

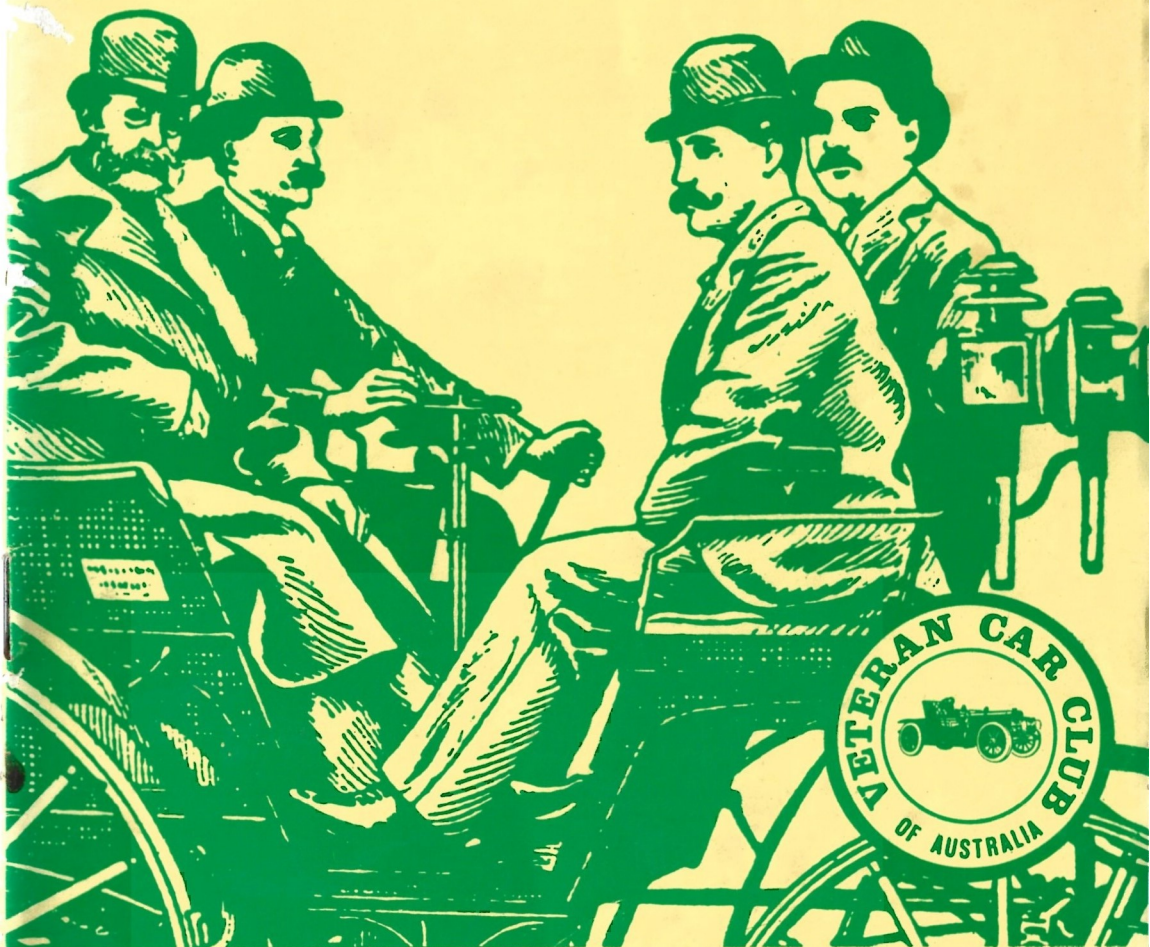
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

# SPIT AND POLISH

Registered by Australia Post,  
Publication No. NBH 1442

\* PRICE 70 Cents

August, 1984 Vol. XXVI No. 2



PATRON:

His Excellency,  
The Governor of N.S.W.,  
Air Marshal

Sir James Anthony Rowland,  
KBE, DFC, AFC, K.St.J.



## *Spit & Polish*

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

Volume XXVI No. 2

August 1984

### TABLE OF CONTENTS

Editorial Comment	Page 2
President's Message	3
Calendar of Events	4
Coming Events	5
WANTED URGENTLY: RALLY SECRETARY	5
'Old Timers Film Festival'	6
Christmas Dinner	6
'August Meeting Talk'	7
Vale Billie Dance	7
Report of A.G.M., Melbourne, 4/8/84	8
M.A.A.S. Veteran Rover Specifications	9
Veteran of the Year Award	10
VACATION VILLAGE	11
Sunday in Melbourne	11
Dating and Investigation	13
From Go to Woe	14
M - I - N - D - S - T - R - E - T - C - H - E - R	19
Advertisements	19

Other Veteran Car Clubs have permission to copy.

The next Monthly General Meeting of the V.C.C.A. (N.S.W.)  
will be held in the Clubrooms at 8.00 p.m. on THURSDAY,  
23RD AUGUST, 1984.



# Editorial Comment



Just back from attending the V.C.C.A. Federal Meeting in Melbourne as an observer - a new club experience for me.

