



SPIT AND POLISH

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

Registered at the G.P.O. Sydney for transmission by post as a periodical

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Vol. IX No. 2

Price 12 Cents

August, 1967.

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MEETING NOTICE

The August meeting will be held at the Royal Aero Club Rooms, Marion Street, Bankstown, on THURSDAY, 24TH AUGUST, 1967, starting at 8 p.m.

TERRIGAL:

If you are to be one of the many taking part in this bright run, organised, of course, by the Newcastle Branch, please forward your application to Newcastle as soon as your decision is made. This is most necessary, as the Florida cannot hold tentative bookings for an unlimited period. Those who took part last year will acknowledge that every effort was made, both publicly and behind the scenes, to make our week-end as happy and smooth as possible, and when one considers the amount of thought, time and energy put into the organising of these events, it behoves us to help them all we can. Another point, too, is that the earliest applications are allotted to the best rooms!

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E D I T O R I A LA CHANGE OF DRIVERS

Whenever a change is effected in the control, it makes little difference what the nature of the driven article may be, whether it be a motor car, a horse, a company, or even a monthly publication. A new driver mostly runs the vehicle as he finds it, and endeavours to carry on as did his predecessor. Naturally, some of his 'driving techniques' will differ from those usually practised, but this does not infer that he will not arrive at the destination required of the vehicle.

The new driver does not necessarily drive any better than the driver whom he relieves, but he should be in a position to do so, as previous drivers have smoothed out most of the bumps, and thus have made the course of the new man an easier one.

I am grateful for having been appointed to the post of Editor, and will do my best to make SPIT AND POLISH informative and at the same time interesting.

- JIM SIMPSON

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LOOKING BACK.....

Accessories have always been an important department of motoring; by the tail end of 1914---the last days of the "Old World"---there was on offer a list of aids and comforts for the motorist too long for comment except in a random fashion.

If you were still involved with hand starting, as probably most people then were, you could attach a "Kantkik" safety ratchet to your crank-handle, and bid farewell to fractured wrists. Or, better still, install a proprietary electric starter, which could be supplemented by electric lights and horn. To keep check on the system, a voltmeter was available for dashboard mounting: "idiot lights" being a thing of the distant future. For those still happy with gas lighting, a liquid acetylene container could be substituted for the messy old carbide generator.

Your radiator cap could be drilled to take the newly-invented "Boyce Motometer" so that a watchful eye could be kept on engine temperature. Alternatively, in keeping with the patriotism of the times, a miniature bust of Lord Kitchener could be set up at the same point.

For those owners plagued with creaking wooden wheels and fixed rims, Messrs. Riley Ltd., of Coventry, offered sets of appropriate wire wheels for substitution. Proper wheels, mark you, fully detachable and interchangeable, not just sets of dummy wire spokes. As an aid to getting that 70 lbs. into your beaded edge tyres, a pump, operated by engine compression, could be screwed into a valve-cap or spark plug hole. A somewhat "modern" flavour about this one! Even a set of quick-detachable mudguards could be bought, attachment being by triggers and turn-buttons.

As ever, various devices to reduce petrol consumption were on offer to the gullible, an "extra air valve" being the common form. To keep check on how things were going, a petrol gauge could be fitted to the tank filler cap, and a mileage recorder screwed into a hub cap. This latter gadget, it was claimed, still went on adding up, even when the vehicle was being driven backwards.

The famous London firm of Dunhills gave a thought to the smoker's needs, with a dash-mounted container which popped up a cigarette when required, in such a manner that it could be readily seized "even by the heavily-gloved hand". How the gloved hand was to convey a light to the coffin-nail was not revealed.

A lot of modern accessories are pretty non-essential; some may even be a liability --- as, for instance, dangling dolls and striped cushions which could interfere with front and rear visibility, respectively. But in the early

days, so many vital improvements could be made to any vehicle that the field of accessories must have been a very exciting one to the motorist.

- JACK CHENERY

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Letter from Jack Radford, "Boraba", Burren Junction:

"I am wondering if the Vet. Car Club could tell me where I could have a new fuel tank made for a 1915 Mitchell. I have the pattern complete. Also a headlight rim and reflector.

