

SPIT AND POLISH

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



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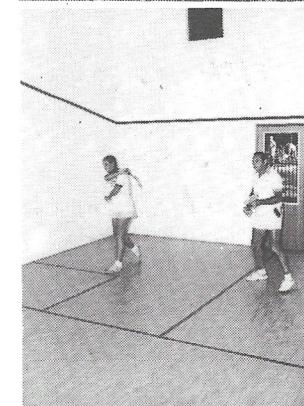
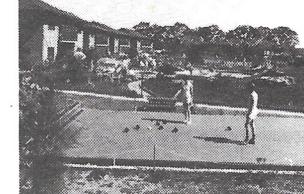
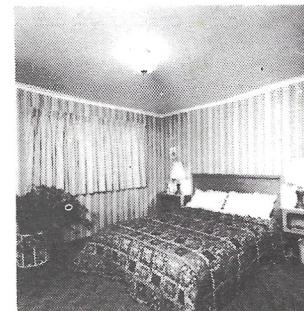


OCTOBER - NOVEMBER, 1987

PRICE \$1.20

Being a T-Ford man, Vic Jacobs is satisfied with nothing but the best. That's why he can confidently say

VACATION VILLAGE IS THE BEST OF ALL HOLIDAY RESORTS



A HOLIDAY LIFESTYLE - LIKE YOU'VE NEVER HAD BEFORE

Luxurious 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. for a family of 6.

FACILITIES TO MAKE EVERY HOLIDAY COMPLETE

2 Tennis Courts	Squash court	Children's play area
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Even a full-size all-weather bowling rink!

A Heated Pool - swim 52 weeks of the year!

All facilities and equipment supplied free of charge.

There is everything at the resort to make sure you and your family have a perfect holiday

Weather is good at Port Macquarie, in fact, it is great all year round.

Tariff from \$390 p.w. (mid-year rate) for up to six people.

As there are 2 bedrooms and 2 bathrooms in each luxury apartment, perhaps you would like to share a holiday with your friends - share the cost and double the fun. Absolutely perfect for that mini Rally.

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"Ask the family who has been there!"

Colour brochure available by telephoning Victor or Adele Jacobs - Sydney Office - (02) 922 2999

PATRON:
His Excellency
The Governor of N.S.W.
Air Marshal Sir James Anthony Rowland
KBE, DFC, AFC, K.St.J.



Volume XXIV No. 3

October/November 1987

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Other Veteran Car Clubs have permission to copy

NOTICE OF MONTHLY MEETINGS

The Monthly General Meetings of the Association for October, November and January will be held at 8.00 p.m. on:

THURSDAY NIGHT	OCTOBER	22	1987
THURSDAY NIGHT	NOVEMBER	26	1987
THURSDAY NIGHT	JANUARY	28	1988

PLEASE NOTE: No General Meeting in December

Meetings will be held at the Club premises, 134 Queens Road, Five Dock. The business of the meetings will be:

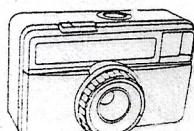
- to receive and act on reports from Committee of Management
- to raise issues for the attention of the Committee of Management
- to discuss matters relevant to the interests and activities of the Association

K.J. QUARMBY - HON. SECRETARY

HELP WANTED!!! It would help me and help keep down costs, if your contributions are typed clearly and concisely. It will also help if you work within the typed area of a standard SPIT & POLISH page. If you can't get your contribution typed that's O.K. I would rather get it handwritten, than not get it at all!

Thanks.....ED.

COVER PHOTO:



JOHN SIMMONS 1903 H.P. DE DION BOUTON BEING RATHER INDELICATELY PRODDED INTO ACTION BY BROTHER GEOFF. I HAVE IT ON GOOD AUTHORITY THAT HE IS ONLY ADJUSTING THE CHOKE! TAKEN DURING THE SECOND ONE & TWO CYLINDER NATIONAL RALLY AT PORT MACQUARIE.

EDITORIAL



HI, IT WAS NICE TO HAVE QUITE A NUMBER OF RESPONSES TO THE QUESTIONNAIRE FROM COUNTRY MEMBERS. IN TRUE COUNTRY STYLE A FEW SAID THAT THEY WOULD WELCOME VISITS FROM CITY MEMBERS AS THEY PASS THROUGH.

I GUESS THAT THERE IS A GERM OF AN IDEA HERE FOR A RALLY, IN WHICH WE "CITY SLICKERS" COULD GET THE "OLD IRON" OUT AND PERHAPS THE COUNTRY MEMBERS WILL TOO, AND ORGANISE A ROUTE WHICH WOULD TAKE IN AS MANY "HOMESTEADS" AS POSSIBLE WITHOUT BREAKING THE CARS UP ON BAD ROADS!. MAYBE WE COULD MAKE IT AN ANNUAL EVENT: IF THERE ARE "ON-PROPERTY" FACILITIES FOR MEMBERS TO BE ACCOMMODATED, GREAT...IF NOT, MOST COUNTRY MOTEL ACCOMMODATION IS REASONABLY PRICED.

PERHAPS THOSE COUNTRY MEMBERS WHO ARE LIVING FAR OUT, WOULD BE ABLE TO MEET UP WITH THE CITY MEMBERS, WITHOUT HAVING TO COME RIGHT INTO SYDNEY WITH THEIR VETERANS.

WHAT DO YOU THINK? IF YOU HAVE ANY IDEAS....LETS HAVE THEM?

IT WAS FAIRLY OBVIOUS FROM THE QUESTIONNAIRES RETURNED, THAT THERE ARE A GREAT NUMBER OF VETERAN CARS WHO NEVER SEE THE LIGHT OF DAY. IT'S A SHAME, THEY ARE MUCH LOVED BY ALL OF US. SURE, THERE ARE MANY REASONS WHY OWNERS DON'T WANT TO, OR CAN'T GET THEM OUT.

MEMBERS RESPONDED THAT THE 3RD MOST IMPORTANT ITEM IN THE 26 QUESTIONS POSED, WAS THE ENCOURAGEMENT OF YOUNGER MEMBERS TO CONTINUE OUR GOOD WORK OF CARING FOR VETERAN CARS.

WHAT ABOUT MARRYING THESE TWO PROBLEMS TOGETHER...TO FORM A SOLUTION?

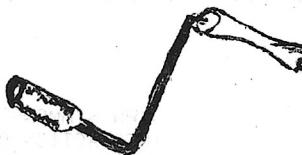
IT IS PROBABLE THAT ONE REASON THAT AGEING MEMBERS FIND IT PHYSICALLY DIFFICULT TO GET THE CARS OUT OF STORAGE AND MOBILE AGAIN.

THERE ARE NO DOUBT, MANY YOUNG PEOPLE WITH AN INTEREST IN VETERAN MOTORING, PERHAPS KNOWN TO OWNER MEMBERS, RELATIONS OR SONS & DAUGHTERS OF FRIENDS, WHO WOULD BE WILLING TO PROVIDE THEIR "TENDER LOVING CARE" IN EXCHANGE FOR A RUNIN, OR A DRIVE ON CLUB RALLIES. UNLIKE A CUSTODIAN ARRANGEMENT, THE OWNER WOULD MAINTAIN POSSESSION AND CONTROL OF THE VEHICLE -BUT WOULD HAVE THE PLEASURE OF GETTING OUT IN THE "OLD GIRL" AGAIN: MORE IMPORTANTLY COULD COACH THE YOUNG ENTHUSIAST ALONG IN V.C.C.A ACTIVITIES.

OVER TO YOU! - Y&M&A

PLEASE WRITE...WITHOUT YOUR CONTRIBUTION "SPIT & POLISH" AND THEREFORE THE CLUB WILL STAGNATE.

LETS CRANK TOGETHER!ED.





P R E S I D E N T ' S M E S S A G E

Veteran motoring in and around the historic river port of Morpeth on the Hunter River just 5 km. from Maitland over the long week-end was delightful. To members John Hughes, Chris Duncan, Peter Adams and John Riley who, assisted by other enthusiastic Newcastle members made the Rally such a success with their organising of the runs, events etc. - congratulations on a job well done.

