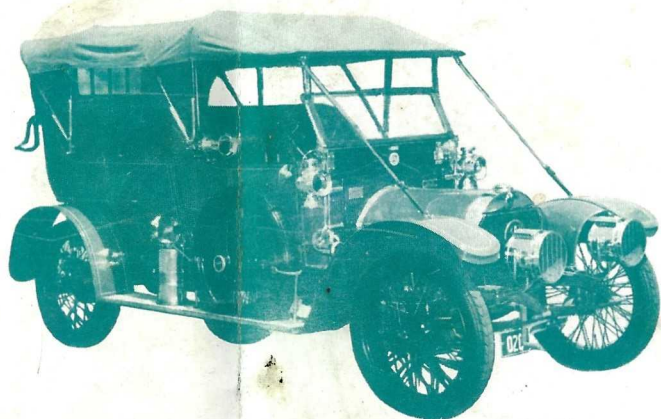
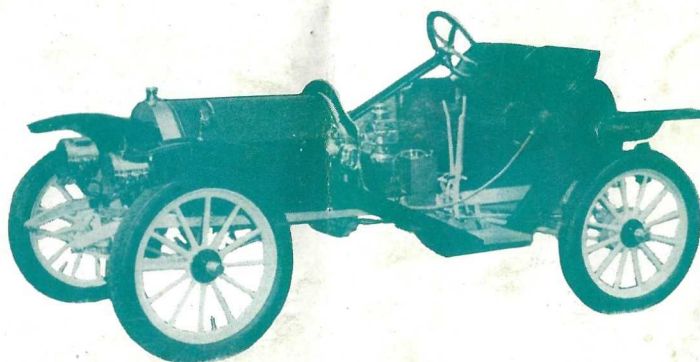


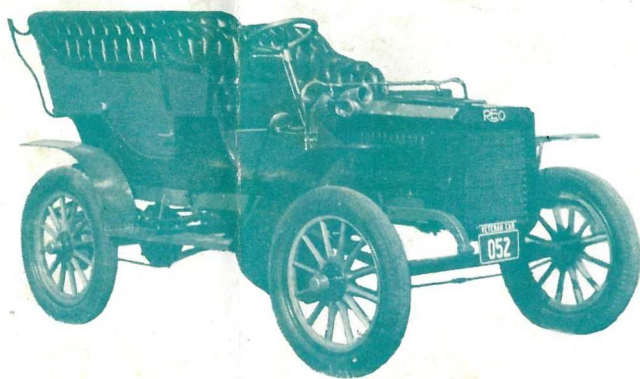
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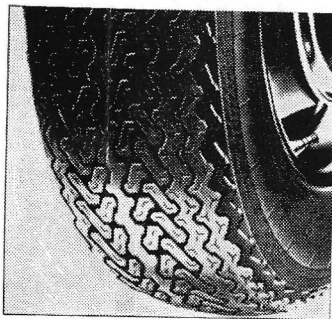
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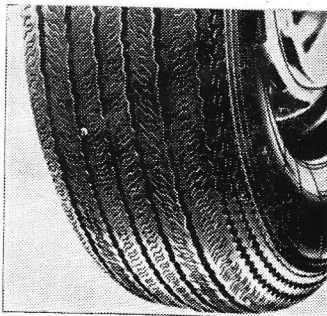
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SPIT AND POLISH

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

Patron:

His Excellency the Governor of New South Wales,
SIR RODEN CUTLER, V.C., K.C.M.G., C.B.E.

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Price 12 Cents

March, 1969

EDITORIAL

Metamorphosis

For very many centuries (we understand) man had no real need of what we call 'transport'. For survival he would have had to keep to the hills, where he was safer, primarily, out of sight of his enemies, and secondarily in a better position to elude them and to attack them. In this type of terrain he had no thought of transport, and would have been hard put to it to have produced some, anyway. Not till he took to agriculture on the flat, after many centuries, did he have recourse to the use of wheels for the transfer of the results of his labours, mainly barley and maize, with the accompanying straw, which he used to make more comfortable his rest periods on the ground.

