

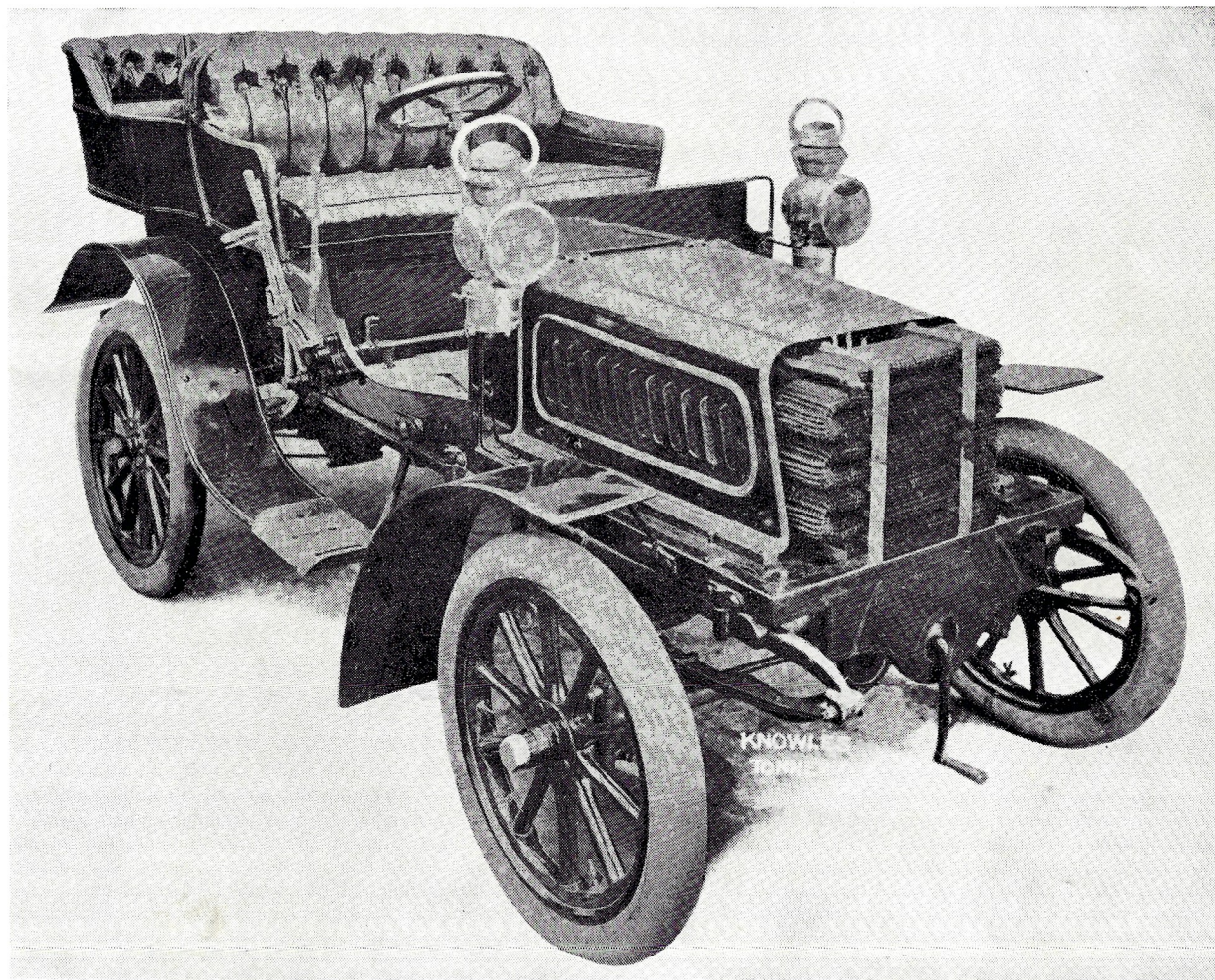
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

● DECEMBER, 1975, VOL. XVII, No. 6

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● PRICE 70 CENTS



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SPLIT & 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. XVII, No. 6

December 1975

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AS HAS BEEN THE PRACTICE IN FORMER YEARS, THERE WILL NOT BE A GENERAL MEETING IN DECEMBER.

