# Spit and Polish

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

Registered for transmission by post as a periodical

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## EDITORIAL

You will notice that this is the first issue in which a report from Newcastle is incorporated, which we feel is a very good thing and will keep us in closer touch with our Branch members.

It is hoped that this report will appear now as a permanent article in each issue of SPIT AND POLISH.

- EDITOR

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## MEETING NOTICE

The next monthly meeting will be held on THURSDAY, 23RD September, 1965 at 8 p.m. at the Amoco Centre, Willoughby Road, Naremburn.

We are to be entertained again by Ken Moss giving us further particulars and movie film of his recent trip to America.

- JACK DANCE

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## MEETING REPORT

The August monthly meeting was held at the Amoco Building, Willoughby Road, Naremburn on 26th instant. Our President, George Green, welcomed back from U.S.A. Ken Moss. Ken had brought the Cadillac in to the meeting and after the meeting he showed several interesting movies of the first part of his trip and his arrival in U.S.A. We saw many beautiful Cadillacs and other cars too. It was very good to hear Ken's repartee again. Quite a lengthy time was spent by the President giving his report on the recent Federal meeting and this will be written up separately. The rest of the meeting followed the usual form and the following information covers the most relevant points.

It is hoped that SPIT AND POLISH will now be able to become registered for transmission through the post as a periodical. This should entail considerable financial saving. However, any enclosures with SPIT AND POLISH will have to be of a somewhat limited variety.

It was reported that Mr. A. Rose-Bray had attended the Management Committee Meeting at which discussion took place concerning the type of history of the club that is to be produced. He is seeking information particularly concerning the opening years of the club, and in addition to his history, there is to be a book of photos of the cars containing a resume of each car and its history. This book is to be actually separate from the history itself. Doug. Rees also showed the first issue of photographs. These have been beautifully produced and in a fine bound volume. There has also been some discussion concerning a club tie.

The Events report was presented by Len Sheen and these events have been already covered in SPIT AND POLISH and future events will be as scheduled in his separate report.

At this meeting the Inspection and Dating Committee had nothing to report.

The Registrar reported a few more registrations. A Ford T and a Buick. There has been some delay in the production of the mirrors but they should be ready very soon. There were two applications for new members but as their vehicles had not been inspected, these have been put through as Associate Members. Their names are recorded separately. On inspection of their vehicles their membership will be ratified to full membership.

The meeting also ratified the position of Social Secretary to Mrs. H. Sheen. The President also acknowledged that Mr. A. Garthon had again become a father.

## THE FEDERAL MEETING HELD ON AUGUST 14TH IN MELBOURNE

Mr. G. Green was in the Chair and the following delegates were present:

| | |
|---|---|
| N.S.W. | G. Green, J. Dance |
| S.A. | C. Morisset, D. Lipshan |
| W.A. | Mr. and Mrs. S. Cook |
| Vic. | N. Tishler, J. McManamny |
| Tas. | Mr. and Mrs. Crocker, George Brown |
| Q'ld. | Mr. T. Osborne |
| A.C.T. | R. Millard, S. Sargent |

Mr. George Green welcomed delegates, particularly the Cooks from Western Australia. He also complimented Mr. J. Dance on his activities as Secretary/Treasurer. He brought to the notice of delegates the sometime failure of them to co-operate fully in obtaining information and sometimes their tardiness in answering correspondence. He mentioned particularly the failure of clubs to provide information concerning the number of imported veteran tyres required so the case could be produced for the removal of duty. He also stressed the importance of the state branches attempting to produce a better understanding between themselves whilst emphasising that competition is healthy he stressed the importance of thinking Federal-wise should be our goal. He considered that the recently concluded National Tour showed just how much could be achieved by thinking in this manner. Concerning the National Tour, he wished to thank particularly Len Sheen, A. Garthon, Tom McManamny, G. Harden, N. Tishler, L. Vinall, C. Morisset, the crew of Hercules, H. Formby, the Dunlop Rubber Company, Castrol Oil, Amoco and Mr. Toby Bent of Castrol. He also reported briefly on the recent International Tour held in New Zealand. He made mention of the application to obtain permission to conduct an International Rally in 1970. The President discussed the difficulties concerning a Spare Parts register and he suggested that it was the duty of the person wanting the parts to make this known in their branch newsletter so this could be copied in all other states. He felt that the responsibility of asking for the part was first rather than the person having the part needing to advertise that he has it.