He worked out what we have known as the 'ox-cart', and due to the terrain over which they were pulled, the wheels had of necessity to be of generous diameter. Even many centuries later when man had trained horses to do his bidding, the surfaces over which sulkies, buggies and carriages were pulled left much to be desired. So the large diameter wheel was retained.

Then the automobile appeared on the scene. By this time, roads had improved to a slight degree, but wheels remained fairly large. We understand that even the 1912 Cadillac was fitted, er - is fitted - with 26" rims. As engines became more efficient, and, at the same time, faster running, and roads were being improved, the wheels gradually became smaller. In 1923 the Buick was fitted with 23" rims. (We can vouch for that, personally. Ed.) As time marched on we got down to 10", fitted to the Mini Minor.

Now the Hovercraft has appeared on the scene. The first effort in this regard, as the syllable 'craft' denotes, was applied to water travel, but we read that the latest effort with this strange craft is a land version, built primarily for military use.

Do we see the writing on the wall denoting the eventual universal use of these machines for travel, even across country, with no real need of made roads? and finally, ultimate discarding of the road wheel. When the wheel has stood man in such great stead for so many centuries, too! If this is to be, then it will be another proof of the fact that nothing in this world, no matter how seemingly important, is really permanent.

NEXT MEETING: Rugby Union Club, 169 Victoria Road, Drummoyne, on
TUESDAY, 24TH MARCH next, at 8.0 p.m.

REPORT OF FEBRUARY MEETING

The President was in the Chair.

The Treasurer reported a credit balance of \$434, but there was a surplus of expenditure over income for February, of \$260.

The Events Committee reported that the next outing was to be the Concours judging, at Vaucluse House on 2nd March. The Blue Mountains Rally, after much discussion at the January Meeting, will terminate at Parramatta Park, but the timed section will be finalised at Penrith. The start this year will be from Concord Oval. There is to be an additional trophy awarded this year, to the most successful woman driver. There is to be a Practice Start from the Chullora Drive-In to Camden Showground.

George Roberts reported having spent a week-end with the Massers. They are both fairly much improved in health - already!

The Social Secretary had but little to report, only to remind members of the Presentation Dance set down for Saturday 19th April.

The Registrar gave a general talk on registrations.

The P.R.O. reported that endeavours are being made to obtain sponsorship for the Blue Mountains Rally. A newspaper that he approached for up to \$1000 assistance felt that this figure was rather much, but will probably let us have some help. In any case, it seems that they could be prepared to supply us with the usual informative dodgers that we distribute en route.

C.V.V.T.M.C. representative announced that 14th September had been fixed for the Warwick Farm Meeting.

The Librarian announced that Allan Foy had presented to the Club a handbook, in mint condition, of the 1909-10 Cadillac.

The 1970 Rally Director reported that the Rally is now fully subscribed, and that there is a waiting list of 67. Applicants are: U.S.A. 11, U.K. 7, South Africa 3, Brazil 1, N.Z. 50. Veterans constitute 193 of the total. There is still the possibility of some sponsorship from Dunlop and Mobilgas.

The general concensus of opinion was that Len Masser have Life Membership conferred on him, and that tangible proof of this be in the form of a tie bar suitably inscribed. It was remarked from the body of the meeting that such action should embrace both George Green and R.L. Doyle, of U.S.A.

A very interesting film was shown, supplied by Castrol per Toby Bent. We saw many interesting lengths along the route of a contest between an aeroplane, piloted by two women, and a car driven by two men, in a race of 10,220 miles around Australia. The 'plane was permitted to fly only during daylight; the car during any part of each day and night. The course

was covered in 8 days, the car averaging 50.7 m.p.h. The 'plane beat the car by 9 hours.

Warren Irish showed a number of coloured slides depicting veteran cars which he saw in England during a recent trip.

Support for the 1970 Car Show was expressed by Ron Craze and Daryl Cawthorn. It was pointed out that the Sporting Car Club of South Australia's Festival of Classic Motoring grossed \$19,000.00.

* * * * *

The Victorian Branch of V.C.C.A. has a motto, which one sees in print occasionally: "DEMENTIA PRODEST", of which a translation from the Latin is given as: "It is not necessary to be mad, but it helps." How very, very appropriate! Whoever thought of that one was certainly a humourist, who doubtless takes his hobby seriously but lightheartedly.

