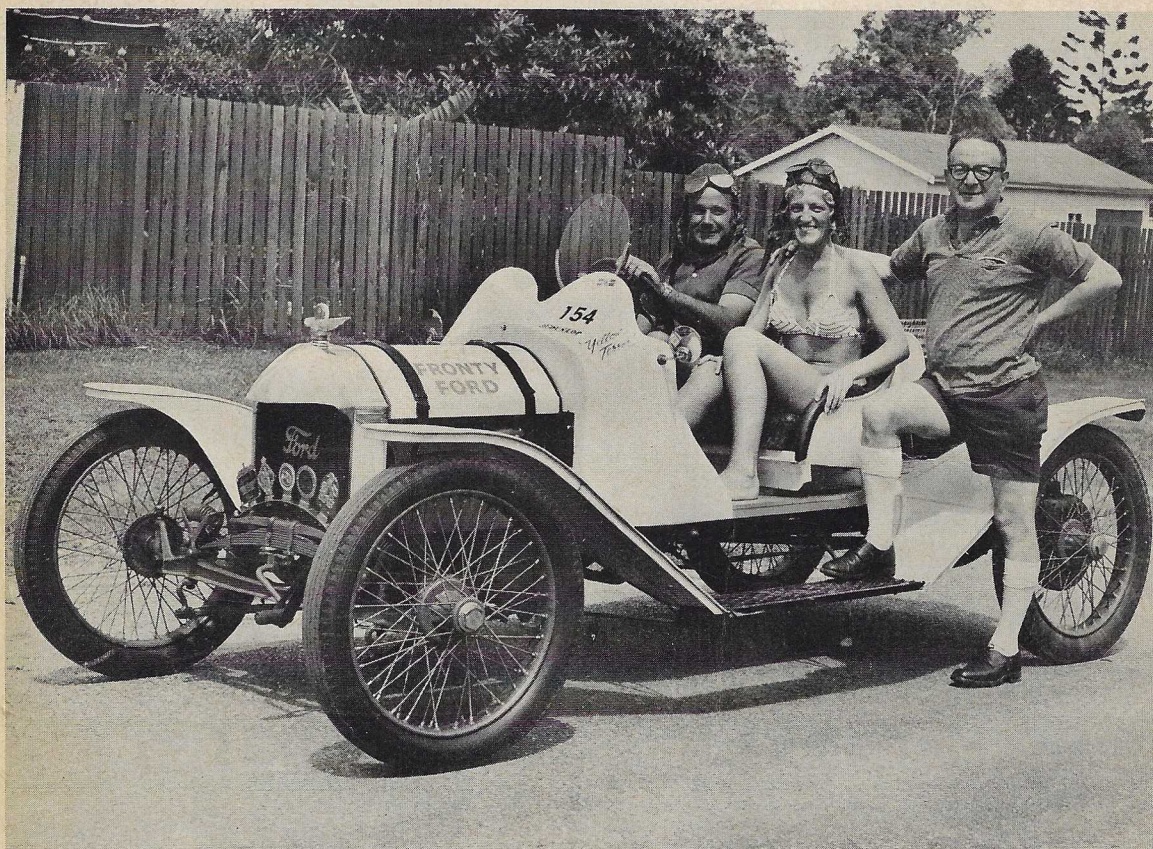


NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)
Registered at the G.P.O., Sydney for transmission by post as a periodical—Category B.

SPIT AND POLISH

COFFS HARBOUR 1971 NATIONAL TOUR PREVIEW



VIC JACOBS AND IAN GAY WITH ONE OF THE
LOCAL BIKINI GIRLS



SPIT AND POLISH

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

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.

Hon. Editor and Editorial Address—

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EDITORIAL

Associates - and all that

"Associate" is the title given to those who have an interest in some branch of sport or hobby, but who lack the equipment necessary to join the ranks of those who participate.

A fairly intimate participation in subscriber/reader relationship of members to the Club magazine leads us to feel that the Club lacks a correct classification for some members. They should be "Associate Subscribers".