He also discussed to some degree the vexed question of Concourse D'Elegance and the need for some form of standardisation in this judging.

The individual states presented their reports and the following items are of interest:

N.S.W. reported that they were no longer a member of CAMS so at this stage no veteran car club is a member.

The Treasurer's report was presented and as the National Tour had produced a profit of some £125 it was suggested that £25 be refunded to the Cook's of Western Australia to help with their transport costs, the residue of the profit being paid into the Federal account.

The office-bearers for the ensuing year are those of Mr. T. Osborne as President from Queensland. Mr. Osborne was the only representative from Queensland so the ensuing secretary was not present. The next year's office-bearers, i.e. 1966, will be the A.C.T. and in 1967 it will be W.A.

Concerning membership of the various State clubs, it was brought to notice that the A.C.T. had not been listed as a state and it was recommended that suitable alterations in the constitution be made so that the A.C.T. could automatically be admitted. Western Australia was again requested to change its name from Veteran Car Club of Western Australia to Veteran Car Club of Australia (W.A.) They were asked to do this but it was urged that the matter be seriously reconsidered.

Discussion proceeded concerning the possible 1970 International Rally and it was suggested that the Committee presidented by Mr. George Green set about investigating this event. It was suggested that a total of 800 miles at the rate of 100 miles per day be considered as adequate and that there be adequate rest days, the total rally taking about 14 days. It was also suggested that multiple starting points be used, probably starting from both Sydney and Melbourne and finishing at Canberra. It was considered that Canberra was a satisfactory ending point with adequate tourist attractions, particularly in the Snowy Mountains area.

In 1967, Victoria proposes to conduct a National Tour and it was suggested that all states and New Zealand be welcomed to this. It was suggested that there be some change in the venue considering that the ending at Albury would be a desirable point and that the duration of the tour be from 7 to 10 days. There was further discussion concerning the production of a Federal register of members. New South Wales has offered to do this and this has been accepted by the interstate clubs. However it is essential that they provide all the necessary information in sufficient time for it to be produced. Some modifications to the New South Wales register are suggested, namely the colour to be dark blue with light blue lettering and that the badge on the cover show the Tarrant car.

There is little progress concerning the Concourse D'Elegance and this again was thrown back to the individual states.

There was some discussion concerning the question of dating cars where the various major components belong to different years and it was suggested that the accepted dating be the date of the latest major component. 31st December 1918 was also accepted as the official end of the veteran era.

It was brought to the attention of the meeting that certain A.C.T. members had a very real difficulty concerning their registration. A.C.T. registration is only eligible for actual residents of the A.C.T. so those members living in N.S.W. are not eligible for A.C.T. registration and it would seem that N.S.W. club will have to extend some registration facilities to these members. The details of this will have to be worked out.

From the individual states, the following membership figures have been estimated:

| | |
|---|---|
| W.A. | about 56 |
| A.C.T. | more than 40 |
| Q'ld. | |
| N.S.W. | 256 |
| Vic. | 570 |
| Tas. | |

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## THE WARWICK FARM OUTING OF CVVTMC

Warwick Farm was a spectacle of great interest with cars from an era extending over 60 years and a large colourful crowd. The weather conditions on Sunday, 29th August were perfect and there was an interesting representation of vehicles of veteran and vintage era.

