

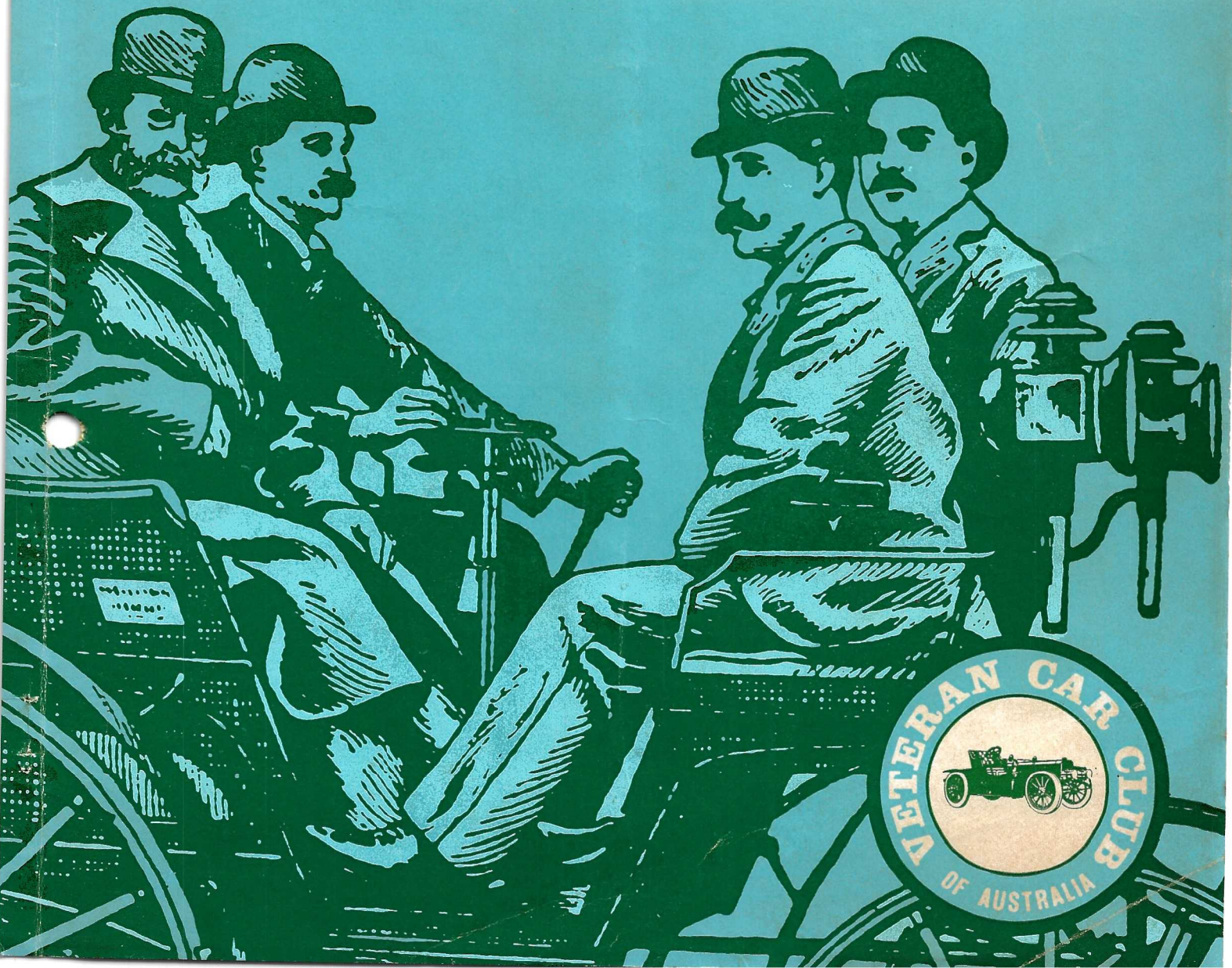
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIRIT & POLISH

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

134 QUEENS ROAD, FIVE DOCK, 2046

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CLUB MEETING DATES 1972-73

1972			1973		
AUGUST	Thursday	24th	FEBRUARY	Thursday	22nd
SEPTEMBER	„	28th	MARCH	„	22nd
OCTOBER	„	26th	APRIL	„	26th
NOVEMBER	„	23rd	MAY	„	24th
	1973		JUNE	„	28th
JANUARY	„	25th	JULY	„	26th

SPIT & POLISH



PATRON:

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

NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (NSW)

Vol. XIV No. 4

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The next General Meeting of the Club - OUR FIRST IN OUR NEW CLUBHOUSE -
will be held on THURSDAY, 26TH OCTOBER, 1972, at 134 Queens Road, Five
Dock, at 8.00 p.m.

BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH 134 QUEENS RD FIVE DOCK 2046



OPINION

We have, at last, reached a most important milestone in the history of our club. On 26th October, 1972, will be the commissioning of the V.C.C.A. club house which, we hope, will become G.H.Q. (General Head Quarters) of most of the Veteran, Vintage and Historic Car Clubs of the State.

For the initial idea of this great occasion we must pay tribute to George Green and his untiring efforts during the 1960's in guiding this club towards the purchase of club premises. It was George's foresight and persistence that initiated the channelling of club finds that were to be used for the purchase of a permanent Headquarters of the V.C.C.A. (N.S.W.).

We must thank, also, all other members who have contributed their various efforts, be they big or small, that have helped the establishment of these club rooms. The success of the venture has been made possible through the concerted team effort of members and associates of the Veteran Car Club and now we hope that these club rooms will lead to the uniting of the various facets of the old car movement through the use of this hall.

Of course, the present hall is only temporary and our future policy will be to work towards the construction of a building that will be more suitable for our future requirements.

When you all come along to the Inaugural Meeting on 26th October, don't bring money, instead bring Veteran "Object D'Art" such as old car number plates, petrol signs, pictures, 'T Model' Ford headlights (or other such useless objects) to help give the club atmosphere. It is the intention of your Building Committee to secure these priceless relics to the interior walls as a memento of an age gone by.

At last, the major portion of our library will have a permanent home and these books will become available for our members to read.

We could write endless eulogies on this great occasion but will refrain from doing same and like yourself we now wait breathlessly in anticipation of Thursday, 26th October, 1972.

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

"Dear Erotica,

My Problem

I have two brothers, one is named Victor who has a mania for collecting antique Ford cars, the other named Bill, who is serving a ten-year gaol sentence at Long Bay for armed assault.

My mother died of insanity when I was three years old, and my father has been charged with selling narcotics to juveniles.

I have two sisters, who have been in and out of gaol at frequent intervals charged with prostitution, whilst my other sister was recently killed in a gang war in Sydney.

I have fallen in love with a beautiful girl from a good family and I would like to marry her.

MY PROBLEM IS THAT I AM ANXIOUS TO MARRY THIS GIRL AND WOULD LIKE TO START OFF WITH NO SECRETS BETWEEN US -- SHOULD I TELL HER ABOUT VICTOR WHO HAS A MANIA FOR COLLECTING ANTIQUE FORD CARS ??

FRANK JACOBS."

Dear Frank:

Go ahead love and tell, tell, tell! But don't let her meet Victor because she will flee - from one who knows.

EROTICA FORESHAW

"Dear Vic.:

Not to be outdone by the 'Yellow Terror', I would like to submit 'Twinkle, Twinkle, Little Star' for the travelling stakes.

Put on the road in September 1967 for the first of its 6 Waratah Processions, the first 12 months covered 1 each rally to Katoomba, Canberra and Newcastle. Since then its trips are:

Crookwell Exp '68.

1969 and 1972 Katoomba (In Tasmania for the '71 Rally).

One Canberra and one Newcastle.

Bundanoon twice.

1970 International Rally to Melbourne (Vintage Section), thence to Adelaide, returning via Hay and Bathurst 1971 Tasmania via Melbourne and return via coast road.

Honeymoon coach to Coffs Harbour.

Lastly New England Highway to Nambour, Q. (All day tours) and return via Port Macquarie.

As for local runs within 50 miles of the G.P.O., I don't think anything further need be said. All these distances have been travelled without the aid of a speedometer, but a conservative estimate would be a minimum 14,000 miles.

REMOVING "SOLID STATE" PETROL

We read in August SPIT AND POLISH of Adrian Garrett's attempt at "scraping the bottom of the barrel" of the R.R. Spraggo was so affected by the thought of this condition that he kept a wary eye open, and has come up with the following thought which was passed on to him.

To save removing the tank, fuel pipes, carburettor etc., go about it this way:

Drain the old fuel from the tank, pipes and carburettor . taking care to blow through the pipes to be sure they are clear. Refill with fresh fuel. Add acetone in the ratio of 5% of fuel and start the engine. The acetone will melt the varnish and the engine will run on it without harm to valves, rings etc. Keep adding the acetone until pipes and tank are clean.

