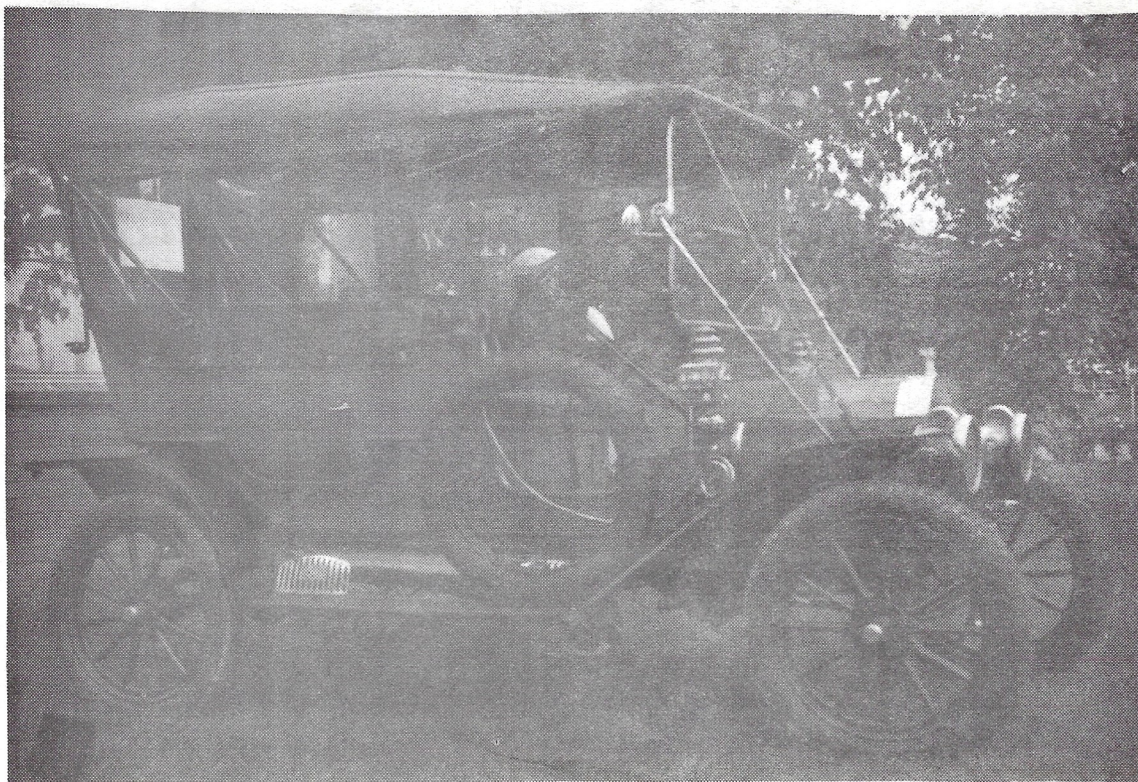




Top - The Rumble Machine - (1910 Maxwell).

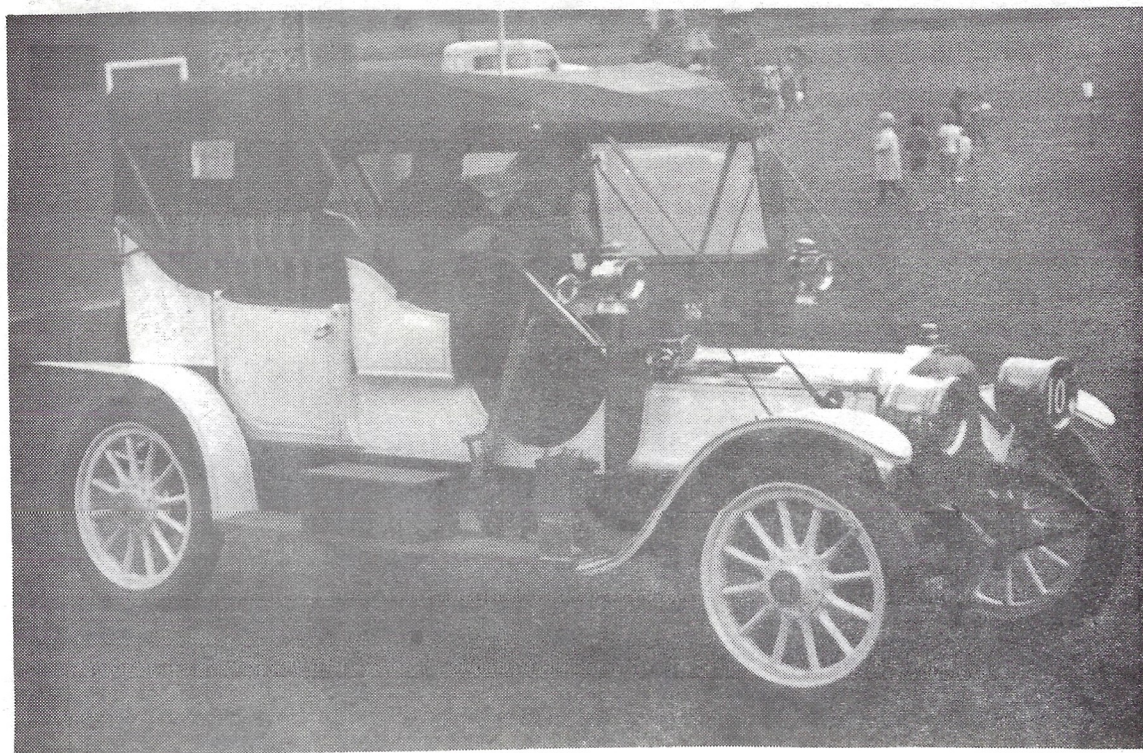
Bottom - The John Thompson ex-Victorian Ding-a-Ling.





Top - The Bryson Ford - and what a beauty!

Bottom - Talbot with Tablets.





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