

# SPIT AND POLISH

The journal of the VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC.



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PATRON:  
His Excellency  
The Governor of N.S.W.



Volume XXIV No. 21

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Other Veteran Car Clubs have permission to copy

Regular monthly meetings of the Association will be held at 8.00 p.m. at the Clubrooms on:

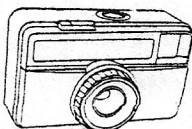
THURSDAY	NOVEMBER	23	1989
THURSDAY	JANUARY	25	1990
THURSDAY	FEBRUARY	22	1990

The business of the meetings will be:

- \* to receive and act on reports from Committee and Management
- \* to raise issues for the attention of Committee
- \* to discuss matters relevant to the interests and activities of the Association.

MICHAEL LOWE - HON. SECRETARY

COVER PHOTO:



*This month's cover photo has again been donated by John Hughes. See story on page 10.*

# Editorial

CHRISTMAS SEEMS TO BE UPON US ONCE AGAIN, AND ALL THE FESTIVITIES IT BRINGS, NOT LEAST OF ALL OUR CHRISTMAS DINNER ON THE 9TH DECEMBER. ALSO THIS ISSUE OF SPIT AND POLISH BRINGS US TO THE LAST ONE FOR THE YEAR, WITH A WELCOME BREAK, FOR MY PART, TILL JANUARY NEXT YEAR.

PUTTING TOGETHER A MAGAZINE LIKE SPIT AND POLISH, AND KEEPING A GOOD STANDARD, AND KEEPING IT INFORMATIVE, NOT ONLY TAKES A LOT OF WORK, BUT CONTRIBUTIONS FROM MEMBERS OF ANY ITEMS YOU THINK MIGHT BE OF INTEREST, OR THAT MEMBERS PARTICULARLY WANT PUBLISHED IS A BIG HELP. HAVING SAID THIS, IF MEMBERS OUT THERE COULD DIG DEEP INTO YOUR ARCHIVES OVER THESE CHRISTMAS HOLS, AND SEND IN ANY ARTICLES SUITABLE FOR SPIT AND POLISH IT WOULD BE APPRECIATED. IT IS NOT ALWAYS EASY TO PLEASE EVERYONE, BUT WE DO OUR BEST.

WE HAVE SOME GOOD NEWS FROM ONE OF OUR MEMBERS, STAN RUMBLE WHO IS CURRENTLY TRAVELLING OVERSEAS WITH ANOTHER MEMBER KEN MOSS. STAN COMPETED IN THE LONDON TO BRIGHTON RUN WHICH IS HELD EVERY YEAR THE FIRST SUNDAY IN NOVEMBER. WE ARE PLEASED TO REPORT HE FINISHED THE EVENT, AND FINISHED IT WITHIN THE TIME ALLOWED. HE HAS PROMISED US A REPORT OF HIS TRIP ON HIS RETURN.

AS OF PUBLICATION, I HAVE NOT HEARD FROM ANY MEMBERS REGARDING LAST MONTH'S MYSTERY COVER PHOTO. HOW ABOUT SOME EDUCATED GUESSES

I HOPE EVERYONE HAS A HAPPY AND SAFE XMAS.

BYE FOR NOW  
ANNA.

THE DEADLINE FOR THE NEXT SPIT AND POLISH IS THE 2ND JANUARY, 1990.

PLEASE SEND ARTICLES TO THE EDITOR  
SPIT AND POLISH  
15 SURREY AVENUE  
GEORGES HALL. 2198

**PRESIDENT' MESSAGE**

*I was pleased to see the interest shown by members in the draft constitution tabled at the last AGM and distributed to our members at the September meeting (any members who would like a copy, please ask). Any changes or additions you feel are necessary or desirable should be forwarded in writing to our Secretary, as soon as possible.*

*Consideration should also be given to an ammended version of our existing constitution.*

*Don't forget our Christmas party to be held at the club rooms on the 9th of December and the children's party on Sunday, 3rd December.*

*As this is the last magazine before Christmas let me take this opportunity to wish all members and their families a Merry Christmas and a prosperous New Year, and happy veteran motoring.*

*John Wards*

\*\*\*\*\*

### VEHICLE TRIMMING REFRESHER COURSE.

THE WETHERILL PARK COLLEGE OF TECHNICAL AND FURTHER EDUCATION WILL AGAIN RUN A COURSE IN BASIC MOTOR TRIMMING COURSE NO. 2525A.

CLOSING DATE FOR ENTRY IS 1/12/89.

FEE IS \$120.00.

STAGE 1 IS 4HOURS PER NIGHT....1 NIGHT PER WEEK FOR 36 WEEKS.

STUDENTS THEN CAN PROGRESS TO STA E 2 THE FOLLOWING YEAR.

THE TAFE ALSO INTENDS TO INTRODUCE A MORE ADVANCED "VINTAGE MOTOR TRIMMING" COURSE IN 1990.

FURTHER INFO RING JOHN ROWLING ON (02)609 9327 or 609 9383.

(we could send all our wives!!!oops I think the publicity officer could be in big trouble ,again !!!)

\*\*\*\*\*



PRECIS OF THE MINUTES OF THE MEMBERS MEETING HELD 26/10/89

VISITORS: JACK EAGLES FROM CASTROL

INWARDS AND OUTWARDS: LETTER OF THANKS FROM THE ARTHRITIS FOUNDATION.

EVENTS REPORT: JOHN SIMMONS INFORMED MEMBERS OF FUTURE EVENTS OF FISHERS GHOST AND THE XMAS PARTY (SEE EVENTS CALENDAR). KEN QUARMBY REPORTED ON THE EXCELLENT SOUTH COAST RALLY.

BUILDING: BOB BAXTER ADVISED WINDOW WINDERS UNDERWAY.

INSPECTION DAYS: NEIL MARTIN REMINDED MEMBERS OF THE DATES AND MEMBERS HAD TO BE FINANCIAL.

LIBRARY: SANDY ROBERTS ADVISED NO REPORT AS YET.

MAGAZINE: POSTAGE OF MAGAZINE LATE FOR OCTOBER DUE TO DELAY OF PRINTING OF COVERS.

DATING AND INVESTIGATION: BOB BAXTER REPORTED A. GARTHON'S DELAHAYE AND J. CORBY'S CROSSLEY UNDER INVESTIGATION.

NEW MEMBERS: NIL. DIANNE NEWMAN WAS WELCOMED AS A FULL MEMBER HAVING TURNED 18 ON THE 25/10/89.

VETERAN OF THE MONTH: NO VETERAN OF THE MONTH. HOWEVER TWO FILMS WERE SHOWN BY JACK EAGLES FROM CASTROL. QUESTIONS WERE ASKED BY MEMBERS AFTERWARDS.