The average subscriber to the magazine (we understand) takes an interest in it, but very little participation therein. Apparently many of them have leant too long on the "Idiot Box", as Len Masser described it a few years ago, and have had their senses so dulled by paying someone to do the thinking that they are, by now, quite incapable of being creative.

Or is it that the average member treats the magazine as most of them treat other collective services? As a unionist he pays his dues, but takes no active participation in the affairs of the union - till he wants something, when he expects the union to work wonders for him.

His church - he takes no active interest therein till he wishes the parson to solemnise his marriage. After some time he becomes a father, and expects that the parson will come to light again, and do the right thing for this uninhibited - sometimes vocally resentful - child. And in the main, his interest in the said ecclesiastical establishment wanes till the offspring decides to marry, when he bounces along again to the hard worked, tongue in cheek dispenser of holy desires and/or requirements, and expects that he will (as usual), accept him with open arms, and with that, by now, well known

(Cont'd. on P.2.....)

The next General Meeting of the Club will be held on THURSDAY, 28TH JANUARY, 1971 at the Five Dock Community Hall, Great North Road, Five Dock, at 8 p.m.

angelic smile of acquiescence and amiability. But it does not finish there! there! Eventually he reaches the stage at which Father Time refuses him a renewal of his Certificate of Road Worthiness and instead, issues a Certificate of Air Worthiness. At this stage in his earthly career, our friend fondly expects that the by now overworked parson will 'do him over' for the final act, and say before his face (for he will now be lying prone in front of the parson, but happily obscured from earthly view!) the many things which the poor said parson may or may not believe, along with many of those "gathered together here on this sad occasion..."

Now this sounds far-fetched, but is it? Is this any way different to the fellow who looks for the magazine each month - so we hope in most cases, and know this to be so in some cases - and eventually decides that he is in need of some article for his veteran vehicle. So what does he do? He writes to the poor benighted editor (no wonder he's benighted, for he spends most of his nights reading, finding suitable material for copy!) In the covering note he puts only words relevant to the advertisement - not even a comment on how things are in his area, how his veteran is making out, whether or not the fowls have gone off the lay, some point or other about the last event which both of us attended, not even "Kiss my foot" or "How's business, you liar?"

Whether or not a migrant was correct when he used the words "They're a weird mob" does not come into it, really, but we are inclined to the belief that he truly has something there!

Like the parson, it does not help a fellow when he is treated as a damned good servant (honorary, of course!) instead of a fellow member who would always be receptive of Club or personal chit chat, which would, obviously, become a small contribution to the member's own magazine.

* * * * *

We had the pleasure of a visit one evening from the Registration Officer. The reason for his call was veterans - plenty of them - by which we mean that he left with us a list of the vehicles owned by members, commenting (and we agree) that the relationship of some figures to the total is rather surprising. The total is 158 registered vehicles, and these comprise 62 makes, which means that there is an average of approx. 2½ vehicles of each make. You can't argue, that's what the computer says. The T Models bump up this average, of course.

For those not too well up in the knowledge of what makes really are scattered through the Club, we have "alphabetically" the list (saved the computer all the hard work) and append it here for those interested:

Albion	Cadillac	Delage	Hillman	Metz
Argyll	Calthorpe	Delahaye	Humber	Minerva
Armstrong Whitworth	Chalmers	Delaunay	Humberette	Mitchell
Austin	Chevrolet	Belleville	Hupmobile	Napier
Austro Daimler	Clement	Fiat	Hurtu	Oakland
Berliet	Bayard	F L	International	Oldsmobile
Benz	Clement	F N	Le Zebre	Paige
Brush	Talbot	Ford	Martini	Panhard et
B.S.A.	Daimler	Franklin	Maxwell	Levassor
Buick	De Dion Bouton	Garford	Metallurgique	(Cont'd.P.3.....

Pope Tribune	Rolls Royce	Star	Talbot
Rambler	Rover	Straker Squire	Vauxhall
Renault	Schacht	Studebaker	Vulcan
Reo	Speedwell	Sunbeam	Wolseley
Rochet			

* * * * *

And then there was the T Model owner who directed in his will that his car was to be interred with him. He gave as an explanation that over the years it had got him out of many a hole.