NOTE: At the January Meeting a Canadian visitor will be showing a lengthy film of the latest "International" Veteran and Vintage Rally held in Canada!!

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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



OPINION

By now you will know whether we have been "li-berated" or "la-berated"; at this very moment all I know is that we have all been thoroughly berated and we are tired of the whole episode. Let us hope that our politicians and newspapers will allow poor old John Citizen to return to normal. All this indecision is reflected through the community and its effect is evident in the lack of drive within the membership of our own club. Here is looking forward to better times and bigger attendances at events.

In the Federal sphere our club is not doing any better than the Politicians. As arranged fourteen months back, New South Wales (in particular Max Roberts) was given the task of making up a new National Register of Members and everything proceeded smoothly with all states forwarding their lists - EXCEPT VICTORIA. It seems that the Victorian Club were not keen to co-operate, despite the unanimous decision of the Federal Council to have a new Register printed. It must be disappointing for Max Roberts, who has put in a lot of time to compile this Register, to have been constantly thwarted in his efforts to get the new National Register printed in reasonable time.

The annual inspection of our veteran cars has been completed and it will never cease to amaze me how we always finish up with 80-100 cars carrying club plates despite the fact only 45-50 turn up at the designated inspection days and being aware of the strict rule that each car requiring registration must attend one of the official inspections to be eligible to carry club registration.

#

On behalf of the SPIT AND POLISH crew -

We wish you a Happy Christmas and prosperous New Year too!

R.B.

Well-dressed Rose Bay type about to place lily white hand on radiator of Calthorpe after a slow parade into Government House:

"I CAN'T SEE WHAT'S SO HOT ABOUT VETERAN CARS!"

PROPERTY ADJOINING CLUBROOMS

Through your Committee, offers were made to the owner of the house on the western side of the V.C.C.A. (N.S.W.) clubrooms and Len Sheen asked me to forward the message that the owner and your Committee have agreed on a purchase price.

Your club will now require the support of all those members who agreed to invest money and the support of a few more members to make up the total sum required to complete the purchase. Letters will be forwarded to each member in due course informing them of progress and when this money will be required.

There is no doubt that the Club's investment in this property will be the linchpin for the purchase of a more suitable and substantial clubroom in the near future.

R.B.

* * * * *

President's Christmas Message

Hilda and I would like to take this opportunity to wish the Management Committee and also all members and their families a Very Merry Christmas and a Happy and Prosperous New Year 1976.

This year we have been very fortunate with some very good donations to Club funds from members; my thanks to all who have made a contribution, and with the Hall let on most nights, the Club is making great progress, which I feel sure will continue in the future.

Club events and the Social outings have been well attended and enjoyed by all. This next year I feel has great possibilities for the Club. Mrs. Stonan who owns the house next door to clubrooms has agreed to sell the property to the Club, and with this acquisition, the club will have a frontage of 80 ft. to Queens Road - more than double what we now own - which will be a great asset if we should wish to rebuild our clubrooms in the future, the present frontage of 38 ft. being too small for any building program.

An annual event which I think we could invite all Motor Clubs to each year would be a President's Day for British and Continental Cars with trophies for all classes. We already have Warwick Farm for all makes of vehicles and the G.M. Day at the Sydney Society Model Engines, so why not the Veteran Car Club's British and Continental Day at a suitable venue, all club members may attend but only the British and Continental cars to be prize winners. Something to think about.

Once again wishing all members and families the compliments of the season.

LEN SHEEN,
President.

SOCIAL

We extend our deepest sympathy to Mrs. Stewart and family on the recent death of Perc.

Our Christmas Night was a very pleasant evening, with 60 members present; it was also our first social event to make a loss - we do need more support at functions. The smorgasbord dinner was most enjoyable and as usual pianist Mrs. Taylor and her son-in-law kept things moving all night.