* * * * *

Some years ago, (May 1965), some nit wit - signed "Anonymous" - contributed an article to this worthy publication in which it was pointed out the way that many members' names bore reference to something in connection with cars. Since receipt of the new Roster, a perusal has brought out another extraordinary fact, namely, the number of members the name of whose street is the name of a make of car. They comprise: Argyll Place, Napier Street, Cleveland Street, Maxwell Street, Pearce Ave., Excelsior Ave. (m/bike).

It is interesting to learn that both W.O. Bentley and Dr. Lanchester are still alive. We understand that the Doctor is 95 years of age!

* * * * *

In the days when all sorts of ideas, crackpot and otherwise, were being thought out and eventually tried out, during 1903 Napier had one of the first 6 cylinder cars. This was fitted with a device, the working of which was truly remarkable for those days. The volume of air admitted to the carburettor was regulated by the flow of the cooling water. Just how the effect was achieved is obscure to us at the moment. The same thought as the "extra air" device of later years. The greater the engine speed the more air the engine can afford to use.

* * * * *

HANDICAP POINT SCORE

1968 Blue Mountains Rally trophy winners will start the 1969 Blue Mts. Rally with the following handicap:

J. Jeffery	50	points
D. South	30	"
A. Foy	20	"
M. Roberts	10	"
M. Chapman	0	"
P. Kable	0	"
T. Cook	0	"

CARS ATTENDING SOUTHERN TOUR AND PICNIC, 16/2/69

1912	B.S.A.	A. Garthon
1908	B.S.A.	J. Simpson
1908	Clement Bayard	R. Jones
1912	Wolseley	M. Chapman
1910	Star	L. Sykes
1911	"T" Ford	F. Ehlert
1913	"Fronty" Ford	V. Jacobs
1914	T. Ford	J. Godfrey
1909	Argyll	G. Campbell
1915	T. Ford	M. Roberts
1913	F.N.	D. Cawthorn
1916	T. Ford	J. Wards
1911	Talbot	J. Weir
1913	P.H. Vauxhall	T. Cook
1911	Rolls Royce	P. McKeown
1914	Rolls Royce	G. Green
1912	Star	A. McLeod
1915	Buick	J. Corby
1914	Delaunay	
	Belleville	P. Kable
1910	"A" Vauxhall	K. Chambers
1910	Chalmers	M. Bendeich

The difficulties which crop up at any meet or rally are legion. Many during the running of the event, some prior to "blast off". In 1907 the French struck some difficulties with regard to the Coupe des Voiturettes, run at Rambouillet. Authorisation had to be obtained from the Ministry of the Interior to run on public roads. This was got over, or round, by an assertion (with the tongue in the cheek, of course) that it was indeed only a reliability trial for low-powered touring cars. It was known officially that the vehicles were miniature racing cars, highly tuned, and sporting two bucket seats. Ah! Les Francais! there is no one like them. Of course there is nothing to prevent a touring car being fitted with exhaust stubs, if one wants to do so, now is there? Mai voila, that is how it went! A good face was made of it, officialdom was happy, and they enjoyed a good run.

We never cease to be amazed at some of the early road performances. Take 1908 for instance - only 60 years ago! The year's activities included a run from St. Petersburg to Moscow in which one Memery drove a Benz of terrific size, and won the race, covering the 438 miles at an average speed of 51½ m.p.h. It can be seen that to have kept up that average, he must have been up to 75-80 m.p.h. a lot of the time. And over those bullock tracks called roads in those days. High Pressure tyres and no 'shocks'. Admittedly the bigger diameter wheels would have helped to bump over stones and bounce through undulating hollows. But 438 miles at an average of 50 odd m.p.h.!! Incredible!