Recently the interstate delegates to the Federal Meeting, held in N.S.W., this year, were able to view our clubrooms and see some of our cars - a pleasing turn out for the President's City Tour on the Sunday. Thank you to Arthur Garthon and the members he organised to meet the planes as the delegates arrived and take them to their motel. Also Terry Cook who arranged the accommodation and John Wards for the City Tour, good team work by all made everything go smoothly for our visitors.

As mentioned at the last meeting an approach has been made to Government House for our patron, His Excellency the Governor of N.S.W. to officially open our Clubrooms on 5th December, this year. I regret to report that the Governor will be unable to attend due to prior commitments. Committee is now addressing the situation of the official opening which we hope will be on Saturday 5th December.

Mentioning December makes me realise that Christmas time is drawing close. Many of you will be attending club functions during this time, however, I would like to take this opportunity to wish all members and their families the compliments of the Christmas season and a Happy New Year of Veteran Motoring in 1988.

- SANDY ROBERTS

NATIONAL RALLIES ALLOCATED BY V.C.C.A.

1989 Tasmania (entry forms available) 1993 New South Wales
1990 Queensland 1994 Western Australia
1991 A.C.T. 1995 Victoria.
1992 South Australia

NATIONAL 1 & 2 CYLINDER RALLIES ALLOCATED BY V.C.C.A.

1989 South Australia (entry forms available)
1990 Tasmania.
1992 Queensland
1994 New South Wales.

OBITUARY

IT WAS WITH DEEP REGRET THAT WE LEARNT OF THE PASSING OF
ARTHUR CLAY ON 21st AUGUST 1987.
ARTHUR WAS A LONG STANDING MEMBER OF THE V.C.C.A. AND
WAS OFTEN SEEN IN GEORGE BURTON'S 1911 NAPIER.
CONDOLENCES HAVE BEEN SENT ON BEHALF OF MEMBERS AND 2
MINUTES SILENCE WAS OBSERVED AT THE SEPTEMBER MEMBERS
MEETING.

PORT MACQUARIE CLUB MEMBERS VISIT 7/8/87 to 14/8/87.

FRIDAY 7TH AUGUST WAS A WET DAY IN SYDNEY AS GEORGE AND GLAD KING, MABE AND JACK GARWOOD HEADED NORTH IN THEIR MODERN CAR FOR THE VACATION VILLAGE HOLIDAY RESORT, PORT MACQUARIE. LATER THAT AFTERNOON IN BEAUTIFUL WEATHER, WE FOUND OURSELVES BEING WELCOMED TO THE VILLAGE BY BILL SPRAGGON AND VICTOR ANDADELE JACOBS.

ALSO IN ATTENDANCE WERE:

STAN & MARJ RUMBLE: 1903 CADILLAC, SYDNEY.

JIM & MARY ANDERSON(STAN'S SISTER & BRO-IN-LAW) BRISBANE.

BOB & ALMA NEWMAN: 1914 TALBOT, NEWCASTLE.

RAY & MARNIE THOMAS, MODERN, NEWCASTLE. (RAY DROVE SPRAGGO'S 1929 CHEV. COUPE DURING THE EVENTS).

GEORGE & GLAD KING, MODERN, SYDNEY. (GEORGE ALSO DROVE VIC'S MODEL A FORD IN MOST EVENTS).

JACK & MABE GARWOOD, MODERN SYDNEY.

VICTOR & ADELE JACOBS, MODEL A FORD, PORT/SYDNEY.

BILL SPRAGGON, 1908 RENAULT, PORT MACQUARIE.

DARYL & LISA CAWTHORN & FAMILY, 1934 ROLLS ROYCE, SYDNEY.

A PRE DINNER DRINK GET-TOGETHER WAS HELD IN THE VILLAGE CLUB HOUSE, DURING WHICH VICTOR AND BILL OUTLINED THE WEEKS ACTIVITIES.

SATURDAY 8TH AUGUST.

MORNING-FREE..SHOPING & SETTLING IN.

AFTERNOON-TENNIS COMP.

EVENING-USUAL VILLAGE ACTIVITIES, GAMES PLUS "HELLO" PARTY WHICH GAVE THE WOMEN FOLK A CHANCE TO DISCUSS THEIR HUSBANDS AND THIS LEFT THEIR HUSBANDS A CHANCE TO DISCUSS VETERAN AND VINTAGE CARS.

SUNDAY WAS AN EXCELLENT DAY AND EVERYBODY JOINED IN A VETERAN AND VINTAGE MOTORCADE SOME THIRTY ODD KILOMETERS OUT TO LAKE CATHIE AND NORTHHAVEN. THE WEATHER WAS PERFECT AND THE HASTINGS RIVER CAR CLUB & TAREE HISTORICAL CAR CLUB HAD DRIVEN UP TO MAKE A COMBINED DAY OF THE EVENT. VETERAN CARS WERE IN THE MINORITY, BUT THERE WAS A PLENTIFUL ATTENDANCE OF BEAUTIFULLY RESTORED VINTAGE VEHICLES.

MONDAY MORNING AROUND 11A.M. THE BOYS STIRRED THEIR CARS INTO ACTION AND TOOK YOUNG & OLD OF THE VILLAGE INTO TOWN FOR A PLEASANT OUTING. AT VARIOUS STOPS PASSENGERS CHANGED CARS IN ORDER TO GAIN A VARIETY OF EXPERIENCE. SPRAGGO LED THE FIELD AND MADE AN EXCELLENT TOUR GUIDE. HE WAS BORN IN THE PORT TOOK US ALONG TUPPENNY DRIVE AT FLYNN'S BEACH. THE LOCAL PUBLICAN PUT THE TUPPENCE CHANGE FROM A SHILLING BEER INTO A BOTTLE, AND THAT WAS HOW THE ROAD GOT ITS NAME. BILL CLAIMS HE OWNS 80% OF THE ROAD! (ICAN UNDERSTAND THAT HAVING TRIED TO PASS THE RENAULT..HE USES ABOUT 80% OF THE ROAD! ...ED) ON THE WAY HOME, THE FIELD GOT LOST EXCEPT BOB(TALBOT) AND DARYL(ROLLS). THEY GAVE UP THE GHOST AT THE CEMETARY GATES AND WAITED UNTIL THE STRAYS FOUND THEM.

MONDAY EVENING WAS ANOTHER BYO BBQ AND DRINKS AT THE CLUB HOUSE, BUT THIS NIGHT WAS HIGHLIGHTED BY THE VIDEO OF THE DAYS EVENTS. THIS WENT OVER EXCEPTIONALLY WELL.

TUESDAYS ORGANISED BIKE RIDE WAS A STRENUOUS SUCCESS. THE VILLAGE BOASTS THE OWNERSHIP OF SOME 20 TO 30 BIKES, INCLUDING TWO TANDEMS AND ONE HUGE THREE WHEELER. AT 10.30AM THE FIELD LINED UP AND WERE FLAGGED AWAY. MABE & JACK GARWOOD RODE A TANDEM, LISA CAWTHORN PLAYED SAFE AND RODE THE THREE WHEELER. DARYL AND THE REST OF HIS GANG TOOK UP A FAIR SHARE OF THE BIKES AND THE ROAD. MARNIE THOMAS BURNT OFF EVERYTHING IN SIGHT. RAY THOMAS AND SPRAGGO SQUIBBED IT AND WENT IN THE RENAULT, LIKEWISE STAN & MARJ IN THE CADDY. GLAD & ALMA WENT PER MODERN CAR TO PICK UP THE BITS. VICTOR & ADELE FOLLOWED IN THE MODEL A AND KEPT BOB & GEORGE ON COURSE. BACK AT THE VILLAGE WAS A WELL DESERVED SAUSAGE SIZZLE. IN THE EVENING A BEAUTIFUL ROVING ROAST AND BYO DRINKS.