The following clubs were represented:

| | |
|---|---|
| Veteran Car Club | Vintage Sports Car Club |
| Antique & Classic | Vintage Car Club |
| Rover Owners Club | Armstrong Siddeley |
| Rolls Royce Owners Club | Alvis Car Club |
| Lancia Car Club | Vintage Motor Cycle Club |
| Riley Car Club | |

It was interesting to observe the different types of Ford T, Ford A and there were vintage Austins, Morris as well as the usual Rolls Royce and the like. The array of American vintage material was quite diverse and included such makes as Hudson, Chrysler, Studebaker, Stutts and Packard.

The more exotic cars were Bugatti, Astro-Dainler, Vauxhall, Bentley and Alvis. There was also quite a collection of vintage and veteran motor cycles.

Spectator control proved somewhat of a problem and delayed the starting of events. It was very good to see such a collection of cars from the various clubs.

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## NEWCASTLE BRANCH REPORT - SEPTEMBER 1965

Arrangements for this year's 'Newcastle Tour' are now complete and given good weather a most enjoyable weekend's veteran motoring is assured members making the trip. I would like to take this opportunity of thanking our many friends who are coming again and welcome the 'first-timers'. The continued support year after year is most gratifying to our Events Committee, making the job worthwhile as well as giving us a chance to repay some of the parent club's hospitality and help.

I would also like to record the feelings of Newcastle members who attended the Confederation Picnic Outing to Warwick Farm on 29th August. Altogether six members and two visitors made the trip and all voted it a really good day and a definite must for next year. Ray Thomas took Hunter Thomas and Chris Broadbent down in the Buick and John Riley took John Cowan, myself and visitors in his newly-acquired vintage Fiat 501. I would be surprised indeed if any enthusiast attending the outing was not visibly impressed by the variety and calibre of the cars and cycles present - everything from Model T's to R.R.'s.

On the weekend of 4th, 5th September the Newcastle Branch exhibited at the 2nd Annual Rod and Custom Car Show in Newcastle sponsored by the Hamilton/Broadmeadow Lions Club. This year we had ten (10) club cars in a fine display and the show was another outstanding financial success for the benefiting charities.

As mentioned in my report last month a Newcastle Newsmagazine is reprinted elsewhere in SPIT AND POLISH.

- DON BARKER,
Chairman..

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## CARS I HAVE MET

By Bob Baxter

From the effluent pen of your northern correspondent flows three tales of veteran cars that are hidden away in various parts of this wide and wicked country of ours. If you arise from your comfortable T.V. chair and go "bush" you must eventually run across one or two of the cars that I intend to discourse upon. Expert conversationalists, such as Alan Rose-Bray, will relate to you interesting stories of their safaris but without any shadow of doubt it is the highlight of one's veteranarian career to meet the characters enchanted by, associated with, related to or rusted onto these cars.

### PART 1 - TESSIE'S TALBOT.

Maclean is the hometown of Tessie's Talbot. It is a little country town that attached itself to the Clarence River some 130 years ago as a staging port for busy little river-boats that plied the Clarence from Yamba to Grafton. The main part of the town shows little arrest from the senile decay that has been eating into it for the past 40 years. In its heyday the local Engineering Works employed up to 100 workers to maintain the river-boats and coastal steamers and the owner of these works (Mr. Bowden), being a progressive fellow, invested in a motor car.

In 1914 he purchased a 25 h.p. Talbot tourer from Phizackerly's of Sydney and with the aid of one of his enthusiastic young apprentices he drove it back to Maclean. Because of road conditions and river crossings he was forced to drive home via Glen Innes and Grafton to Maclean. Upon his death in 1939 the Talbot passed into the hands of his spinster daughter "Tessie" as we shall respectfully know her and such a dearie of the first water I have never met.