Referring to the proposed Tie Bar to be presented to Len Masser, this could have extraordinary aspects of application. According to George Roberts, Len has adopted a sort of Robinson Crusoe type of life, as he seems to have forsaken all sartorial accoutrements except shorts, which, Jean avers, are now his sole item of dress. This has helped Jean considerably, as it has reduced the incidence of shirts, singlets, socks and other personal paraphernalia in the wash each week. But the situation is retrievable, as we see a few alternatives. The Club could present it as a Fly Bar (sounds much the same, at least) or the garment in question could be held up, in usual Australian fashion, by a tie, worn round the waist, belt fashion, or over the shoulder, braces fashion. Should this not be practicable or desirable, well then we suggest that he wear a tie round the neck, knotted in the conventional manner, on which the Tie Bar could then be pinned. We are sure that we have seen pictures of South African natives so adorned, and it is really quite fetching. Probably transferred from a missionary (No Len, not you!). Anyway, there is the Editorial suggestion for a way out of this unfortunate impasse.

* * * * *

S O C I A L

Sorry to hear Pam Roberts of Dover Heights had an accident. Do hope she is out of hospital again and feeling better.

Our sympathy too also goes to George and Pam on the passing of his mother last month.

I would like to hear about these sad happenings so I could just send our card of sympathy, so do let me know - just a ring to 42-4198 - no trouble at all.

The Raffle for the children's Xmas Party funds was a great success, Bill Spraggon being the lucky winner of a pair of bath towels. This Raffle will be held each meeting so do help our men with a few tickets.

It looks as if plaster is the "in" fashion now. After seeing Don Steer with his leg in plaster, tells me he couldn't get out the window quickly enough - forgot it was the top floor.

It was lovely to see the Wards' triplets at sister Christine's wedding on 6th March. Did a good job, Peter and John.

Congratulations to Alison Rowe on the occasion of her 21st birthday.

I hear Marion McLeod and girls are off to Bonnie Scotland for a month's visit. Some people have all the luck.

How are the baby sitters going for the Presentation Dance? Remember, April 19th, at Kogarah Progress Hall. Basket supper and own drink. Tea and coffee provided, \$1.00 per head. I would like to collect at our next meeting, 25th March, so do help me to make Social Secretary's job not a bad job. Don't forget April 19th. Come and have a good get-together. Plenty of prizes and fun.

- HILDA SHEEN.

Most projects have a profit motive behind them, but we wonder how many realise the manner in which Brooklands Race Track came into being.

Mena House Hotel, in Egypt, was paying solid dividends to an already wealthy couple - the Locke-Kings. This couple decided that England required a high speed test track. Both Jarrott and Edge were very keen on the idea, and gave their support, of course. British car manufacturers were not at all impressed with the idea and gave little or no financial backing. But then, of course, Britain was not at war - yet! (This was only 1907 so far). Nor was she with two wickets in hand and 378 runs required to win. So the manufacturers failed to see the necessity for such a forward move.

Anyway, 'nine months, 200,000 tons of concrete, plus 2,000 men' later, the track with a clubhouse was a 'fait accompli'. The form in which the track was laid out was largely the brainwork of Jarrott and Edge, both of them addicts of the full throttle craze. The designer was Col. H.C.L. Holden, R.E. (Royal Engineers), who, having built many a structure for an army of men, now prepared something for an army of cars.

For 1907 it was quite a project, and the contractors arranged special trains to get men and materials to the site. Materials would have included terrific linear amounts of timber, due to the saucer shape of the track.

Taking 9 months as 270 days, less 9 months of week ends, approx. 70 days, leaves approx. 200 working days. 200,000 tons of concrete over a period of 200 days approximates the handling of 1000 tons of concrete p.d.! When it is considered that those were the days prior to concrete mixers, their contemporaries such as many of the big builders of today (no plugs!) are not so very remarkable, really! And the cost? Approx. a quarter of a million pounds.

* * * * *

THE HISTORY OF THE HORSELESS CARRIAGE - Continued.

By Vic. Jacobs

1905 One of the best engineering shops in the world was conducted by the Dodge Bros., and they were manufacturing engines, gears and transmissions for a lot of manufacturers, but principally for Ford and Oldsmobile. Their association with Ford was so close that they held shares in the Ford Motor Company, as, at this stage, Ford was principally an assembly plant, not a manufacturing one. As we will see, later they began manufacturing cars in their own name.

Malcolmsen, treasurer, director, and one of the founders of the Ford Motor Company, was constantly at Henry Ford to build a bigger car. Ford wanted a cheaper car, and after some very heated directors' meetings, he formed the Ford Manufacturing Co., to manufacture gears and motors, and left out Malcolmsen as a shareholder.