* * * * *

Many objects in our daily lives are taken for granted, and seem so basically commonsense and natural that we are surprised to learn that any other type of device would have been employed.

Our mind goes to the tiller steering. This seemed in those far off days to be the best, or only, known method of altering the directional set of the front wheels. As far as our club is concerned, we seem to have only one example of this method, namely the 1901 Oldsmobile. We understand that there is a Baker Electric, but not seen at events. In any case, if a tiller is fitted, it is totally enclosed in the bodywork, and is right away from the sight of interested observers.

One reason for the discarding of the tiller was the fact that an appreciable number of drivers had executed an unintentional power dive off the vehicle, catapulted by the tiller, which was pushed out of control by the reversible steering being forced aside by road inequalities, presumably, mainly stones.

It is recorded also, that many drivers were injured round the region of the midriff and stomach by the aforesaid involuntary swing of the tiller. It was soon decided universally that it was a dangerous method of steering, and it was supplanted by the steering wheel. It will be noted that the word 'tiller' was never preceded by the word 'steering'. As there is a multiplicity of wheels on a motor vehicle, any wheel referred to must be designated by a descriptive adjective. Not so the tiller, which has only one purpose. But referring to an earlier paragraph on the damaging effects of a tiller wrenched from the driver's hand, it may be well felt that many a "descriptive adjective" would have been used by a luckless driver as he held his stomach and rolled around on the set of the vehicle in agony!

Another early piece of mechanism was the chain - not the one with ball attached, but the one for transmitting the power from the engine to the road wheels. While the shaft drive entered the scene fairly early, the chain continued in use for many years. Should we see anything but a two-wheeler driven by chain nowadays, we would pull up sharp. To our recollection, it was round the early '30's that we last saw a chain driven vehicle. Our mind runs to the Trojan, a Leyland product, no less! (Do we see a couple of members take a bow?) And the old Fiat lorry, fitted with cast wheels and solid tyres, the front wheels being of relatively smaller diameter than the rear ones, Kent Brewery and Arnotts being best remembered. The steam lorries retained their chains, of course, such as Foden and Garrett.

THE HUMAN ELEMENT

There has been a lot of reporting and letter writing in the daily papers on the matter of road accidents. We still adhere to our maxim that very few mishaps are thoroughgoing 'accidents'. Most are man made.

To many drivers the face-saving excuse that 'the road was wet', 'I didn't see the curve', 'I'm a stranger in this area' are all as weak as possible! It could be that, the way the legal aspect works following an accident, one admits nothing. But many 'accidentors' must try to save their ego at all costs, consequently they are never in the wrong. It is always 'the other fellow' or 'the road'.

It is a peculiarly anomolous fact that when it comes to golf, bowls, tennis, athletics, football, to name a few sports, the average devotee spends hours practising the art. And all these pastimes are not lethal. However, when it comes to using a lethal machine - the motor car - no drill under combat conditions is indulged in. How ludicrous! In order to obtain a driver's licence one must be able to manipulate three pedals in a sort of a way. The manufacturers have just about wiped out the necessity to learn much about the clutch pedal area, so, to the novice, the other two are "a piece of cake - just push them!" The tyres squealing on the road mean nothing to many new (and some 'experienced') drivers.

And don't forget that only about 15 of the Traffic Code questions need be known - when the nonsense of obtaining a licence is over, no one worries any more about brushing up their knowledge of permissible speeds, lines (single and double), restrictive parking, standing etc. Many feel that all you have to do is to 'give her the herbs' and be sure to show the surrounding populace (car enthusiasts or not), how excruciatingly smart you are, the way you drive, quite oblivious of or irresponsible about the inconvenience, and sometimes danger, which they inflict upon fellow road users.

Here, we consider, are the main ingredients for bad driving, particularly the thought about lack of experience in how to avert a collision.

* * * * *

An odd observation. Some old ideas die hard.
Ever noticed the police bikes are apparently
fitted with sprags?