* * * * *

S O C I A L

Thank you to all who came along to Bonaparte's. I hope our Progressive Dinner will be as successful.

We have recently returned from a Hub Tour Rally, sponsored by Nambour Antique Car Club, in Queensland. It was the most pleasing rally we have attended, each day's outing, the weather, the final Dinner and above all the hospitality were, to say the least, perfect.

Joe and Sylvia Webster were there, and brought along their new baby son, David. Joe kept us all well supplied with pineapples and strawberries from his farm. There will be another rally in 1974, so keep it in mind.

Sorry to hear Pam Roberts is back in hospital; hope she has a speedy recovery and is soon back home.

Red Enwright is back on deck after the removal of his appendix.

The Christmas Dinner Dance is being held on 2nd December. At East Denistone Bowling Club - will give you full details at the October Meeting. It will be approximately \$4.75 per person.

I had a number of requests from some of the ladies, to change the Christmas Night out to a place of entertainment. Unfortunately bookings have to be made quite early, and I had no success with the numerous places I rang. However, we will have a discussion early in the New Year and get your ideas on this subject.

#

Good to hear that Jack Garwood (Member 006) is back at work and even eyeing off the office girl after his recent serious illness.

S O C I A L - CONTINUEDSTOP PRESS

Hurrah! The Kable's have a son.
 We hope he's not an only one.
 What to name him - their dilemma!
 We heard the chosen name was 'Emma'
 Seeing HE was not a girl
 This chronicle will now give it a burl.
 G.G. said "Call him Royce"
 While V.J. trembled at this choice.
 He felt "Henry" fits him to a "T"
 Alas, it was not to be.
 "Armstrong", cried a veteran "wit"
 Or "Alvis", "Arrol", "Siddeley" might also fit.
 How about some names with class
 "Rolland", "Pierce", "Franklin" and even "Ettore" could pass.
 While no doubt our friends acclaim
 The brilliance of our chosen names.
 Sal and Pete have put stop to this fable,
 By announcing it's to be "Anthony Kable".

* * * * *

A thrifty motorist was sick of poor fuel consumption of his vehicle so fitted some of the special fuel-saving devices to his car. A special carburettor gave him 40% more miles per gallon, water injection 20%, special spark plugs 20%, sports type coil 15% and an extractor exhaust system 20%. Now he has no problems with petrol strikes as these devices give him a combined fuel saving of 105%. His only problem now is he has to empty petrol out of the tank every now and again!

* * * * *

RACING MERCEDES PHOTOGRAPHS IN JULY SPIT AND POLISH

July SPIT AND POLISH showed two prints of a Mercedes, taken from photographs supplied by Jack Butcher.

Jack has telephoned to say that the shots were taken at Circular Quay West, the background being a building which then occupied the space now taken up by the Maritime Services Board.

The Mercedes was owned by one of the Horderns (either Anthony or Samuel).

* * * * *

HOW I SHOULD HAVE WON THE HARD LUCK TROPHY
AT NAMBOUR - BUT THERE WAS NO TROPHY !!!!!

By Victor Jacobs

Well, if anyone should have won the hard luck trophy at the Nambour Rally in Queensland it was me - the trouble was they never presented a hard luck trophy! Like my friends, Laurie and Eileen Sykes, I had decided to drive to Nambour for the Rally rather than get a trailer as that is a "dirty word" in my household. I have always wanted to drive to Brisbane over the past ten years, and this was my year. "Henrietta" was entered and driven by Reg. and Gwen Minett of Port Macquarie, so they came down to Sydney, picked up "Henrietta" and they made the trip to Nambour and back without effort.

However, I decided to drive that beast, the "Yellow Terror". Before leaving I got Neill Martin to check the magneto and other parts of the car as I was busy down at Robertson milking cows. I found that I had a rumble in the transmission and this we just could not diagnose, perhaps it could be something loose underneath (though everything is loose underneath) or a front universal, so it was decided the only way to find out was just to keep going.

I set sail from Sydney at 7 a.m. on a Saturday morning, and gradually that rumble got worse. It did not help things that although it was a nice sunny day it was bitterly cold in the car as the wind cut right through you.

I drove along merrily on my own until 20 miles from Newcastle when I saw a girl on the side of the road hitching a hike. I pulled up and I said you can come, but it is going to be awfully cold. She had one look at the car and said: "I would just love it." So in she hopped. As I gathered speed, I said if it is too cold, you just hop out, but she was all praises for the "Yellow Terror". So I let her stay!