Interesting to talk to other states about their magazines during break times and meet more interstate veteran enthusiasts.

I have written an account of how we were entertained by our host state Victoria on the Sunday (page 11). Bob Baxter will report on the actual meeting.

This issue we have a very interesting article with pictures and copies of early correspondence entitled "From Go to Woe" by George Roberts.

Letters to the Editor I have none; Belt Drive Burke misses them - maybe the postman will bring some for next issue!!!

- SANDY ROBERTS

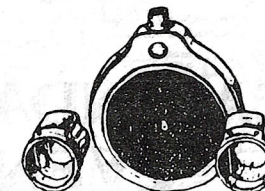


COPY REQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH, 134 QUEENS ROAD, FIVE DOCK, 2046

# President's Message



In company with Max Roberts as your official delegates, and Sandy Roberts as an observer, we spent the first weekend of August in Melbourne attending the Annual General Meeting of the V.C.C.A. and also a meeting of the 1988 Bi-Centennial Rally Committee.

Len Sheen and George Roberts were also there as Secretary and Technical Chairman of the Federal body. A report of the A.G.M. will be published in another section of SPIT & POLISH.

At an outing on the Sunday, organised by B.C.C.A. (Vic.), I had the opportunity to talk with the Victorian Club Captain, Gordon Griffiths, and suggested that Victoria and N.S.W. should meet in Merimbula for a combined rally in May 1986. It is hoped that this initial idea will be given official approval and that our May Tour will head south in 1986.

Do all you keen club members realise that only sixty places remain available for N.S.W. in the 1988 Bi-Centennial Rally? These sixty places have to be shared with the multitude of eligible Vintage Clubs and during the last month, thirty entries were received for cars wishing to cover the N.S.W. circuit. Reading through the latest list of entrants, it is evident that many prominent members' names are missing and there will be a few disappointed people in the near future.

There is great activity behind the scenes by Meryll Godfrey in organising what promises to be an outstanding evening of entertainment for our Film Night in October. Meryll will disclose the format for the evening when she has tied up the loose ends.

The July meeting attendance was a surprise. Despite the rain and cold weather our hall was relatively full. Let us hope the weather is kinder this month and we can have an enjoyable evening.

- BOB BAXTER

# CALENDAR OF EVENTS



## 1984

Sep.	9	Sunday - NAVIGATOR'S TOUR (SOUTHSIDE)
Sep.	16-22	1 & 2 CYL. HUB RALLY - PORT MACQUARIE
Sep.	28-	NEWCASTLE TOUR
Oct.	1	
Oct.	13	Saturday - 100TH YEAR OF RAILWAYS AT HURSTVILLE
Oct.	28	Sunday - FILM EVENING - MACQUARIE UNIVERSITY THEATRETTE
Nov.	3 & 4	Saturday and Sunday - INSPECTION DAYS
Nov.	11	FISHER'S GHOST TOUR
Nov.	25	LIONS/ROTARY CHARITY DAY
Dec.	2	CHILDREN'S CHRISTMAS PARTY
Dec.	7	CHRISTMAS DINNER - OATLANDS HOUSE

## 1985

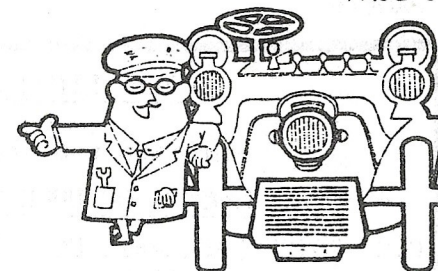
Feb.	2-3	BLUE MOUNTAINS TOUR
May	6-16	CENTENARY RALLY

### DIARY NOTE:

Children's Christmas Party - 2nd December  
10.30 a.m. at Putney Park - a very pretty  
spot overlooking the Parramatta River.  
More information in September SPIT & POLISH.

## Coming Events

=====



Next event is the Navigators' Run organised by Malcolm. Start is 1st car park south of President Avenue on the Grand Parade at Monterey. 10.30 a.m. on SUNDAY, 9TH SEPTEMBER, 1984. (Monterey is Brighton Le Sands for the oldies). Bring your U.B.D. - Picnic or b.b.q lunch - b.b.q.'s available.

SATURDAY, 13TH SEPTEMBER, Centenary of Railway to Hurstville. Run from Rockdale to Hurstville to join the festivities and an opportunity to show our cars to our Patron, the Governor. Plenty of steam trains running - should be a great day. Assemble at Rockdale for 11.30 a.m. start. More details next issue.

The entry form for the Katoomba Tour is a supplement to this month's SPIT AND POLISH. A change of format - no competition Saturday, lunch at "Everglades". Accommodation, first in, best dressed. BE EARLY! Extra forms available from TERRY COOK or MALCOLM GARTHON.

- TERRY COOK & MALCOLM GARTHON

\* \* \* \* \*

## W A N T E D :

A Rally Secretary is urgently required for 1985 National Tour Commemorating Centenary of the Motor Car.

Attractive conditions. Delightful company.