GENERAL BUSINESS: JOHN WARDS ADVISED HE RECEIVED CALL FROM F. JONES TO HOLD MEETING WITH HIMSELF AND TERRY COOK. MEETING WAS CONSTRUCTIVE, ALSO DISCUSSED WERE ITEMS OF NOTE RE N.S.W'S HANDLING OF THE BI-CENTENNIAL EXPENSES. ALSO DISCUSSED WAS THAT THERE WERE NO AUDITED ACCOUNTS FOR 1988/89. N.S.W. WILL NOT SUPPORT NEW CONSTITUTION ON JANUARY RE-CONVENED MEETING - REASONS AS SET AS FOLLOWS IN MEMO TO STATES:

MEMBERS IN THIS (AND ANOTHER) CLUB DISSATISFIED WITH PRESENT FEDERAL ADMINISTRATION. G. SIMMONS RAISED VALIDITY OF UNANIMOUS VOTING. J. WARDS WAS ADVISED THAT OUR VOTE WAS NEEDED. B. GARTH SAID WHY SHOULD WE REMAIN MEMBERS OF THE FEDERAL BODY. J. WARDS DISCUSSED THE NEED FOR STATES TO CONTROL FEDERAL FUNDS.

G. DALEY QUESTIONED WHAT ARE WE NOW GETTING OUT OF THE FEDERAL BODY. K. QUARMBY ADVISED WE MUST STUDY AND GET THE NEW/OLD CONSTITUTION RIGHT.

J. WARDS ADVISED WE MUST GET THE MATTER THRASHED OUT BY FEBRUARY AND THEN LET OTHER STATES KNOW OUR DECISIONS.

A. GARTHON SUGGESTED WE MUST KEEP THE TERMINOLOGY SIMPLY HOWEVER J. COOPER SUGGESTED OTHERWISE.

B. THEW SUGGESTED WE STOP PUBLISHING FEDERAL MATTERS IN SPIT AND POLISH, HOWEVER OTHER MEMBERS SUPPORTED ARTICLES IN MAGAZINE.

MEETING CLOSED AT 10.40pm.

# Events

DECEMBER 3.....CHILDRENS CHRISTMAS PARTY

10.30a.m. Putney Park off Pellisier Rd.,  
B.Y.O. picnic lunch, presents from Santa  
for members children under 12 yrs.  
Contact Ian Streatfeild, 858 2665, by Nov 24,  
to ensure that your child will not miss out.

DECEMBER 9.....Adult's Christmas Party at the clubrooms.

\$25.00 per head...three course meal.

7.30p.m. for dinner at 8.00pm B.Y.O.

See John Simmons or Sandy Roberts.

## 1990

JANUARY 7.....1&2 Cylinder rally in Tasmania.

JANUARY 13.....Saturday ...Meet with Newcastle Branch at  
Somersby Falls at about lunchtime.

February 4.....Breakfast run at Audley Weir, National  
Park. 7.00am.

February 18.....Castrol Display Day at Silverwater Park  
Silverwater.

March 25.....Week long rally...1&2 Cylinder at Port  
Macquarie.

April 29.....Vic Jacobs Day

September

20 To 26.....All Veteran Rally at Warwick, Queensland.

September

29 and 30.....Morpeth.

## INVITATION

THE N.R.M.A. MOTORFEST WILL BE HELD ON SUNDAY 21ST JANUARY, 1990 AT THE  
ROCKS. PRIZES WILL BE GIVEN FOR PEOPLE WHO COME IN THE SPIRIT OF THE  
EVENT. ORGANISERS WOULD LIKE A ROUGH ESTIMATE OF THOSE ATTENDING. PLEASE  
CONTACT THE EDITOR.



NEW ADVERTISERS

ON THE INSIDE BACK COVER YOU WILL SEE TWO NEW ADVERTISERS IN "SPIT & POLISH", WE THANK THEM FOR THEIR SUPPORT AND ASK MEMBERS TO TAKE ADVANTAGE OF THE SERVICES THAT THEY PROVIDE.

WITTERS AUSTRALIA

JACK WITTER IS A MEMBER OF THIS CLUB AND IS RESTORING, FROM THE GROUND UP, A VINOT ET DEGUIGAND, WHICH THE DATING COMMITTEE HAS ON THEIR LIST.

JACK IS A LONG TIME WINE AND FOOD SOCIETY "BUFF" AND OUR PUBLICITY OFFICER SPENT A VERY PLEASANT LUNCH "HOUR" WITH HIM RECENTLY, AT WHICH HE LEARNED THAT JACK USED TO COMPETE IN THE ROUND AUSTRALIA TRIALS IN THE LATE 50s AND BY THE LOOK OF HIS TROPHY ROOM.... VERY SUCCESSFULLY TOO.

THE BUSINESS IS MAINLY RUN NOW BY IAN WITTER, HIS SON, SO IF YOU ARE IN THE MARKET FOR CLEANING RAGS, COTTON WADDING, STOCKINETTE GIVE THEM A CALL.

GRANGER FORGE & ENGINEERING P/L.

TONY GRANGER AT BANKSTOWN HAS ONE OF THOSE MOST INTERESTING WORKSHOPS, RECENTLY DISCOVERED BY YOUR PERAPETIC PUBLICITY OFFICER.

IT REALLY IS A BLACKSMITHS SHOP WITH FORGES AND POWER HAMMERS, GRINDERS AND LOTS OF NOISE!

IN ONE CORNER I NOTICED AN OLD "ALLDAYS & ONIONS" PRESS... NOT QUITE AS PRETTY AS THE CAR BUT MUST HAVE BEEN VERY EFFECTIVE IN IT'S DAY.

TONY CAN MAKE ALMOST ANYTHING THAT REQUIRE "HEATING & HITTING"! I SAW A COUPLE OF VINTAGE BUMPER BARS AND HE SAYS HE COULD FORGE A CRANKSHAFT. HE CAN MAKE LAMP BRACKETS, STEP BRACKETS.

IN THE SAME FACTORY COMPLEX AT BANKSTOWN IS A METAL POLISHER AND OTHER SUNDRY RELATED ENGINEERING BUSINESSES.

IT'S WELL WORTH A VISIT.

( IT'S ALSO CLOSE TO "THE DE DION FACTORY") ???????

\*\*\*\*\*

ARTICLES FOR SPIT & POLISH

ANNA COULD USE SOME MORE ARTICLES OR ITEMS OF INTEREST FOR S&P SO IF YOU COME ACCROSS ANYTHING INTERESTING LET HER HAVE A PHOTOCOPY.

BEWARE THOUGH!!!

PLEASE PROVIDE THE SOURCE OF THE ARTICLE SO THAT WE CAN ACKNOWLEDGE THE SOURCE.

WE ARE CURRENTLY TAKEN TO TASK BY A MAGAZINE FOR USING AN ARTICLE WHICH WAS APPARENTLY SUBJECT TO THEIR COPYRIGHT.