WEDNESDAY WAS A LITTLE OVERCAST, BUT IT DID NOT STOP THE FOLK FROM ENJOYING A TRIP TO KEMPSEY WHERE THEY BECAME THE GUESTS OF ED & MARY YABSLEY. UNFORTUNATELY IT DID RAIN A LITTLE BUT THAT DID NOT DETER THE BOYS INSPECTING ED & MARY'S COLLECTION OF CARS, BUGGIES, SULKIES, DRAYS CARTS ETC.

IN EARLIER YEARS OF THE CLUB, THE COMPLETE YABSLEY FAMILY WOULD MOTOR DOWN TO SYDNEY AND PARTICIPATE IN THE ANNUAL KATOOMBA RALLIES AND MANY OF THOSE EVENTS WERE RECALLED DURING THE DAYS VISIT.

THE KEMPSEY TRIP PROVIDED STAN WITH A LITTLE BIT OF CLUTCH TROUBLE, WHICH WAS REPAIRED, OR RATHER ADJUSTED, BUT THE CADDY ALL ROUND GAVE AN EXCELLENT PERFORMANCE. BOB EXPERIENCED A LITTLE SPARK TROUBLE WITH THE TALBOT, BUT BEING A GOOD SCOUT, HE WAS WELL PREPARED AND A MAGGIE CHANGE SOON FIXED THAT.

THURSDAY WAS THE LAST DAY OF THE WEEK AND WAS PUT ASIDE AS A FREE DAY. UNFORTUNATELY IT RAINED AND A TRIP TO TIMBER TOWN HAD TO BE CANCELLED.

FRIDAY WAS FAREWELL DAY, EXCEPT FOR STAN RUMBLE & CO AND DARYL CAWTHORN AND FAMILY, WHO ALL DECIDED THAT ANOTHER WEEK WAS A MUST.

TO BILL, VICTOR, ADELE AND ALL THE MEMBERS & FRIENDS, THANK YOU FOR A MOST ENJOYABLE BREAK.

J. & M.G.

(AND THANK YOU FOR A MOST COMPREHENSIVE AND ENJOYABLE REPORT ON WHAT SOUNDS LIKE A TERRIFIC HOLIDAY...ED)

JACK & MABE HAVE SET THE PACE, LETS HAVE SOME MORE ARTICLES LIKE THIS...ED

NOTES FROM OVERSEAS DEPARTMENT.

JIM SANDY WRITES FROM OVERSEAS:

A RECENT VISIT BY THE WRITER TO PHOENIX ENGINEERING AT SLOUGH, (ABOUT 20 MINS. FROM HEATHROW) WAS OF CONSIDERABLE INTEREST, HAVING BROKEN THE CRANKSHAFT ON MY MG-TC.

SCATTERED AROUND WERE A GREAT NUMBER OF CRANKSHAFTS IN VARIOUS STAGES OF MANUFACTURE, INCLUDING A P3 ALFA. BENTLEY AND A MERCEDES. ALL THE CRANKS ARE MACHINED FROM SOLID FROM SPECIAL STEEL, AND ARE BALANCED.

THIS COULD TAKE THE WORRY OUT OF HAVING YOUR OLD CRANK CRACK TESTED, SOMETHING I AM SURE THAT YOU WOULD BE LOATH TO DO UNLESS YOU COULD AQUIRE A NEW ONE.

THE ADDRESS OF THE COMPANY IS PHOENIX CRANKSHAFTS
37, THE BUSINESS VILLAGE
WEXHAM ROAD
SLOUGH . BERKS. SL2 5EJ U.K.
PHONE (0753) 821 303.

P.S. ALL YOU NEED IS MONEY!!

RESULTS OF THE QUESTIONNAIRE TO MEMBERS.

Based on 56 replies received to date.

RAW POINTS	AVGE	EVENT	RAW POINTS	AVGE	EVENT
399	7.39	BLUE MTNS RALLY	276	5.11	LIONS/ROTY CHAR. DAY
384	7.11	2 DAY COUNTRYRAL.	271	5.02	BUNDANOON TOUR
336	6.22	JUNR. ENC. EVENTS	268	4.96	ADULTS XMAS PTY.
335	6.20	3/4 DAY RALLIES	266	4.93	DISPLAY DAYS
318	5.89	FILMS AT CLUB MTG	256	4.74	NON POINT SCR EVTS
314	5.81	MORPETH RALLY	243	4.50	HAVACHAT RALLY
313	5.80	SPEAKRS&DEMONS MSG	242	4.48	POINT SCORE OUTING
300	5.56	BBQ GET TOGETHRS	236	4.37	FISHERS GHOST TR.
299	5.54	SWAP MEETS	229	4.24	NAVIGATORS TOUR
295	5.46	INTR STATE RALS	226	4.19	PRESENTATION DNRS
291	5.39	GARAGE CRAWLS	204	3.78	CITY TOURS
289	5.35	CLUB MEETINGS	190	3.52	LIBRARY NIGHTS
			180	3.33	CONCOURS EVENTS
			151	2.80	SQUARE DANCES

THERE WERE MANY CONSTRUCTIVE COMMENTS FROM MEMBERS AND THESE WILL BE LISTED FOR THE USE OF THE MANAGEMENT COMMITTEE.

THANK YOU TO THE MEMBERS THAT TOOK THE TIME TO REPLY TO THE QUESTIONNAIRE: IT IS DISAPPOINTING THAT ONLY 56 WERE RECEIVED, PERHAPS THEY ARE DELAYED IN THE MAIL? AT LEAST LET US UPDATE THE ROSTER...SEND IN THE DETAILS ON THE FRONT PAGE OF THE QUESTIONNAIRE.

V.C.C.A.(N.S.W.) INC. - MEMBERSHIP UPDATE.

1. RESIGNATIONS:

MRS. PAULA BRYSON....MEMBER NO. 51.

2. WELCOME TO NEW MEMBERS:

INDIE BIRD.....MEMBER NO. 828(f)

61 WALLIS ST.,
STRATHFIELD 2135.

1911 CLEMENT BAYARD MODEL AC2A

DPH. (H) 642 5159 (BUS) 642 6759.

IAN STREATFIELD.....MEMBER NO. 829(f)

121 JOHN ST.,

MERRYLANDS 2160.

1913 WOLSELEY TOURER

PH. (H) 6378334 (BUS) 234 5656

RYAN MARTIN.....MEMBER NO. 830(f)

45 RAILWAY ST.,

GUILDFORD 2161

1916 FORD T TOURER

PH. 632 5047.

DAVID LEWIS COX.....JUNIOR ASSOCIATE 831

134 HOMEBUSH RD.,

STRATHFIELD 2135.

PH (H) 642 2885.

WE ARE SORRY TO SEE MRS. BRYSON RELINQUISH HER MEMBERSHIP, BUT VERY PLEASED TO WELCOME THE NEW MEMBERS, PARTICULARLY YOUNG DAVID COX, WE NEED MORE LIKE YOU...THE ACTIVE MEMBERS OF TOMORROW.

EVENTS DIRECTOR'S REPORTPRESIDENT'S TOUR

On Sunday, September 20, the President's City Tour was held. The day started with beautiful sunshine glistening on the 14 veterans which arrived at the start, held for the first time at our club rooms. What a magnificent sight it was. To add to the pleasure of the day, nine of the interstate delegates to the Federal Conference came with us on the tour. Some were then taken to the airport for the trip home.

Two more veterans arrived at the finish in Centennial Park and joined us for lunch. The prize donated by our President was won by Roley Coulcher.

MORPETH WEEKEND

Another great time was had at this year's Morpeth Tour. Plenty of new faces and some who had not been for many years. The weather was very kind, which matched the hospitality of our Newcastle members. Once again I say thank you from the Sydney participants.

