



Spit and Polish

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

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EDITORIAL

Some of you have had a very busy month of veteran motoring. I have had a busy month - and I feel rather out of touch with the Club.

I want to thank the usual contributors; I believe a word should be printed on behalf of Rothmans and Castrol for sponsorship of the Blue Mountains Rally. Your Events Committee also should have a pat on the back.

As usual there has been the annual headache about unfinancial ex-members.

My greatest pleasure this issue is to be able to announce the winners of the new L. Leresche Memorial Award. I congratulate and thank both J. Chenery and J. Simpson. Only your editor really knows how your contributions have lessened my task.

- GEOFFREY LEHMANN

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MEETING NOTICE

The April Monthly Meeting will be held at the Royal Aero Club Rooms, Bankstown, on THURSDAY, 27TH APRIL, starting at 8 p.m. sharp.

After the meeting there will be a speaker from the Ryde Historical Society.

- LEN SHEEN,
Secretary.

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LOOKING BACK

What did they think of women drivers, back in the Golden Age of motoring?

Late in 1914 an article in the Melbourne "Argus" queried bluntly whether women were in fact fit to drive. The author, male, of course, thinks that "driving in dense city traffic is so great a strain that no ordinary woman should attempt it". And, indeed, "what is only ordinary everyday excitement for a man, becomes severe strain when attempted by a woman!"

The gentleman had evidently never attended a Bargain Basement Sale. And imagine the excitement of a drive through the dense traffic of 1914 Melbourne!

The article proceeds to point out that a woman driver often tends to "pass on the wrong side and stop or turn suddenly without warning". This disregard of the rules is due, apparently, to her conviction that she is entitled to chivalrous deference, even when in the wrong.

Just as soon as this story reached the Public, it happened to catch the eye of a certain lady journalist. Her special line was writing the feminine angle for the periodical "Australian Motorist" and she let fly, through the medium of her own column, with both barrels.

"Brute force," she says, "and muscular prowess, are not desirable in the gentler sex. The woman driver's feminine weakness is actually an asset. Her nervousness serves to make her careful. She has a Horror of Bloodshed. She is not so reckless, nor so addicted to alcohol as her male counterpart. Being a woman, she is alert to a dozen things going on around her, while a man is laboriously concentrating on one thing. Her quick intuition will get her out of a tight corner, while a man is still thinking it over. The Police don't seem to have any complaints about the 582 ladies now driving in the Melbourne area, and so far not one of these ladies has ever killed anybody."

From the modern viewpoint, some of the theories of both writers seem a little peculiar. Some points are still valid -- for instance, that women are not so reckless and fond of the booze as their male motoring friends.

Strangely, both parties agree that driving a car calls for no more physical effort than driving a sewing machine. That doesn't sound like 1914, with its high-gear steering, heavy pedals and atrocious roads.

- JACK CHENERY.

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THE BLUE MOUNTAINS RALLY

- JIM SIMPSON

Our rallies go off so many times to a bright start, that some odd occasions upon which we are accompanied by rain seem to be most out of keeping. Actually, the weather conditions that we experienced this year were very much in keeping with the meteorological conditions in England for many of their rallies, with the exception that the English often see no sun for the whole day. As far as we veterans were concerned, the rain, while it lasted, had only nuisance value, but one could not help but feel a little sympathy towards those who had organised the fete at the school. A very disappointing end to the weeks of hard work required to launch a fete.

The new route, with its vastly different scenery and conditions, was a welcome innovation. Whatever approach is made to the mountains entails quite a few miles of open country touring, such as the Great Western Road between Prospect and Penrith, so that the road round through Castle Hill to Windsor was no different to what we were used to. One's thoughts go to the populated areas where the inevitable children are seen, and the printed list of participants is seen blowing about the road in the nature of a paper chase, thus signifying that one is on the right course. It did seem to be a pity to pass through the area to Hawkesbury Lookout without a stop, as there was so much to study in the scenery of the area. However, the Rally must go on!

Back onto the main road we followed the usual course, and arrived, some of us at, others away from our accommodation. And here we enjoyed, as usual, the very fine transport service so typical of these rallies. Excellent organising had been achieved in order to see that we reached our allotted accommodation, following upon the bedding down of our vehicles for the night.