Driving through a windy patch of road with full concentration, I noticed that there was not a word coming from her, looked at the passenger side and saw that she was crouched down underneath the dash-board with her head completely enclosed by her overcoat. This way she travelled for the next twenty miles until she got out, so all I can say is that she was no companion!

I arrived at Newcastle about 10.30 and the rumble in the transmission was getting worse. I carried on for a further 10 miles when I saw a sailor hitch-hiking, so I thought this bloke would have more conversation. He jumped in and I gave him the one-two about being cold, perhaps a rough ride. After about 10 miles, he turned round to me and said: "Do you mind if I get out, I am getting sea-sick". So on go the brakes and out he gets - they certainly don't breed them tough in the Navy these days, and God help us if we ever have a war if they can't even drive in the "Yellow Terror".

At Port Macquarie I spent all Sunday pulling the front universal out, only to find that it was perfect and as I drove on from there the rumble got worse.

Hard Luck Trophy at Nambour, Cont'd.

About 20 miles from Woodburn near Ballina the car developed one hell of a shimmy and careered all over the road - how I held it without turning over I will never know, but finally pulled up and found that the steering arm had broken in half. Just a bit of fatigue! What could I do. Out in the bush, with nobody nearby, so I used some "T-Ford ingenuity". Out came a 3/8 ring spanner - it took the place of the steering arm - a couple of nuts and bolts and a bit of barbed wire off the fence, and away I set sail at five miles an hour. As I gathered more in confidence I got up to ten miles per hour, then fifteen and then on a nice patch of new road into Woodburn, I was finally doing forty miles an hour on a ring spanner. Hope my Life Assurance Company does not hear about that one - bet the Rolls Royce boys could not improvise like that!

Five miles out of Coolangatta a big bang developed in the engine, so I thought to myself: I have not got Reggie Jones or Alec McLeod to hold spanners for me, the best person for advice would be Frank Muggeridge at Gilltraps Museum. He listened to it and suggested that we take it down to Repco and that was the best bit of advice anyone could have given me.

You know in every story there is good news and bad news, and my bad news came first. The metal cap that hold the crank-shaft on the third bearing had completely disintegrated in two, plus a valve follower - the good news was that it happened on the Gold Coast! People still do not believe that I broke down at Coolangatta, but I can assure you that the next three days putting that car back again was ample proof to me. Then on to Nambour, only to arrive there at 10.30 a.m. to find the Rally was not there, but a Peregrine Beach, which was another 20 miles further on. As I got into the Rally point, the first people I met were Joe and Sylvia Webster who you all remember, and it was great to see them both again.

The Rally Showground, where the cars were all on display when I drove in, was a combination of a Sydney Veteran Car Club Meeting, 10th International Meeting and a 13th New Zealand Meeting, as there were all faces from those three places. There was Laurie Sykes, Toby Bent, Bob Pritchett, Keith Collis, George Edwards (Edward Aubrey), Arthur Phillips, Frank Illich, Howard Hughes, Don Williamson, George King, Chris. Broadbent, Ron Craze, Terry Cook and their wives, plus a host of other people that came from other clubs.

This is the first Hub tour that I have ever been on. I can't say that I like them particularly as I prefer to keep moving on, but the weather was terribly kind to us, accommodation was good, friendship was terrific and the hospitality second to none. There was \$1,000 worth of prizes and other than having no hard luck trophy, I think the only person that should have received a prize and didn't was Laurie and Eileen Sykes for driving a veteran car the longest distance. (They beat me by five miles). They had a long distance trophy, but it went to a vintage car, a 1929 Ford A, which could never be compared to Laurie's 1910 Star - I do feel that he should have been recognised, but the next time I see him I will buy him a beer for his tremendous effort, and one for Eileen too!

Hard Luck Trophy at Nambour, Cont'd.

A comment I could make was perhaps there was not sufficient free time like all the long rallies - not enough time to play tennis, golf, swim and so on. I think Rally Directors can keep this in mind in future, as I think it is always something that is lacking.

The trip back was uneventful. I detoured off to visit Bob and Beth Trevan at Lismore, and had a very enjoyable evening in their mountain-top home. Must be great to be a Ford dealer!!! Then went round to see Charles Purdue's collection of spare parts, which is just fantastic. Incidentally, he is building up a Fronty Ford, so it looks like I will have some competition in the near future. (I wonder if he will be game enough to drive it at 80 m.p.h.)