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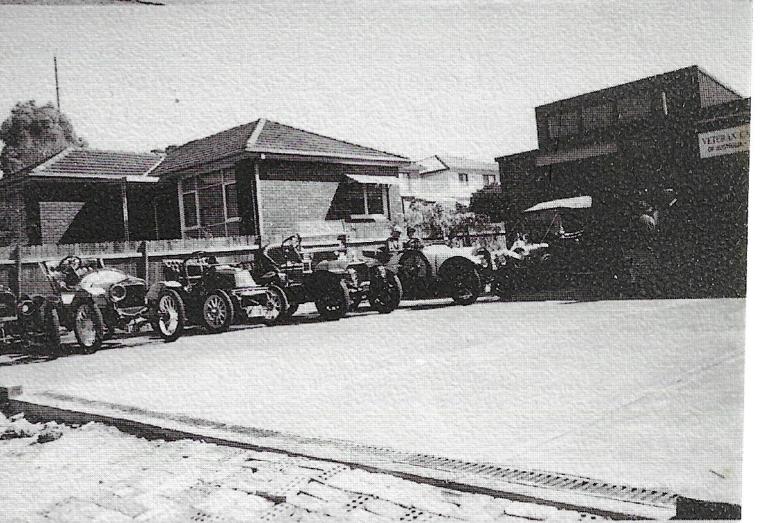
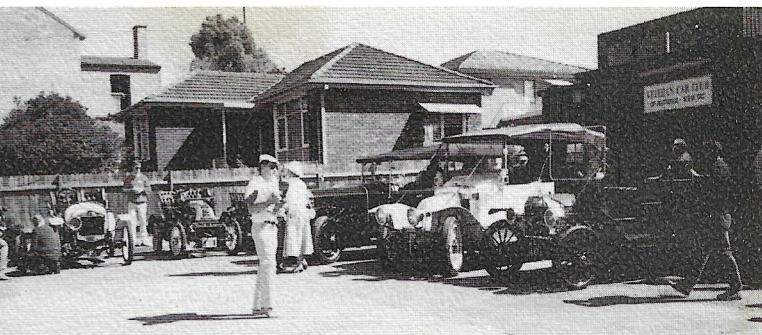
Returning now to future events. Don't forget the following:

OCTOBER 18	Historic Parramatta Tour	Meet 10 a.m. Queens Wharf Park
NOVEMBER 7 & 8	Registration Days	(Club Rooms)
NOVEMBER 15	Fishers Ghost Tour	Sedden Park, Glenfield, 9.00 a.m.
NOVEMBER 21, 22, 23	1 & 2 Cyl Bundanoon Tour	
JANUARY 16	SATURDAY tour to Dharug National Park (just past Wiseman's Ferry) - arrive around 10.30-11.00 for lunch and a natter with our Newcastle members.	

Blue Mountains Tour - Committee has decided to change the proposed 3-day Blue Mountains Tour on the Anzac Weekend to a 2-day event the following weekend (April 30, May 1) if accommodation can be arranged. Watch this space for details.

PHOTOS ON OPPOSITE PAGE (BY COURTESY ROLEY COULCHER)

AS MENTIONED EARLIER, THE PRESIDENT'S RUN STARTED FROM THE CLUBROOMS - THE FIRST EVENT! YOUR EDITOR THOUGHT THAT SOMETHING SPECIAL SHOULD BE DONE TO MARK THIS EVENT, SO WHAT YOU SEE OPPOSITE IS AN EXPERIMENT WHICH WILL NEED MORE WORK FOR FUTURE ISSUES - IT WAS A GOOD THOUGHT, NOT SO WELL EXECUTED FROM COLOUR PHOTOS. OH WELL, BACK TO THE DRAWING BOARD.



NOTICE OF SPECIAL GENERAL MEETING

Notice is hereby given that a Special General Meeting of the Association has been called for 8.00 p.m. on 26TH NOVEMBER, 1987 at the club premises, 134 Queens Road, Five Dock. (26.1)

The business of the meeting will be to consider the following motion recommended by the Committee of Management:

"That a supplementary Annual Subscription of \$10.00 per member be levied to bring the Ordinary, Associate and Junior membership subscriptions for 1978/88 to a total of \$30.00."

(Note: New members since June 1987 have already paid a \$30.00 Annual Subscription for 1987/88 by determination of the Committee of Management. (10.1) This amount includes the proposed supplementary subscription.)

NOTICE OF REGULAR MONTHLY GENERAL MEETINGS

The Regular Monthly General Meeting of the Association for November will be held following the Special General Meeting on 26th November, 1987. There will be no General Meeting in December.

The Regular Monthly Meeting for January will be held at 8.00 p.m. on THURSDAY, 28TH JANUARY, 1988.

The business of the Regular General Meetings as above will be:

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

KEN QUARMBY - SECRETARY

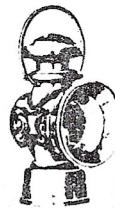
M E E T I N G E N T E R T A I N M E N T

OCTOBER: PRODUCT DEMONSTRATION "Devcon" presented by Carl Rowe. Devcon manufacture a range of metal filled epoxy compounds aluminium, steel, bronze, stainless steel etc. Ideal to repair or reproduce small castings. Also urethane compounds for repairing or re-making all things rubber. Please bring sample parts you wish to repair or re-produce, you can then receive the best advice. Brochures available at meeting.

NOVEMBER: THEME NIGHT: Horns and lights. Please bring along to this meeting interesting examples of horns or car lights for display and discussion.



MAX ROBERTS.



SPIT & POLISH DEADLINE: The next magazine will be sent to you prior to the January meeting, so the deadline is Tuesday, 5th January, 1988. Send to:

*The Editor
27 McRae Place
TURRAMURRA N S W 2074*

INVESTIGATIONS AND DATING



Dating Certificates presented at the September 1987 meeting were the issue of conclusions formed by the Dating Committee:-

1/ 1915 FORD Model 'T' Tourer, Engine No. C47312

Owner: Michael SARKIS, Concord West, N.S.W.

Last month saw the end of the third generation of the Ford dynasty with the passing of that controversial figure (as the media put it) Henry Ford II, but what could have been more controversial to the automobile industry in 1908, than the introduction of the proverbial Model 'T', by his grandfather Henry Ford I. More jokes were spread about this car than any other in the history of the automobile, yet it "set the World on Wheels" and has survived to be enjoyed as the "fun car" of veteran motoring.

Man, we know is mortal, but there is ample evidence that the Model 'T' may be immortal?

This 1915 model served John & Sue Wards and family for many years and no doubt, one or more owners previously. Now, as a consequence of change of ownership, Michael & Patricia Sarkis and family are enjoying the fruits of our hobby, which with it's more orthodox cousins the Model 'T' preserves.

2/ 1916 MADISON Model 6/40, 6 cylinder, 22 H.P. Tourer, Engine No. S2433

Trustee: John Smith, Dubbo, N.S.W.

Owner: Bob Winwood-Smith, Forbes, N.S.W.

The history of the Madison was of short duration, the vehicle being made in Anderson, Indiana, U.S.A. from 1915 through 1919 by Henry Nyberg, who allied himself with Cecil Gibson, formerly associated with the Empire, in Indianapolis.

For the year 1915 only the car was marketed as the 'Dolly Madison', the word Dolly being dropped from 1916 production and thereafter, whilst the organisation was known originally as THE MADISON MOTORS Co., (the inscription that appears on this car), then in October 1916 the name became MADISON MOTORS CORPORATION.

Registration S15802 is recorded in The Holderness Motorists Guide for July 1916 in the name and address of William Woods, Wood Park, Moree and a second Madison, registration S16187 to Ernest W. Jensen, Norton St., Leichhardt, while photographs and information received from John Smith revealed, not only that No. 15802 plate is still attached to this car, but also that the vehicle was found in a shed on the Woods' property in Moree.

Family history passed down from the original owner, records that both cars were on display, by the then sole agent for N.S.W. John Stewart, 64 Wentworth Av. Sydney, at the Royal Easter Show 1916, from where they were sold; a study substantiated by the fact that the last car registered to July 1916 was S16374.

Although requiring full restoration, the car, except for the near-side headlamp, (removed for use on a tractor in 1931 and making history by plowing at night) is remarkably complete and the body structually in good preservation in line and panel.