It is here we must visualise the pair (both car and Tess) slowly decaying, or should I say aging, together. The rouge on her cheeks far outshines the former bright red of Talbot. Many V.C.C.A. members of both the genuine and profiteering types have tried to meet Tess but steadfastly she refuses to answer the door, let alone allow her car to be viewed. Indeed, it is with much pride that I can say that she did talk with and even let me view Talbot in full battle dress but very much frayed around collar and cuffs. From my viewing position - through a loose board it was easy to discern that this Edwardian beauty was complete but alas the rats, rot, rust, termites and Tessie's tinkering have all taken their toll.

By the way, it is not true that a 3 foot diameter tree grows in the middle of the front doors of the garage; the tree is only 15" diameter and is slightly off centre.

PART 2 - RENAULT TRES GRANDE

In our travels looking for spare parts for Cadillac belonging to Les Dove (the other half of the Grafton Vintage Car Club) we were directed to the Bus Proprietor of Tingha. An essential part of one's education is a visit to this end of the earth for surely, one mile out of town, one must find that precipice clearly marked "the end of it all". Mullock heaps and respectful like tin houses are scattered everywhere and in any order. Situated just near the school is the one and only new and modern styled weatherboard home in town and it is here we can find Big Jim, a real country type Australian, likeable, easy to talk to and most helpful, as Alan Row could probably vouch for. When we had drawn from him all Caddie parts that he had, we subjected him to 30 minutes of grilling. Suddenly he remembered a 1911, 8 h.p. Renault up in one of his sheds. Well, strike me lucky, there it stands absolutely complete (and at this point 6 or 7 members are cursing and swearing, for this was one of their little secrets) and in perfect restorable order. Now Big Jim is a real "sentimental bloke" and parting with Renault would be hard, for father bought her new in Melbourne and she holds a big spot in Jim's heart. A little gem is the Renault Tres Grande and I feel sure that eventually someone will have that persuasive personality (and a little cash) and wrench it out of Tingha.

PART 3 - ST. GEORGE'S DRAGON.

The best rugby league in Australia comes from St. George; you can see them playing any weekend as a mixed team of black, brindle and white players (no colour bar) in and around the southern Queensland town of St. George. We drifted into this area one weekend and were nearly blown out as you shall gather. A ring to Mr. Nixon at St. George 76 will soon confirm any or both of the rumours that you may have heard. One rumour says that the bachelor son is slightly, er well, not co-operative and that father is very old and hard to persuade. Rumour number two says that there nestles a 1911 Cadillac. After a dusty and disc-slipping ride we approached the homestead and then it happened - two big brass lights (Rushmores from 100 yds. I would say) were attracting us at full gallop towards an old barn when Boom! Boom! and tirade of language and dogs shot from the homestead verandah. As we passed the local "winger" who was running to score a try for St. George he said "Hey mate, you fellums plenty fast, you play for us?" Well, there it is, a little fantasy, but mostly facts.

From any of these three stories you may find yourself a veteran and if you do arise from your comfortable T.V. chair and seek one I am sure you will enjoy the experience as much as I have. To those whose closely guarded secrets I have divulged many pardons and may it drive you to write and divulge further and more intimate ones so we can all go and seek.

- BOB BAXTER

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THE FUTURE OF THE CONCOURSE D'ELEGANCE.

Over the past years the meaningfulness and the importance of the Concourse D'elegance events have often been discussed. At this stage the Concourse D'elegance trophy is one which has to be bought by the Club. You may remember it had previously been presented by H.C. Sleigh Ltd. It is very important that this matter be carefully considered now. The fact that there is so much disagreement as to what the trophy is for is in itself a serious reflection on its value. At the present moment we are not actually saddled with a Concourse trophy which has to be presented and it appears as though we cannot justify this trophy and we cannot find out what it is all about. It would seem that the time is most opportune for the dropping of this idea altogether. In writing this article, although by now it must be obvious that my personal view is in favour of giving up the trophy, I am hoping to present points of view for and against.