Drove back to Port Macquarie where I stayed a week on the farm and one day tired of the noise of the bulldozer and tractors that were working on the farm came another noise, and in drove Laurie and Eileen Sykes in their Sat - a short stay, but it was nice to see them. On the Saturday, I left to drive to Newcastle for their Rally and "Henrietta" was now driven by friends of mine, Ian and Marg. at Port Macquarie as my previous driver had finished his holiday. We set sail midst a tremendous storm. It rained continuously from Port Macquarie right through to Newcastle. Saw a young Air Force boy from Williamstown hitch-hiking, so said: "If it is not too wet you can hop in", and silly fool, in he hopped! The further we drive, the wetter it got, and near Bulahdelah we got the full brunt of the rain, which must have been over 2 inches. My friend sitting in the car was absolutely soaked, while even me with my waterproof had the most miserable trip I have ever had. We made Newcastle at dark, and enjoyed the Sunday Rally with the Newcastle boys. Their hospitality and organisation was good as ever, and then back to Sydney.

Yes, a tremendous trip - no trophies to bring back with me, but I never do. It was a Rally full of friendship and fun, and people with the same interests as all of us in these cranky old Veteran cars.

* * * * *

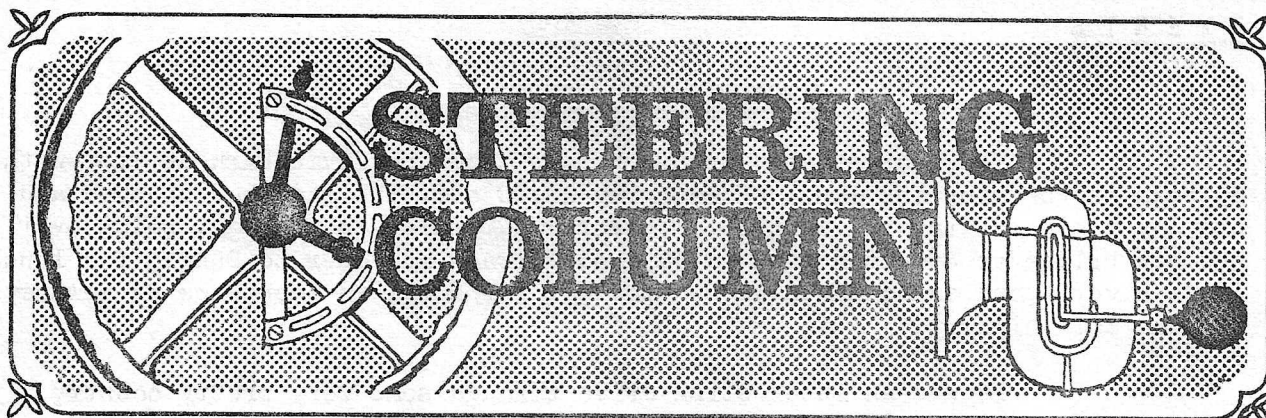
WARATAH PAGEANT

The President was beaming as we had 31 starters, but he soon lost his smile when (1) The Channel 9 Super Flying Fun Show emu ran off with his deerstalker; (2) He drew the short straw and was forced to follow Bill Hardman's Daimler that was puffing more smoke than the Happy Dragon.

The usual demonstrations of quick cranking were given by Bob Forbes, Michael Bendeich, Bob Baxter and last but not least Bill Spraggon, who was demonstrating to Murdoch MacDonald and 50,000 spectators how to blow the end off one's muffler.

Startled bride was given a fanfare of horns as she left the Registry Office by the pride of veterans as they wheeled around the corner into Queen's Square.

A collection has been taken up to assist Mr. Victor to purchase a small tin of Brasso to put the gleam back in Henrietta's eye. --- For those who missed it - the best Waratah Parade ever!



Full marks to the member who was Judge and Jury on himself - imposing a fine of one dollar. His crime? Being overdue in paying his annual subs. If we all did this, the club would be 250 bucks in front.

#####

It has been suggested that the title of this column should be changed to "THE BIG END" because it is always "knocking", but we can take this criticism we will just go on grinning and "bearing" it!!

#####

We have noted a new trend emerging withing the movement - the anchoring of one's beret/cap to the cranium by the sheer weight of number cf various car club badges. The pacesetters of this "new look" are G. Wilkinson, Green and Laurie "Twinkle" Star.