Odd ones amongst us struck troubles, at least one of us tending to disrupt the organisation, as night was fast approaching and a few miles still lay between us and our goal. (In order to play safe, a close coupled tow was resorted to, and the grateful driver herewith offers thanks for the help, but points out that any organisation of the size of the V.C.C.A. can always produce at least one No Hoper!)

The usual entertainment cum exercise was indulged in at the local hall, and one sat and was entertained by the activity of the dancers, and took in some bird watching in one's stride, or participated in the dancing, as one wished, the whole of which was made smoother by appropriate amounts of both solid and liquid refreshment.

The return run on Sunday was uneventful, and on passing from the Western Highway at Penrith onto the Mulgoa Road, it was disappointing again to have to pass so quickly through an area with so many delightful pictures to be studied at leisure.

Unfortunately, when nearing our area, a false steer had been perpetrated by a person or persons unknown, but we soon had that behind us, and drove, for the first time, onto "our own area" and were able to regale ourselves with some real liquid.

And so ended the 1967 Blue Mountains Rally.

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CARS ATTENDING ANNUAL BLUE MOUNTAINS RALLY:

L. Masser	1906	De Dion	N. Robinson	1913	Metz
J. Veness	1901	Oldsmobile	R. Craze	1912	B.S.A.
F. Nissen	1906	Humber	G. Green	1913	Vauxhall
J. Cooper	1913	Renault	A. McLeod	1912	Star
D. Steer	1908	Renault	K. Matthews	1911	Argyll
W. Spraggon	1908	Renault	J. Gorton	1911	Straker-Squire
J. Cooper	1909	Renault	R. Newman	1913	Talbot
J. Simpson	1909	B.S.A.	P. Kable	1911	Ford "T"
L. Jones	1909	Hupmobile	S. Rumble	1911	Renault
L. Deimel	1908	Maxwell	T. Gray	1910	Rolls Royce
W. Dudley	1909	N.A.G.	J. Turner	1913	Benz
P. McKeown	1910	Austin	J. Butcher	1916	Mitchell
R. Cadman	1911	Talbot	J. Scott	1912	Rolls Royce
J. Dance	1911	Talbot	P. Stewart	1912	Franklin
F. Craze	1912	R.N.	M. Roberts	1916	Ford "T"
A. Frost	1910	Humber	W. East	1915	Studebaker
G. Campbell	1911	Argyll	T. Lee	1911	Vauxhall
R. Baxter	1912	Calthorpe	F. Russell	1914	Hupmobile
J. McGowan	1911	Armstrong-Whit.	G. Daley	1908	F.N.
			R. Farrell	1913	Fiat
G. Vanstone	1908	Metalurgique	G. Green	1914	Rolls Royce
A. Hunt	1910	Fiat	K. Moss	1912	Cadillac
D. Cawthorne	1914	F.N.	D. South	1912	Overland
R. Hobson	1912	Ford	J. Lewis	1912	Buick
L. Sykes	1913	Humberette	A. Clay	1915	Dodge
G. Roberts	1911	Hupmobile	R. Thomas	1916	Buick
E. Hall	1913	Minerva	R. Jones	1913	Oakland
A. Garthorn	1914	Delahaye	N. Preston	1913	Talbot
J. Godfrey	1914	Ford "T"	J. Lecke	1914	Hispano-Suiza
M. McDonald	1912	Ford "T"	J. Jeffrey	1914	Locomobile
M. Chapman	1913	Wolseley	T. Cook	1914	Rolls Royce
A. Rowe	1912	Fiat	L. Parry	1915	Ford "T"
G. Burton	1911	Napier	J. Hudson	1914	Rolls Royce
R. Sheen	1912	Humber	A. Colburt	1913	Crosley
W. Hardman	1914	Oakland			

MOTOR CYCLES:

F. Bush	1918	B.M.W.	L. Mitchell	1909	Matchless
T. Corlett	1908	Zenith	R. Corlett	1914	Douglas
S. Haynes	1914	Triumph	L. Deller	1916	P.V.
N. Bird	1916	Reading Std.			