Hilda Sheen did well, taking home a few prizes.

A special "thank you" to Hilda and Len for all the help they have given me.

On the baby front, congratulations to Judy and Eddie Giesaitis (Judy is the daughter of Cecily and Frank Craze) who have a new daughter. And to Monica and Colin Burke who also have a daughter. Both grandparents so very proud.

Our sympathy to Dorothy Wilson who recently lost her father.

The family picnic at Kurnell was well attended with 55 children, all full of energy. The weather was perfect; it was a first visit to Kurnell for a few members.

After consuming many sausages, rolls, cakes, sweets etc., the children enjoyed races and games, all trying hard to win a prize.

We had two races for fathers, Bob Baxter and Barry Thew winning them; George and Reg Jones trying to outdo one another both bit the dust.

Our first social event in the new year will be a Western Barbecue at Noelene and John Thomson's home at Daveys Road, Dural. Saturday, 7th February, 7 p.m., \$5.00 per head. We will have a square dance caller, who will teach you the basic steps - you take it from there. Ladies, bring along some flat shoes (no tight skirts). We would like the men to wear western style such as check shirt and borrow son's holster and gun; maybe your ten gallon hat.

We plan to have a keg of beer and to make a small charge per glass. Punch will be provided. This should be a super night.

George and I wish you all a very happy and healthy Christmas and New Year.

GLAD KING



Well, another year is drawing to a close and by the time you read this "The Election" should be decided one way or another. After hearing a report of "politicizing" going on in Federal Veteran Car circles it makes the Canberra mob seem like a bunch of amateurs.

#####

After sitting through what has been a "marathon" monthly club meeting, a "wag" suggested that George Roberts and President Len should be renamed "Gallagher and Sheen".

#####

Speaking about the meeting, spotted a familiar noggin sitting down the front. Would you believe Alex McLeod - long time no see. Sorry about not getting to speak to you, however welcome back to the fold.

#####

Sincere sympathy to the Vintage Car Club for the loss of their entire club records in a recent fire.

#####

The kids' Xmas Bar-b-que. What a fantastic day was had by all the children (wrinklies also).

#####

Glad and her helpers rounded off the year with a beauty - great food and even greater prizes. Kurnell was the right spot to hold it. The foot race for the "oldies" was a sight to behold. I don't know who won, but "Doc" Reggie Jones took a terrific fall, tripped over a "peanut" left over from a kiddie event, all the rest of us were puffing so hard that someone handed out some funeral director's business cards!!!

#####

Saw R. Allan Foy behind the wheel of the Prince Henry - what a great combination. Allan was even "sans" the felt hat.

STEERING COLUMN (CONTINUED)

Good to see Jim Cooper and wife back on deck again. Jim told me, apart from being a bit thin, he feels fighting fit.

#####

If this column could make awards I would award Bob Newman 1st prize. Bob, you should be called Mr. Veteran Car Club. No matter where and what the event, whether it be held at Kurnell or Campbelltown Bob will be there dishing out his dry sense of humour or giving sound advice on things mechanical - and members, don't forget Bob lives as Tuggerah, and often gets home after midnight from club meetings. If we all took a leaf from Bob's book, what a greater club this would be!

#####

Well, fans, I didn't mention Model T's once - so now you all can have a Merry Xmas!

E.J.L.

#####

VETERAN CAR CLUB OF AUSTRALIA - A.C.T.

Letter to Secretary:

"In reply to your letter of 31st October, 1975 the Rally Committee wish to advise that the entry fee covers the following:

Rally plaques
Wine and Cheese Night
Covered and Secure Accommodation for Veteran Cars
Trophies
Band for Dinner Dance

Apart from this we hope to be able to present entrants with one or more handouts to make this tour more interesting.

As advised in an earlier bulletin there will be a Wine and Cheese Night, two tours in and around Canberra and the final Dinner Dance.