The car, or rather two of them, were bought on the same day in 1915 and one would not have reached 10,000 miles. Last started in 1927, the starter still swings it, but the body and wheels have fallen to bits. However, there is no rust in the panels, even though it has never been in a shed.

Unfortunately the other has been stripped of radiator lamps and front axle and the old man who owned them can't remember by whom.

The only other part I require is the magneto and coupling - I think they were fitted with an American Bosch (6-cyl.)

Hoping you would know where I could have this attended to."

(signed) Jack Radford.

* * * * *

NEW MEMBERS:

G.W. Smith	Box 516, P.O. Dubbo.	Ford "T" 1918 Runabout
G.W. King	19 Kangaroo Point Rd., Sylvania.	FL 1908 Tourer
F.E. Johnson	15 Coward Street, Mascot.	Hupmobile 1913 Tourer

DATES TO REMEMBER:

September 17th - V.C.C.A. (N.S.W.) Navigators Rally

September 30th-October 2nd - Central Coast Tour (organised by Newcastle Branch).

October 7th - Waratah Procession

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EVENTS COMMITTEE

The Events Committee are of the opinion that the majority of members prefer competitive events and with this in view it is proposed this year to introduce a new event namely the V.C.C.A. (N.S.W.) NAVIGATORS RALLY.

The object of this Rally is to provide club members with a full day of competitive Veteran motoring with the accent on navigation. The club is providing a trophy for the Navigator of the winning crew. It is anticipated if this, our first Navigators Rally, is a success, it will become an annual event, so complete the attached entry form and return to the Event Committee's Chairman, Arthur Garthon, 43 Gloucester Road, Hurstville, 2220.

Full details regarding starting time and location and all relevant information will be sent to you a week prior to the Rally, 17th September, 1967.

EVENTS COMMITTEE - A. Garthon (57/2740) J. Lewis (529/7923) A. McLeod (644/1565)

INVESTIGATION COMMITTEE

The July and August months usually mean that most veteran cars and members are in hibernation, but the reverse seems to be the case as far as our committee is concerned. So far, six new cars have appeared on the scene and from smoke signals that I have received, there are prospects of another one or two being "dragged" in before the end of this month.

1. HUPMOBILE, MODEL 30, 1913, OWNER FRANK JOHNSON.

We went to Frank's place at Mascot and instantly recognised (a) the car as being similar to Frank Russell's 1914 Hup., (b) another veteranarian who has definitely got the bug. Incidentally, this car came from Inverell.

2. CADILLAC CUM STUDEBAKER 1915 CIRCA, OWNER LAURIE STEWART.

This is a mixed bag and now Laurie has good spares for a 1914-15 Caddie diff. and gearbox and a 1915 Studebaker engine Model SD. It looks like he will have to be satisfied with his glorious 20 h.p. Rolls Royce for the present time.

3. FORD "T", 1918, OWNER GEOFF SMITH.

I went for a trip to Dubbo with Max Roberts to inspect Geoff's car and we had an enjoyable weekend. This particular T Ford would be the latest model car in our club, because its engine number is estimated to fall in December 1918. The car is restored mechanically and Geoff. is about to start on the body.

4. F.L. (FRERE LEOTARD) 1908, OWNER GEORGE KING.

This is the ex-Bill Daly F.L. and was registered as the first car in our club. It is very pleasing to see this car back on the active list and I am sure George and his family will be participating in all our future rallies.

5. FIAT, 51A, 1913, OWNER JACK BURRELL.

Jack, of Windsor, Gilgandra, is another country member who has been spurred on by Stan Cox from Dubbo. I should be able to give you further information about this car next month.

6. BUICK ROADSTER, 1917, OWNERS JIM FEATHERSTONE & JIM ACLAND.

It is very noticeable that the majority of new cars coming into the club are in the 1916-18 era and this means that the well is drying up. This car is complete mechanically and is being restored in a first-class manner. Both of these "Jims" are keen to get active in club rallies - best of luck.

On our way over to Dubbo we called in on Bob Peterson at Lidsdale and noted the progress on his 1917 Ford T and while we were in Dubbo we inspected Jack Smith's 1915 Ford T being restored and his vast store of Ford T parts. To round off our morning in Dubbo we inspected Stan Cox's Krit for Dating. In all, we have had a very busy month or two but it is pleasing to see this constant flow of new members coming into the Club.