CONTACT: John Corby, Assistant Director  
(H) 634.2177 (B) 634.0101

\* \* \* \* \*



' OLD TIMERS FILM FESTIVAL '

A surprise evening of old time movies

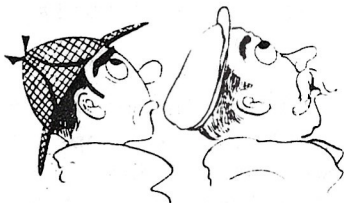
SUNDAY, OCTOBER 28TH - AT 7.00 P.M.

P.G. PRICE MACQUARIE UNIVERSITY THEATRETTE. Afterwards a light supper will be served in an ante room. Good family fun night.

TICKETS:                 \$6 adults  
                              \$3 children

BOOKINGS & TICKETS:       MERRYL GODFREY, 85.6924

DON'T MISS OUT  
BUY YOUR TICKETS AT NEXT MEETING

CHRISTMAS DINNER

DATE:           FRIDAY, 7TH DECEMBER, 1984

TIME:           7.30 P.M.

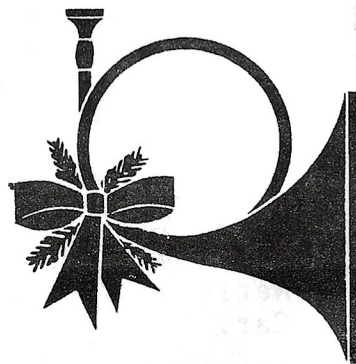
PLACE:          OATLANDS HOUSE, DUNDAS

COST:           \$20 A HEAD, PLUS DRINKS

A delightful room has been booked just for V.C.C.A. (N.S.W.) members and a smorgasbord dinner arranged to celebrate the festive season.

Remember the date. Bookings now open:

MERRYL GODFREY - 85.6924

' AUGUST MEETING TALK '

For members' entertainment, after the August Meeting there will be a talk by George Sevenoaks recalling how he became involved with 'pre-owned' cars and in particular 'Rolls Royces'.

- RON COX

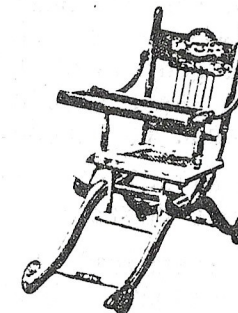
VALE

Members stood in silence at the July meeting in respect for Billie Dance, wife of our long standing member, Jack Dance.

Our sincere sympathy to Jack and his family at this sad time.

CONGRATULATIONS

Congratulations to Michael and Denise Bendeich on the birth of their son Jeffrey.

CORRECTION:

Page 16 - July SPIT & POLISH

RON COX - business telephone number should read 560.5070

ROSTER

No more amendments will be accepted for 1984. Roster is now in print.

1988 BI-CENTENNIAL RALLY

N.S.W. entries have reached 130 leaving only another 70. Get those entries in - we need more veterans. Forms available from Terry Cook.

# REPORT OF THE ANNUAL GENERAL MEETING OF THE VETERAN CAR CLUB OF AUSTRALIA - MELBOURNE - 4TH AUGUST, 1984

In this report I will include only matters pertinent to our club. All my documents from the A.G.M. will be tabled at the August General Meeting and will be available for any members to read.

The Treasurer's Report shows a credit balance of \$16,730.17 as at 10.6.84 and the Director of the 1988 Bi-Centennial Rally revealed that he would have no need to call on these funds at the present time. He was given unanimous permission to make use of these funds if required in the future.

It was moved that all future National Rallies will include an extra \$5 in each entry fee to be paid to the V.C.C.A. to defray expenses and to reduce the need to increase the capitation fees.

When the National Roster was raised, it became evident as the discussion proceeded that there were considerably divergent views taken by each state. It was decided that each state should publish their individual Rosters and arrange to purchase other State Rosters as and when required.

The calculation of club capitation fees was discussed and it was decided that they should remain unchanged for 1984/85.

The Technical Chairman, George Roberts, has been asked to investigate the eligibility of Replica Cars and the V.C.C.A. will be laying down guidelines for the use of such cars in National Rallies.

It was moved that the Executive of the V.C.C.A. should investigate the possibility of becoming involved with Christie's or Sotheby's in annual auctions of Vintage and Veteran cars to raise funds to run the V.C.C.A. The problems to be investigated to include financing, taxation, liability etc. Our Legal Officer's advice would be paramount before we proceed.

The Trustees of the V.C.C.A. have been directed by the delegates attending the Annual General Meeting to arrange "Incorporation" of the V.C.C.A. This Incorporation is to take

place in N.S.W. or in the A.C.T., depending upon the advice of Malcolm Johns our Legal Officer.

George Roberts will again represent V.C.C.A. at F.I.V.A. General Assembly in November in London and will discuss such matters at 1988 Bi-Centennial Rally and Replica Cars etc. etc.

The Office-Bearers of the V.C.C.A. elected for 1984/85 are:

President	R. Baxter	N.S.W.
Vice-President	E. Richards	W.A.