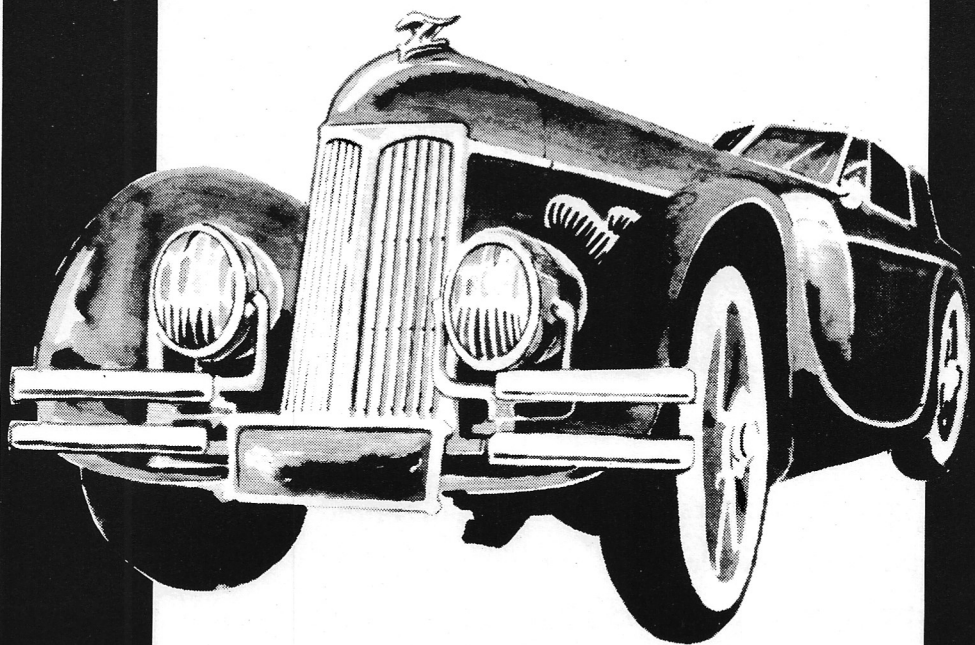
LIFE GETS COMPLICATED DON'T IT!

CHEERS

KEITH EDWARDS

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contact *P*aul *C*larke on (02) 241 3411.



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# CARS <sup>FOR</sup> EVERYBODY!

"Mercédès," "Automotors," "Panhard's," "De Dions,"  
"Cléments," &c., from £50 to £1,100.

## MUST BE CLEARED IMMEDIATELY

"Panhard" Car, 40 h.p. (Paris-Berlin) Tonneau Body	£1,100
"Automotor" Car, 10 h.p., latest style, Tonneau Body	£260
"Mercedes" Car, 16-20 h.p., 4 cylinders, 2 bodies (Tonneau and Limousine)	£670
"Orient Express," 6 h.p., splendid condition, solid tyres	£60
"Peugeot" Car, 5 h.p., 2 cylinders, double phaeton, brand new	£100
"Hurtu" Car, 8 h.p., very reliable, solid tyres	£75
"De Dion" Voiturette, 6 h.p., hood and glass, and all improvements	£100
"Darracq" Voiturette, 6½ h.p., dais and glass	£125
"Orient Express," 6 h.p., very fast, solid tyres	£72
"De Dion" Tricycle, free engine	£24
"Hidien" Voiturette, 6 h.p., 3 speeds, 4 places, solid tyres	£45
"Panhard" Car, 18 h.p. Centaure, Tonneau	£800
"Panhard" Car, 10 h.p., 4 cylinders, Tonneau with dais	£330
"Renault" Car, 9 h.p., Aster motor, Tonneau	£150
"Durkopp" Car, 12 h.p., 4 cylinders, new	£220
"Racing Car," 14 h.p., twin cylinder "Automotor" engines, mechanical valves, new	£140
"Gladiator" Racing Car, 20 h.p. (Paris-Vienna), 100 kilos per hour	£235
"Panhard-Clément" Car, 6½ h.p., nearly new, hood	£80
"Leyland" Steam Engine, 6 h.p., on portable frame	£40

*The above Cars, &c., are all in splendid condition, and the majority are new.  
Where not otherwise mentioned Dunlop tyres are fitted.*

**AUTOMOBILE COMPONENTS, Ltd.,** 18-24, Church St.,  
Islington, London,

LIST OF PRE-MODEL "T" FORDS IN NEW SOUTH WALES

Compiled from 1911, 1915, and 1918 registration records by John Hughes,

Newcastle Branch Member.

<u>Reg'n No.</u>	<u>Owner's Name &amp; Address (As Stated in 1911)</u>	<u>H.P.</u>	<u>Ref. No.</u>
101	SCALES, Ernest E; Alfred St; Nth. Sydney	16 hp.	1*
315	JULIUS, George, Ocean St; Woolarah.	16 hp.	2*
556	ROGALSKY, D.M; 42 Hunter St; Sydney.	16 hp.	3*
997	GALBRAITH, Samuel, Bay St; Double Bay.	16 hp.	4*
1,148	MATTICK, Herb. E.W; "Wuroona", Hargraves.	16 hp.	5*
1,162	MAUNDER, John, Gidley, Temworth.	16 hp.	6*
1,177	CRAMPSIE, Alex; Pimpama Mills, Narrabri.	16 hp.	7*
1,226	WOOLNOUGH, Robert E; Rudder St; Kempsey.	16 hp.	8*
1,317	JARDINE, Henry, Chatswood.	16 hp.	9*
1,835	RUSHBY, Henry E.W; Snowdown, Mudgee.	16 hp.	10*
1,992	FORD MOTOR CO; 135 Castlereagh St; Sydney.	30 hp.	11*
1,993	FORD MOTOR CO; 135 Castlereagh St; Sydney.	30 hp.	12*
2,279	CULPIN, Ernest, Chandos St; Gunnedah.	10 hp.	13*
2,494	NICHOLSON & CO; 342 George St; Sydney.	16 hp.	14*
2,809	MACHATTIE, Thomas, George St; Bathurst.	16 hp.	15*
2,994	DORROUGH, James, North Lismore.	16 hp.	16*
3,067	HARVEY, William, Deniliquin	16 hp.	17*
3,121	HOWARD, William H; Springdale, Cootamundra.	12 hp.	18*
3,237	WILLIAMSON, James, "Wedge Rock", Parkes.	16 hp.	19*
3,574	SILVERTHORNE, Newman, Porcher St; Newcastle.	16 hp.	20*
1,994	FORD MOTOR CO; 135 Castlereagh St; Sydney.	16 hp.	21*

A total of 194 Ford cars of all models were registered in N.S.W. in 1911.\*Notes

- 1\* By 1915 he had replaced the 16 hp Ford with a Model "T", and had also moved to Shirley Rd; Woolstencraft. He was still listed as having the "T" in 1918.
- 2\* By 1915 this car had been sold to John K.C. Sands, of Bennett St; Bondi. It was not listed in 1918 records.
- 3\* He still owned this car in 1915, however it was not listed in 1918.
- 4\* By 1915 Mr Galbraith had replaced the Ford with a 12/16hp Renault.
- 5\* This car was not mentioned in either 1915 or 1918 records.
- 6\* By 1915 this number was on an I.H.C; owned by Fred'k Jones of Hoggebi, which in turn was not listed in 1918.
- 7\* Still owned by Mr Crampsie in 1915 and 1918.
- 8\* By 1915, this number was on a 12/20hp Benz owned by Thomas Saul, of "Seven Oaks", Smithtown.
- 9\* By 1915 this number was on a 15/20hp Star, owned by Stephen Gee, of Liverpool Rd; Strathfield.
- 10\* Still owned by Mr Rushby in 1915, it was not listed in 1918 records.
- 11\* A 6-cylinder Model "K", this car was not listed after 1911.
- 12\* A 6-cylinder Model "K", this car was not listed after 1911.
- 13\* A 2-cylinder car, it was not listed in 1915, however by 1918 this number was on a Model "T" owned by Art. Baird of Muttagoona, Bourke.
- 14\* Not listed after 1911. In 1918 this number was on a 27hp R.E.O. owned by Edward Rutledge of "Esrom", Bathurst.
- 15\* Not listed after 1911.
- 16\* Not listed after 1911.
- 17\* Replaced by a Model "T" by 1915, which in turn was replaced by a 25hp 6-cylinder Buick in 1918.
- 18\* A 2-cylinder car, it was replaced by a 12hp Jackson by 1915.
- 19\* Still registered in 1915, by 1918 Mr Williamson had moved to Wilga St; Parkes, where he replaced the Ford with a 35hp Mitchell.
- 20\* Still owned by Mr Silverthorne in 1915, by 1918 this number was on a 20hp Vauxhall owned by Charles Crossman of Bennett St; Double Bay.
- 21\* Not listed after 1911.