By this time Selden was pressing Ford very strongly to fall into line with royalties, as Ford was the only manufacturer not contributing to the cause. At this stage a great publicity battle ensued when Selden advertised that anyone building, selling or buying a motor vehicle was liable to be proceeded against unless royalties had been paid. This

naturally affected sales, so Ford then started a counter-publicity campaign, guaranteeing every purchaser of a Ford vehicle that their company would stand behind any litigation or liability that the customer may have and would actually give a bond to any customer requesting it. To substantiate this, Ford continually published their assets to back up the worthiness of their organisation.

On the home front, Sydney could now (1905) boast 250 motor cars. Amongst some of the enthusiastic drivers were such well known people as Frank Albert, J.M. Arnott, Charles Bennett, Mark Foy and (Sir) Samuel Hordern. The first game of "chicken" was being played on the Australian roads when children were continually running in front of cars to see how close they could go without being hit. Discussing the danger of motor vehicles to horses and pedestrians, one member spoke up for the motor industry by saying in the Legislative Council: "There has never been an accident attributable to the motor car". That same member would turn in his grave if he could read of the death toll today. Another person, speaking against the motor car, said that there was a tremendous egg shortage because the noise of the horseless carriage upset his hens. Some motor cyclists were so courteous that they even dismounted from their machines and walked, rather than scare the horses.

DATES TO REMEMBER.

- 20th April Practice Start for the 1970 International Rally. To help the Rally people, as many cars as possible would be required, so don't overdo it on the previous night, which will be:
- 19th April Presentation Night Dance. Keep in mind the army's idea of a soldier's first duty, i.e., "to keep himself alive and in a fit state to fight". It is bound to be an early start, so we suggest that you camp in the Veteran when you arrive home, by this means you should be 'on location' bright and early. (Early, anyway!)
- 25/27th April Bundanoon Tour in conjunction with A.C.T. This should prove very interesting, but may preclude the possibility of any participation in the Dawn Service on the 25th. By now you have your applications for this Tour. Note what the Events Committee states, namely, that they want your applications in by 4th April. We are intrigued by their remark concerning the "best beds". Maybe we have put the wrong interpretation on it. Wait there a minute, and we'll buzz the Events Committee and let you know!
- 18th May Going round the compass, we will have arrived now at the Western Tour and Picnic. Should be a most enjoyable run, with the season cooling off a bit. (Quite a different day to Bobbin Head, we imagine. That was hot, but an excellent run.)