Apart from this I'm sure our members will be only too pleased to entertain entrants privately on the Saturday evening.

We hope you will come along and enjoy the weekend and allow your cars to be on show in the pavilion at the Canberra Showground on the Saturday and Sunday after returning from the tours.

A.S.J. PICKUP,
Rally Committee."

VINTAGE SPORTS CAR CLUB OF AUSTRALIA LTD.

Letter to Secretary:

"Dear Sir,

Re All-Historic Motor-cycle & Car Race Meeting, Amaroo, 25/1/76

This will be the first open race meeting in Australia solely for historic cars and motorcycles (built before 1960). A full day's race programme and evening social events are planned, the overall aim being to re-create the relaxed atmosphere of speed events of an earlier period. Several rallies (for old motorcycles and cars) are being planned by various clubs to finish at Amaroo. Many former motorcycle and car competitors (dating back to Maroubra days) have been invited to come along as V.I.P.'s to enjoy the proceedings.

It would be appreciated if you could bring this event to the attention of your fellow club members, perhaps in your club magazine. There will be various ways in which they might like to participate:

1. Spectate in appropriate cars - so adding to the visual impact of the whole meeting.
2. Arrange a rally or single-interest group to arrive at the meeting.
3. Take part in the Regularity Runs at the meeting. A Regularity Run is won, not by the fastest car, but by the driver whose lap times are the most consistent. It is a test of driving skill in ways other than speed. A crash helmet is necessary, but a C.A.M.S. licence is NOT.
4. Take part in the races at the meeting (for which a current C.A.M.S. licence IS necessary).

Should members decide on 3. or 4. above, we recommend that they inform us very soon of their intention. Official entry forms will then be sent to them.

For any further information required, don't hesitate to contact me at 30 Tobruk Ave., Carlingford, 2118. 'Phone 871.1398.

Yours faithfully,

JOHN MEDLEY

for the Organising Committee."

EXTRACT FROM "EARLY AUTO", NOVEMBER 1975OLD ENGINES - MODERN FUELS

Contributed by Ross Anderson

How many times have you heard comment to the effect that the fuels available in this modern age have indescribably ill effects on the interiors of painstakingly restored ancient machinery? It is hoped that the notes that follow will put paid to such myths, and dispel any fears of imminent calamity.

Firstly, it must be remembered that motor fuels originate from crude oil. Regardless of the passage of time, the crude oil now flowing through refineries is exactly the same as the oil that came from the ground fifty years ago. In view of the fact that it has been there for several millions of years, it should be apparent that no significant change to the composition of the oil is likely to have occurred in the course of the twentieth century.

I can already hear the knowing saying "What about the different types of crude oil that our politicians speak of these days?" To go back to fundamentals, crude oil is a mixture of hydrocarbon compounds, and these compounds are not significantly different, regardless of the region from which the crude oil comes. What is different is the proportions of the many compounds contained in crude oil. To give a simple example: propane, gas obtainable in bottles for picnic stoves etc., is in its pure form a compound which has three atoms of carbon and eight atoms of hydrogen in each molecule. This composition of the propane molecule is constant. However if we look at, say, an Australian crude and a crude bought from the Persian Gulf, we find that the Australian crude may have only 2% of propane, whereas the imported crude is more likely to have 5%. The same broad statement holds true for all the other components likely to be found in crude oil. However, we are digressing. The real subject of this article is motor spirit, and the effect of using it in old cars.

The most widely known specification of a motor fuel is that known as octane rating, so it seems logical to start by defining this mystical quality. Briefly, it is the measure of the resistance of a fuel to detonation, or even more simply, explosion. It must be realised that of all the things that may go on in the combustion chamber of an i/c engine, detonation or explosion of the fuel mixture is about the most undesirable. Proper combustion means that the fuel mixture burns at a controlled rate, and the rise in pressure over the piston crown is a relatively gradual event. Detonation on the other hand is uncontrolled burning, and results in an almost instantaneous rise in pressure. Continued running in these conditions will cause rapid mechanical failure. The number quoted as the octane rating of a fuel is determined by comparing the fuel to be tested with a known blend of two reference fuels, each arbitrarily given an octane number of 0 and 100 respectively.