The speedometer, operated from a front wheel reads 12,000 miles only and although this may not be the total milage travelled, evidence of little ware and tare, an unwarn spare tyre, (rock hard with age) still attached to the rear carrier and the Wooden-case battery box still in location in the near-side running board valance, would suggest it's accuracy.

Throughout production Madison used the RUTENBER engine, other major proprietary components being: Gearbox "Muncie" and Rear axle "American", whilst this car is fitted with the Remy Electrical System and provided with an ignition switch coupled separately to either the "Storage Battery" or "Dry-cell Battery" and indicated accordingly.

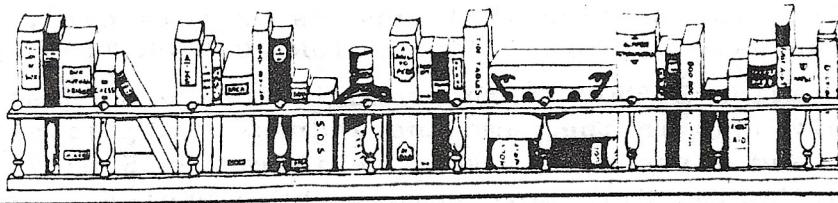
John Smith writes that restoration has commenced, the 3 inch cast-iron pistons replaced with aluminium equivalents, plus oil rings. The piston stroke is 5 inches and the cubic capacity 3458 cc.

Finally it is believed that the second Madison was destroyed by bush fire some years ago in the Pilliga Scrub.

George A. Roberts
Research Historian.

N.S.W CUSTOM NUMBER PLATE
We are pleased to advise that one of the most appropriate
VETERAN custom plates **TINLIZ** is now offered for sale.
PRICE: \$15,000.00
CONTACT: Bruce Macbryde Phone 872 5472

LIBRARY



THE LIBRARY WILL BE OPEN FOR MEMBERS' USE ON COMMITTEE MEETING NIGHTS - I.E. SECOND THURSDAY OF EACH MONTH.

From the Northern Enthusiasts....

We've had two events up north since the last edition of SPIT AND POLISH. On September 5 we had an outing to Milbrodale where we visited an orange orchard owned by friends of the Burke family. For the uneducated who get lost in the wilds north of Hornsby, Milbrodale is about 25 kilometres (15 miles in Veteran terms) south west of Singleton, which represented a fair drive for some of those who attended. It was well worth the drive though as the oranges were 'on' and very tasty. Those attending were: George Adams - Studebaker; Max Burke - Hupmobile; Chris Duncan - Renault; Bob Newman - Talbot; Neville Preston - Talbot, along with various family members and friends.

The other event was our major event for the year based at Morpeth. We had made many claims and promises as to the merit of the event on the months leading up to the Long Weekend, I think those who attended would agree our claims were justified. This year we had a total of 28 Veterans in attendance, which was a very pleasing roll up for the hard working organisers and one of the best attendances for many years.

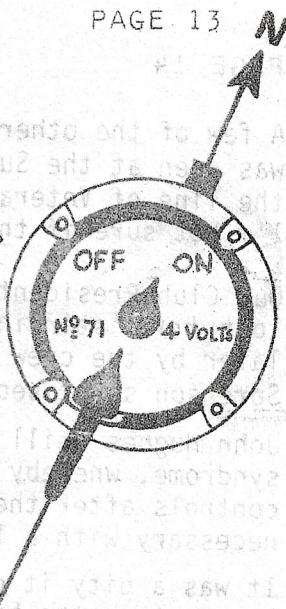
By lunch time Saturday, the majority of the entrants had arrived; quite a few had travelled up on the Friday with very few traffic hassles. Saturday was a relaxing day. The morning was free and was spent in different ways. Many of the ladies took the opportunity to visit the various craft and antique shops which Morpeth now boasts and having a look at some of the old buildings about town. I'm told our visit provided a boost for the local economy - especially the jam industry. Many of the menfolk used the time talking about, fiddling with or driving/riding about in Veteran cars. The only interruption being the ringing of the dinner bell to summon us at mealtime.

On Saturday afternoon we visited the Richmond Vale Mine site which is being restored by a group of railway and mining enthusiasts with the financial assistance of Government grants and local mining industries. Many of the group enjoyed a ride on the steam train as well as a tour of the office and mine site which is undergoing restoration. Although running short of both time and daylight we were able to take a quick look at a Vintage Cadillac rail car which is to be restored next year. Judy Thew and yours truly almost got to spend the rest of the afternoon in the office cellar after the caretaker turned the lights out, leaving us very much in the dark.

On Saturday evening we had our night tour, which has become quite a popular part of the weekend. About a dozen cars took part in a short tour about the Morpeth district.

Sunday dawned fine, a repeat of both Friday and Saturday for the start of the main tour. Unfortunately Barry Thew was unable to participate due to the Hupmobile developing nasty noises in the engine compartment - let's hope it's not too serious. The day's run took us over quiet roads (of various standards) through some very pretty country and past some interesting buildings and properties both old and new.

The spotto held between morning tea and lunch included some straightforward and rather cryptic questions (and answers). As usual Jean Chapman provided some of the more amusing answers. When asked 'Who owns the food store?' Jean suggested, 'Probably the bank.' Who operated a particular colliery, 'The coal miners, when they're not on strike.' When asked 'Who is the owner/builder?' the answer given was 'The third little pig.'



A few of the other more amusing features of the weekend included the dog that was seen at the Sunday morning tea stop which proceeded to 'sniff' its way along the line of Veterans before choosing to do its business on the wheel of a R.R. I'm not sure if that's the dog's way of approving of the R.R. or not.

Our Club President was out of action for a while on Saturday afternoon - she had lost her 'stirring stick'; it was retrieved and returned to her a short time later by the crew of one of the 'Martins Ford works team'. Martin and Lorraine Sorenson surprised a few of us by driving around 'topless' on Sunday.

John Hughes still suffers from the T-Ford owners' 'Praise the Lord, it's started' syndrome, whereby the relieved owner runs from the crank handle to the hand controls after the car starts in order to keep it going. He is learning it is not necessary with a TALBOT.

It was a pity it decided to rain on Sunday night; it fined up by Monday morning but by then the brass work was well and truly tarnished.

On behalf of all who participated, thank you to the organisers and helpers - you all did a fantastic job.

Those attending:

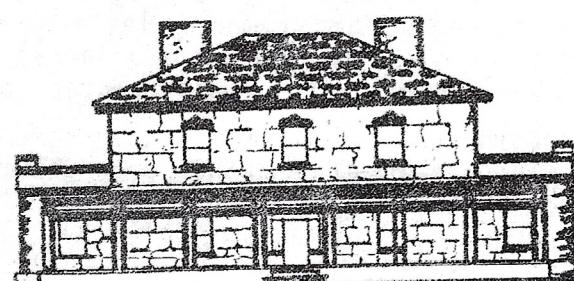
John Pickup - 1910 Renault; Bill Spraggon - 1908 Renault; Len Sheen - 1914 Humber; Sandra Roberts - 1912 Austin; John Hughes - 1914 Talbot; Don Steer - 1914 Wolseley; Chris Duncan - 1913 Renault; Jack Ward - 1915 Ford; Graham Steer - 1911 Argyll; Dick Tunbridge - 1917 Ford; George Adams - 1918 Studebaker; Peter Martin - 1912 Ford; Barry Smith - 1916 Packard; Martin Sorenson - 1916 Oakland; Lindsay Martin - 1918 Ford; Don Moffat - 1918 Studebaker; Neville Preston - 1913 Talbot; Barry Thew - 1916 Hupmobile; Keith Edwards - 1911 Rolls Royce; Michael Bendeich - 1913 Chalmers; Max Chapman - 1913 Wolseley; Bob Newman - 1914 Talbot; John Wards - 1916 Benz; John Corby - 1918 Cadillac; Jim Weir - 1912 Rolls Royce; Graeme Newman - 1914 Talbot; Ray Thomas - 1911 Renault; Peter Adams - 1913 F.N.