The following Officers have one year left of a three-year term:

Secretary	L.K. Sheen	N.S.W.
Technical Committee Chairman	J. Roberts	N.S.W.

The next A.G.M. is to be held Saturday, 27th July, 1985 in Canberra A.C.T.

- R. BAXTER

\* \* \* \* \*

## THE M.A.A.S. VETERAN ROVER

by Jim Moule

### Continued from July SPIT & POLISH

Listed below are the specifications (in brief) of the 1912 "Clegg's" 12 Tourer Rover 12 described in July SPIT & POLISH:

ENGINE: 4-cylinder side valve, head not detachable.  
75 x 130 mm, 2297 cc. Therosyphon cooling.  
Gravity fuel feed. Engine No. Q.602.

DRIVE TRAIN: 3-speed and reverse constant mesh gearbox.  
Worm and wheel diff., underslung type, 4.88:1.  
Single phosphor-bronze clutch plate, runs in oil.  
Open shaft drive.

DIMENSIONS: Track 4'2", wheelbase 9'2".

BRAKES: On rear wheels operated from hand brake of the internal expanding drum type.  
On prop shaft, external contracting drum operated by foot pedal.

(Continued on P.10...



TOP SPEED: About 45 mph.

LIGHTING: H & B acetylene head lights.  
H & B electric side lights (an option to kero).  
Kero tail light, brand not determined.

The car will be restored eventually and displayed in the Power House Museum, Ultimo. I extend appreciation to the Trustees of the Museum of Applied Arts and Sciences.

- JIM MOULE

\* \* \* \* \*

Mr. Bob Trevan,  
22 City View Drive,  
LISMORE,  
N.S.W. 2480.

12th., July 1984.

Dear Bob,

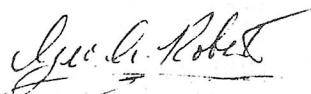
VETERAN OF THE YEAR AWARD.

It was my pleasure, as Chairman of the Dating & Investigation Committee V.C.C.A. (NSW), to announce to members at the Annual General Meeting and election of officers, last month, that your 1910 Model 'T' Ford Tourer, Engine No. 14533 was selected for the VETERAN OF THE YEAR AWARD, 1983-1984.

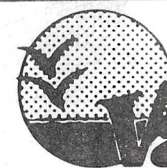
This award is given to the vehicle, which having entered into an event or events during the past twelve months, is, in the opinion of the Committee, the best restored, or re-restored, or presented car of the year and carries with it a token prize, to the value of \$25.00, (cheque attached).

Please accept my congratulations and those of the Committee, for a well deserved award, for an excellent restoration.

Yours sincerely,



George A. Roberts,  
Chairman Dating &  
Investigation Committee,  
V.C.C.A. (NSW).



Australia's finest holiday resort

# Vacation Village at Port Macquarie

LUXURY HOLIDAYS FOR THOSE CAR MEMBERS  
WHO WANT SOMETHING SPECIAL

(Ideal for 4 or 6 people)

Spacious 11 square apartments, 2 air-conditioned bedrooms, 2 bathrooms, 2 colour televisions, piped music, a superb kitchen with dishwasher, microwave, 14 c.f. fridge and complete with appliances, dinnerware, linen, etc.

## FACILITIES TO MAKE EVERY HOLIDAY COMPLETE

- 2 Tennis courts
- Squash court
- Swimming pool
- Sauna
- Hot spa
- Children's play area
- Chip n' putt golf green
- Gymnasium
- Fleet of Bicycles
- Golf and Cricket nets
- Billiards
- Table tennis

Even a full size all-weather, bowling rink!

Telephone for more information on how you can Own or Rent.

Enquiries: **Sydney Office - (02) 699 6666**

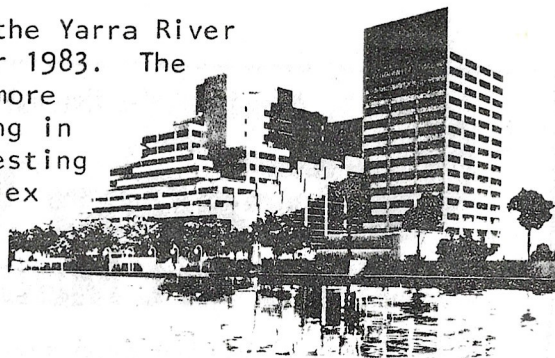
## SUNDAY IN MELBOURNE

The official meeting of the state delegates all completed by Saturday evening, Sunday was available for our host state Victoria to show us some cars and visit parts of Melbourne. This they most certainly did - a few veteran cars arrived at the motel to take us to the new World Trade Centre, where we joined the others in the car park at the Centre.

Frank Dallimore had arranged a guide to show us around the new "World Trade Centre", the only one in Australia. The Port of Melbourne Authority choosing North Wharf as the location took over the development of the W.T.C. after its endorsement by the State Government in 1978 and the



5-building complex on the Yarra River was opened in September 1983. The finishing touches and more tenants are still moving in but it is a very interesting and comprehensive complex to assist trade of all types. Actually, so comprehensive that the Centre has its own postcode, 3005.