* * * * *

We endeavour at all times to have detail correct in most things, including our writings in SPIT AND POLISH. We have to admit here to having repeated an error quite a number of times. Some of our reading has brought to light the fact that a certain Italian firm named their product "F.I.A.T." only up to 1906, when they changed it to "Fiat".

It may come as a surprise to some readers to learn that the English language has in it a noun 'fiat', which means a decree, or proclamation. A straight-from-the-language Latin word, meaning 'let it be done'.

* * * * *

This month's cover:

1971 NATIONAL TOUR PREVIEW

I remember reading somewhere once that "a picture is worth a thousand words" and after reading last month about Vic. Jacobs' "tough, arduous, hard, gruelling" trip to Coffs Harbour to organise the 1971 National Tour, I thought the picture on the cover of this issue really shows how "gruelling" it was! I'm not surprised that (as Vic. himself said) it required "tremendous stamina and condition" to "battle their way back to Sydney". I would think it also took tremendous willpower to tear themselves away from the many attractions of Coffs Harbour.

Looking at the suggested itinerary for the Tour, it seems that Vic. has really got the local Lions members working hard to give us a good time. The number of entrants in the Tour will be somewhat limited by the available accommodation and, being a National Tour, preference will probably be given to interstate members, so when those application forms become available, get yours in early.

- WARREN IRISH

* * * * *

There has been, and there always will be, those odd bits of luck which enhance the life of some people, including veteran car restorers (amateur).

We append here an article which we found, headed:

THE LUCK OF THE GAME

A prospective new member who had been hunting all over N.S.W. and some of Queensland, recently found a 1909 Coventry Humber car within a mile of where he lives. The mechanical part was almost complete, but minus the steering box, column and wheel. The old owner informed him that this had been collected recently by a scrap merchant, so he made haste to see this person. "Oh! Yes!" the dealer told him, "I remember a long thing with a wheel on it - let me see now, its over in that corner of the yard". After much scrambling over bits and pieces the dealer then remembered that some Japanese had collected a large truck of scrap for export. A further dash to the wharves, and after much rummaging about, the complete column, steering box and wheel were found. How lucky can you be?

(Item from SPIT AND POLISH, Dec. 1959).

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Following on his recent sojourn on the blocks (and over Christmas, too, poor chap), John Corby cannot say now that he's 'got the drum'. In fact, he can be thought of as being only halfway on the mod. scene, having lost half his drums. However, one door closes, and another opens up. He is still very much in the mod. scene due to his professional handling of the maraccas, which he demonstrated, we remember, at the pool at Terrigal.

* * * * *

Our country correspondents have kept us posted with events concerning out of town members.

The latest report has come from Frank Nissen, who was at Port Macquarie over a period which embraced New Year's Day. Luck, interest, curiosity, whatever it was, led him to the racecourse. Moving round, our bright Frank, ever on the lookout for something for the magazine, saw a face which seemed familiar, in fact, saw it a few times. At long last, having kept his ears and eyes receptive in proper OO7 style, he heard the name "Yabsley". "Ah, that's it!" he exclaimed, "Rochet!" And it was indeed he, none other than our member Ed Yabsley.

Now at Port Macquarie it is very unlikely that a team of veterans would be running, so Frank must have been on an area where horses were in use, rather than HP, and this brings us to the interesting part of the report. Apparently Ed. had a horse on the grid for the Port Macquarie Cup. Ed. has done some interesting preparation on the Rochet, and has been successful. So much so is success in his veins, that his horse ran off - no! galloped off with the Port Macquarie Cup!

And that is O.K., of course, till one goes into the finer details when our reporter states that was no small provincial race. Ed. did not receive a prize of 1 gal. 30/40 oil of a certain reputable well known brand and an annual trophy (to be returned). No! It was \$550 and a trophy (a cup of 9" - 10" diameter) valued at \$100. And to dampen the inside of the said cup, two bottles of McCallums whisky!! Wait till the V.C.C.A. steps up to something like that for the Katoomba Rally, or the Navigator's Run.