- BOB BAXTER

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In answer to many queries and doubts on the subject, the Club has compiled a "Brief History of the Motor Car", designed to help those of all age groups to realise how the Motor Car (an abbreviation of the words "Motorised Carriage") came into being.

THE FIRST MECHANICALLY PROPELLED VEHICLE

Authentic records state that the first mechanically propelled road vehicle was made in France by M. Cugnot in 1769 and it was a three-wheeled vehicle, of timber construction, driven by a steam engine coupled to the single front wheel.

It was unfortunate, however, for after this vehicle had been running for a few short journeys we read that "while turning a corner, it over-balanced itself, and fell over with a great crash and, unfortunately, instead of being allowed to get the better of the bruise and have another trial, it was locked up to keep it out of harm". (Autocar, 16th November, 1907).

The First Practical Internal Combustion Engine.

The internal combustion, or explosion engine, was first patented in France by M.J. Lenoir in 1860. In this engine there was nothing new, because it was the successful combination of various experimental engines made by others. The fuel used to drive Lenoir's engine was coal gas.

The Otto Four-Stroke Cycle Engine.

In the year 1864 a German engineer, Dr. Otto, patented his revolutionary engine, the basic principles of which are still used in car engines of today. In one complete working cycle of the engine, the crankshaft turns two revolutions which causes the piston to reciprocate four strokes and the successive function of each stroke is: 1. Inlet of fuel and air; 2. Compression of fuel and air; 3. Explosion and subsequent working stroke; 4. Exhaust of spent gases.

The basis was available for ---

The First Motor Car.

It is generally accepted that a German inventor, Karl Benz, built the first three-wheeled motor vehicle in 1885 and his compatriot, Gottlieb Daimler, built the first four-wheeled motor vehicle or car, as we know it, in 1886.

By 1888 the latest Benz car was capable of 14 m.p.h. and this time Karl Benz had followed the lead of Daimler and his car was four-wheeled.

Germany and France quickly established themselves as the premier motoring nations by the turn of the century (1900) and between themselves were producing eighty per cent of the world's motor cars.

England's progress in the "motoring age" was being strangled by laws that forced motorists to "pull to the side of the road and with engine stopped and wait for oncoming horse-drawn carriages to pass" or when driving through designated boroughs and streets "the automobilist will cause his machine to travel less than four miles per hour and be preceded by a footman carrying a red flag". The passing of the Motor Act in 1896 saw England freed from these bonds and the nucleus of her motor industry was formed.

The Veteran Period.

It can be said, without equivocation, that all inventions or ideas of any magnitude relative to the motor car had been patented or devised for posterity by 1904.

All cars that were built prior to the end of 1904 are classified as true veteran cars.

Briefly summarising a few of the inventions of this period:

- Overhead camshaft engine - 1895 - Wolseley.
- Steering column gear change - Benz, De Dion.
- Independent front wheel suspension - 1899 - Cannstatt - Daimler.
- Front wheel drive - 1898 - Latil.
- Pre-selective transmission - 1901 - Lanchester.
- Disc Brakes - 1902 - Lanchester.
- Fuel injection - 1896 - Pennington - Patent.

Motoring in this period was confined to the wealthy and pioneering types because it was a rugged and costly business. Far be it from motoring today with service and fuel facilities around every corner making trips of 1,000 miles commonplace, for the pioneering motorist had to carefully plan his fuel stops and carry all his own spare parts and tyres and be his own mechanic. (Subsequently there was ready employment for chauffeurs who could drive and maintain a motor car).

The Edwardian Period - 1905-14.

This period was named after King Edward whose activities symbolised the aristocracy of the day.

The motor car had "arrived", and by 1914 it had a basic character and look that did not alter vastly until 1930. Commerce made full use of motor transport and such vehicles as trucks, buses, fire engines, delivery vans etc. were essential for the development of primary and secondary industries.

By 1909 the American automotive industrial empire had overtaken their European counterparts and produced 121,000 cars compared with 12,000 produced in England.