All other things being equal, the possibility of detonation is dependent on two factors: (a) the octane rating of the fuel and (b) the compression ratio of the engine. However, compression ratio is one of the most significant factors in extracting from the fuel mixture the maximum

possible amount of energy, and therefore has a direct bearing on the efficiency of the engine.

* * * * *

EXTRACT FROM "THE DAILY EXAMINER" - Saturday, November 22, 1975:

"\$10,000 VETERAN FOR MACLEAN"

A Maclean woman yesterday paid \$10,000 for a veteran car for her son to restore. She is Mrs. N.H. Toohey, who paid the top price at auction in Grafton for a 1914 Talbot 12 hp Tourer. About 150 attended the auction, conducted by Bailey and Gough.

The car was sold on account of the late Elsie Bowen, of Maclean. It was sold complete with the original 1914 receipt.

Mrs. Toohey said later she had bid in consultation with her son, David, aged 20.

'It is a beautiful old car. We are delighted with it,' she said.

Mrs. Toohey said much of the decision to buy the car had been to keep it in Maclean, where it was originally sold.

She said her son had always liked old cars and intended to restore the Talbot.

He estimated it would cost around \$1,500 to get it running. Mrs. Toohey agreed it was an expensive buy, but commented:

'If you want something, you have got to pay for it.' However, she had not originally intended to go so high. Bidding started at \$5,000, with a Toowoomba bidder duelling with Mrs. Toohey over the final stages.

The car was pictured at Karsales Korner, Grafton, where it attracted considerable attention while on display."

* * * * *

THE EARLY DAYS

PROBLEMS IN PRINT

The motoring journals of the turn of the century were wide awake to the new philosophies that the motor car and its revolutionary way of life engendered. The correspondence columns were thrown open for readers to grumble in, and editorials advised, cajoled, prognosticated, and amonished much as they do today.

Some of the items in these glossies of seventy years ago were almost clairvoyant, some of the problems they ventilated are still unsolved. And some of them read like "Alice in Wonderland", after more than half a century - such as the news flash that told readers 'that the roads are much improved after the recent rains'.

This little prophecy from "The Car" of 1902, for instance, is unusually accurate in parts.....

The railway era has done much to change the face of the country and to alter the habits of its people: but the motor car in this era will be a far more powerful agent. It is interesting to reflect what the philosopher of 100 years hence will think of the London of today when he reads of the slow speeds which we tolerate today in our street traffic..... He will compare with what in his day will probably be entirely india-rubbered tyred traffic, propelled by a noiseless mechanism and moving through streets in which there will be nothing but vehicles, for foot passengers whill have their own crossings and no longer run the risk they do today of being knocked down and perhaps killed by the lumbering omnibus.

Then there is this piece of light-hearted advice that is still occasionally the cause of a red-faced motorist being summoned to the magistrates court. It was also printed in "The Car" some seventy years ago.....

However fond you may be of the lady, disaster will result if you endeavour to steer with one hand, and embrace your lady-love with the other. Both cars and ladies want your whole attention, and it is better to do one thing at a time.....

There were the humorists.....

The cost of motor cycling has been stated as a third of a penny per mile. Of course, it depends on the nature of the road. The figure given may apply to an ordinary stretch of highway, but if the scenery of the mile in question happens to be interspersed with policemen the cost is greatly enhanced forthwith. ("The Autocar" 1899.)

..... and the humorous reformers. This gem reprinted in "The Car" in January 1903. Perhaps it is a blessing that no one took it to heart.....