## STORY BEHIND THE COVER PHOTOGRAPH

Contributed by John Hughes

LATE IN 1909 MR. MICK O'HARA\*, AN IRISH IMMIGRANT TURNED SUCCESSFUL GRAZIER, WAS IN SYDNEY WITH HIS YOUNG FAMILY WHEN HE CHANCED UPON THE ELIZABETH STREET SHOWROOMS OF ISAAC PHIZACKERLEY, WHO WAS THE N.S.W. AGENT FOR STANDARD, MINERVA, HUMPHREY AND TALBOT MOTOR-CARS.

WITHIN THE HOUR, AND VERY MUCH AGAINST THE ADVICE OF HIS SOMEWHAT ASSERTIVE WIFE, MR. O'HARA HAD BOUGHT A BRAND NEW TALBOT TOURING CAR. IT WAS A 12H.P. (15.8 R.A.C.), MODEL 4-A ONE OF TWO HUNDRED EXAMPLES OF THIS MODEL WHICH TALBOT BUILT, AND ITS CHASSIS NUMBER WOULD HAVE BEEN BETWEEN 2,501 AND 2,700. IN ALL, PHIZACKERLEYS SOLD SEVENTEEN 4-A'S, ALL OF WHICH WERE BUILT DURING 1909.\*\*

AFTER A DRIVING COURSE OF ONE WEEK'S DURATION, THE O'HARA FAMILY, (HUSBAND, WIFE, SEVEN YEAR OLD SON AND SEVEN MONTH OLD DAUGHTER) SET OUT FOR HOME, WHICH WAS A GRAZING PROPERTY SITUATED ABOUT FIFTY MILES NORTH OF BREWARRINA. THE FIRST DAY OF THEIR JOURNEY TOOK THEM VIA PARRAMATTA, WINDSOR, WISEMANS FERRY AND ST. ALBANS TO DEANES' FARM, WHERE THE CAR BECAME BOGGED WHILST ATTEMPTING A RIVER CROSSING. A FARMER WHO LIVED NEARBY WAS APPROACHED FOR ASSISTANCE, AND HE AGREED TO PULL THE CAR OUT OF TROUBLE WITH HIS BULLOCK TEAM, UPON PAYMENT OF ONE POUND! BECAUSE OF THIS FARMER'S MERCENARY ATTITUDE TO MOTORISTS IN TROUBLE, THE RIVER CROSSING NEAR HIS HOME BECAME KNOWN FAR AND WIDE AS THE "BULL RUN".

NOW SOMEWHAT LIGHTER IN THE POCKET, MR. O'HARA DROVE VIA WOLLOMBI, CESSNOCK AND BROKE TO SINGLETON, WHICH MARKED THE END OF A VERY LONG DAYS DRIVING. MRS O'HARA HAD NOT ENJOYED THE TRIP AT ALL.

AS A RESULT OF A COUPLE OF VERY NEAR MISSES HER VERY GREATEST CONCERN WAS THAT HER INFANT DAUGHTER, WHOM SHE WAS BREAST-FEEDING, WOULD BOUNCE OVER THE SIDE AND RIGHT OUT OF THE CAR, SO AT HER BEHEST SHE, THE BABY AND THE SEVEN YEAR OLD SON CAUGHT A TRAIN HOME FROM SINGLETON. AT THE SAME TIME MR. O'HARA RETURNED TO SYDNEY BY TRAIN, AND UPON ARRIVAL THERE HE ENGAGED THE VERY FIRST TAXI-CAB DRIVER WHOM HE ENCOUNTERED, AS A CHAUFFEUR. ONCE MORE HE LEFT FOR BREWARRINA, THIS TIME BY TRAIN AFTER GIVING THE CHAUFFEUR INSTRUCTIONS ON WHERE TO FIND THE TALBOT AND HOW BEST TO GET IT TO BREWARRINA.

TWO MONTHS LATER THE CAR AND DRIVER HAD STILL NOT ARRIVED AT THE O'HARA PROPERTY, AND IT WAS GENERALLY ASSUMED THAT THE CHAUFFEUR HAD STOLEN IT, POLICE WERE OF COURSE NOTIFIED, AND MRS O'HARA SPENT MANY AN ENJOYABLE HOUR TELLING HER HUSBAND HOW A FOOL AND HIS MONEY ARE SOON PARTED.

EVENTUALLY WORD REACHED THE O'HARA FAMILY THAT THE CAR HAD NOT BEEN STOLEN. IT HAD NOT ARRIVED DUE TO THE FACT THAT IT HAD BECOME BOGGED IN BLACK SOIL, ABOUT ONE HUNDRED MILES FROM ITS DESTINATION.

MR. O'HARA IMMEDIATELY SET OUT IN A BUGGY IN ORDER TO ORGANISE HIS CAR'S RECOVERY, AND A FEW DAYS LATER HE FOUND IT, WITH THE FAITHFUL CHAUFFER CAMPED NEARBY. THE CAR WAS BOGGED TO IT'S RUNNING BOARDS IN MUD, HOWEVER AFTER A VERY CAREFUL INSPECTION MR.O'HARA HAD THE LUCKLESS CHAUFFEUR START THE ENGINE, AND THEN HE SAT AT THE WHEEL AND HAD A "PRACTICE DRIVE". THE CAR OF COURSE DIDN'T MOVE AN INCH.

THE NEXT DAY A BULLOCK TEAM WAS PURCHASED AND THEN HITCHED ONTO THE CAR, WHICH HAD TO BE TOWED ABOUT TEN MILES BEFORE THE ROAD WAS JUDGED TO BE FIRM ENOUGH FOR DRIVING UPON.

IN DUE COURSE THE TALBOT REACHED ITS DESTINATION. A LITTLE LATE OF COURSE, BUT CERTAINLY NONE THE WORSE FOR WEAR. A MOTOR-HOUSE WAS ESPECIALLY BUILT TO HOUSE IT, AND THE WALLS OF THIS STRUCTURE WERE FILLED WITH CHARCOAL IN ORDER TO INSULATE IT. MOST UNFORTUNATELY NOBODY KNOWS WHAT EVENTUALLY BECAME OF THIS CAR, HOWEVER IT'S GARAGE IS STILL IN USE, SERVING THE PURPOSE FOR WHICH IT WAS ORIGINALLY CONSTRUCTED.

\* I HEARD THIS STORY IN MARCH 1989 FROM THE SON WHO WAS SEVEN YEARS OF AGE AT THE TIME THE CAR WAS BOUGHT. ALTHOUGH HE WAS ONLY TOO HAPPY TO HAVE ME WRITE OF THAT LONG ADVENTURE, HE HAS ASKED THAT I DO NOT DIVULGE HIS NAME. THE NAME O'HARA IS THEREFORE FICTICIOUS.