The tour over, we all returned to the cars and made our way to Werribee Park for a picnic lunch - crossing the West Gate Bridge. Max and I were lucky enough to be taken on a quick detour by Pat and Albert Blashki to see the Mural on Transport at Spencer St. Station. This magnificent painting was done by Harold Freedman over three years and there is representation of every conceivable type of transport in Australia's history - many of the Victorian Club's cars featured, which was of added interest (if in Melbourne, definitely worth viewing).

At Werribee Park, after abundant picnic lunch, we visited the mansion, built on the estate in 1876, and the original interior has been restored and furnished delightfully.

All too soon delegates had to start departing to the airport to catch their respective planes home. The cars I noted that came to the day were Frank Neilson's 1914 S.C.A.T., Alan Collis's 1912 Armstrong Whitworth, Alan Lethborg's 1917 Dodge, Arthur Cobb's 1913 La Buire, Frank Dallimore's 1916 T Ford, Ken Chenhall's 1912 Talbot, Bill Sides' 1912 Minerva, Noel Tishler's 1913 Silver Ghost R.R., Brian Jacombs' 1917 Studebaker, Neil Burn's 1913 Hotchkiss, plus other vintage cars. So you can see the Club really put on a great day and even in the rainy weather showed us their veterans and gave delegates a chance to be passengers.

- SANDY ROBERTS

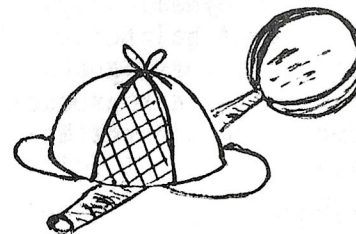
\* \* \* \* \*

### DATING AND INVESTIGATION

A Dating Certificate for the following Veteran Car was announced at the July 1984 meeting and presented to the vehicle owner:

1912 Rover, Model Q4-QC, 12 hp, 4 cylinder Tourer, Car No. 1544

Owner: Jim Moule, Oatley. N.S.W.



Versatility has been a keynote with the Rover Company since its inception into car production in 1904 and earlier as the cycle manufacturer that built J.K. Stanley's electric car in 1888. In 1950 they designed and built the world's first Turbo car, which recorded 151.965 mph and which can be seen today in the Science Museum at South Kensington, England, while the name 'Rover' continues to live on in the current automotive world.

The concept of the 12 hp Rover, having a four cylinder engine of monobloc design for the 1912 season, was a departure from previous practice of cylinder arrangements either singly or in pairs and this model Q4 is an example of that concept. The 75 x 130 mm B & W, 2.3 litre engine developed 22 hp and through a single plate clutch and 3 speed gearbox, the final drive was by underslung worm.

Another departure was the use of thermo-syphon cooling, rather than the previously accepted practice of the inclusion of a water pump.

The 12 hp vehicle was to continue in production through 1915, then reintroduced after W.W.I. in 1919. No cars were built through the 1916-18 period.

Rover policy for 1913 was to concentrate on their four cylinder models, both 12 and 18 hp respectively and to discontinue production of the one and two cylinder types, while two chassis were available for either Colonial or Home markets. The colonial chassis offered stronger springing and increased ground clearance by the adoption of Sankey-steel wheels 910 x 90 mm, in lieu of the 810 x 90 wood detachable



wheels. The crankshaft and fly-wheel were dynamically balanced from 1913, using a Brown and Sharpe balancing machine. In this year also the Coventry factory, known as the Meteor Works, was devoted solely to motor car production and the cycling and motor cycle products transferred to Birmingham and the St. Johns factory.

Jim's car is a good example of the marque. He has almost rendered the chassis mobile and is now concentrating on body restoration, which is well in hand.

- George A. Roberts  
Chairman Dating Committee.

\* \* \* \* \*

### FROM GO TO WOE

Many a cartoonist has portrayed the 'back seat driver' in the humour and scope of the artist, from the days of horse-drawn vehicles, through to the present era, and whether that vehicle be of the lowliest, or a classic, that voice of authority from the rear compartment contains the usual sting.

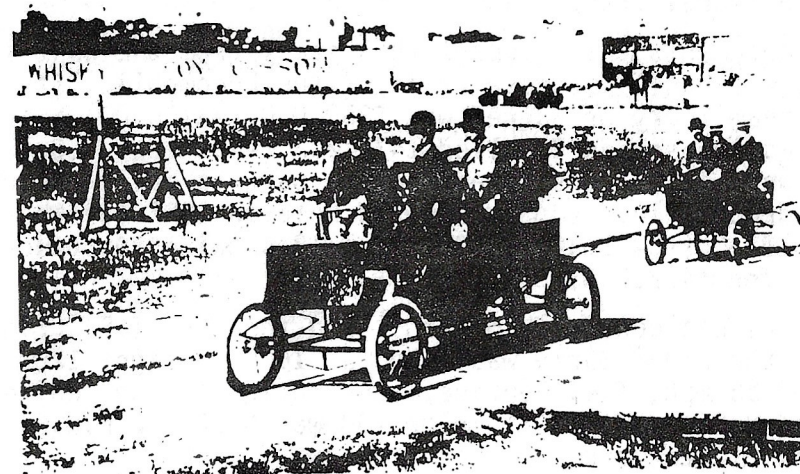
However, imagine the master-of-the-house having asserted his authority to purchase a car being refused permission to bring it home, but such was the case eighty one years ago, in July 1903, when the Honorable T.B. Cribb (State Treasurer) and resident of Ipswich, Queensland, purchased from Trackson Brothers, Engineers and Contractors, 239-241 Elizabeth Street, Brisbane, a Locomobile Steam Surry, being told quite emphatically by his good lady that it would frighten the horses and she would not be responsible for the ire of her neighbours, friends and the good citizens of the City of Ipswich.