The Great War of 1914-18 saw whole armies being transported by motor convoys, in one instance every taxi in Paris was used to carry vast numbers of reinforcements to the front line for the Battle of the Marne.

The motor car had proved its worth and it was here to stay (until superseded).

NOTES:

A Veteran Car: Any car that was produced before 31st December, 1918, is considered to be a "Veteran Car" and is eligible for entry into the Veteran Car Club of Australia.

A Vintage Car: Any car that was produced in the period 31st December, 1918 to 31st December, 1930, is a "Vintage Car". Some clubs define a vintage car as "A semi-hand-built car of classic design produced before 31st December, 1930."

Records (A list of some of the outstanding efforts).

<u>Date</u>	<u>Speed</u> (m.p.h.)	<u>Car</u>	<u>Driver</u>
18th December, 1898	39.24	Jeantavd	Chasseloup-Laubat
29th April, 1899 (Record broken 5 times in 1899)	65.79	Jenatzy	Jenatzy
17th November, 1902	77.13	Mors	Augieres
13th January, 1903	91.37	Ford	Ford
13th November, 1904	104.52	Darracq	Barrass
30th December, 1905	109.65	Darracq	Hemery
26th January, 1906	127.66	Stanley Steamer	Marriott
23rd March, 1910	131.72	Benz	Oldfield
24th June, 1914	124.10	Benz	Hornsted
29th March, 1927	203.79	Sunbeam	Segrave
3rd September, 1935	301.13	Rolls Royce	M. Campbell

SUMMARY:

Up to the time of the Industrial Revolution of the mid-eighteenth century the world progressed very slowly, but in the last three centuries progress has been outstanding. Along with our industrialisation, the world's population has been compounding and future advances in the field of transport in this "Atomic Age" cannot be forecast.

It can be stated, quite safely, that the time of the motor car in its present form is quickly drawing to a finish and it must eventually be superseded by some form of individual transport to suit the population growth of cities and using some other power source instead of a petroleum product because of the dwindling natural reserves throughout the world and the toxic effect of the exhaust gases. With this in mind it is imperative that every small relic of motor cars built during this very short period must be preserved for posterity. If you ever find any parts, photographs or books of pre-1919 motor cars, please contact a member of the Veteran Car Club of Australia.

PRODUCED BY THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) 'PHONE NOS. 68/2282
86/1432

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INTERNATIONAL VETERAN & VINTAGE CAR RALLY, SOUTH AFRICA, MARCH 1968.

A sheet has been forwarded to the Club in respect of the above Tour.

Route Capetown to Durban, via Port Elizabeth and East London.
 Dates Mon. 11th March to Sat. 23rd March, 1968.
 Distance Approx. 1300 miles.
 Eligibles Motor cycles, three wheelers and cars manufactured before 31st December 1930. The usual classes for an international event.
 Awards H.G. Schoof Memorial Trophy plus trophies for all classes.
 Fuel & Free for the entire Rally, by Mobil Oil Southern Africa (Pty.)
 Oil Ltd.
 Service en route in case of emergency or breakdown.
 Entrants Overseas entrants limited to maximum of 4 persons per car.
 Roads Macadamised throughout.
 Entry Fee \$20.00 per car.

Entry Forms and further details - The Organisers,
 C/- Veteran Car Club of South Africa,
 Box 1204, P.O.,
 Durban, South Africa.

Entries close 15th September, 1967.

ACKNOWLEDGMENTS OF JOURNALS RECEIVED

Veterantics	V.C.C.A. (Q'ld)
Newsletter	V.C.C.A. (Vic.)
The Veteran Car in South Australia	
Early Auto	V.C.C.A. (W.A.)
Primary Drive	Tasmania - Northern Branch
Small Torque	" Southern "
Antique & Classic	Antique and Classic Motor Club
The Edwardian	V.C.C.A. (A.C.T.)
The Vintage Car	Vintage Sports Car Club of Aust. Ltd.
Cams	
The Crankhandle Club	Capetown, South Africa.

S O C I A L

I am very sorry to hear of all our sick members and we wish them a speedy recovery to good health again. I hear Lionel Jones is on the mend again. Sit back, Lionel, and take it easy.