\*\*TALBOT BUILT A TOTAL OF 426 CARS DURING 1909. 12HP; 15HP; 25HP; AND 35HP CARS WERE AVAILABLE, ALL OF THESE BEING FOUR-CYLINDER MODELS. TALBOT SOLD THEIR LAST TWO-CYLINDER MODEL IN 1908, AND THEY DID NOT MAKE A SIX-CYLINDER CAR UNTIL 1910.

-----

MANY HAVE EXPERIENCED THE CONFUSION OF TRAFFIC ACCIDENTS AND HAVE HAD TO SUMMARIZE EXACTLY WHAT HAPPENED IN A FEW WORDS OR LESS ON INSURANCE ACCIDENT FORMS. THE FOLLOWING QUOTES WERE TAKEN FROM THESE FORMS AND PUBLISHED IN THE TORONTO SUNDAY, JULY 26 1977. THESE ARE ACTUAL ATTEMPTS BY POLICYHOLDERS TO DESCRIBE HOW AND WHY THEIR ACCIDENT OCCURRED.

THE OTHER CAR COLLIDED WITHMINE WITHOUT GIVING WARNING OF ITS INTENTIONS.

I THOUGHT MY WINDOW WAS DOWN, BUT FOUND OUT IT WAS UP WHEN I PUT MY HAND THROUGH IT.

A PEDESTRIAN HIT ME AND WENT UNDER MY CAR.

THE GUY WAS ALL OVER THE ROAD. I HAD TO SWERVE A NUMBER OF TIMES BEFORE I HIT HIM.

IN MY ATTEMPT TO KILL A FLY, I DROVE INTO A TELEPHONE POLE.

(more quotes in future issues.)



OVERHEATING?

IN MY EXPERIENCE LOTS OF VINTAGE AND VETERAN CARS OVERHEAT AS A RESULT OF BLOWING THEIR WATER OUT OF THE OVERFLOW. IT SEEMS THAT THIS RESULTS FROM OLD CORES BEING PARTIALLY BLOCKED. THIS MEANS THAT THE WATER WHICH IS BEING PUMPED INTO THE TOP TANK IS NOT ABLE TO PASS THROUGH THE CORE AS QUICKLY AS IT COULD WHEN THE RADIATOR WAS NEW AND UNBLOCKED. SO THE WATER TAKES THE LINE OF LEAST RESISTANCE AND SQUIRTS OUT THE OVERFLOW PIPE WITH THE RESULT THAT THERE IS LESS WATER IN THE COOLING SYSTEM SO IT GETS HOTTER AND EVENTUALLY BOILS.

ON THE NAPIER WE TRIED (WITH CONSIDERABLE SUCCESS) DILUTED HYDROCHLORIC ACID, CAUSTIC SODA, DISHWATER DETERGENT (SEEMED VERY EFFECTIVE). THE TECHNIQUE WE USED WAS TO FILL THE RADIATOR WITH THE CHOSEN SOLUTION FROM BUCKETS, START THE MOTOR AND RUN IT AT A FAST IDLE UNTIL IT BOILED. DRAIN IT, PARTLY INTO A BUCKET SO WE COULD CHECK ON THE MUCK QUOTIENT. THEN REFILL WITH HOT WATER AND RUN AGAIN UNTIL BOILING OR AT LEAST COMING OUT OF THE OVERFLOW AT HIGH SPEED. DRAIN AND ALLOW ENGINE TO COOL. REFILL WITH COLD CLEAN WATER AND GO FOR A DRIVE. DRAIN AND REFILL AGAIN.

WE HAVE DONE THIS MANY TIMES NOW AND WE ARE STILL ABLE TO GET MUCK OUT OF THE RADIATOR EVERY TIME WE DRAIN IT. LATTERLY, WE HAVE DISCOVERED A PRODUCT MADE BY THE GAMLEN CHEMICAL COMPANY. IT IS FOR DE-SCALING THINGS. IT IS CALLED XD COMPOUND AND IT SEEMS TO BE VERY EFFECTIVE INDEED. HOWEVER, AFTER ALL THAT THE STINKING THING STILL OVERHEATED, BUT IT WAS FAIRLY MARGINAL (IN COLD WEATHER).

DON WRIGHT AND JOHN OULD (GOD BLESS THEM) CAME TO THE RESCUE AND SHOWED THE WAY TO SOLVING OUR PROBLEM. WHAT THEY SUGGESTED WAS TO GET AN OVERFLOW BOTTLE FROM A MODERN CAR (THEY SUGGESTED A MORRIS 1100, BUT WE WOUND UP WITH A MAZDA SOMETHING). CONNECT IT TO THE RADIATOR OVERFLOW PIPE AND FIT IT WITH A 2-4 LB CAP WHICH SHOULD BE AVAILABLE FROM AN AUTO ACCESSORIES SHOP.

I DID THIS TO THE NAPIER- PROBLEM SOLVED. IT SEEMS THAT THE PRESSURE IS SUFFICIENT TO FORCE THE WATER THROUGH THE CORE. THIS SHOULD HELP IN FLUSHING THE CORE I WOULD HAVE THOUGHT.

AN ALTERNATIVE, WHICH IS FITTED TO MY BUGATTI, IS TO FIT A SPRING LOADED BALL VALVE TO THE TOP OF THE OVERFLOW PIPE IN THE NECK OF THE RADIATOR. I GUESS IT SHOULD HAVE A 2-4 LB SPRING.

JOHN FITZPATRICK.

NEWBRIDGE ON TWO CYLINDERS

BY "The Voice from The Plains".

To renew acquaintance with some Club members was a very pleasing way to spend an evening, and this was climaxed by my being driven home by Jack Godfrey.

The thought of seeing the team for a while on Sunday morning was discussed, and Jack volunteered to call for me at 0900 hrs. saying that the team would take off at 1000 hrs.

He duly arrived on time on Sunday and got me back to the Captain Cook motel.

What with nattering and moving about, the time soon passed and some vehicles were moving off. At this stage a question was put to me hurriedly. "Why not come along?". I had given that idea no thought, as I felt that I was back in the old days, when every vehicle had its complement of passengers, with their personal rations on board, and we never seemed to "pick up strays".

A last minute invitation and a quick decision, and the answer was in the affirmative.

It was courteous and necessary to put the family in the picture, as it would have been puzzling and potentially worrying if our daughter should have arrived at the house and had been confronted with an unannounced and inexplicable absence. So, a rush to the 'phone!. Nothing would go wrong of course, but somehow things do go off the rails sometimes.

I was invited to join the light lunch at the hall.

And so, I had the experience of understanding first hand, some of the difficulties attending a run such as that was, with the help of only two cylinders.

My thanks go to Sandy and Max for "having made my day" for me.