But Ed., while running a four-legger instead of a four-wheeler apparently still has the V.C.C.A. in mind. Would anyone like to guess the name of the horse? "Sheehan", which bears a very strong resemblance to the name of a well known Club member.

We understand that our reporter was able to contact Vic. Jacobs, on a secondary canter in connection with further accommodation enquiries for the Coffs Harbour Rally. Let us add here that we are astounded at the manner in which some fellows can stretch an expense account! Remember that a couple of meetings ago Vic. asked (from Coffs Harbour) when would the expense account run out? A wriggle along the grapevine elicited the information that Vic. is to be domiciled at Robertson. No trouble in starting Henrietta or the Fronty now, just a gravity start anywhere from that area.

Incidentally, how they worked the system, we don't know, but apparently Jo did over every one-armed bandit between here and Port Macquarie.

* * * * *

SOCIAL CORNER.

Hi! I hope everybody had a happy Christmas and a good new year.

Our Christmas Dinner was a bit of a happening, and I think the 130 who attended had a swinging time. Even the grand-folks got in the mood. My many thanks to those who helped me run the night. We ran at a small!! loss, but I think it was worth it.

I should have more information about the Harbour Cruise at the meeting and in the next issue. The next social night is the weekend at Blackheath. The more who attend, the merrier it should be. Following this

(Cont'd. on Page 7....)

SOCIAL CORNER (CONTINUED)

is the Presentation Night on 1st May at Denistone East Bowling Club. Be early for this one, it should be a good night.

That's all for now. I hope all are fighting fit and see you at the meeting.

JAN. SYKES

* * * * *

When a company starts in to manufacture a specific line, it often happens that additional lines are produced ultimately, but they are generally kindred to the original.

It has come to our notice that there was on the market at one stage - 1903 to 1912 - a car by the name of Corbin.

It seems to have had an attribute possessed by many cars in the early days. It was powered by an engine, not of unusual design, but with an unusual method of cooling.

Prior to 1908 Corbins were powered by 4-cylinder air cooled engines. This in itself was no record, but they achieved their cooling by two fans set above the cylinders. The system of "two fans set above the cylinders" lends itself to conjecture as to the set up which was used. Did they copy one Chevrolet idea by welding copper sheeting round the cylinders, this time onto vertical cooling ribs, instead of the Chevrolet idea of welding a water holding jacket thereon. As they used two fans, the rear one can be presumed to have been shaft driven via bevel gears, with the fans connected by a flat belt. Alternatively, a horizontal shaft, itself shaft driven from the cam shaft via a worm drive, and fitted with two 45° bevels - one for each fan. This would ensure a good quantity of cooling air while the vehicle was stationary, for example, while the driver was listening to the outpourings of the owner of the fowl which, a few seconds earlier, had thrown itself under a front wheel of the car. It was, of course, in full panic-flight, with the swing wings doing their stuff, and the twin pendulum-like landing gear touching the ground, each in turn, with remarkable regularity of reciprocation.

It now becomes an interesting exercise, mentally to fix the fans to the blocks. They could have stood, each in its own recess cast into each block. Friction could have been overcome, or minimised, by standing the fan shaft on a thrust race at the bottom of the recess after passing it through a ball race near the top of the recess. *** (See below.)

All this leads to some conjecture which is of a quiz nature, namely: "How would you have worked it out?" No prizes, merely personal satisfaction.

To many members the name Corbin probably means door latches and locks - eh, Ron? The maker of these vehicles was the American Hardware Corporation, which is still in business. "Hardware" seems to us to mean builders' or domestic hardware, which would cover door latches and kindred items. But these seem far removed from motor vehicles.

*** In order to pass the maximum quantity of air through the presumably vertical cooling ribs, each fan must surely have been within a cooling tube, i.e., a wind tunnel.

We have here a report from Book Snoopers and Associates (known briefly as B.S.A., of course), supplied by their head snooper, who seems to have unearthed a skeleton from the Club cupboard. And we paraphrase:

Remarkable what facts - good, bad and indifferent - are brought to light under the eagle eyed scrutiny called Research.