Nice to hear Eileen Sykes is out of hospital, also Laurie is about again. To Mrs. Green, we hope she will soon be fighting fit after her nasty fall. See Mrs. Masser over the week-end and hope she drowned that terrible cold she had.

Congratulations to Bill and Margaret Dudley on the birth of another girl. Seems as if he will have plenty of back seat drivers soon.

To anyone that has been on the sick list we wish them good health and I would like to hear of sickness amongst our members just to drop a letter to them.

Thanks to our Events Committee on a lovely week-end at the Caves. Despite the rain I think we all enjoyed it.

To Bruce Roberts and wife we wish them a very happy time together. Glad to see Doug. Rees about again.

I have been asked to have a Dinner Party at the Doncaster Theatre Restaurant in Anzac Parade, Kensington, so I would like to get 20 to form a party. Includes 3-course meal and show. Price \$4.50 per person. The

SPIT AND POLISH - AUGUST, 1967

Show is "Hello America", 25th October. Please let me know at once and I will go ahead and make final arrangements. Money with your name, please.

- HILDA SHEEN,
Social Secretary.

ADVERTISEMENT S

WANTED: Pair medium size gas head lights to suit 1911 car.
- BOB MC CARTHY, 71/1941

FOR SALE: 2 x 500 x 24 six ply tyres New (make not advised - Ed.)
- BRUCE TUDGEY,
"Glendon", Currabubula.

" " 1 x 550 x 19 \$4.00 each. Good condition. Original casing
1 x 500 x 19 (make not advised - Ed.)
- K. LEAN,
22 Watts Rd., Ryde.
Tele. 88/3361.

WANTED: Magneto and coupling to suit 1915 Mitchell (considered to have been
Amer. Bosch - 6 cyl.)
- JACK RADFORD,
"Boraba", Burren Junction.

" To buy, borrow, or swap - Parts to restore Ford "T" 1913:
2 acetylene lamps; clock to suit dashboard; brass spider
steering wheel; Ford acetylene Generator (will swap a Dietz).
- VICTOR JACOBS,
30/6868 (h),
211/3666 (b).

" 23" Beaded edge Sankey wheels. - R.G. BURGESS,
55/5422
(or J. Vanstone 55/6867).

REVS. AND BACKFIRES

By Len Masser

Blow the trumpet, sound the fanfare, bring on the dancing girls and meet our new editor, the unquenchable Jimmy Simpson. You've seen him for years on almost every run with his charming little wife in the front seat, and sometimes a bottle of whisky in the back of the old B.S.A., popularly known as the "Beeza" and don't dare call it anything else. I saw him at the last meeting sitting up front with pencil in hand looking very serious and concentrating on making a real good job of this magazine. I'm afraid that Jim's going to be in the same position as all the past editors, lack of contributors, so its up to you fellow members to send along articles to him and give him some heart in this new job he's tackled - and believe me its a big job. Geoff Lehmann battled on for years against almost insurmountable odds but still it came out every month and it was quite good reading. So help Jimmy - he'll appreciate it, and to you James I personally wish you the best of luck in your new position.

* * * * *

You've heard many a man give out a low moan and say "Gorblimy! I'm stiff. If it was raining sovereigns I'd have boxing gloves on." Well, a classic case comes to my mind in young Max Welch, who very competently drives the Brush belonga George Green. Max says that if anything is gonna go wrong, I'm the boy to cop the lot, and he generally does too. At the present-ation of the replica trophies at the club meeting recently, the box containing the little models dropped and a lot of them were broken away from the bases. Max came forward to receive his, the one-cylinder trophy, I can't remember which year, and came up to me afterwards and said: "When I heard the box had been dropped I thought it was a monty that mine would be broken, but lo and behold it wasn't and for the first time

in my life I seemed to be on the right side. I rubbed my hands in glee, looked down and read the inscription and strike me lucky, they'd spelt my name wrong!"