(It was a real pleasure to have Jimmy along with us and we enjoyed his company as much as he obviously enjoyed ours..ED)



## HIGHLIGHTS OF THE VETERAN ERA

1885 - 1904

- 1885 - BENZ BUILDS FIRST PRACTICAL PETROL POWERED TRICAR, SINGLE CYLINDER, SINGLE SPEED, BELT DRIVE.
- 1886 - DAIMLER BUILDS FIRST FOUR-WHEELED PETROL CAR, TWO SPEEDS AND BELT-CUM GEAR DRIVE.
- 1889 - DAIMLER INTRODUCES TWIN-CYLINDER ENGINE AND SLIDING-PINION FOUR SPEED TRANSMISSION.  
PANHARD AND LEVASSOR ACQUIRE LICENCE TO MANUFACTURE DAIMLER ENGINES.
- 1890 - FIRST PEUGOT AND PANHARD-LEVASSOR CARS, BOTH DAIMLER-ENGINED.
- 1891 - PEUGEOT CAR COVERS 1280MILES, FOLLOWING THE PARIS-BREST-PARIS CYCLE RACE.
- 1892 - PANHARD-LEVASSOR BUILD THE FIRST FRONT-ENGINED PETROL CAR.
- 1893 - FIRST FOUR-WHEELED BENZ CAR, THE VIKTORIA IS INTRODUCED.
- 1894 - PANHARD-LEVASSOR AND PEUGEOT SHARE THE FIRST PRIZE IN PARIS-ROUEN 'CONCOURS' THE WORLD'S FIRST MOTORING CONTEST.  
PANHARD INTRODUCE COUNTERSHAFT SLIDING GEAR SYSTEM.
- 1895 - EMILE LEVASSOR IN A PANHARD-LEVASSOR WITH A 1.2 LITRE DAIMLER 'PHENIX' IN-LINE TWIN-CYLINDER ENGINE AND ENCLOSED GEARBOX WINS WORLD'S FIRST MOTOR RACE, THE 732-MILE PARIS-BORDEAUS-PARIS.  
FIRST PNEUMATIC TYRES USED ON A CAR BY MICHELIN BROTHERS.  
RUDOLF EGG OF SWITZERLAND DEVELOPES LEVER CONTROLLED GEARLESS VARIABLE TRANSMISSION.
- 1896 - DE DION BOUTON MARKET PROPRIETARY AIRCOOLED SINGLE CYLINDER 1500RPM ENGINES FROM 1HP UPWARDS FOR USE IN LIGHT TWO - THREE- AND FOUR-WHEELED VEHICLES.  
LEON-BOLLEE PRODUCE 650CC TANDEM-SEATED THREE-WHEELED VOITURETTE.  
FIRST FOUR CYLINDER ENGINE BUILT BY DAIMLER FOR PANHARD-LEVASSOR  
BRITISH DAIMLER MOTOR COMPANY FOUNDED AT COVENTRY.  
HENRY FORD BUILDS FIRST EXPERIMENTAL CAR.
- 1897 - FIRST PETROL-ENGINED CAR WITH TWO-SPEED EPICYCLIC GEARBOX AND SHAFT FINAL DRIVE TO LIVE AXLE MADE BY F. W. LANCHESTER.  
MORS OF PARIS PRODUCE 45 DEG. V4 AIR-CUM-WATERCOOLED CAR WITH LOW TENSION COIL AND DYNAMO IGNITION.  
FIRST FRONT-WHEEL-DRIVE CAR BUILT BY GRAF AND STIFT IN VIENNA USING DE DION ENGINE.
- 1898 - LOUIS RENAULT BUILDS PROTOTYPE SMALL CAR WITH FRONG-MOUNTED DE DION ENGINE, DIRECT DRIVE TOP GEAR AND UNIVERSALLY-JOINTED SHAFT FINAL DRIVE.  
DAIMLER DESIGNED FOUR CYLINDER ENGINE USED IN TOURING PANHARD-LEVASSOR.
- 1899 - AUTOMATIC ADVANCE AND RETARD IGNITION CONTROL USED BY HIRAM MAXIM AND PACKARD IN USA.
- 1900 - ACETYLENE LIGHTING SUPPLEMENTS OIL AND KEROSENE.
- 1901 - OLDSMOBILE 'CURVED DASH' IS AMERICA'S FIRST CAR TO GO INTO HIGH QUANTITY PRODUCTION.

cont.

- 1902 - BOSCH INTRODUCE HIGH-TENSION MAGNETO.  
 SPYKER OF HOLLAND BUILD SIX CYLINDER FOUR-WHEELED MOTOR CAR.  
 FIRST STRAIGHT-EIGHT ENGINED CAR WITH SINGLE SPEED GEARBOX  
 BUILT BY CGV OF PARIS.  
 TRUFFAULT OF PARIS INTRODUCE FRICTION-TYPE SHOCK ABSORBER.  
 DISC BRAKE PATENTED BY F. W. LANCHESTER OF BRITAIN.  
 SINGLE OVERHEAD CAMSHAFT ENGINE WITH PRESSURIZED LUBRICATION  
 MARKETING BY MAUDSLAY IN BRITAIN.
- 1903 - ADER OF PARIS BUILD V8-ENGINED CAR.
- 1904 - NAPIER OF BRITAIN MARKET FIRST SUCCESSFUL SIX CYLINDER CAR.  
 ENGINE AND GEARBOX IN ONE UNIT ON FRENCH MOTOBLOC AND  
 AMERICAN STEVENS-DURYEA CARS.  
 RILEY OF COVENTRY INTRODUCE DETACHABLE CENTRE-LOCK WIRE WHEELS.

From "The Story of Veteran & Vintage Cars"  
 Cyril Posthumus

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# M - I - N - D - S - T - R - E - T - C - H - E - R

No. 78

SUM BOYS

Our neighbours have eight children, aged from one to eight, and they all had their birthdays yesterday - what a party! The boys, who were born in consecutive years, have a total age only HALF that of the girls.

How many sons are there in the family?

Solution to No. 77

TRICKY TRIO

1. 9 pm

2. PARACHUTE

3. Day

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## HATS, HOODS AND GOGGLES

(Taken from 'Motoring Costume'- A. Lane)

'DUST IS REALLY THE ONLY DRAWBACK OF AUTOMOBILE TRAVELLING, BUT IT IS A SERIOUS ONE ESPECIALLY FOR WOMEN. THE DUST IS OVERPOWERING; IT FILLS ONE'S EYES, EARS, MOUTH AND THROAT, AND NOTHING SEEMS ABLE TO RESIST IT. THE ONLY REAL PROTECTION SEEMS TO BE THE UNBECOMING GOGGLES AND A HOOD TO COVER THE HEAD, MADE OF SOME LIGHT MATERIAL LIKE LIGHT MACKINTOSH. EVEN THEN THE DUST GETS IN AT THE BACK OF THE NECK AND INTO THE HAIR. IN FRANCE THE WOMEN APPEAR TO WEAR VERY THICK FUR COATS, SMALL TIGHT-FITTING CAPS, THICK VEILS, AND SPECTACLES. THEY HAVE A GLORIOUS DISREGARD FOR THEIR PERSONAL APPEARANCE, AS ANYONE MUST WHO REALLY WISHES TO ENJOY MOTORING. THEY COME BACK IN THE EVENING BURIED IN DUST, AND COMPLAIN BITTERLY OF THE PAIN WHICH THEY EXPERIENCE IN ENDEAVOURING TO WASH THE DUST FROM THEIR FACES AND EYES'. SO WROTE LADY JEUNE IN 1902, WHEN PROTECTIVE HEADWEAR WAS CRUDE AND INELEGANT. YET IN THE NEXT FEW YEARS MOTOR MILLINERY BLOSSOMED INTO MANY EFFECTIVE AND STYLISH FORMS.