#####

The creaking wheel has rotated one full turn. After a lapse of one decade we have found a new benefactor to sponsor a rally. We have gone from "Golden Fleece" to "Stocks and Holdings"; is this the commencement of an era of a new type of "Golden Fleece"? As one member pointed out, "they are pulling the wool over our eyes". If this is the case, "Baa Baa"!!!

#####

Whilst on the subject of wool, our "Hurstville Rotarian" upon reading about the astronomical wool prices, remembered that STANDARD OF COVENTRY used only the finest merino fleece as padding under the upholstery of their famous marque "The Flying Standard Eight". Knowing that he had over '400' of these little "gems" (in fact he is now enlarging his garage to accommodate some more!!) our Rotarian set about ripping apart their seats. Alas, after all this effort, the nett result was a single bale of "crutchings". If any member knows of a Retarded Jap Wool-buyer with the "yen" for it, please contact SAM!

#####

E V E N T SNEWCASTLE TOUR 1972

The Tour started in heavy rain from the Civic Park at 9.30 with 35 cars at the starting line. However by 11.00 a.m. the rain had cleared and the day finished fine and sunny. We covered 120 miles in the day, going over the new bridge at Stockton then to Raymond Terrace and over to Dungog for lunch. After a very good salad lunch we started off for Maitland then back to Newcastle via the main highway.

It was an interesting drive through some very pretty country, with a variety of scenery from sea and flat country to mountains and valleys, some of the road sections were being remade and with the rain, were quite a mess. The cars had plenty of mud on them at the finish - some of the more timid types left their cars at the garage for the day. Can't blame them - it was wet without any hood.

The barbecue at George Adams' home on Saturday night was a great success with plenty to eat and lots of goodies to see on the garage shelves. Keep your eye on them George.

#

Smorgasbord Dinner Dance was a great success, with the presentation of prizes at 10.30. The rally winners: first, Ray Thomas; Spotto winner, H. Hughes; second place, Bob Peterson; third place, Barry Garth, and John Pickup the Board Names prize.

#

Warwick Farm Day had 1500 cars all told, with the Veteran Car Club having 40 cars on display. The takings for the day were \$655.45, being the best takings of any Warwick Farm Day, all in all, a succesful day with sunny and warm weather and plenty of friendship between clubs.

Waratah Procession also a bright sunny day with 31 veteran cars attending, being very popular with the crowds which lined the route.

#

DATES TO REMEMBER

Spastic Centre Bullen's Animal World at Wallacia

SUNDAY, 5TH NOVEMBER.

Cooma Swap Meet, Cooma

18TH & 19TH NOVEMBER.

(Cont'd. on P.11.....)

EVENTS CON'TD.

DATES TO REMEMBER CONT'D.

Stocks and Holdings Gosford Rally

NOW: 25TH NOVEMBER. Please note change of date.

Parramatta Procession

SATURDAY, 28TH OCTOBER

Events Committee

L. Sheen, J. Wilson, J. Bourke

* * * * *

VETERAN CAR CONSERVATION ASSISTANCE

THE MAGNETO HIGH TENSION CIRCUIT--SOME OBVIOUS
& OBSCURE FEATURES

The rotating magneto armature experiences a sudden change in magnetism at the instant when the breaker contacts open and the result is an induced voltage in the windings, both primary and secondary.

It is usual to earth one end of the primary winding to the armature core and connect the secondary winding to the other end of the primary which is brought out to the contact breaker. Finally, the other end of the secondary winding is taken to the slipring which is a brass ring embedded in a spool-shaped insulator such as ebonite.

Starting then at the earthed end of the primary winding and finishing at the slipring, we have our high tension voltage source of from about 10 to 20 thousand volts and this causes the current which jumps the spark plug gap.

The course of this current is through the pick-up brush in contact with the slipring, thence to the distributor rotor usually via a carbon brush contacting the rotor extension or "pencil".

The rotor may have a carbon brush which takes the current to a segment of the distributor cap ("wipe spark") or, as in modern machines, there may be a small gap between the rotor and cap segment ("jump spark").

From the cap segment and its terminal the current passes through the high tension lead and jumps the spark plug gap to reach the engine block.

(Cont'd. on P.12.....)

V.C.C.A. CONT'D.

Since the rotating armature core was our starting point, the current must return to it - by way of specially provided earthing carbon brushes and springs. If the current passes through the armature ball bearings the ball races will be damaged and this path is forbidden by the expedient of mounting the outer ball races in insulated cups.