Will the increase of automobilism go on (the "Daily Chronicle" asks) and occasion a change in tavern nomenclature on the main roads of the country. What can be more incongruous than to see a motor car pull up at some such antiquated inn as 'The Flying Horse' or 'The Waggon and Horses'? The introduction of the steam engine gave the numbers of 'Railway Hotels' scattered over the kingdom.....but so far nothing has been done in honour of the automobile. Surely it is time that 'The Packhorse Inn' and 'The Jolly Waggoners' and ther such reminders of our forefathers, be changed to, let us say, 'The Petrol Hotel', 'The Chauffeurs Lounge' or 'The Motor Palace'.

Then there were the mathematicians, who were also allowed their say in the tolerant "Autocar". And this leading automotive journal must have been tolerant to let this one in. It is dated October 1898 and refers to previous correspondence.....

'Two or three correspondents in "The Times" have been asking why the word CHAUFFEUR is so often used in connection with the driver of an automobile, when the word from its original meaning and modern application is totally wrong. As I have often pointed out in the pages of "The Car", CHAUFFEUR means stoker, if a real French word is wanted "mecanicien" I supposed would be the proper term to use...is it not an insult to the fair sex to suggest that she could possibly be a female stoker, for such is the real meaning of the word CHAUFFEUSE.'

* * * * *

THE IMPORTANCE OF BEING CHINESE

by Hong Kok Cheong

Two motorists. Both Chinese. The sad story is, one chap is a Chinese-educated Chinese and the other an English-educated Chinese.

The Chinese scholar driving his car without due care and attention rammed it into the rear of the English-educated Chinese car.

Simple accident. Occurs almost daily everywhere. Alas! The settlement is not that simple. The Chinese here, only two. But these two come from two worlds. Their thinking and attitudes are poles apart.

This simple accident has brought to life Rudyard Kipling's "Ballad of the East and West":

'Oh, East is East, and West is West,
And never the twain shall meet.....'

The Chinese-speaking Chinese hereafter called the 'Offender' on alighting from his car grins and apologetically mumbles something very glibly. And soon after comes the inevitable: The Gospel According to Confucius:

"Tai Kah Choong Kok Yen" (translation: "We Are All Chinese".)

The damage and inconvenience caused, the injuries inflicted and suffered, who is right and who is wrong, these things do not matter and are not important. The Great Thing is: We Are All Chinese. And if we all march to the border which separates Russia from China and 'P' there the Russians will float to OBLIVION.

The English-educated Chinese hereafter referred to as the 'Offended' is well aware that he is Chinese, and more than aware that some gold-toothed Chinaman has made a big dent on his posterior. He is not impressed by the remark as being Chinese.

His Westernised mind tells him that the law should come into play. Soon a crowd gathers like everywhere in Malaysia. This simple accident is becoming a Chinese Wayang. What the 'Offender' said earlier about being all Chinese is true after all. In the crowd you see young Chinese, old Chinese. Shirtless and barefooted Chinese boys. Female Chinese, some of them pregnant and some carrying babies sucking teats. Truly, we are all CHINESE and there is no need to resort to the law.

We will take the story a little further. If the table were reversed, the case where the English-speaking Chinese banged into the Chinese-speaking Chinese. Speaking from very bitter experience, the gold-teethed Chinese will make no reference whatever about 'CHOONG KOK YEN' (i.e. being 'Fellow Chinese'.) There'd be NO COMPROMISE. He'd want his car repaired to his satisfaction. In this case the English-speaking is NO CHINESE at all. He is as guilty as HELL. The idea is, one appeals to Chinese chauvinism when one is the guilty party. This Oxford-trained Chinese, softened and denationalised by his Western Education does not know how to play up Chinese sentiments to

his advantage. His own father calls him a 'Straight-forward Western Devil'.

The next time you hear this very smug phrase:-

"Tai Kah Choong Kok Yen",

be careful. Both ways you lose. Be on your guard when fellows persuade you to send your children to Chinese schools. You will find their's in English schools, British and Australian universities.

Moral of the story: If you must bang into someone's car, choose an Indian, or Malay or even a pale faced 'Kwai Loh' (though there are not too many of them these days). It is lots simpler.