THE EDWARDIAN LADY WHO WISHED TO GO MOTORING NEEDED HER HAT AND HAIR TO BE KEPT IN ORDER, THE BACK OF HER NECK AND HER EYES PROTECTED FROM DUST AND DRAUGHTS, WINDS AND INSECTS. THESE DEMANDS WERE ANSWERED BY THE HOOD AND VEIL COMBINATION, ESSENTIALLY HOODS WERE LARGE SILK BAGS WHICH COMPLETELY ENVELOPED THE HEAD. THEY SLIPPED OVER THE HAT AND COVERED THE BACK OF THE NECK AND THE SIDES OF THE HEAD WITH SUFFICIENT LENGTH TO BE TIED SECURLY IN A BOW BELOW THE CHIN. HOODS GAVE THE ESSENTIAL HEAD COVER AND WERE SPACIOUS ENOUGH NOT TO CRUSH THE HAIR. MOST HOODS WERE FITTED WITH PROTECTION FOR THE FACE IN THE FORM OF MICA OR SILICONE 'WINDOWS'. THESE HOOD AND MASK COMBINATIONS RESEMBLE THE HEADWEAR SEEN TODAY IN NUCLEAR POWER STATIONS. THE WINDOWS WERE KEPT RIGID BY AN ALUMINIUM FRAME. AN ALTERNATIVE TO THE CLAUSTROPHOBIC HOOD AND MASK WAS THE SIMPLE VEIL MADE OF CREPE-DE-CHINE, CHIFFON AND/OR GAUZE. VEILS WERE RECOMMENDED TO BE 6' 6" (2METRES) LONG AND 2'4" (70CM) WIDE. THEY WERE PINNED TO

# SMART HOODS AND VEILS

SHOWING VEIL UP.      SHOWING VEIL DOWN.

**THE "BUCKINGHAM" HOOD.**  
With separate mica window in face, which can be raised or lowered at will. Very elegant in appearance, large and comfortable. Price 25/6.

*Write for New Book "Creations for Ladies," showing the latest Motoring Modes.*




**THE "DAGMAR" HOOD.**  
Specially designed for comfort, and is very smart. Price 25/6.

**"PRINCESS" VEIL.**  
This veil is made of fine crepe de chine, and is very elegant. Price 25/6.

**ALFRED DUNHILL LIMITED**  
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THE BONNET, PULLED DOWN OVER THE EARS AND CROSSED BEHIND THE NECK WITH THE ENDS BROUGHT TO THE FRONT TO BE TIED INTO A BOW UNDER THE CHIN. THE COLOUR OF A VEIL WAS RECOMMENDED TO BE DUST SHADE, SO WHITE, GREY, NAVY AND BLUE AND BROWN WERE PREFERRED. MANY VEILS WERE FINISHED WITH WHITE SATIN HEMS. THE MOST DRESSY VEILS WERE OF WHITE, YELLOW, BROWN OR NAVY LACE AND FOR EXTRA STRENGTH WERE MOUNTED ON FINE CHIFFON WITH ELASTIC HEMS FOR SECURE FIT.

THE CHOICE OF HAT FOR MOTORING WAS VARIED. NO ONE STYLE WAS PREDOMINANT FOR LADIES. THE GENERAL RULE WAS THAT IF THE HAT WAS TO BE WORN ALONE IT SHOULD BE SMALL, SO OFFERING THE LEAST WIND RESISTANCE. WITH THE SECURITY OF A VEIL A LARGER STYLE COULD BE CONSIDERED, BUT THE MOTOR CAR WAS NO PLACE FOR THE VERY WIDE HAT SO COMMON IN THE EDWARDIAN ERA. NO NEW DESIGN WAS SPECIFICALLY MADE FOR MOTORING BUT CERTAIN EXISTING STYLES FOUND POPULARITY WITH MOTORISTS. THE CHOICE OF MOTORING HEADWEAR FOR MEN WAS USUALLY THE CLOTH OR PEAKED CAP SO POPULAR WITH YACHTSMEN. THE CLOTH CAP OF TWEED AS WORN FOR SHOOTING, GOLF OR FISHING WAS CONSIDERED PERFECTLY SUITABLE, AND IF FLAPS FOR THE EARS WERE FITTED IT WAS EVEN WARMER. THE PEAKED CAP WAS NEATER AND RAINPROOF AND WAS A POPULAR CHOICE OF KING EDWARD VII WHEN MOTORING. HOWEVER AS THE PEAKED CAP BECAME INCREASINGLY RECOGNISED AS PART OF A CHAUFFEUR-SERVANT'S UNIFORM THE FASHION FOR THESE CAPS AMONG OWNER-DRIVERS DECLINED.

THERE WAS ONE ITEM WHICH EVERYONE AGREED WAS ESSENTIAL; A PAIR OF GOGGLES. THEY WERE UNIVERSALLY WORN BY MEN BUT WOMEN CONSIDERED THEM FAR TOO UGLY. MORE THAN ANY OTHER ITEM, GOGGLES MADE MOTORISTS AN OBJECT OF RIDICULE TO THE GENERAL PUBLIC. THE CUT AND STYLE OF MOTORING CLOTHES WERE GENERALLY ELEGANT BUT GOGGLES MADE THE WEARER SEEM LAUGHABLE.

BASIC GOGGLES WERE MADE OF THIN CONVEX GLASS SURROUNDED BY AN EDGE OF SILK. THERE WERE ENORMOUS VARIATIONS ON THIS BASIC DESIGN, REFLECTED IN THE 1902 DUNHILL CATALOGUE, WHICH GAVE A CHOICE OF OVER THIRTY STYLES. SOME HAD A METAL FRAME WITH FINE MESH ON THE SIDES FOR IMPROVED VENTILATION. A FUR SURROUND GAVE ADDITIONAL WARMTH IN WINTER. GOGGLES WERE SECURED BY EITHER ELASTIC STRAPS OR SPECTACLE-TYPE SIDE BANDS TO THE EARS. FOR ADDED PROTECTION TO THE TEMPLES AND CHEEKS, LEATHER MASKS WERE AVAILABLE. THE COMBINATION OF MASK AND GOGGLES WAS THE MOST HIDEOUS OF ALL PROTECTIVE CLOTHING.

\*\*\*\*\*

#### ACCOMMODATION WANTED

ACCOMMODATION WANTED FOR STUDENT WHO IS ATTENDING UNIVERSITY.

IN SYDNEY AREA, PREFERABLY NORTH SHORE.

CONTACT DIANNE NEWMAN ON 043 92 7274.

MORPETH "TIT BITS" 1989.