In talking to members it would seem that the car that wins the Concourse D'elegance each year should be the most elegant car for that year, the elegance being judged on the condition of the body, chassis and fittings of the car. This would take into consideration mechanical condition, authenticity, equipment and general presentation. There is probably not much difficulty in deciding what car is really elegant. I believe that one of the problems has

been the other word, namely "concourse". This word means flocking together, so, viewed in the strict sense, the Concourse D'elegance should not be a competition taking into respect the whole year; it should be with reference to one particular meeting only. It is true that our Concourses have been judged on one particular day but I believe that a lot of the decision might be influenced by events other than those of that particular day.

From the point of view of a protagonist's of a trophy, these people believe that it permits healthy competition and reward for those achieving success and that this is a healthy activity within the club. These people are sometimes referred to locally as "pot-hunters". No doubt they can get a measure of satisfaction from gaining an award that has been considered the most desirable of all. However, I think the question is moot as to whether the whole club should indulge them to such an extent.

From the point of view of elegant carriages, it is quite obvious that there will always be extremely few. Surely an elegant carriage must be one whose mechanical and creature comforts are of the highest order. Below you will find a list of prices of cars competing in the Scottish Reliability Trial in 1906. It surely must be obvious that it is absolutely impossible to compare vehicles of such a wide price range and of such varying size. This list of prices illustrates the position occurring in 1906. If it were the aim of members to try to bring their cars up to Concourse D'elegance standard, it must mean that the cheaper and smaller cars will be grossly over-restored and consequently will lose their authenticity. It is also obvious that the larger number of cars of the club are probably those in the more moderate class and therefore they would never be eligible for a Concourse D'elegance.

It would seem to me that it is against the interests of most members of the club to continue fostering the idea of Concourse D'elegance. In actual fact, we have very few elegant carriages. This point has been proved time and again over the past few years at the Concourse judgings. It seems rather futile to continue the oft-repeated act.

Last year the Veteran of the Year Award was introduced. It is a meaningful and appropriate award and it should be given the highest privilege by the club. Surely it is time that members firmly and emphatically made a decision to discontinue the Concourse D'elegance in terms of what will be better for the greater number of club members and their cars in general.

"Autocar" 12th May, 1906. SCOTTISH RELIABILITY TRIAL FOR TOURING CARS

Complete List of Entries.

Class A - Chassis Price not exceeding £200.

| Description of car | | No. of Cylinders | Selling price of car complete |
|---|---|---|---|
| 8 h.p. | Rover | 1 | £ 200. 0. 0 |
| 6 h.p. | Rover | 1 | £ 120. 0. 0 |
| 9-10 h.p. | Swift | 2 | £ 225. 0. 0 |
| 9-10 h.p. | Adams-Hewitt | 1 | £ 185. 0. 0 |
| 9-10 h.p. | Cadillac | 1 | £ 199. 0. 0 |
| 8 h.p. | Maxwell | 2 | £ 194. 5. 0 |
| 14 h.p. | Pope Tribune | 2 | £ 236. 5. 0 |
| 7 h.p. | Ridley | 1 | £ 141.15. 0 |

Class B - Chassis Price - exceeding £200 and not exceeding £350

| | | | |
|---|---|---|---|
| 16 h.p. | Albion Tonneau | 2 | £ 411. 0. 0 |
| 12-15 h.p. | New Arrol-Johnston | 4 | £ 410. 0. 0 |
| 10-12 h.p. | Coventry Humber | 4 | £ 315. 0. 0 |
| 10-12 h.p. | Argyll | 2 | £ 350. 0. 0 |
| 10 h.p. | Darracq Phaeton | 2 | £ 267. 0. 0 |
| 16 h.p. | Kelvin | 4 | £ 350. 0. 0 |
| 14-17 h.p. | Scout | 4 | £ 450. 0. 0 |
| 10-12 h.p. | Leader | 4 | £ 283. 5. 0 |
| 16 h.p. | Maxwell | 2 | £ 299. 5. 0 |
| 10 h.p. | Alldays | 2 | £ 231. 0. 0 |
| 14 h.p. | Vulcan | 4 | £ 350. 0. 0 |
| 12-14 h.p. | Scottish Aster | 2 | £ 375. 0. 0 |
| 12-14 h.p. | Victoria | 4 | £ 325. 0. 0 |
| 16 h.p. | Reo | 2 | £ 285. 0. 0 |