The current, of course, may flow the opposite way, as occurs on alternate firings of multi cylinder engines, but the path is the same so the following are important points for ensuring correct magneto functioning:

- (1) Good contact between secondary winding and slipring.
- (2) Smooth slipring surface correct brush and spring operation.
- (3) Correct rotor timing so that the rotor and segment align when the breaker contacts open.
- (4) Correct rotor brush-spring-segment operation OR minimum rotor clearance for jump type distributors.
- (5) Armature earthing brushes and springs correct and mating surfaces smooth.
- (6) Armature bearing cups insulated from the magneto body.

Good sparking to you and your magneto!

* * * * *

1911 SILVER GHOST 1606

By Geo. W. Green

The last known owners of this car were:

1945-1949 W.B. and Elsie M. Parker of Dookie, Victoria.
 1949-1950 Alberte Lennon, Shepparton, Victoria.
 1950-1958 Mr. H.H. Wheeler of Sydney Road, Euroa, when it
 ceased to be registered.

At the time Mr. Wheeler acquired the car it was described in the Victorian Department of Motor Transport Certificate as a duplex tourer, number of seats: 5, carrying capacity 20 cwt., year model 1920, colour: dark blue, number of wheels: 4, H.P. 48. The cost of registration was as follows (in £. s.d.):

Power weight unit	4. 0
Annual Registration	17. 0. 0
Owner's Certificate	1
Insurance Premium	
(3rd Party)	15. 6

(Cont'd. on P.13.....)

On 3rd August 1960, Mr. Fred Miller Robinson of 414 Collins Street, Melbourne, acquired it as an unregistered chassis. What happened to the duplux tourer body, I do not know. Late in 1960 or early 1961, Dick Heher of Kenthurst, Sydney, purchased it from Fred Robinson. I purchased it from Dick Heher in 1961 and put it aside and forgot about it until 1969 when it was dragged out from under the stairs, a sorry sight. I scratched my head and wondered why I had bought such a heap. Half elliptic springs had been fitted by somebody handy with an oxy torch, grafting on some extra lengths of chassis to take the springs, but he had made such a mess of the original chassis that it had to be scrapped and a new end welded on from another spare chassis, then the various kinks and bends were removed.

The diff. was pulled down and found to be in a near perfect condition, the gear box likewise. The poor old motor was a different story. Everything in it was well worn and required the full treatment, the original pistons have been retained by sleeving the motor a shade undersize and machining a few thou off the pistons and fitting oversize rings. The crankshaft was reground, there being 2 to 3 thou ovality and the amount of carbon that was dug out of the oil passages was quite alarming - one wonders how any oil got to the bearings. The camshaft was in reasonable condition, some of the cam followers required attention. The clutch was the surprise packet, it was in excellent condition; over the years it had received more than its share of oil no doubt owing to the fact that most of the cotton bobbin in the clutch spigot (to suppress the flow of oil to the clutch) was missing, with the result that every time the clutch was depressed a good flow of oil reached it.

All springs had to be replaced, there was not an original R.R. spring on the chassis. Fortunately these were available ex my stock, likewise shackle pins. The magneto was a mess, half of it missing, but with sundry bits in my possession it was rebuilt and now operates perfectly. The distributor shaft was badly bent making the head do some alarming gyrations, fortunately I was able to pluck a shaft from the spare parts shelf. The carburettor was the biggest challenge, the bower birds and magpies had all had a go at it, but, fortunately, over the years I had accumulated a few old carbies in various stages of ill health. With the aid of these and a few spare parts, I was able to restore the original 1606 carburettor back to normal.

Many other items required attention, all brakes relined and drums skimmed and trued up, induction manifold was sad and the shaft to drive the magneto did not exist; one had to be made.

In late 1969, the chassis was nearing completion. It was then decided with Adrian Garrett's permission to fit a Holmes body that he had brought out from England in 1959, when he returned to Australia with my daughter; I might have influenced him a little to bring it out with him.

It is not known what car the body was originally fitted to, but Adrian took it off a Gladiator and it was apparent that it had been cut and shut to fit. When fitting it to the R.R. chassis 1606, all the alterations in the body had to be put back, and the body fitted perfectly, which suggests

(Cont'd. on P.14.....)

that originally it could have been on a Rolls.