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- EXCHANGE Bellsize Motor, believed circa 1912,
Gearbox and sundry motor parts 1914 Buick
for Parts for 1914 Buick - front axle & stubs
front and rear springs
radiator
many other parts.
- D.G. Primmer,
31 Lovett Ave.,
Dubbo, 2830.
- FOR SALE - Buick 1916, Block, crankshaft, gearbox, clutch and steering box.
- A. ADAMS,
6 East St., Dubbo, 2830.
- EXCHANGE F/N Radiator, brass
for Buick 1914 Radiator in similar condition.
- D.G. PRIMMER,
31 Lovett St., Dubbo, 2830.
- WANTED Hood Frame - Austin 7 Tourer
- Tyres, 4 x 875 x 105 B.E., new or used.
- A. ADAMS,
6 East St., Dubbo, 2830.
- FOR SALE - Sankey Wheels - 2 only, fitted 4.40 x 19 and 4.00 x 19. Best offer.
- JOHN HARRISON,
29 Hamilton St., Bayswater,
Vic., 3153
- FOR SALE - Gas Generator, Frankonia - In near perfect condition. At cost \$25.
- RUSSELL STAPLETON,
33 Creswick St.,
EAST BRIGHTON, Vic., 3187.
- FOR SALE - 1911 A-Type Vauxhall, chassis, 4 good knock-on wire wheels, 1 spare g.box. Radiator existent, but very sad.
- 1926 Studebaker 2-door coach, original duco, needs rings and loving care only; 4 spare tyres.
- F. MC GOWEN,
39 Bingara Rd.,
Beecroft, 2119. 869-1967
- FOR SALE - Body complete. Not fitted with doors or screen. Red deer hide deep buttoned upholstery, khaki (?) hood, black paint with gold lining. Mudguards not included. Suit medium sized car about 1906-10.
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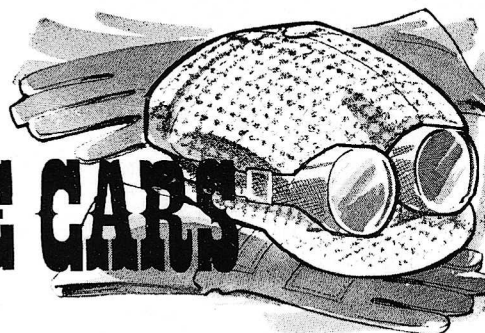
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- ALAN ENSMORE,
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St. Arnaud, Vic., 3478
- WANTED - Foot brake shoes and adjusting bolt and nut, plus return spring, for
6 h.p. 'Y' type de Dion Bouton.
- HOWARD JONES,
6 Tyrone St.,
Hartwell, Vic., 3134.
- WANTED - Parts for Clement Bayard 1912 8 h.p. - steering box and drag link,
radiator, windscreen supports and clutch plates.
- WALLY REEVE,
35 Salisbury Cres.,
Col. Light Gardens, S.A.,
5041.
- WANTED - Parts Ford T 1913 - Chassis and body panels, front spring, 2 vet.
wood felloe wheels. Will pay fair price.- JOHN HORSWELL,
178 Scorseby Rd.,
Boronia, Vic., 3155.
- WANTED - Parts Studebaker 1914 S.C. - Headlights Gray and Davis, sidelights,
radiator, carburettor (Schebler up-draught), magneto DU4.
- BRYCE F. CRAZE,
Box 295, P.O.,
Griffith, N.S.W. 2680
- FOR SALE - Napier 1910-11, restored, roadster body. Runs really well.
- DARYL CAWTHORN,
Tele. 93-7341

Newcastle Advertisement:

- EXCHANGE (OR SELL): 13th edition Dykes Cyclopedia.
Pre 1916 Model T high comp. cylinder head.
Pre 1914 Model T aluminium inlet manifold.
1912 Model T Neize Coil Box (minus lid).
Early 1914 Model T engine block in good condition.
Brass Model T carburettor (4 ball Kingston).
- WANTED (IN EXCHANGE FOR ABOVE) 21" and 23" B.E. demountable rims (and
clamps bolt type) to suit or adapt to Hayes wire
wheels.
Original Model T books, literature etc.
- DON BARKER,
12 Myall Rd.,
Waratah, 'Phone 683786

" S P O K E S I N T H E W H E E L "

NEWCASTLE BRANCH

Our next monthly meeting will be held at Newcastle Drivers' Training Range, Wednesday, 12th March, 1969 at 8 p.m.

EDITORIAL

As usual this issue of "spokes" is a bit late. The trouble is brought about by having too much to do and not enough time to do it in.

The last run to Drayton's Happy Valley Vineyard was well attended and enjoyed by all. The free samples of Happy Valley produce were very popular and were the subject of much discussion by the amateur buffs in our ranks. Our hosts went to quite some trouble to show us through their plant and explain the various equipment and processes to us.

Five veteranstook part in the run without any breakdowns or trouble of any kind.

Our next run is the annual week-end trip to Legges Camp, and will be the week-end after the Katoomba run. We will gather at the 2HD meeting place on the highway and leave for Legges Camp at 9.30 a.m. on Saturday 29th March. All members requiring accommodation at Legges are requested to contact George Adams as early as possible so adequate arrangements can be made.

The point score at this stage is tied and so we must have one or more sub-events etc. Saturday to sort out a winner, so put your thinking caps on and try and come up with some fresh ideas for sub-events. See you there.....

- LAURIE MACEY

* * * * *

Round up all your camping gear,
Your tents and pegs and ropes,
Bring along your family,
(Your veteran too, he hopes).

Don't forget the Esky,
Perhaps a chop or two,
We'd like to see you Saturday night,
How 'bout a Barbeque?

The swimming is just great up there,
You can put your boat in too,
Last year we even caught some fish,
There'll sure be lots to do.