Speaking as recently as June last, in interviews with Mr. Alan Cribb, son of the Hon. T.B. Cribb and now 97 years of age, great-niece Miss Viva Cribb and nephew Mr. Alan Walker, the story of the acquisition, operation and disposal of the Locomobile Steamer emerged in detail, substantiated by much of the original purchase documentation.

By coincidence, a visit by my sister 'Ivy' from her home in Ipswich to my home in Sydney in March last, the reviewing of an old photograph given to me by our late father some forty years ago, and the subsequent reprint of copies of this photo for distribution to members of the Cribb and Walker families was the match that ignited the flame, that raised the literary steam, that set this pen in motion.

The photograph depicts the Locomobile Steam Surry (Locosurrey), Style No. 90 referred to above, with the Hon. T.B. Cribb seated beside the driver, followed by a further Locomobile Standard two passenger Carriage, Style No. 2, circuiting the Exhibition Grounds at the Royal Agricultural Show, Brisbane, in September 1903.

Having acquired the vehicle, Mr. Cribb had made it available to a charity, to raise funds, by offering rides around the Exhibition Ground oval at one shilling (ten cents) per head.



*Locomobile Steam Surry, Style No. 90, being driven around the Brisbane Exhibition Grounds, September 1903. The Hon. T.B. Cribb (State Treasurer, Qld.) in bowler hat (owner) seated beside the driver. A second Locomobile following is a Standard 2-passenger, Style No. 2 Steam Car.*



Mr. Alan Cribb, who with his sister Estell (Dess), was present that September day in 1903, recalls that his sister spent her one shilling and secured her ride, but that he (Alan) declined the offer and retained his one shilling, in the belief that he would have many future rides when the Steam Surry was brought to their home "Gooloowan", situated on the peak of Denmark Hill, Ipswich (an event that was not to be).

To my questioning of Mr. Cribb (what became of the car?) he disclosed that it was exchanged to a Mr. Christmas for a number of large oil paintings (measuring approximately 7 feet x 6 feet) which were hung on the walls of Gooloowan and remain there to this day.

"Gooloowan" (aboriginal for House on the Hill) has been the family home of the Cribb and the Walker families since its construction and occupation by the Hon. Benjamin Cribb (father of T.B. Cribb) in April 1864. It is a large mansion, is in sound, unmodified condition today and is listed under the National Trust.

The documents that support this story from the past show that the basic purchase price of the Locomobile, Style No. 90 Steam Surry or Surrey was £350.0.0 (= \$700.00) but with extras and spares totalled £472.2.3 (= \$944.23). Quite a sum when it is considered that my parents built their 3-bedroom, elevated, verandahed home in 1907 for the sum of £215.11.0 (= \$432.20). (See Page 18 showing reproduction of bill for £472.2.3).

Letters between Trackson Bros. and the Hon. T.B. Cribb show that the Steam Surry was rated at 16 hp, weight 1200 lbs., speed 25 mph, fuel Benzine, consumption 10 mpg, while the price U.S.A. of the Style No. 90 was \$1200.00 F.O.B. Buffalo, New York.

A description, illustration, guarantee and permission to exhibit the vehicle at the Brisbane Exhibition are all revealed in the additional documents which I enclose with this narrative, while a newspaper columnist at the time wrote:

"AUTOMOBILE IMPORTATION. The automobile has evidently come to stay. The latest importation is a steam surrey for the

Hon. T.B. Cribb (State Treasurer), who intrusted his order to Messrs. Trackson Bros. Limited, automobile engineers of this city, to furnish him with the most efficient car obtainable. The carriage is exceedingly handsome, solidly built, powerful and swift. The seating capacity is for four or six people. Capable of any speed from one to forty miles per hour.

The engines are enclosed in an aluminium case running in an oil bath and capable of developing sixteen horse-power at ordinary working pressure. The boiler, which is 16" in dia. is absolutely unexplodable under all conditions. It is of the fire-tube type, containing 600 ½-inch copper tubes tested to a pressure of 1250 lbs. to the square inch. The POP safety valve relieves the steam pressure when it reaches 260 lbs. to the square inch; the working pressure is 250 lbs. The feed water before entering the boiler passes through a heater, which raises the temperature to near boiling point, thus making a large saving in the quantity of fuel used.