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DATES TO REMEMBER

May 7th	C.V.V.T.M.C. Meeting at Warwick Farm
May 21st	Local Tour and Inspection of Qantas Jet Base
June 18th	Outing organised and controlled by Associate Members

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ANNUAL BLUE MOUNTAINS RALLY - TROPHY WINNERS

<u>OUTRIGHT WINNER</u> (Len Masser Trophy)	Jim Scott	1912 Rolls Royce
<u>W. (SANDY) HOLMES TROPHY</u> (One Lungur)	Jack Veness	1901 Oldsmobile
<u>F. KLEIN TROPHY</u> (Two Lungur)	Les Deimel	1909 Maxwell
<u>G.W. GREEN TROPHY</u> (Four Lungur)	George Burton	1911 Napier
<u>BROADWAY MOTORS TROPHY</u> (Six Lungur)	Jim Scott	1912 Rolls Royce
<u>CONCOURS D'ELEGANCE</u>	Ross Marshall	1911 Talbot
<u>CONCOURS D'ETAT</u>	Bill East	1915 Studebaker
<u>W.T. COGGINS TROPHY</u>	Bob Baxter	1913 Studebaker
<u>ALAN ROSE)BRAY TROPHY</u> (Hard Luck)	Geoff Vanstone	1908 Metallurgique
<u>NEWTON GOLDMAN TROPHY</u>	Hilda Sheen	

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LARRY LERESCHE MEMORIAL AWARD

J. Simpson } Shared
J. Chenery }

MERIT AWARDS 1967:

P. Kable	1911	"T" Ford	L. Masser	1906	De Dion
V. Jacobs	1912	"T" Ford	W. Spraggon	1908	Renault
J. Lewis	1909	Buick	J. Cooper	1909	Renault
J. Masser	1911	Hupmobile	J. Cooper	1913	Renault

HANDICAP POINTS SCORE EVENTS FOR THE REMAINDER OF THIS YEAR:

May 7th	C.V.V.T.M.C.
May 21st	Local Tour
September 17th	Navigator's Day
October 7th	Waratah Procession
November 19th	Senior Citizen's Outing
November 26th	Inspection Day
February	Concours Judging Day

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Letter from Bill Maunsell:

"Firstly I would like to thank you and all connected with the publishing of SPIT AND POLISH for running my "Hard Luck Story" in the March issue. It really brought results, so much so that my "T" engine is now safely stored under the house.

The keen eye of Bill Dudley spotted a "T" motor on the back of a truck. Mrs. Bill Dudley reads the article to hubby and the wheels start to turn. A few well-timed enquiries and a weekend of phone calls trying to contact me (I had just changed my address) and Bill (the sleuth) gets through to me by Monday morning. A visit to a small time scrap dealer's back yard and there is the "T" in all its rust and glory.

Both Bill and his wife are to be commended for the time and effort put into chasing the motor and the discreet way they made enquiries. I am indebted to them.

Would you please pass my change of address on to our secretary and I will advise our new phone number when connected.

- W.T. Maunsell,
"Leith Lodge",
1 Lincoln Place, Edgecliff."

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REVS. & BACKFIRES

By Len Masser

Yak! Yak! Yak! Me and my big mouth. Here I am back on the old stand again and wide open for libel, mayhem etc. Just getting over the last lot of "settled out of court" actions and this time have retained Sep. Hall as counsel, so all summonses can be directed to him. Dunno whether I can keep this up, but if enough scandal is put my way I'll attempt to.

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After offering sacrifices to the gods, consulting with the weatherman and working on the Zodiac and my horoscope from Aries to Scorpio, the day dawned for the Annual Mountain Rally and my prayers were all in vain. It was wet, and when I thought of all that sparkling brasswork I cursed, oh how I cursed, but nevertheless I set out on the long trek with a heartfelt hope.

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Wanted! Handles for bucket seats, wet weather for the use of. Sodden tails and wails from the crews of raceabouts etc. such as Lionel Jones, Jack Jeffreys and Co., altho' I must say that my wife, navigating her Hupmobile with son-in-law Glynn Roberts as pilot (flying low as usual) looked quite chipper on arrival except for a slight mascara drag and that schoolgirl complexion a little past the ten days' beauty care. Spoke to Lionel and daughter Jan whilst they were thawing out at morning tea and he said a hood was a must for the next run. Mumma Jones was looking after her complexion behind the windscreen of the family Falcon. Wise girl!

* * * * *

That urbane character, Jim Lewis, was out for the first big test in his beautiful little Buick roadster. A lot of attention to detail and not over-restored, Jim has made a first class job of it like everything he does. In the past he and his wife have manned control points on rallies and they'll be a loss in this respect. I don't know yet whether he's a pot hunter, but the best of British luck, Jim.