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SICK ABED DEPT. That affable old character, Lionel Jones, has gorn and got hisself into hospital for the first time, and lays there revelling in the attention he's getting from a lot of young nurses flitting hither and thither. It appears that this daring young man was up in a flying machine with son Mike, doing a flip around the local sky and having one heck of a time, and in case you don't know, he's a pretty efficient guy at them thar controls. Came in to a perfect three point landing and then a couple of beers at the clubhouse and into his car for home. He slumped over the wheel and said he felt very ill. Mike took over the controls and drove him home where wife Pauline promptly had him transferred to St. George Hospital. Diagnosis - a slight coronary. I visited him a few times but unfortunately he had another one on the Thursday. It was a shock to everyone in the club to hear of the misfortune to this lanky, placid old cowhand and I'm sure that everybody wishes him a quick recovery. He's on a strict fat-free diet and the last time I saw him he had lost a stone and I suggested that we go back to my old stamping ground, Changi Prison Camp.

* * * * *

A recent inmate of the same hospital was Laurie Sykes who had a cartilage (or was it a cartridge, because someone is sure to shoot that so and so sometime) removed from his knee. Not to be outdone, spouse Eileen was the next with a blinking hernia. When I saw her she was sitting up in bed like a lily on a dirt tin, all glamoured up in a pink bed jacket and simply lapping up the attention everyone was giving her. Knowing Laurie, I thought he's sent her in for a dekoke and valve grind, or maybe a brake reline, but apparently it was more serious than that. She's now at home convalescing and getting ready to beat up Laurie once more.

* * * * *

The tempo of the talk is starting to rise about the projected international run in 1970 to be held here. Quite a few of the local yokels are talking about what car they're going to take, and some of them who haven't even started restoration on some vehicles expect to be in it. I'm hoping to make the trip in the 1903 De Dion, which I haven't even started to restore yet. As far as I can ascertain, the run will be - as far as we are concerned - from Sydney to Melbourne, with stopovers at Canberra and a few other places. I am assured it won't be a straight run thru' and I hope to do this in the one-lunger. Its all very exciting, as cars from all countries in the world who sport a veteran car club will be participating, so you had better look to your paintwork and split pins if you want to be in the running with these boys from overseas.

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A lot of youse probably don't know Leon Gray, he's a comparatively new boy, but he's working on one of the class cars of the old days, to wit, a De Dion Bouton. I know they're the greatest, cos I've got two of 'em. In any case, Leon is forging ahead with his, which is a big brother to mine, it being a four cylinder circa 1913. He plans to build a replica body, torpedo style, and do something that I've bashed a lot of blokes about, i.e. paint it with regency stripes. I think we are really going to see something when this one looms over the horizon. The only thing he seems to be short of is the almighty dollar, but he saves a bit and then he's into the work again. An interesting sidelight to this boy is that his father is the famous Dunc Gray who pedalled his way to fame on a pushbike and became a gold medallist in the 1932 Olympics. I don't think that Leon is particularly enamoured of bike riding, but he can still become famous if he makes the job I think he will of the Ding Dong.

* * * * *

Thought Bill Dudley had gone into smoke and had ceased working on veterans but it would appear that his energies have been utilised elsewhere. Must be so, because Mumma Dudley has just presented him with another daughter. That makes three girls, so far. We hope the next will be a boy so that he can drive the N.A.G. when he grows up. Keep trying, Willie, we know there's lots of life in the old dog yet.

* * * * *

Had the weekend at Jenolan Caves, the modern car run, and brother, did it rain! Even flooded some of the caves and the sight-seeing was limited to the Chifley Cavern. Being a staunch Liberal I was horrified, but needs must wherethe devil drives so I viewed that Labor preserve. You wouldn't read about it, but Mossie and Bill Spraggon visit some old bloke in a garage and come away loaded with loot. The luck of the bleddy Irish I calls it. Among those present were literally millions of kids and it looked as tho' we would have to form a chain gang and link 'em all together. The guide who took us around to gaze at the stalactites etc. mentioned that there were millions of drips in the cave. I gazed around in pride at the members of the V.C.C. Orrright! Orrright!

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Can't think of what "goodbye" is in Yugoslavian, but for the present, Hooroo!

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" 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 Road, Adamstown, on Wednesday, 9th August, 1967 at 8 p.m.

EDITORIAL

No doubt you will remember the article in the June issue, in which Max Burke set out his thoughts on the possibility of compiling a list of engine numbers etc. of local members' cars.