YESTERDAY

Twelve months have fled since I began writing a few articles for SPIT AND POLISH and what better way to round off with a few quotations from the earlier editions and finish the year. They are not all adapted to the more technical side of veteran motoring but perhaps worthy of mention.

#####

I know you will be pleased and surprised to receive this first issue of our monthly newsletter (SPIT AND POLISH).

We want it to express all the items of news and interest that concern the club members. As time passes it should develop into a fully fledged club magazine. Give the editor, Larry Leresche all the support you can, let him know what you require in the way of parts and technical know-how, give him a story concerning your veteran car, how you located and restored it, provide him with photographs if you can.

I am sure, given the support which I know is possible, this long-awaited newsletter will become an excellent forum for the interchange of ideas and news, and add to the joys of veteran motoring.

(Signed) Alan Rose-Bray, President

(This is an extract taken from the first copy No. 1 of SPIT AND POLISH dated June 1959.

- (a) It looks like the official date of the commencement of this magazine was June 1959.
- (b) Yes, it has developed into the fully-fledged club magazine as predicted.
J.G.)

#####

Continued on Page 13.....

YESTERDAY (Continued)

Congratulations Ed. Yabsley for the fine restoration he has made of the Rochet car, members may remember that this car was found buried in the sandhills at Bondi, and was later stored in Ron Grant's yard at Bankstown. Ed drove this car in the recent Queensland Rally and it looked and behaved remarkably well.

(Extract from No. 4 SPIT AND POLISH, September 1959, and don't forget this car "dummied" in a fire scene in a film mentioned earlier this year - what next? Might pay to watch the boys digging their way to Bondi - never know what they may dig up. J.G.)

#

A social swap day held at St. Ives Showground:-

The highlight of the day was a tame cockatoo that George Green brought along to amuse the children, in fact everyone was amused to see him walking about and talking to everyone - the cocky - not George Green of course.

(Extract from No. 4 SPIT AND POLISH, 1959. Didn't know George ran a two-up school as well as a car museum. J.G.)

#

A man with £30,000 securities asked his bank for an overdraft of £500 for 3 months as he was going away on a holiday, but would leave his Rolls Royce as collateral for the overdraft. On his return he repaid the £500 plus 50/- interest. On being asked why, with all the securities he held he wanted £500, he replied that he did not know of anywhere else he could have parked his car for 3 months at a cost of 50/-.

(Extract from SPIT AND POLISH No. 5, October 1959. Makes sense I guess. J.G.)

#

Allan Foy, who was driving the Franklin, had had bad luck with one of the big ends of this car and he with others helping, pulled the offending connecting rod out and the car was driven home on 5 cylinders.

(Extract from SPIT AND POLISH No. 5, October 1959. Reminds me of the chap who carved a piston out of hardwood. I believe it actually worked quite well till a proper replacement was obtained. J.G.)

#

Continued on Page 14.....

The name of Bill Dudley comes up in a 1960 SPIT AND POLISH which recalls trouble Bill experienced on the way home from a Gosford Rally with his N.A.G. Eventually it was found to be fuel trouble (Jeff Vanstone located some chaff in the carburettor. J.G.)

#####

A farmer was tearing an old tin roof off his barn when one of his neighbours stopped and asked him what he was going to do with his old roof. The neighbour suggested he send it to the Ford Motor Company.

He acted on the suggestion, crated the tin and shipped it to Detroit. A few days later he received a letter from the Ford Motor Co. "Your car," they wrote "is one of the worst wrecks we have ever seen, but we'll have it fixed for you in a week or so."

When Henry Ford bought his first Rolls Royce in London, much comment was made about his spurning the humble Model "T". The manager of Ford London thereupon inserted this advertisement in the newspapers - The Ford Motor Co., that owing to a rush of prior orders, it was unable to supply Henry Ford with a machine.

Under the circumstances, there was nothing for Mr. Ford to do but purchase what he considered the next best car, a Rolls Royce.

(Extract from SPIT AND POLISH No. 1, June 1960 - sounds awful like a V.J. effort to me. J.G.)