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Red Faces Section -

The name "Cadillac", synonymous with all that means grace and elegance in the U.S.A., is represented in the club by a great lump of 1912 Detroit tinware owned by one Ken Moss. He loves to climb aboard with studied nonchalance, press the starter and bring the motor to a scream of cacophonous throbbing din and with blue smoke pouring from the tyres and tail pipe, make his departure in the grand manner. But alack! not on Sunday at Bankstown. I looked around and saw a mob of the local peasantry with honest sweat pouring from their collective brows, heaving at that great mass, or should I say mess, that comprises the Caddy, with all systems "No Go" and Mossie down to 3, 2, 1, Zero, Ignition, Blast off! 'Ard luck mate.

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The non-appearance of the Yabsley's from Kempsey this year was verry disappointing. I am moved to verse similar to the "In Memoriam" as published in the Herald newspaper:

For the first time in years
 Alas we shed silent tears,
 As we looked for poor Mary and Ed,
 But the horizon was blank,
 And our lonely hearts sank
 As no De Dion or Rochet appears.
 But as sure as the sun
 They'll be on the next run
 To heark to our ravings and rants.
 If he doesn't do this
 We surely won't miss,
 With a swift, sudden, kick in the pants.

R.I.P.

George Green's stately Rolls "Regina" had a fit of the tantrums and developed a sticky valve, but with a few generous applications of Redex and some patience on his part, it started the "blow suck" sequence again. You'll have to cut out the thick oil, Georgie. We know you like silence but I think that S.A.E. 90 is a bit thick and ennyow we all know the damnthings run quietly.

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And talking about valves, they seemed to hit the headlines on this trip. Don ("Smiley") Steer in his Renault twin had an uneventful trip until just before the lunch stop on the way back, when the poor little donk ran short in the fat department. Result, one piston nipped up and the sparking device didn't glit, and to top it all, the exhaust valve stuck open. He was really in strife but I think he fixed it in the lunch break. The other case was Greg Daly's F.N. Apparently the stem of one of the valves parted company from the head, but with a few Hail Mary's and a little ingenuity he got it cracking again.

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Congrats. to Arthur Garthon and his Events team. Excepting for the weather the trial was a humdinger and everyone seemed to be in top form. The only big beef I heard was about the finish at Bankstown and this was from quite a few. Too many private cars in the area, too jammed up and the grass so high that I thought we'd strike some of those prize shorthorns from the Royal Show. Personally I'm very fond of paspalum and kikuri grass, but not when it tickles me under the armpits.

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The supper dance at Blackheath was a bottler and wow! about those Go-Go girls. In one crowded section of the floor I politely asked one Jayne Mansfield type to stop pushing. "I'm not pushing" she protested, "I'm breathing". Ah that I were young again, but still, by and large, I managed to kick the gong around a fair bit. The modern combo band made the show, and I think the Social Sec. could give this some thought as the day of the violin, sax and piano went out in the late spring of 1860.

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Wot I like most -

The combination of open, doorless, high up veteran two-seaters and mini-skirts! Yow-eee!

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Strike me lucky, we can't get rid of him. I refer to that old smoothie, Jack Smith. I just got the drum that he has got his claws onto an Arrol-Johnstone circa 1910 or 1912. After what he learnt in restoring that superb little Sizaire et Naudin (for which I had a soft spot, it being a lone lunger) I'll lay Sydney to a brick that this effort will be his "piece de resistance". Its a four seater so I guess it will be loaded with girls, girls, girls.

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Saw George Roberts at the finish in his Goering Tyrolean headpiece mit feathers, ushering the cars thru' the gate. Altho' he was in the Calthorpe, he wasn't a starter this year (first time) owing to spouse Pam. being in hospital. She hasn't been well for quite a while; her ticker isn't the best and I know she was, like George, bitterly disappointed at not being able to appear. Get better soon, Pam - don't forget you're a grandma now. Incidentally, what happened to that great bull Brucie-boy and his Ford?

* * * * *

Affable George Burton and his equally affable team were here, there and everywhere, and if help is ever needed, these are just the boys to give it. George supplies a big truck for luggage and he and his mob always have a helluva good time and that huge grin of his exudes confidence. I should know. I ran out of gas at the airport and sure enough he had some, a 44-gallon drum of the stuff, and I could have had the lot for the asking. Good show, Fatso!