In February 1970, it was decided that the car should be entered in the 1970 International Rally starting April 4th. Upholstery had to be partly renewed, also new head linings where the moths had been very busy, the body had to be painted, wheels which were 20" had to be rebuilt to the original type of 895.135 and this was achieved thanks to Eric Rainsford. Many other small items had to be attended to.

The car just made the rally, thanks to the efforts of Peter Kable who drove it in the event. Minus final coat of paint and sundry small items, other than pumping excess oil out of the base of the distributor, and one puncture, no other trouble was experienced on the round trip from Melbourne to Sydney - a reasonable effort as the car had only travelled thirty miles prior to the start of the rally from completion of restoration.

Since the rally, quite a lot of man hours have been spent on finishing the restoration. There is still a little detail work to be done. The final result has been quite rewarding. The one big question that has not been settled yet is, do we fit a windscreen or not? Let us hear what the club members think.

* * * * *

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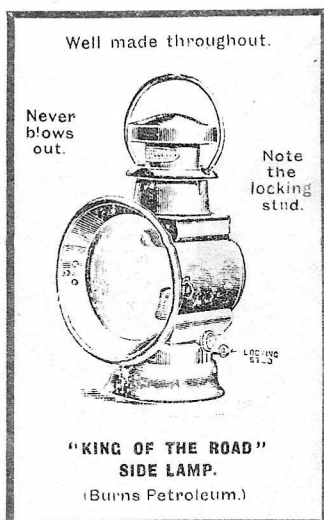
- ERIC LANG,
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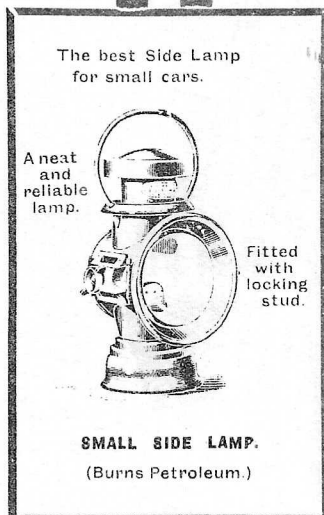
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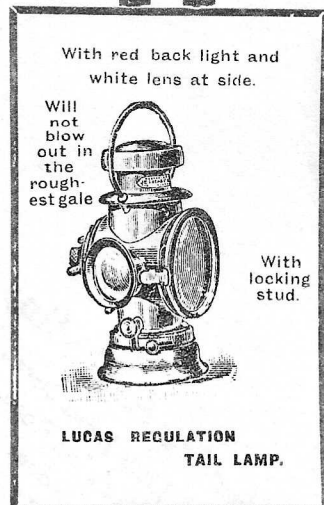
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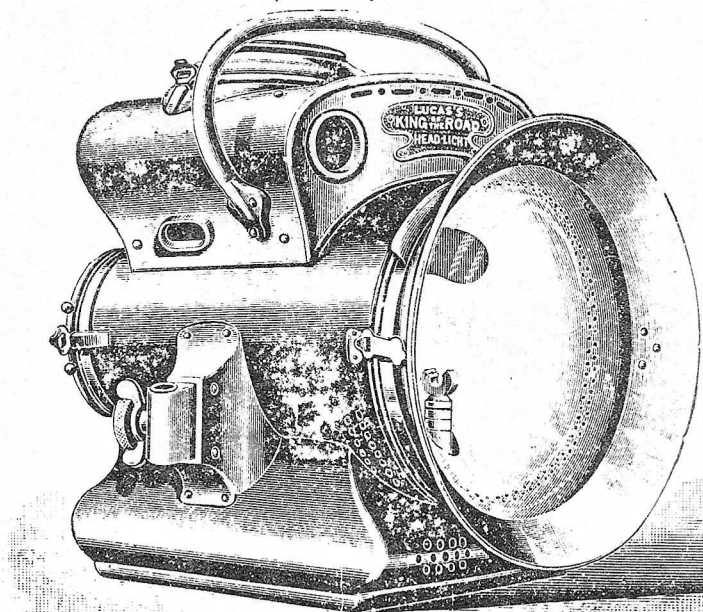
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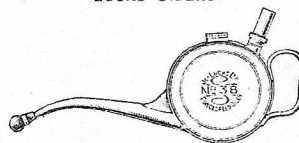
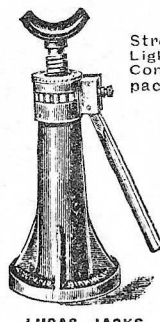
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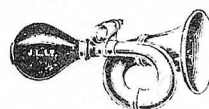
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