You would hardly credit that a member amongst us could camouflage his ancestry so well - and get away with it!

We refer to the old fellow who used to be entrusted with the 'gib it' tin at each monthly meeting. And didn't he enjoy the act? Do you know the reason for this churlish self-appointed task? Why, taking up the collection on Sundays, of course. You remember his unfailing references to, and presumably thoughts of, a certain brand of religion? Well, it all comes out now! Would you credit that he would appear to have been responsible for the production of a car by the name of MASS? Now of all names, ecclesiastical or general, which could have been chosen, a name straight up the centre of the aisle was picked on! And it was not a mute suggestion of mass production, either.

If you remember, he had been fond of the thought that when events go awry, they are 'acting ornery'.

And with these pieces of evidence combined, we see that the car was turned out by - wait for it! wait for it! - Mr. Masser-Horniman. Yes, fellow members, there he stands, torn apart, CKD as it were! It was recorded that the word MASS was, of course, the first syllable of the first of the hyphenated names. And some further proof - at one stage buyers had the choice of either a 4½ h.p. Aster engine or a 6 h.p. de Dion engine. De Dion, mark you!

And now, Mr. Masser-Ornery, we have supplied the Revs. and we eagerly await the receipt of your Backfires. This history has interested the editorial section, and we sense that it will have a great impact on Club members as a whole. So, we hold open the waste paper basket - NO! - we mean the letterbox, in an anticipatory (he's a 4 y.o. running in the Bandywallop Stakes next week) frame of mind, awaiting your affirmation or rebuttal of the foregoing.

Over to you, Len!

* * * * *

When it comes to thinking out something different, it is a difficult task to decide which manufacturer or designer should be handed the biscuit.

For sheer "wayoutness" it would be difficult to outdo the Compound, built between 1904 and 1908 in U.S.A., by the Eisenhuth Horseless Vehicle Co., Middletown, Connecticut. This fellow built an experimental car in 'Frisco in 1896. 'Way back there! Right in the genesis of things, yet he had ideas, whether practicable or not is another matter. Though his name possesses a Scandinavian flavour, he showed a real Scottish trait of thrift. Now if there is anything a true Scot canno' stand, it is waste. (You should see our own Shed, G.S.! What it does not carry has never entered the heads of builders, carpenters, engineers, home do-it-yourself experts, or Mr. Fixits. No! On second thoughts, you should not see the shed! Ed.)

Our friend Mr. Eisenhuth used in his vehicles the Graham-Fox compound engine. It was an extraordinary three cylinder engine - extraordinary for the reason that No. 2 cylinder depended for its livelihood on the pressure of the exhaust gases of Nos. 1 and 2 cylinders. Very commendable thought, but how the expended gases could possess anything like a serviceable pressure, or gas content, is anyone's guess! Many of us are aware of, and some of us make use of the exhaust pressure to do some work, namely supplying a delivery service from tank to carburettor. We find it hard to believe that a pressure of approximately 1½ p.s.i. could be of material use in energising an apparently lifeless piston.

* * * * *

From Ron Palmer, Boggabri:

"I am enclosing a copy of a cutting handed to me by Rex Moore of "Matong", Boggabri.

It appears that this was published in a Motor Magazine at the time when General Motors took over the interests of Vauxhall Motors Limited.

The car referred to in the last paragraph belonged to Rex's father when the family lived at Walgett. When the family came to Boggabri they brought the car with them and subsequently it was acquired by George Green and I understand that it is still part of his collection."

'BRITISH CARS

MR. WALTON ENTERTAINED.

Optimism with regard to the future of the British car on the Australian market was the keynote of the speeches at a dinner tendered to Mr. Leslie Walton, chairman of directors of Vauxhall Motors Ltd., on Friday evening. The dinner was not wholly a trade affair, as several owners of Vauxhall cars in the State, including Messrs. C.R. Crossman, F.A. Parle, Ray Allsopp, D.A. Solomon, T. Cordery, Bachelor, G.M. Merivale, E.L. Spearr, and others were present. The chair was taken by Mr. J.T. Potter, general manager of General Motors (Australia) Proprietary Ltd. in this State, who was supported by the managing director, Mr. Innes Randolph.