* * * * *

Got a smoke signal that Ross Marshall, Jack Godfrey and Bill Dudley are about to become daddies again this year. For people who don't know this redoubtable trio it would need someone like Dolly Dyer of "Pick-a-Box" on telly to introduce them. "Meet Ross, Jack and Bill whose hobbies are Veteran cars and ----"

Jim Scott of Penrith, driving George Green's white Rolls, got into some bother with the exhaust whistle. The damn thing got stuck open from excessive use and it finished up with Jim's handkerchief stuffed in its mouth. He has recently acquired an Argyle from Col Parker so we might see him in a different bucket of bolts next year.

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El Presidento Jack Dance and wife (hardy old perennial that he is) left Blackheath on the Sunday and stormed his way down to Melbourne in the Talbot sans hood, to take part in the National Rally starting from there. Don't remember seeing that dog of his. If it wasn't there, it probably had to stop back to collect the old age pension for itself and Jack. That old bomb, the Talbot, must have put a few miles under its tail in interstate travelling in the last few years. Happy motoring, Jack!

AUF WIEDERSEHN!

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From "Border Morning Mail", Albury, 3/4/1967:

"A 'Mail' journalist looks at

THE LARGEST VETERAN CAR CLUB RALLY EVER STAGED

The largest Veteran Car Club rally ever staged in Australia was opened yesterday afternoon in Farmers and Graziers' wool store, Albury.

Cars from 1902 to 1930 were on display - 167 of them.

Brass fittings shone, paintwork on the bodies gleamed in colours from tangerine, yellow, red, royal blue, green and black - even stripes were evident.

Their owners, men and women, went about with dusters in their hands, polishing yet again the surfaces which had taken many hours to restore.

Ald. Bunton, who performed the official opening ceremony, spoke of the occasion as being "unique in Albury - a link with the past, and a wonderful tribute to the ingenuity and single-mindedness of the owners."

Ald. Bunton said this was the biggest rally held so far in Australia, and he had already been thrilled with the co-operation evident in the whole operation.

Officials of the Veteran Car Club of Australia spoke of the magnificent setting for the staging of the exhibition.

Mr. A. Jackson, of Canberra, Federal president of the V.C.C.A. and President of the V.C.C.A. (A.C.T.), said the efforts of the 167 owners who had come from all parts of Australia and New Zealand to attend the rally would be made well worth while with the facilities Albury was offering them.

Tour manager Mr. Tom McManamy, who drove from Frankston in his Talbot 1910, said he had been organising tours and rallies for the V.C.C.A. for the past eight or nine years.

World Rally Centre?

"Albury has given us the highest standard of facilities yet found in any of these rallies", he commented. "Albury can look forward to many more such rallies - and bigger ones too. The central position of the town and these facilities will be much sought after for a world rally we hope to stage within a year or so."

Mr. McManamy spoke of the great help given him and all other officials by Mr. G.N. Edwards, of Albury. Mr. Edwards is a member of the V.C.C.A. and drives a 1907 International Buggy.

The cars come in many shapes and sizes. The smallest, a can chair on two wheels propelled by a motor cycle-type engine, is dwarfed by the Rolls Royces, Bentleys and Hispano Suiza, the latter a 1921 car 21 feet in length.

Secretary of the V.C.C.A. (Vic.), Mr. G. Harder, of Brighton, said few of the cars would today be valued at less than \$2500, and most of them would be worth considerably more.

He and his wife own "Esmerelda". It is a 1909 Renault, painted light olive green, "the same as my kitchen cupboards," said Mrs. Harder.

Mr. Harder bought it for \$240 and it has taken him 15 months to restore it. The car spent World War I serving as a taxi in France and when Mr. Harder bought it it had covered 150,000 miles.

A car with a history is a 1903 Rambler, owned by Mr. John Alderson of Ivanhoe. Mr. Alderson found it in pieces under a peppercorn tree 25 miles north of Bendigo.

It was advertised in 1903 as a hydro-carbon carriage, and was taken to Bendigo by its first owner who bought his petrol in bottles from chemists along the way.

The Rambler has now travelled hundreds of miles in rallies since Mr. Alderson restored it after putting 3000 hours of work and "I don't like to think how many dollars" into it.

It is fully registered, does 28 m.p.h., has the engine under the seat, a luggage compartment in front, two horns and a magnificent sounding carriage bell. This car won the Best Veteran Award in 1961.