Also - Rolfe family, Thomson family and Keith and Jean Carden (forced to come modern due to a series of setbacks prior to the rally), Wendy and Steven Rose and Gregory Chapman and spouse (I apologise for not knowing her name!). I hope there was no one else - if there was and I've forgotten to mention you, I'm truly sorry.

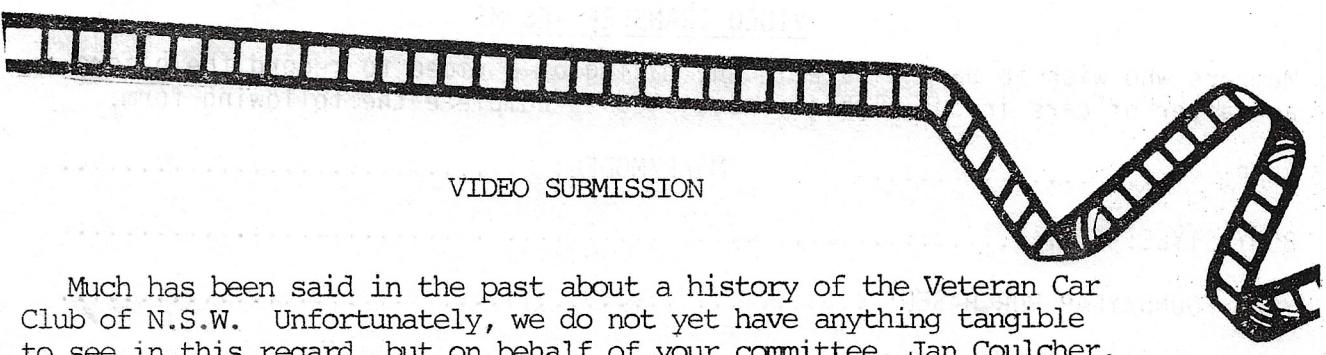
The next Newcastle outing is the Inspection Day on Sunday, October 25, 1987 at Wangi Wangi.

Regards,

GRAEME NEWMAN



"Closebourne"
ANGLICAN CONFERENCE CENTRE
MORPETH



VIDEO SUBMISSION

Much has been said in the past about a history of the Veteran Car Club of N.S.W. Unfortunately, we do not yet have anything tangible to see in this regard, but on behalf of your committee, Jan Coulcher, would like to present you with a scheme which will give us a record, not of the personalities, but of the cars in our club.

1. The PROPOSAL: Record pictures of all the cars in our club on video. The cars can be in unrestored, part restored or fully restored condition, so that ALL members may participate.
2. The WAY: Members send in 2 or a maximum of 3 photos of each car and a completed resume ex Spit and Polish for each car.
3. The MEANS: Members are charged \$1.00 for each print submitted.
4. The RESULT: A compact, visual record of our cars.

PRINTS: Prints may be in black and white or colour and may be any size up to and including 8" x 10" (20cm x 25 cm). Each print appears on screen for approx. 7 seconds. If required, prints may be returned to members. No damage will be done to the prints.

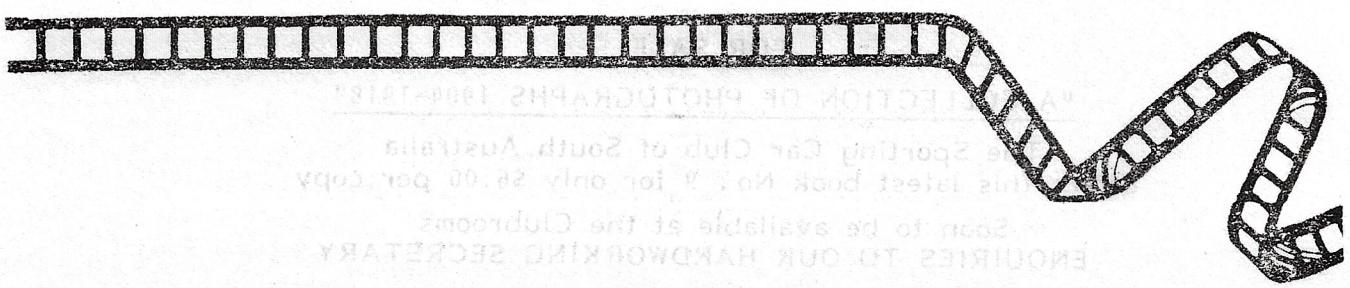
RESUMES: These are to be used to do a voice over. As each car will only be on the screen for 14-21 seconds, it will therefore be necessary to keep the resumes very brief.

COST: For us to break even, we need to tape 104 prints if we charge \$1.00 for each.

PARTICIPANTS: ANY MEMBER WHO HAS A CAR CAN PARTICIPATE. We would particularly like members who have had their car in the throws of restoration for many, many years. Country, interstate and overseas members would be particularly welcome as their cars are seldom seen by the majority of us.

At a later date copies may be made available for purchase by the members if so required.

THIS IS NOT PLANNED AS A FUND RAISING EFFORT FOR THE CLUB, BUT AS A SELF-FUNDING MEANS OF PRODUCING A TANGIBLE HISTORY.



VIDEO TRANSFER RESUME

Members who wish to participate in the making of a video to record the before and after of cars in our club are requested to complete the following form:

YEAR: MAKE/MODEL:

BODY STYLE:

YEAR FOUND/YEAR PURCHASED:

WHERE FOUND/PURCHASED FROM:

PREVIOUS OWNER:

CURRENTLY OWNED BY:

DO YOU WISH THESE PRINTS RETURNED: YES / NO

Please find enclosed:

1. Prints of the above car

(One before/during restoration and one after restoration).
3 prints maximum for each car entered.

2. \$ (\$1.00 per print encl.)

MORE THAN ONE CAR PER MEMBER MAY BE INCLUDED, BUT A SEPARATE RESUME IS REQUIRED FOR EACH CAR.

Please forward: (a) Completed form/s
(b) Prints
(c) Money

To: JAN COULCHER
24 STUART STREET
BLAKEHURST 2221

If you have any queries, please ring (H) (02) 546 4791; (B) (02) 27 3416

CLOSING DATE: 31ST JANUARY, 1988

[For club use only]

Date received:

Entry Number:

No. of prints:

Amount:

FOR SALE"A COLLECTION OF PHOTOGRAPHS 1904-1918"

The Sporting Car Club of South Australia
offers this latest book No. 9 for only \$6.00 per copy

Soon to be available at the Clubrooms
ENQUIRIES TO OUR HARDWORKING SECRETARY

SPEEDOMETER TRANSMISSION

(Reprinted from THE AUTOCAR September 1911)

ADVANTAGES AND DISADVANTAGES

OF THE VARIOUS METHODS IN VOGUE.

IN THE ISSUE OF THE AUTOCAR FOR JULY 29th WE DEPLORED, IN AN EDITORIAL NOTE, THAT THE FACT THAT THE CLEAREST ENTRY FOR INACCURACY IN THE READING OF A SPEEDOMETER IS AT THE VERY POINT AT WHICH THE MOTION OF THE CAR'S ROAD WHEELS IS TRANSMITTED TO THE FLEXIBLE DRIVING SHAFT. AS WE THEN POINTED OUT, THERE ARE THREE GENERALLY ACCEPTED METHODS OF DRIVING A SPEEDOMETER DRIVE, VIZ: FIRST BY FRICTION FROM THE FRONT WHEEL; SECOND BY GEARING FROM THE FRONT WHEEL; THIRD, BY BELT DRIVE FROM A CARDAN-SHAFT. THE ADVANTAGES AND DISADVANTAGES OF THESE PARTICULAR METHODS CAN BE SUMMED UP AS FOLLOWS:

FRICTION DRIVE

ADVANTAGES: SIMPLICITY, EASE OF ADJUSTABILITY TO SUIT VARIOUS SIZES OF ROAD WHEELS, AND THE FACT THAT IN THE EVENT OF A STONE BEING THROWN BY CHANCE INTO THE GEAR, NO GREAT HARM IS LIKELY TO RESULT.