So come along and join the fun,
In vehicle old or new,
But don't miss out on a great weekend,
You'll be so sorry if you do!

(The writer of this ditty prefers to remain anonymous,
for obvious reasons.)

Article by member.

OLD SPARK PLUGS INTERESTING

- Don Barker

Ever noticed an unusual spark plug amongst your veteran bits? My guess is you have, just as I have. Commencing with just a few odd types like the "Ford Script" branded Champion and a green pyramidal Slitdorf retrieved whilst dismantling engines for spare parts, my interest was aroused sufficiently to begin collecting.

Close observation of other plugs in the collection has shown that from insulator to electrode many varied designs were marketed in the early days of motoring before settling down to the virtually "all alike" appearance of today's spark plugs (and cars too for that matter).

Whilst my collection is still small, because of strict selectivity, one model has already emerged as the "elegant one"! It is a veteran French Olev Magneto 18mm plug of all brass construction. Each face of the hexagonal section of the base is metal stamped with technical and hallmark messages and the porcelain insulator, which is almost an inch in diameter and nicely rounded towards the top, carries more elegant titling and hallmarking. All in all a most interesting type.

Other unusual models include a very old Champion with 1½" of reach. (Yes! one and a half inches), a brass and mica Renault stamped plug with screw on wood cap for thread protection when carried "spare under the seat" and another brass and mica type branded Italia and having large cooling (?) fins machined into the brass directly below the mica insulator.

Less elderly, but still very interesting, is a mica K.L.G. G2 and a Stewart of U.S.A. accessory fame. A wide variety in the electrode design is evidence of the experimenting and difference of opinion of performance with these early plugs.

Many readers of similar age to the plugs will of course disclaim any interest value in this article; however I do hope those born between the World Wars or later, will be intrigued sufficiently to call on me when next in the area and see these varied designs first hand.

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Dear Mr. Editor:

I wonder if the other fellows mismanage their veterans assembly as much as I seem to have been doing lately. A good year ago after I had placed the scuttle on the chassis and attended to the rust in the thing, I decided to fill the petrol tank in and give the engine a start as it had been ready for a few months. I knew that the tank was rusty inside so I got some blue metal and put in thru the filler and shook daylights out of for aslong as my arms would stand about three minutes. A nice lot of rust scale came out, and to further clean it I made a solution of spirits of salts and water, filled it up with it and left it a day or two. I had no need to drain it out as it found its own way out thru the bottom. I then decided to cut out the offending section about four inches square in the lower corner.

After sanding the surrounding area I set to to weld on the patch and of course after a while the solder in the brackets started to melt and make a nuisance of things. I finally got the patch on and the brackets back on and decided to cover the centre lower section with plastic body filler. After some time this was completed, it took about a half gallon of the stuff and a good

part of this I must have sniffed up my nose. I can still taste the stuff. Time for the big test and she held kerosene O.K. but by morning it had sprung a leak down under one of the mounting straps in a most awkward b. of a place. After this I decided to cut the thing in two. It is a masterpiece, being made to fit above the driver's knees and protrude into the engine compartment where it all but encircles the rear of the cylinder block. After a post mortem, it was pushed aside and the rest of the tourer body was constructed.

That was about a year ago and so it came time once again to set to the petrol tank and make a complete new lowersection, re-weld to top to bottom and test. A few leaks here and there were soldered up and it held petrol even after a few sharp taps with a hammer handle.

I knew it would be a close fit to get it into position but I told myself it surely must fit. Well it didn't. It refused to slide in with the steering box dropped down so as not to make it hit the tube. It looked like removing the body or the cylinder block and the cylinder block it was. I took the chance on tilting the block over to one side but it wouldn't go as the bleddy water fitting fouled the magneto. Off with the magneto. Over with the cylder block and it was still a couple of inches too large, so off came block and in went tank. But cylinder blocks wouldn't go down because of a small miscue in the position of the tank brackets. Amended with large hammer. Block clears tank by 3/16 in. Couldn't slide block down over pistons again as the tank holds it forward, as it goes down it sort of fits into this curve in the tank. Off with the sump, rods and pistons. On with cylinder block and all back together. Finally started engine about two years after it had been placed in chassis.