A rare type of French car is a four-seater de Dion Bouton owned by Mr. P. Wien-Smith, of South Australia. It was bought in 1904 by a doctor, put on blocks in 1914, and found by Mr. Wien-Smith in 1934 - still capable of starting immediately. It is not often a vintage car is found like this.

It has now competed in rallies throughout Australia since 1934 except for a short period during World War II.

The First

It is of interest to note that the South Australian Veteran Car Club was the first formed in Australia (and the second in the world - England having the first). Mr. Wien-Smith was a foundation member.

There are only four Veteran Vulcans in the world and a beautifully striped example of one is to be found at the exhibition. This car, owned by Gilltraps Museum, Coolangatta, Qld., has recently been in the news having been used by the Seekers when making sequences for a film during the past fortnight.

Mr. Gilltrap found it "in a thousand pieces". He restored it last year. It is 7ft.2ins. high and 6 feet wide. Stripes were in vogue during the Edwardian days of 1908, and for an extra £5, stripes could be painted on the car.

It was the second car used in Newcastle, and one of the first vintage cars registered in the Sydney club

A car with surprisingly modern features is the Italia raceabout - a 1909 sports-car. One half of this car was found in Echuca and the other half in Ravenswood. One brother took the engine and gear box to use on a saw bench when he decided to take over his own property, and left the body to his brother - who turned it into a farm trailer.

Its owner, Mr. W.J. Orde, said the car has a top speed of 60 m.p.h., cruises at 40-45 m.p.h. comfortably, and does 26 m.p.g. Capacity of the petrol tank is 16 gallons.

It has many features of present day cars, most unusual for a car of this period. Mr. Orde found many parts of the car buried at the bottom of a wood heap which had been undisturbed for years. The front axles and side lights he found in a hay loft.

A Mors 1911, originally owned by the Shipard family of Corowa will be making a return journey to its first home today. Its present owners, Mr. and Mrs. K. Buchholz and family, of Glen Waverley, plan to drive it there as part of the tour rally.

Yet another car with a story to tell is the 1913 Aquila Italiana, owned by Mr. F. Shields of Heidelberg. It is the only one of its kind in the world, except for a sports model in the Turin Museum, Italy. The museum has offered to buy the Aquila from Mr. Shields, but he is not selling.

"This car is too much a part of me," said Mr. Shields. "I saw her first being used as a play toy in a Melbourne kindergarten. I looked again the next day, realised I had found a rarity, and eventually bought her."

A trip to the exhibition is well worth while. But it may be difficult to come home early. Once an owner sees you are interest in his "baby", he may well go on talking for hours. Whether it be about the Coey Bear, the S.C.A.T., the Alldays and Onions or a plain Ford T, the story will be of absorbing interest.

Although the cars will be travelling to different towns each day, they will return to the Farmers and Graziers' building each night and may be seen during any evening this week."

Winners in the 1967 National Veteran Car Tour of Australia:

Veteran Car (professionally restored): Mr. E. Rainsford's 1912 Rolls Royce;
(amateur): Mr. N. J. Hutton's 1917 Studebaker.

Vintage Car (professionally restored): Mr. J.A. Jeffrey's 1930 Mercedes;
(amateur): Mr. A.J. Colmer's 1930 Dodge.

Veteran Motorcycle: Mr. B.K. Forryan's 1904 Minerva;

Vintage Motorcycle: Mr. J. Dickson's 1927 Harley Davidson

Car driven furthest to the Tour: Mr. A.T. Pepper's 1930 Ford Model A,
(from Eight Mile Plains, near Brisbane).

FROM SOCIAL SECRETARY:

Congratulations of Jack and Billie Dance on the birth of their first granddaughter.

Our sympathy to John and Jill Corby and Maurice and Pat Williams on the death of their mother.

We do hope George Roberts' wife Pam is feeling better, also Esma Lewis can talk again after giving Jim a break.

After a lovely week in Albury Hilda and Len Sheen are feeling like a few more months of work.

- HILDA SHEEN.