At the June Meeting it was decided to send to Newcastle branch members a questionnaire calling for this information.

Don't forget to bring your completed form to the next meeting.

Peter Adams.

EVENTS COMMITTEE REPORT

The run to Gwandalan finally got off the ground on Sunday July 16th and was well attended, although the roll-up was not as good as we'd expected in view of the beautiful sunshine.

Phil. Cornish joined us once again, driving up in his now well known Maxwell to our starting point at Croudace Bay and leading the way to 'is old 'ome town.

On arrival at the picnic ground, lunch was the order of the day, where a certain gent from beyond the sticks was observed bugin' on a regular Graham Kerr, dishing up a real wow of a meal for his family and guests despite a lot of good-natured ribbing from a few uneducated boobs on the sidelines.

After lunch the energetic types participated in a game I'm told the British call Cricket, although any similarity to the original game would be strictly coincidental.

Less athletic bods were treated to rides in Chris. Broadbent's immaculate, almost completed, F.N. shooting brake. To fill in the rest of our afternoon the V.C.C. of A. Grand Marbles Championship was conducted by the water's edge, although there seems to be some doubt as to the eventual winner.

Nevertheless, we feel it was quite a good outing with loads of sunshine to go round, even though the trip down was a wee drop draughty.

Cars attending: Phil. Cornish - Maxwell
Chris. Broadbent - F.N.
Doug. Marr - Triumph
L. Macy - Austin 7
J. Cowan - Austin 7

Plus assorted Modern Machinery.

J. Cowan, for
Events Committee.

POINT TO PONDER

Buzzing sound,
Flash of yella,
Cloud of dust,
Macy fella?

J. Cowan.

NEXT OUTING - SUNDAY 13th of August.

We will be meeting at Sandgate on the grassy centre strip on the Pacific Highway, just past 2HD at 10.00 a.m., for a run to Grahamstown - then across to Paterson, via Seaham, and Woodville Junction, thence home via Tocal and Maitland.

There will be a morning tea stop at Grahamstown, then a picnic lunch about 1 p.m. in the Seaham area.

SOCIAL ROUNDABOUT

At the Gwandalan outing, member Chris. Broadbent gave his beautiful F.N. its first official club showing. Congratulations on a FINE job, Chris.

Next time you're down Tuggerah way, call into Bob Newman's TALBOT stables. That recently finished tourer is really worth seeing.

Burning the midnight oil at Mount Hutton is Hon. Sec. trying to get that Fire Engine ready for the October run. The big beast is coming along nicely and with a little luck it should be ready to Fire up before long.

DID YOU KNOW

That the position of the hands in holding a steering wheel is about the same as holding a harp.

The reason new ideas die in some heads is because they can't stand solitary confinement.

That member Jim Turner has a new addition to the family - a cocky little bird I hear!

ADS.

WANTED - Crown wheel and pinion to suit 1916 Hupmobile Model N; Dixie Magneto type 40, clockwise rotation or parts of same.

M. Burke,
47 Maclean St., Cessnock.
2325.

WANTED - Radiator to suit 4 cylinder Wolseley 15 h.p., 1910-14 will suit.

R. Thomas, 37 Clarence Rd.,
Waratah, 2298.

WANTED - Radiator to suit 1912 Hudson; Brass Bell for 1915 Fire Engine.

G. Adams, Warners Bay Rd.,
Mount Hutton. 2301.

WANTED - NUMBER PLATES - any age, shape, condition or country. Also, would anyone interested in this hobby contact me.

H. Thomas, 26 Christo Rd.,
Waratah. 2298.

WANTED - Crankcase to suit 1909 T Ford.

J. Clifford,
Aberdeen. 2336.

WANTED - Rayfield updraught carburettor - also Essex 4 complete, information about or parts thereof.

P. Adams,
68 Cowlishaw St.,
Redhead, 2301.

WANTED - Pair round or square brass sidelights - mechanical self starter "Every-ready" or similar type.

FOR SALE - 1908-10, 8 h.p. FN chassis - 3 only T Ford 21" five stud wire wheels and hub caps.

C. Broadbent,
14 Lilian Street,
Glendale. 2285.

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