Class C - Chassis Price exceeding £350 and not exceeding £500

| | | | |
|---|---|---|---|
| 12 h.p. | Arrol-Johnston Dogcart | 2 | £ 390. 0. 0 |
| 16-20 h.p. | Beeston Humber | 4 | £ 495. 0. 0 |
| 15 h.p. | Darracq | 4 | £ 449. 0. 0 |
| 16-20 h.p. | Sunbeam | 4 | £ 530. 0. 0 |
| 12-14 h.p. | Argyll | 4 | £ 450. 0. 0 |
| 14-16 h.p. | Argyll | 4 | £ 475. 0. 0 |
| 16-20 h.p. | Argyll | 4 | £ 550. 0. 0 |
| 15 h.p. | Siddeley | 4 | £ 500. 0. 0 |
| 14-22 h.p. | Double Phaeton Germain | 4 | £ 537. 0. 0 |
| 22 h.p. | Minerva | 4 | £ 485. 0. 0 |
| 18-24 h.p. | Courier | 4 | £ 480. 0. 0 |
| 15 h.p. | De Dion | 4 | £ 565. 0. 0 |
| 14-20 h.p. | Vinot | 4 | £ 500. 0. 0 |
| 16-20 h.p. | Chenard and Walcker | 4 | £ 485. 0. 0 |
| 18-22 h.p. | Speedwell | 4 | £ 525. 0. 0 |
| 14-18 h.p. | Marchand | 4 | --- |
| 12-16 h.p. | Wilson-Pilcher | 4 | £ 580. 0. 0 |
| 16-20 h.p. | Leader | 4 | £ 425. 0. 0 |
| 20-22 h.p. | Mobile | 4 | £ 505. 0. 0 |
| 24 h.p. | Mass | 4 | £ 575. 0. 0 |
| 12-16 h.p. | Clement-Talbot | 4 | £ 495. 0. 0 |
| 20 h.p. | Calthorpe | 6 | £ 550. 0. 0 |

Class D - Chassis Price exceeding £500 and not exceeding £650

| | | | |
|---|---|---|---|
| 24 h.p. | Albion Tonneau | 4 | £ 722. 0. 0 |
| 18 h.p. | Gladiator | 4 | £ 600. 0. 0 |
| 18 h.p. | Arrol-Johnston | 2 | £ 720. 0. 0 |
| 24-30 h.p. | New Arrol-Johnston | 4 | £ 700. 0. 0 |
| 25 h.p. | Siddeley | 4 | £ 700. 0 0 |
| 24-32 h.p. | Gladiator | 4 | £ 735. 0. 0 |
| 20-30 h.p. | Maudslay Phaeton | 4 | £ 760. 0. 0 |
| 20 h.p. | Rolls Royce | 4 | £ 735. 0. 0 |
| 20-32 h.p. | Darracq Phaeton | 4 | £ 549. 0. 0 |
| 18-24 h.p. | Peugeot Phaeton | 4 | £ 750. 0. 0 |
| 25-30 h.p. | Iris | 4 | £ 725. 0. 0 |
| 20-30 h.p. | Enfield | 4 | --- |
| 28 h.p. | Double Phaeton Pipe | 4 | £ 725. 0. 0 |
| 30-36 h.p. | Drummond | 4 | £ 614. 5. 0 |
| 20-30 h.p. | Pilain | 4 | £ 750. 0. 0 |
| 30-40 h.p. | Chenard and Walcker | 4 | £ 700. 0. 0 |
| 25-30 h.p. | Austin | 4 | £ 650. 0. 0 |
| 24-30 h.p. | St. Vincent | 4 | £ 675. 0. 0 |
| 28 h.p. | Ariel Simplex | 4 | £ 725. 0. 0 |
| 25 h.p. | Brooke | 6 | £ 650. 0. 0 |
| 20-24 h.p. | Talbot | 4 | £ 596. 0. 0 |
| 20-24 h.p. | Horbick | 4 | £ 600. 0. 0 |
| 30 h.p. | Bell | 4 | £ 700. 0. 0 |
| 28 h.p. | Spyker | 4 | £ 600. 0. 0 |