DISADVANTAGES: LIABILITY TO INACCURACY FROM UNEVEN WEAR IN THE FRICTIONAL SURFACES, AND FROM THE GROWTH OF SIDE PLAY IN THE FRONT AXLE BEARINGS.

GEAR DRIVE

ADVANTAGES: GREAT ACCURACY DUE TO THERE BEING NO RADIAL SLIP BETWEEN THE WHEEL AND THE ROAD.

DISADVANTAGE: THE LIKELIHOOD OF THE GEARS BEING DAMAGED BY THE INTRODUCTION OF DIRT AND OTHER MATTER AND IT'S ENTIRE LACK OF ADJUSTABILITY.

BOTH THE ABOVE SYSTEMS OF DRIVE AS APPLIED TO THE FRONT WHEELS SHARE TWO FURTHER DISADVANTAGES VIZ., THAT UNLESS SOME FORM OF SWIVEL BEARING BE INTRODUCED, THE STEERING MOVEMENT OF THE WHEELS IS LIABLE TO STRAIN THE FLEXIBLE SHAFT AND, SECOND, THAT THE BEARINGS USED THROUGHOUT THE FRONT WHEEL DRIVE ARE UNPROTECTED FROM THE INTRODUCTION OF WATER, EITHER WHEN THE CAR IS RUNNING ON WET ROADS OR IS BEING WASHED. A THIRD DISADVANTAGE, THOUGH PERHAPS A NEGLECTIBLE ONE, MAY BE CITED, IN THAT WITH THIS ARRANGEMENT OF THE TRANSMISSION IT IS ALMOST IMPOSSIBLE TO AVOID A CONSIDERABLE LENGTH OF UNSUPPORTED COUPLING, WHICH, APART FROM PRODUCING A STRAIN IN ITSELF, IS, TO SAY THE LEAST OF IT, UNSIGHTLY.

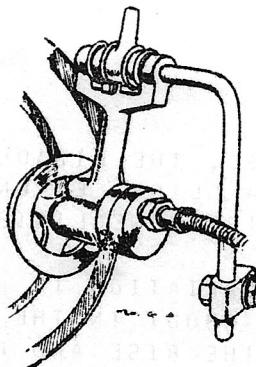


Fig. 1.

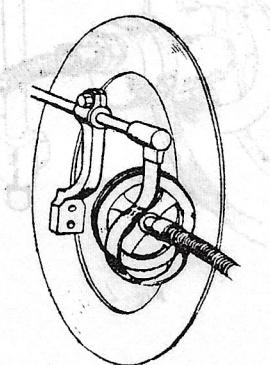


Fig. 2.

SPEEDOMETER TRANSMISSION (CONTINUED)

CARDAN-SHAFT DRIVE

ADVANTAGES: FREEDOM FROM EXPOSURE TO MUD AND DUST, THE FLEXIBLE COUPLING BEING OUT OF THE WAY AND PLACED IN SUCH A POSITION THAT IT IS EASILY SUPPORTED.

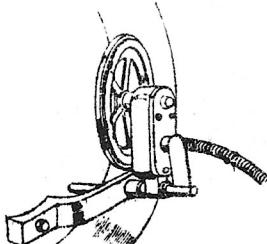


Fig. 3

THE DRIVING PULLEYS CAN BE MADE ADJUSTABLE, SO THAT DRIVING TYRES OF DIFFERENT SIZES CAN BE SUITED. DISADVANTAGE (PERHAPS A THEORETICAL ONE ONLY); THE SPEEDOMETER IS AFFECTED BY THE SLIP BETWEEN THE TYRE AND THE ROAD.

IN ADDITION TO THIS, A COMMON DISADVANTAGE NOT MENTIONED IN OUR ABOVE-CITED EDITORIAL NOTE APPLIES BOTH TO THE CARDENSHAFT DRIVE AND TO THE FRONT WHEEL DRIVE IN WHICH A SWIVEL COUPLING IS INTRODUCED.

IN THE LATTER CASE, THE DISADVANTAGE, ALTHOUGH ALWAYS EXISTENT, OBTAINS TO SUCH A SLIGHT EXTENT THAT IT MAY PERHAPS BE DESCRIBED AS ENTIRELY NEGLIGIBLE, BUT IN THE FORMER CASE IT IS SCARCELY SO.

WE REFER TO THE VARIATION IN ANGULAR VELOCITY OF THE DRIVING MEMBERS, BROUGHT ABOUT IN THE ONE CASE BY THE STRETCHING OF THE BELT AND BY THE RISE AND FALL OF THE PROPELLER SHAFT: IN THE OTHER CASE BY THE MOVEMENT OF THE STEERING WHEELS IN THE HORIZONTAL PLANE, AS OCCASIONED BY THE ACT OF STEERING. WE DO NOT PRETEND TO SAY THAT IN TRAVELLING OVER ORDINARY ROADS AT A MODERATE SPEED, THE UP & DOWN MOTION OF THE PROPELLER SHAFT WOULD PROVIDE A SUFFICIENT VARIATION IN THE ANGULAR VELOCITY OF THE DRIVEN BELT PULLEY TO MAKE A PERCEPTEABLE DIFFERENCE IN THE READING OF THE SPEEDOMETER HAND, BUT WE CERTAINLY DO THINK THAT IT IS PERCEPTEABLE OVER ROUGH ROADS IF THE FLEXIBLE SHAFT IS ENTIRELY LACKING IN SPRING. TO MAKE MATTERS WORSE, IF THERE BE THIS SPRING IT IS CAPABLE OF SHOWING ITSELF AS A DISADVANTAGE IN OTHER WAYS: THE MOST COMMON BEING THAT, Owing TO SHAFT BENDS OR INSUFFICIENT LUBRICATION IN THE FLEXIBLE SHAFT, THE CABLE MAY TEND TO BIND AT CERTAIN PLACES, AND HENCE, ALTHOUGH IT'S ROTATION BE MORE OR LESS CONSTANT AT THE TRANSMISSION END, IT WILL TURN WITH A SERIES OF JERKS. SOME DRIVES ARE WORSE THAN OTHERS IN THIS RESPECT, AND IN ONE CASE THAT WE KNOW OF, THE WINDING UP AND LETTING GO EFFECT IS SO PRONOUNCED THAT AT, SAY 20M.P.H. THE SPEEDOMETER HAND WILL WITH GREAT REGULARITY PERIODICALLY JUMP TO 25M.P.H. OR THEREABOUTS AND RETURN TO IT'S ORIGINAL READING, THE SPEED OF THE CAR REMAINED UNIFORM ALL OF THE TIME.

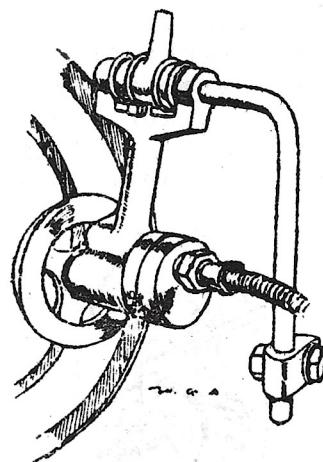


Fig. 4

CONE CLUTCH REFACING

From "101 TIPS FOR CAR RESTORERS"...CANNON & BISHOP.

WHEN THE LEATHER ON AN OLD STYLE CONE CLUTCH MUST BE DISASSEMBLED AND THE OLD LEATHER REMOVED BY CUTTING THE RIVETS FOM UNDERNEATH WITH A SMALL CHISEL AND PUNCHING THEM OUT. SAVE THE OLD LEATHER FOR A PATTERN. SADDLEMAKERS OR SHOEMAKERS ARE GOOD SOURCES FOR REPLACEMENT LEATHER. THE NEW PIECE SHOULD BE OF UNIFORM THICKNESS AND IF THE LEATHER IS STIFF IT SHOULD BE GIVEN ONE OR TWO COATS OF NEATSFOOT OIL AND HUNG UP FOR A FEW DAYS TO SOFTEN.