1. PETTICOAT GOVERNMENT SURE WORKED WONDERS FOR THE STEERS....  
WON THE WEEKEND TROPHY...UP WITH THE WOMEN!
2. WHO STARTED OFF ON THE SUNDAY RUN AND DOUBLED BACK TO WATCH  
THE START OF THE BATHURST RACE?...CAUGHT US UP BEFORE VACY.
3. HOPE THAT RUDOLPH GOT SOME BEAUT VIDEO SHOTS...HE CERTAINLY  
COOKED HIMSELF IN THE PROCESS, WHILE HIS WIFE SIZZLED IN THE  
TWO CYLINDER.
4. WHO WASN'T FOUND ON A TRACK THROUGH THE MARKET GARDENS  
IN A 1911 TALBOT, OF EDWARDIAN EXCELLENCE, ONE ACETYLENE LIGHT  
GLOWING AND 5 FEMALES? HE LOOKED LIKE A DEHYDRATED CABBAGE PATCH  
DOLL. THE IRRESPONSIBLE PARENTS WERE SUPPOSED TO BE TRAVELLING  
BEHIND WITH SPOTLIGHT, BUT WERE SABOTAGED...ONE FLAT TYRE TO BE  
CHANGED IN THE DARK.
5. SEE MARNEY UP TO HER USUAL TRICKS, SHOWING NEV THE CAR ON HER  
NEW JUMPER.
6. WHO WORE A TRACK FROM THE MORPETH CENTRE TO A SHED, BUT STILL  
COULDN'T GET THE EVASIVE "T" FORD OUT?
7. ONE ENTRANT SUGGESTED WE MACHINE THE "INDIAN GOOD LUCK"  
SIGNS OFF OUR K.R.I.T. HUBCAPS

ROBIN COX (DUBBO).

\*\*\*\*\*

OLD JAPANESE TRAFFIC REGULATIONS

(AN EXTRACT FROM "TEN YEARS IN JAPAN" BY J. GREW)

1. AT THE RISE OF THE HAND POLICEMAN STOP RAPIDLY.
2. DO NOT PASS HIM BY, OR OTHERWISE DISRESPECT HIM.
3. WHEN A PASSENGER OF THE FOOT HEAVE IN SIGHT, TOOTLE THE HORN.  
TRUMPET AT HIM, MELODIOUSLY AT FIRST, BUT IF HE STILL OBSTACLE YOUR  
PASSAGE, TOOTLE HIM WITH VIGOUR. EXPRESS BY WORD OF MOUTH THE  
WARNING "HI, HI!"
4. BEWARE THE WANDERING HORSE THAT HE SHALL NOT TAKE FRIGHT AS YOU PASS  
HIM BY. DO NOT EXPLODE THE EXHAUST BOX AT HIM AS YOU PASS HIM BY.  
GO BY SOOTHINGLY.
5. GIVE BIG SPACE TO THE FESTIVE DOG THAT SHALL SPORT IN THE ROADWAY.
6. GO SOOTHINGLY IN THE GREASE MUD, AS THERE LURKS THE SKID DEMON.
7. AVOID ENTANGLEMENT OF DOG WITH YOUR WHEEL SPOKES.
8. PRESS THE BRAKING OF THE FOOT AS YOU ROLL ROUND THE CORNER TO SAVE  
COLLAPSE AND TIE-UP.

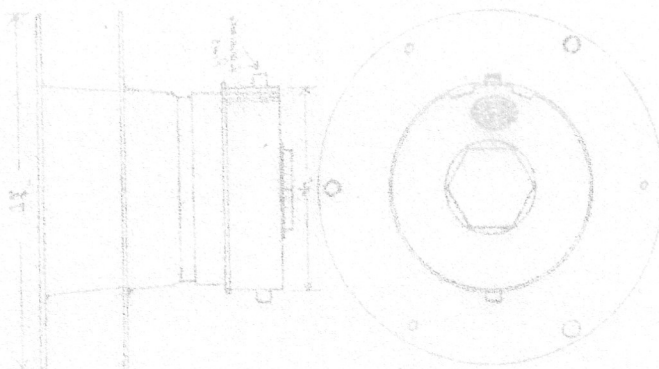
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WANTED

1961 N.B.W. ALL COMMUNICATIONS ASSURED.  
PLEASE CONTACT MARTIN SORRENTI, 29 RIVERLAND DRIVE, MERRIMAN HEIGHTS.  
BEARD TYPE AIR PUMP DRIVEN FROM WATERPUMP SHAFT ON LEFT HAND SIDE.  
STAMPED IN LARGE NUMERALS BETWEEN 180,000 AND 300,001. ALSO "STEWART"  
CAR. CHASSIS IS ATTACHED THEREON ON EXTREME REAR RIGHT HAND SIDE  
OR RIGHT HAND FRONT. FIVE NUMBERS SIMILAR TO 77045 WHICH IS ON MY PRESENT  
LEFT SIDE OF BLOCK CASTING AND ENGINE NUMBER STAMPED IN LARGE NUMERALS  
ONLAND A CYLINDER ENGINE OR PARTS THEREOF BEARING DATE 1915 CAST ON

WANTED

THREE GOODIEAR DETACHABLE HUBS, PAT. NO. 2,526,110 AS DRAWN.



ALSO

ONE REAR AXLE HUB WITH 1" SQUARE DRIVE AND BRAKE DRUM (9"). A PHOTO OF  
THESE HUBS APPEARED IN THE JUNE 1983 ISSUE, ON THE "WHAT IS IT" CAR.  
CONTACT: TIM HARRIS, R.M.B. 2230, GOORAMAT. 3755. PHONE: (037)  
037 544 (AH). (Presumably these will be for the Briton)

WANTED

ANY PARTS SUIT HUNTERVILLE - PHONE K. BURTON (079) 386 552.

WANTED

INTERNATIONAL MOTOR BUGGY PARTS AND/OR INFORMATION. CONTACT: ROGER  
YOUNG, 255 MERRILL AVENUE, NORTH ROCKHAMPTON, QLD. 4701. PHONE: (079)  
381 566 (AH) (079) 575 466 (3).

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WANTED

BRASS AND ACETYLENE HEAD AND SIDE LAMP. CONTACT JACK WITTER 05 8317025 HOME  
05 350 531 BUSINESS. REVERSE CHARGES OK.



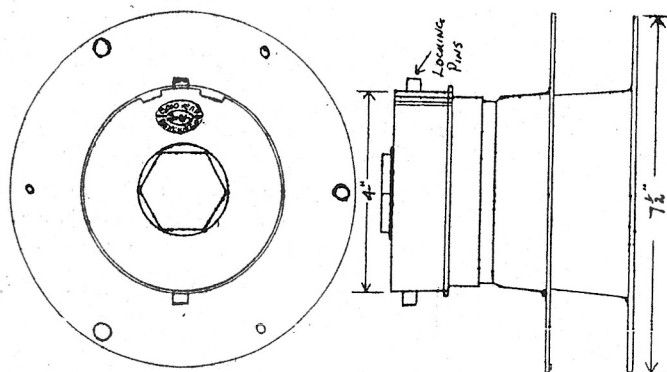
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OAKLAND 4 CYLINDER ENGINE OR PARTS THEREOF BEARING DATE 1915 CAST ON LEFT SIDE OF BLOCK CASING AND ENGINE NUMBER STAMPED IN LARGE NUMERALS ON RIGHT HAND FRONT, FIVE NUMBERS SIMILAR TO 77745 WHICH IS ON MY PRESENT CAR. CHASSIS IF ATTACHED THERETO ON EXTREME REAR RIGHT HAND SIDE STAMPED IN LARGE NUMERALS BETWEEN 380,000 AND 384,001. ALSO "STEWART" BRAND TYRE AIR PUMP DRIVEN FROM WATERPUMP SHAFT ON LEFT HAND SIDE. PLEASE CONTACT MARTIN SORENSSEN, 49 REMBRANDT DRIVE, MEREWETHER HEIGHTS. 2291. N.S.W. ALL COMMUNICATIONS ANSWERED.

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**VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC.**  
**134 QUEENS RD, FIVE DOCK 2046**

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