Class E - Chassis Price exceeding £650

| | | | |
|---|---|---|---|
| 30 h.p. | Rolls Royce | 6 | £ 975. 0. 0 |
| 30 h.p. | Coventry Daimler | 4 | £ 800. 0. 0 |
| 30-40 h.p. | Peugeot | 4 | £1000. 0. 0 |
| 30-40 h.p. | Beeston-Humber | 6 | £ 800. 0. 0 |
| 30-40 h.p. | Martini | 4 | £ 940. 0. 0 |
| 28-36 h.p. | Armstrong Whitworth | 4 | £ 815. 0. 0 |
| 25-36 h.p. | Brasier | 4 | £ 800. 0. 0 |
| 35-45 h.p. | Ariel Simplex | 4 | £ 850. 0. 0 |
| 24-34 h.p. | Belsize | 6 | £ 875. 0. 0 |
| 30-40 h.p. | Belsize | 4 | £ 725. 0. 0 |
| 40 h.p. | Ariel Simplex | 6 | £ 925. 0. 0 |
| 44 h.p. | Metallurgique | 4 | £ 865. 0. 0 |

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WANTED: Interstate - Front and rear guards, windscreen, tail light, photographs, 1916 Hupmobile. B. Thew - 638/2705.

FOR SALE: 3 Sankey wheels and tyres - 500 x 19"
3 Hole - 10/- each
John P. Pickup, 19 Essex Street, Epping. 86/3749.

## DATES TO REMEMBER

| | |
|---|---|
| September 18th | "Mahratta" Fete, Warrawee |
| " 19th | Four Corners Treasure Hunt |
| October 2-3-4th | Newcastle Tour |
| October 9th | Waratah Spring Festival |
| October 31st | Lions Club of Vaucluse - Senior Citizens Outing |
| November 13th & 14th | Blackheath Rhododendon Procession and Carorama |

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## HANDICAP POINTS SCORE 1965-66

| | | |
|---|---|---|
| A. Foy | Reo | 50 |
| M. Yabsley | De Dion | 50 |
| F. Nissen | Humber | 50 |
| J. Jeffery | Loconobile | 40 |
| A. Rose-Bray | Brush | 50 |
| J. Vanstone | Metallurgique | 40 |
| K. Lober | Oldsmobile | 50 |

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Cars attending Endeavour High School Fete, Caringbah, 14th August:

| | | |
|---|---|---|
| A. Garthon | Delahaye | 1914 |
| L. Parry | Ford | 1915 |
| J. Cooper, Snr. | Renault | 1909 |
| J. Cooper, Jnr. | Renault | 1913 |
| J. Veness | Oldsmobile | 1901 |

Events Committee -

L. Sheen
A. Garthon
J. Naylor

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## C.V.V.T.M.C. WARWICK FARM - 29TH AUGUST, 1965

Winners of Events: Antique and Classic Car Club.
Castrol Trophy presented to John Atterton by George Green, President C.V.V.T.M.C.

24 Veteran Car Club Cars and Crews attended.

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WANTED: For 1912 Sunbeam - Side Lamps - Gas or Electric
Tail Lamp
Generator
Four Hub Caps

P.R. Kent,
26 Moree Street, Gordon.
49/5545

23 x 440 B.E. Tyres - 2 (owner getting upset!)

G. Daley, 95/2453

6 - 8 h.p. De Dion Carburettor
Gear Change Quadrant for De Dion.