THE NEW LEATHER SHOULD FIT TIGHT AND TRUE TO THE CONE AND THE SECRET HERE IS TO ACTUALLY STRETCH IT OVER THE CONE. ONE END SHOULD BE CUT SQUARE AND RIVETTED TO THE CONE AND THE OTHER END BROUGHT AROUND TO MEET, TAKING CARE TO SEE THAT THE LEATHER IS ONLY TWO-THIRDS OVER THE CONE ON THE SIDE OPPOSITE THE RIVETS.

AFTER SECURING BOTH ENDS WITH RIVETS, FORCE THE LEATHER UP OVER THE CONE. DRILL THE REMAINING RIVET HOLES, COUNTERSINK THEM, AND FINISH THE JOB. THE HAIR SIDE OF THE LEATHER GOES NEXT TO THE CONE.

MAKE A "PROP STICK" OF THE PROPER LENGTH TO GO BETWEEN THE SEAT AND THE CLUTCH PEDAL. USE THIS TO KEEP THE CLUTCH PEDAL DEPRESSED WHEN THE CAR IS NOT IN USE. THIS PROCEDURE ALLOWS THE CLUTCH LEATHER TO EXPAND AND REMAINS SOFT & PLIABLE.

THE FOLLOWING TIP ON THIS SUBJECT COMES FROM MEMBER LEN SHEEN, WHO HAD FIRST HAND EXPERIENCE OF CLUTCH TROUBLE ON THESE PRESIDENTS RUN...HE SAYS

"TO SAVE LEATHER CUT INTO FOUR SECTIONS AND SPACE APART 1/8" TO PREVENT HOLDING ON AND SUCTION.

DON'T OVERGREASE THE CLUTCH BEARING AS IT IS LIKELY TO RUN DOWN ONTO THE LEATHER WHEN HOT"

THANKS LEN....ANYONE ANY OTHER THOUGHTS OR TIPS ON THE SUBJECT?...ED.

DATING APPLICATIONS:

Any dating application form received by the club in future must be accompanied by a fee of \$25.00. This fee will include the cost of the certificate.

DONATION WANTED:

8 metres x 2 metres wide Colourbond Roofing for new club verandah roof.
Please contact BOB BAXTER (H) 522 9661; (B) 707 8545.

from the Editor's desk

Hi! Still looking forward to
hearing from you.

FOR SALE & WANTED

WANTED: 3" diam. Ammeter to suit Veteran Overland. NOEL LILIENTHAL (02) 797 9578

FOR SALE: Four 700 x 21" cases & tubes. Off JIM WEIR'S ROLLS. 634 1388

WANTED (ALL STATES) Longuemare Carburettor, as used on 1903-1904, 6-8 h.p. 1 cylinder cars. GEORGE ROBERTS, 49 Blake St., Dover Heights. 2030 (02) 371 8626

WANTED (ALL STATES) VETERAN TOURER. Must be large, powerful (3 children + luggage!!) and reliable (co-driver is no mechanic!!). Please ring KEITH WHERRY (B) (02) 29 7455; (H) (02) 817 2992

WANTED (ALL STATES) 880 x 120 b.e. WHEELS, Rudge Whitworth Type 62, approx. 80 mm dia. x 80 mm long splines (100 splines) OR wheel centres with above type splines. JOHN WARDS, 8 Devon St., Epping. 2121 (02) 86 3430

FOR SALE: Wagner Airless Spray Kit. \$110. JIM MOULE (H) (02) 57 1433; (B) (02) 266 0046 Xtn 209

FOR SALE: New Tourer body for AX RENAULT or similar, around 1910. RON COX (02) 642 2885

FOR SALE: 1914 CADILLAC TOURER with twin speed diff. re-upholstered in leather and re-hooded in canvas. Good running order and little to be done for complete restoration. RON PALMER, P.O. Box 12, Boggabri. 2382 (H) (067) 434 474 (B) (067) 434 338

WANTED: CHROME SPOTLIGHT made by Ray Dot, Birmingham, for VINTAGE CAR. (02) 922 2999

FOR SALE: LUGGAGE RACK to fit Silver Ghost Rolls Royce, \$350. 4 Artillery type wheels - 5 stud to take 23 x 500 straight sided tyres. (Only 2 keeper rings). \$100.

FREE: 1926 MORRIS COMMERCIAL 1 Ton Truck Chassis. Front end, springs, worm drive diff. KEITH CARDEN (02) 871 2158

WANTED: Two petrol cans with running board brackets. JEREMY GREENE, W.A. 457 2629

WANTED: for 1928 OAKLAND 6 cyl. - Rear hood bracket. Attachments windscreens pillar to hood bow. Side curtain frames. Rear window for hood. PIKE WATERS, W.A. 349 7297

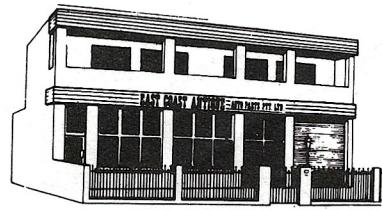
WANTED: 2 or 3 rims to take 4.40 x 23 straight side tyres. Hayes make with four lugs. ROB B. LAIRD, (090) 454 139 evenings.

WANTED: 26" B.E. rims or 24" straight side rims plain type. JIM BELL, Vasse, W.A., (097) 554 033

FOR SALE: One rear bumper to suit T Ford. Please contact BOB MANLEY, 88 South Coast Highway, Albany. Phone (098) 416 239

WANTED URGENTLY ALL STATES: BOSCH - Model DR4 Magneto for 1907 French touring Limousine DeLaunay Belleville. ATHOL KELLY (03) 266 8294 (Reverse charges) or write to: 18 Davis Ave., South Yarra. Vic. 3141

WANTED ALL STATES: To contact all owners (or owners of parts) of circa 1912-14 Baby (Bebe) Peugeots for National (Bugatti) Register. GRAEME JARRETT, 62 Rosanna East, Vic. 3084 (03) 459 2105



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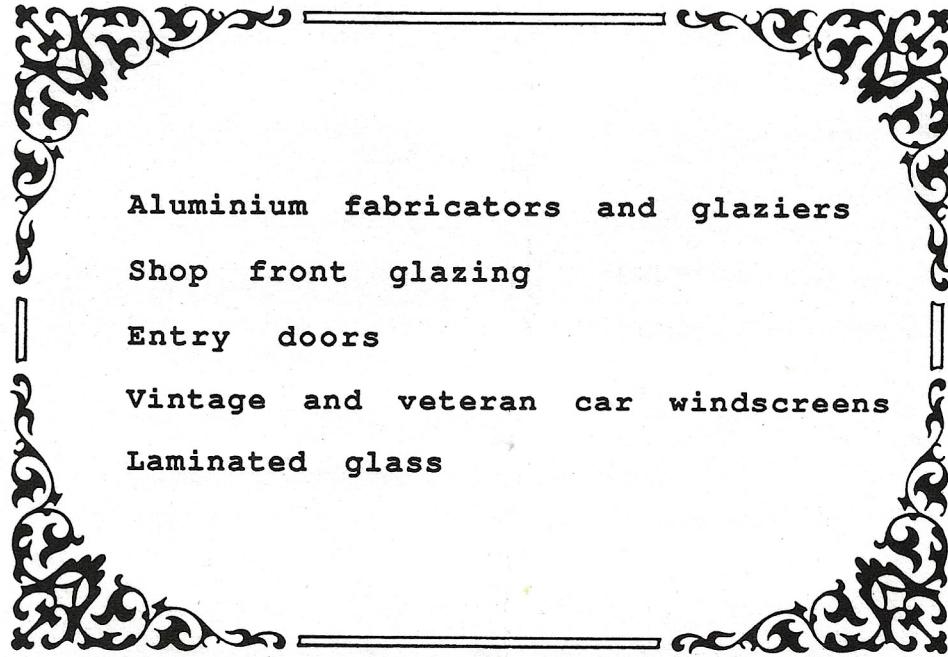


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