The steam carriage is capable of carrying sufficient fuel for 100 miles at an average speed of 35 miles per hour. The tyres are of rubber, non-puncturable, resilient and durable. These are the first tyres of this description imported into Australia. We understand that Messrs. Trackson Bros. Limited are the sole agents for them.

The automatic fire control maintains the steam automatically at 250 lbs. pressure, at which pressure the steam actuates a disc, which immediately closes a needle-valve, thereby preventing a further supply of fuel from passing into the burner until the steam falls below the ordinary working pressure.

We understand that the Trackson Steam Transport Company of Brisbane, formed two years ago for the purpose of operating in portions of the Western country not served with railways, is now assuming a definite shape."

All documents are photocopies of the originals from the archives and extensive library of Gooloowan, which I was privileged to obtain and to disclose for posterity the historical interest they contain, while my appreciation is offered to those who assisted and made my research possible.

- GEORGE A. ROBERTS, Research Historian.



HON T.R.C. RIBB

Dr. to TRACKSON BROS. LTD.

## 1 Steam Surry

360

## EXTRAS

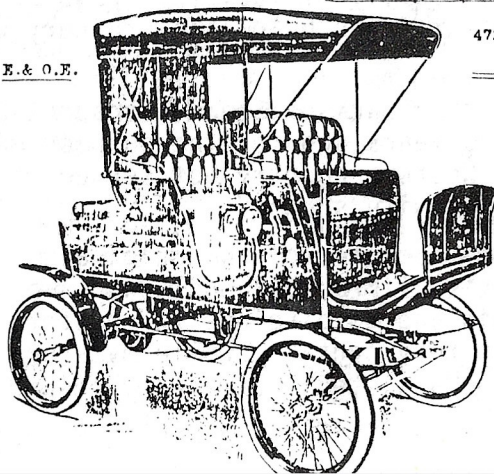
- 1 Water Lifter fitted with flexible hose (complete) 5 10  
 1 Combination Steam, Air, and water Pump 19 10  
 Extra on set of Cellular 3" Tires fitted instead of Pneumatics 20 15  
 1 Touring Oil Tank fitted to carry double supply of fuel 12 15  
 Extra charge on Reflex Water Gauge 3 5  
 1 Steam Air Blast 2 15  
 1 Inspection Oil Glass fitted 1 4  
 1 " Water 1 8  
 1 Extra Pump to Cross Head 2 12  
 1 Aluminium Casing enclosing Engine fitted also as Oil Bath 4 15  
 Burner equipment to do away with the use of torch (no charge)  
 Altering the construction of the carriage to provide for box in front instead of ordinary dash (no charge)  
 Building the Car on an angle iron frame instead of wood (no charge)  
 Insuring the strength of the springs, wheels, and undergear to allow for the use of non-puncturable tires instead of pneumatics (no charge)

## SPARES

- 4 Sets of 1" Steel Balls @ 4/- 15  
 1 Universal Joint 3 6  
 3 Automobile Globe Valves @ 5/6 16 6  
 2 " Wing " @ 4/6 9  
 2 " Ball Check Valves @ 3/6 7  
 2 " Needle Valves @ 2/6 5  
 1 " Pop 260 lbs Safety Valve 1 15  
 1 " Low Water Safety Plug 2 6  
 1 " Spare Valve, Wheel, and Spindle 1 9  
 1 " Spare Mirror 3 6  
 1 " Piston Rings @ 9/6 3 16  
 1 " Spare Chain 5 10  
 10 " Boiler Tubes @ 2/- 1 1  
 1 Burner complete with Regulator and Generator 19 15  
 2 Oil Cans @ 3/- 6  
 1 Pump 15

472 2 3

E. &amp; O.E.

No. 90  
SURREY.Style  
No. 90Price  
\$1,200.00F. O. B.  
Buffalo, New York.

## DESCRIPTION.

SURREY with extension top. Best leather. Lined with 14 ounce English wool dyed broadcloth. Side curtains.

Seat,	Panel back
Seating capacity,	Four passengers
Extreme length,	8 feet 11 inches
Extreme height,	7 feet 7 inches
Extreme width,	5 feet 2 inches
Tread,	4 feet 3 inches
Weight empty,	1075 pounds
Weight tanks filled,	1370 pounds
Tires,	3 inches single tube pneumatic
Wheels,	38 inches diameter steel spokes
Capacity of gasoline tank,	8 gallons
Capacity of water tank,	31 gallons
16 inch boiler and 16 inch burner	

A No. 1 leather on seats and backs.

OPTIONS—Tires: Diamond, Hartford, Goodyear, Goodrich.

EQUIPMENT—Two rubber storm aprons, rubber bucket, two rubber mats, side lamps, full set tools, machine and cylinder oil cans, extra water glasses.

TRACKSON BROS. LTD.

SOLE AGENTS  
BRISBANE.TRACKSON BROTHERS.  
ENGINEERS AND CONTRACTORS.

239-241 Elizabeth Street, opposite Police Courts, BRISBANE, QUEENSLAND.