Len Masser, 666/8415

Front Brake Linkage (both sides) 1912 Sleeve Valve Argyll

Doug Trounson, 123 Woids Ave.,
Hurstville, 54/5425

Set of 23" wheels with heavy spokes, pair of headlights, acetylene generator and tail light suitable for 1912 Chalmers. WILL SWAP 1924 belt-driven Douglas Bike or Magnetor parts for any of the above.

M. Bendeich, 167 Ryedale Rd.,
Denistone, 85/3954.

# "SPOKES IN THE WHEEL"

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

This, the first edition of our new paper, was intended for distribution in July, but owing to difficulties in having it printed, this was not possible until now.

"Spokes in the Wheel" will be published monthly, and has been promised reprinting space in SPIT AND POLISH, which means that our doings, and most importantly, our For Sale and Wanted Ads. will at least reach all financial V.C.C.A. members.

For those who have not yet visited our new clubrooms, they are right alongside the railway line at Adamstown gates, with private and secure parking for an unlimited number of cars, the building has all amenities, including projector, screens, seating for 100, kitchen, toilets, and for those winter nights, the hall is well heated. Doesn't leave many excuses for not turning up, does it? Lovely suppers by courtesy of the Ladies Auxiliary, too!

## "THE ONE THAT DIDN'T GET AWAY" By Peter Adams

Having been on countless wild goose chases following up "genuine" clues, I was losing heart, then right out of the blue came one of those definite, authentic, eye-witness type of clue, but I decided to have another go. This was supposed to be an F.N. at Emu Holes. We got to Quirindi early in the morning, and enquiries revealed that Emu Holes was near Wallabadah, east of Coonabarabran, south of the Black Stump, and even that it didn't exist!! Anyway, we headed west. We had only gone a few miles when we met a chap who turned out to be the local mailman. Arming himself with a stick and a piece of cleared dirt, he drew us a "mud map".

Off we went with renewed spirit and after travelling eastwards about twelve miles over a rought track, we came to the gate of "Emu Plains" property. It took another twenty minutes of rough going through gates and across river beds before the homestead came into view.

We drove up to the house and were greeted by the owners who took us up to the barn to see the old bomb, as they described it. Inside were fowls, dogs, calves, farming implements and the F.N. mostly covered by the former, but she was 'beautiful'. I spent the next hour drooling over the find, after which a deal was struck, and I became the proud owner of a future concourse winner ???

The next problem was to get it home, so the next weekend I borrowed a trailer, three assistants and off I went again. With the help of a tractor the F.N. was loaded and with the exception of badly bending the tractor axles the trip home was uneventful.

You want a progress report? Well, she is mechanically restored and mobile, and the bodywork is well under way.

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FOR SALE:

1915 T Ford Roadster - fully restored, fitted with optional quick change wire wheels. Mileage since restoration, under 200. Also many spare parts reconditioned and original for T Fords. Contact: Dick Codeca,
137 Brooks St., Newcastle.

WANTED:

Spare parts, or complete car, for Albion two-cylinder currently undergoing restoration. Would also appreciate any leads to same.
Contact: John Riley,
25 Alexander St., Hamilton.

WANTED:

For Paige 4-cylinder 30 h.p. - Engine block or engine complete.
Contact: Peter Adams,
Warners Bay Rd., Mount Hutton.

WANTED:

For 1913 Clement Talbot series C.T. Crown wheel and pinion or any other parts.
Contact: Neville Preston,
C/- Bob Newman,
Pacific Highway,
Tuggerah.

WANTED:

For 1913 Clement Talbot series C.T. 23" Sankey wheel, 6 stud.
Contact: Ray Thomas,
37 Clarence Rd.,
Waratah.

FOR SALE:

1904 White steam car two-speed differential and engine for 1907 White steamer.
Contact: Ray Thomas,
37 Clarence Rd.,
Waratah.

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