#####

And now, concluding in a lighter vein:-

As "Women's Lib. Year" comes to an end let's all agree they do play their part in this highly sophisticated society.

Reading the other day may I quote the following:-

1. Every man needs a wife because many things go wrong that he can't blame on the government. (True or False?)
2. Classified ad. - Lady alone wants a loan of \$3,000 for one year - interesting interest ????
3. When interviewed, the defendant said: "I lost my temper and threw a brick at her. If she had ducked it would have missed. (Definitely true.)

#####

Let 1976 be a good year for the club plus SPIT AND POLISH and may I extend seasonal greetings to the club, its officers and adherents.

J. GARWOOD (K)

#####

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

4-cyl. Empire parts wanted, 1912-16. Some parts to swap.

- FRED H. STELLING,
164 South Park, San Francisco.
California. 94107 U.S.A.

WANTED

1911 4-cyl. Cadaliac(sic.) fenders, windshield, roadster top bows. Front/rear fenders, brass lamps.
Large range of 1912-13-14 Cadaliac (sic.) running gear, motor and body parts.

- KEN DAHL,
C/- The Vintage Car Club of
Canada,
P.O. Box 3070,
Vancouver. B.C. Canada.

WANTED

For 1915 T Ford. Veteran Transmission, coil box and switch. Headlight switch. Firewall brackets.
Any mechanical and body parts for Dennis 250 Fire Engine.

- ROBERT FORBES,
537 Chapel Road,
Bankstown. 70.2098

FOR SALE

1912-1914 Swift.
Twin cyl. engine and gearbox plus radiator mounted on subframe. Restorable order. Owner would like to sell to genuine owner of such a car. Traders not welcome. Price \$100 to \$300, depends on credentials.

- MR. HOUSE,
631-7304

FOR SALE

Dietz Octo Driving Lamp, complete, glass diam. 4 1/2"

- DR. BORS,
28 Buckingham Road,
Killara. 2071
498.7664

FOR SALE

1914 Belsize, partially restored.

- K. WILLIS,
45 Addison Ave.,
Lake Illawarra South,
Via Wollongong.

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

134 QUEENS ROAD, FIVE DOCK, 2046

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D. M. Roberts

R. Petersen

EVENTS COMMITTEE: J. Wards, Ph. 86 3430 (Home)

BUILDING COMMITTEE: D. M. Roberts, Ph. 449 1722 (Home)

INVESTIGATIONS: G. A. Roberts, D. M. Roberts

REGISTRAR: D. M. Roberts

REGISTRATIONS OFFICER: M. Bendeich, Ph. 639 5897

INSURANCE OFFICER: V. Jacobs

VEHICLE RECORDS: J. Thorpe

C.V.V.T.M.C. DELEGATES:

L. K. Sheen, R. A. Foy, G. A. Roberts (Alternate)

SOCIAL SECRETARY: Mrs. G. King, Ph. 522 7108 (Home)

LEGAL OFFICER: E. L. S. Hall

"SPIT AND POLISH" PANEL: R. C. Baxter (Chairman), Ph. 522 9661 (Home); E. Lang, Ph. 579 5790 (Home);

J. and F. McGowen

CLUB HISTORIANS: A. Rose-Bray, R. A. Foy, G. A. Roberts

RESEARCH HISTORIAN: G. A. Roberts

PHOTOGRAPHER: J. Thorpe

LIBRARIAN: R. Petersen, Ph. 639 8233 (Home)

AUDITORS: W. V. King & Associates

PUBLIC RELATIONS: R. A. Foy

MEETING ENTERTAINMENT: D. Berthon

CLUB MEETING DATES 1975-76

1975							
NOVEMBER	Thursday	27th		APRIL	Thursday	22nd	
1976				MAY	"	27th	
JANUARY	Thursday	22nd		JUNE	"	24th	
FEBRUARY	"	26th		JULY	"	22nd	
MARCH	"	25th		AUGUST	"	26th	