No. 100 Steam Tug Wagon

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.

Type of new Steam Passenger Vehicle.



THE STANDARD, THE TRACKSON ENGINE

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Standard, The Trackson Engine

The Trackson  
Steam Transport Co.,  
COMMON CARRIERS.

18th July 1901

Dear Sir,

For particulars, you require, in connection with your steam engine.

Power, 16  
 Weight, 1200  
 Speed, 25 miles per hour.

Yours faithfully,  
 TRACKSON BROS. LTD.  
 BRISBANE



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

Solution to No. 31SPY RING?

She meant NO (N - circle)

No. 32RIGHT NUMBER

A sportsmaster tells a group of schoolboys to line up, three deep, and number from the right. Young Hotchkiss finds that he is number 14. The master then tells the boys to do an about-turn and number from the right again. This time Hotchkiss is number 17. HOW MANY BOYS ARE IN THE GROUP?

\*\*\*\*\*

## Advertisements



FOR SALE: 1914 BUICK TOURER. Restored for 1970 International Rally. Travelled 3,000 miles since restoration. Plenty of spares. No further use. \$16,000.

JIM WEIR, Hunter Place, Castle Hill. 2154 (02) 634.1388

FOR SALE: 1912 OVERLAND - Model 59 Tourer. Excellent condition. \$20,000 o.n.o. Further information can be supplied on request.

L. OCRAHE, (B) 300.9160; (H) 30.1172

WANTED: A small public address amplifier for use in the present clubroom. Could be a loan or negotiable sale. Please contact:

TERRY COOK - 888.7927

WANTED: 2 NEW B.E. 30 x 3½ Coker Brand Tyres and Tubes. NORM WAKEHAM, 64a Pellisier Road, Putney. (02) 80.2269

WANTED: ONE OR TWO CYLINDER VETERAN TO RESTORE - any state or make considered.

MC CARTHY FAMILY - Bill (02) 798.6941 Bob (02) 960.2520

WANTED: FOR 1913 16 H.P. DARRACQ:

Radiator, motor, gearbox or case only, rear springs, wheels, steering column and wheel, steering box and drop arm, drag link, any instruments.

FOR 1912 STAR 15 H.P.:

Oil pressure gauge, ignition switch, brass tail light, 4 hub caps, Rushmore gas generator. ROBERT FORBES, 537 Chapel Rd., BANKSTOWN. 2200. (02) 70.2098



SUPPLEMENT TO 'SPIT & POLISH' AUGUST 1984  
29th ANNUAL BLUE MOUNTAINS TOUR.

FEBRUARY 2-3, 1985.

ENTRANT'S NAME.....PHONE.....  
ADDRESS.....POSTCODE.....  
NUMBER IN PARTY ( including Moderns ).....  
VEHICLE.....YEAR.....NO. CYL.....  
AVERAGE SPEED (For SUNDAY ONLY - no average speed required for Saturday)

12mph ☐ 18mph ☐ 24mph ☐

ACCOMMODATION (children aged 12 & over pay ADULT rate)

☐ OWN ACCOMMODATION (please give details).....

☐ VCCA BOOKED (EVERGLADES, first in , best dressed)

COST \$50.00 per double - extra beds \$6.00 each.

	Adults	Children (Age)
DOUBLE	.....	.....
TWIN	.....	.....
FAMILY	.....	.....

TOTAL NUMBER OF ROOMS REQUIRED ☐ Deposit \$20.00 per room \$.....\$....

MEALS: SATURDAY - LUNCH - smorgasbord at EVERGLADES.

ADULTS @ \$10.00 per head \$.....:....  
CHILDREN @ \$5.00 per head \$.....:....  
(aged under 12 years)

☐ NOT REQUIRED.

DINNER: 3 Course Dinner will be available at Everglades.

TABLE BOOKING REQUIRED FOR ☐ ADULTS @ \$16.00 per head  
☐ CHILDREN @ \$6.00 per head  
(aged under 12 years)

☐ NOT REQUIRED.

BREAKFAST: smorgasbord breakfast available at \$ 6.50 per head. \$4.50 children  
(under 12yrs)

NUMBER REQUIRED ☐ (This information required for catering estimates)

☐ NOT REQUIRED.

(DINNER & BREAKFAST CHARGED TO YOUR ROOM ACCOUNT)

IT IS INTENDED TO FINISH THE RALLY AT AUBURN BOTANICAL GARDENS...

(LUNCH will NOT be available before 12.30pm.)

A picnic chicken lunch will be supplied. (SAME AS LAST YEARS)

I REQUIRE ☐ ADULT LUNCHES @ \$3.50 \$.....:....  
☐ CHILDREN LUNCHES @ \$2.00 \$.....:....

☐ LUNCH NOT REQUIRED.

ENTRY FEE \$20.00 per car \$20.00..

TOTAL

ENTRIES CLOSE: 1st DECEMBER 1984.....

RETURN ENTRIES TO: TERRY COOK 2 LORNA AVE., NORTH RYDE 2113....