It's nearly enough to make anyone say barsa like a true Australian.

- MAX BURKE

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THE MAN IN THE BOW TIE

(and you know who he is) SAYS—

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3. Because, and when I think of it, most importantly of all, I sell them!!

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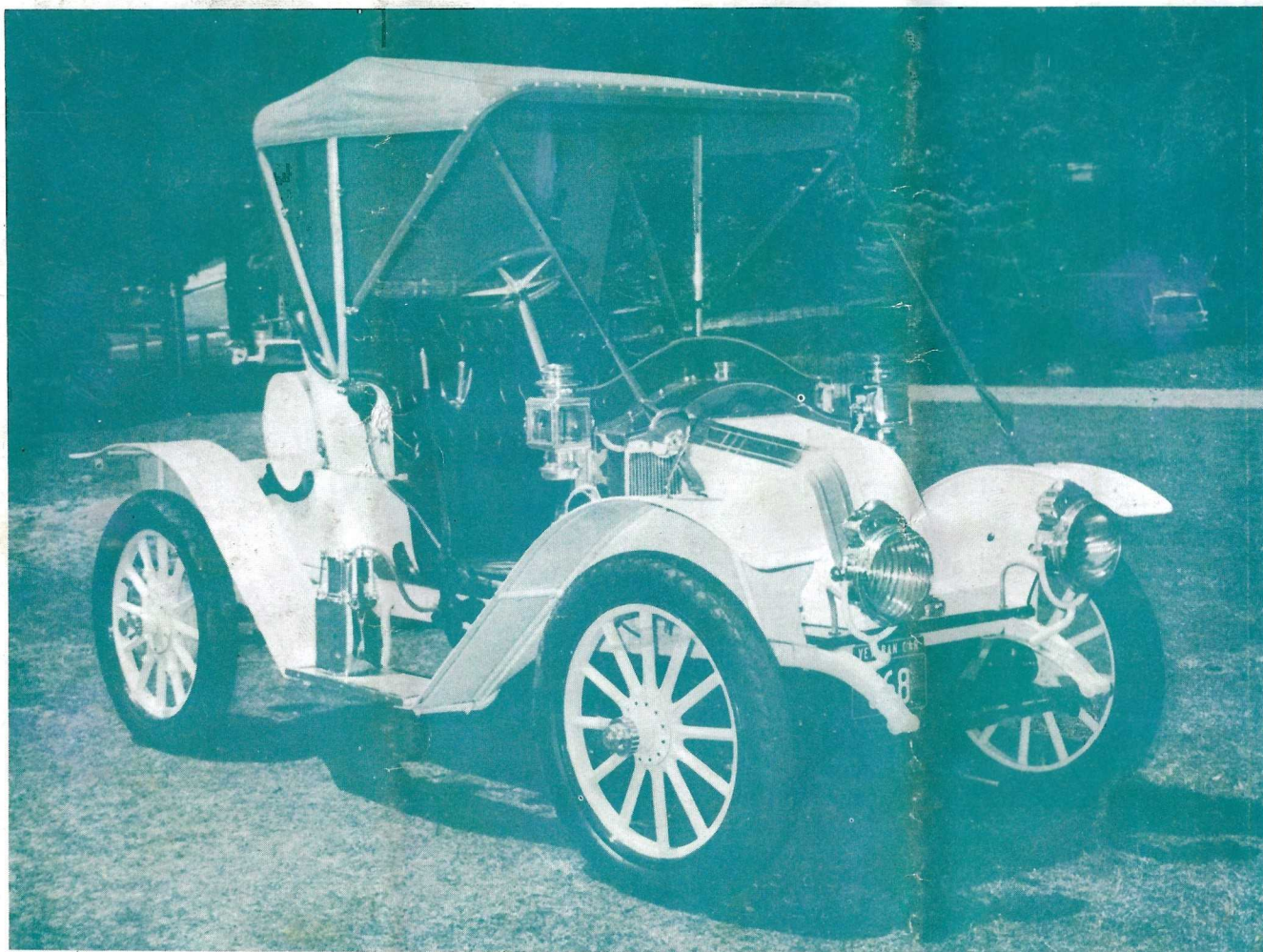
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