F O R S A L E: 1914 Yellow Rolls Royce, Registered, good condition,
excellent performance. Contact - Stuart Hudson,
F.J. Palmers Pty. Ltd.
61/6341

" " Chev. Radiator 1927 good order. - Victor Jacobs,
211/3666 (Bus.)
30/6868 (Home)

W A N T E D: 2 Brass rimmed headlights suit 1913 T Model Ford.
- Victor Jacobs,
211/3666 (Bus.)
30/6868 (Home)

EXCHANGE: 1921 Morris 15 cwt pickup complete except 1 brass headlight -
not restored,

for 2 front (preferably) wire wheels (Hayes); rims 30 x 3½ for
T Ford, also top half of 1915 T Ford windscreen frame,
T Ford tail and round park lights. - JOHN SMITH,
72 Brisbane St., Dubbo.
Dubbo 3750.

EXCHANGE: 1908 Vulcan radiator for 1910 F.N. radiator.
- JOHN SMITH,
72 Brisbane St., Dubbo.

WANTED ALL STATES:

Motometer to suit 1920 Studebaker. - R. ALDRIDGE,
294 Churchill Av.,
Sandy Bay, Tas.

Radiator for 1915 Oakland 32 in any condition. All that is needed to
complete the car. - G. CUNNINGHAM,
62 Hynes Ave., Queanbeyan, N.S.W.

Information on Model 37, 1913-14 4-cyl. Oakland. Also front axle and stubs,
instruments, magneto, carburettor and radiator. Any parts or photos
welcome. - G. LEWIS, 91 Sevenoaks St., Bently, W.A.

SPTT AND POLISH, APRIL 1967

AVAILABLE ALL STATES - TAS.

SUERE engine and gear box complete and in good order - vintage.
- W. MC LAUGHLAN,
3 Melvyn St.,
Taroona, TAS.

FOR SALE - ALL STATES

1916 Buick Touring Car - will consider small veteran as part exchange.
- R. THOMAS,
37 Clarence Rd.,
Waratah, N.S.W.
Newcastle 68/3181
61/2291

" S P O K E S I N T H E W H E E L "

Official Newsletter of
THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

NEWCASTLE BRANCH

The next meeting will be held at the Driver Training Range, Court Rd., Adamstown, at 8 p.m. on Wednesday, 12th April, 1967.

Three cars, one Buick and two Metz, attended the Newcastle Show.

Two Veterans, plus other members, attended the Vintage Car Club's outing to Clarencetown during February and a good day's driving on a quiet road was most enjoyable, even if half an hour was spent locating a hub cap off a Metz. Thanks to Peter and Neryl Adams the item was found. However, after ensuring the hub cap was secured tightly it was again lost between Springwood and Penrith on the Blue Mountains Rally.

Bob Newman in the Talbot the Straker Squire, Ray Thomas - Buick, James Turner - Benz and Norm Robinson - Metz, attended the Blue Mountains Rally. Not a very good weekend for the Newcastle boys, but a well turned out variety of Veterans made the run. Saturday morning was drizzling rain and fog hung around the mountains. Sunday turned out a pleasant day.

Ray had battery trouble out of Richmond, I believe, and I never covered the magneto on the Metz whilst tralering to Sydney and did not get the motor stirred till Sunday morning. Metz cars run better down hill because it actually covered the distance from Blackheath to Penrith. Jim Turner must have had a good run because the last we saw of his car was facing a camera at Penrith. Our last view of Bob Newman was at Cowan mending a puncture at a Caltex Garage - no pride, these BP men.

Don Barker and Harry Bird, I hear, have headed off to the National Rally at Albury. No doubt both will have a few tales to tell on their return.

VETERAN OF THE YEAR AWARD

At the General Meeting held 24th September 1964 the following resolution was moved by R. Hill, seconded by K. Moss: That the Club make available for presentation at each Annual General Meeting a trophy to the approximate value of \$20.00 for the Veteran of the Year, in addition to a small suitable engraved brass plate for dashboard mounting.

It is proposed that this trophy be presented to the owner of that veteran car which in the opinion of the Investigation and Dating Committee is outstanding for that financial year by virtue of the standard of restoration and is restricted to:

- (a) Cars which have either been fully registered, or issued with Club plates that year.
- (b) Cars previously registered but in the opinion of the judges can be classified as re-restorations in that year.
- (c) Cars showing outstanding improvement in the standard of restoration in that year.

If in the opinion of the Investigation and Dating Committee no cars are considered of sufficiently high standard to qualify, no award for that year will be made.

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No ads. this month.

Don Barker is the only member giving a list of books to date. Come on, members, you can do better than that.

Norm Robinson,
Editor.

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