Mr. Randolph, in proposing the health of Mr. Walton, said plans had been made to take Mr. Walton for an extensive tour of Australia, right into the country, to show him the conditions under which the farmers, squatters, pastoralists and others lived, and what were really the necessary characteristics of their cars. The Vauxhall was the first British car in which a real effort was made to meet Australian conditions. The main roads

(Continued on P.10.....)

"British Cars - Mr. Walton Entertained" Continued:

'in Australia now were really good, and the cure for bad roads in the country would be population. The motor car was doing its part well in assisting in the development of the country. General Motors, with which Vauxhall was associated, was in a sense an international organisation, and had assembly plants in 18 different countries.

Mr. Walton said that in becoming a part of General Motors, the Vauxhall Co. had a definite object - to secure the advantages of that concern's export sales organisation. This put them into a position second to none as far as British manufacturers were concerned. The company was producing a car which was nearer than any British manufacturer had previously done to the requirements of the Australian buyer, and he had come here to hear criticisms and suggestions as to anything which could be done to improve it. Vauxhall Motors was just as British a concern as it ever was. Nothing that could be done to improve the suitability of the car for this market would be neglected.

Mr. Boyd Edkins said that they wanted to refute the idea that the Vauxhall was an American car. It was the best selling British car priced at over £300. Mr. W. Moore's car, which he secured in 1911, had covered more than a quarter of a million miles, and the only replacements it had needed were new pistons and gudgeon pins, a new spring leaf, and the total cost of replacements in that huge mileage was £38/6/-.'

* * * * *

Often we envy the other fellow the job that he does. Sometimes our envy is misplaced, as in the case of a business visitor to this country. His company manufactures bras (above all things!) and is in such a big way that it controls a few other companies in the same line of business. Talk about narrowing your market! Fancy manufacturing a device useful only for two cylinder jobs!! Anyway, his companies control about one third of the existing market, and it was stated by someone that he "has a hand in every third bra in Australia". This he has denied emphatically! Funny if he admitted it!

* * * * *

An article from SPIT AND POLISH February 1960. This proves again that there is nothing new under the sun. Apart from the mention of the back page, it could well be a reflection of the Club as it stands now. The Editor was, of course, Larry Leresche.

"REMINDER

The Editor regrets to say that unless suitable pictures of members' cars are sent in to the editorial office, there will be no more pictures and descriptions of these vehicles in Spit and Polish. These have been a feature of the back page ever since this bulletin was first published, and am told have been appreciated by all. Requests have been made on numbers of occasions, and promises have been given, but a club bulletin cannot be run on promises."

* * * * *

Wonderful how much time and space they had on the road in the early days!

A few words from the Lanchester Driving Manual, 1901:

"A skilled driver will never, under any circumstances, collide with a kerb broadside on. If necessary, he will exaggerate a side-slip sufficiently to negotiate the kerb backwards."

Just so!

It would seem that at that stage in our driving regulations, one did not drive "as near as practicable to the near side kerb". A lot of driving in those far off days was of the nature of one of the old time passions - the shooting gallery, and that was 'straight up the centre'. Being Lanchester, it was probably written primarily for the English market, and the thought behind it would have embraced the situation of the London ice-covered road surface. In that case a skid would have been very much on the cards, at any moment.

We sense that it would have been great fun to have thrust the tongue out of the corner of the mouth, look as if one knew what one was doing, give the wheel a mighty wrench (or was it push the tiller mightily in 1901 for the Lanchester?) forget the presence of other vehicles and sundry voluminously skirted pedestrians, and switch to fork lift procedure, when one would be steering by the rear wheels, remembering what the man said: "... never, under any circumstances...."

* * * * *

ADVERTISEMENT SWANTED FOR 1910 FORD T:

Right hand rear door or catch (any condition)
 Wheels - non-detachable type
 Square hole transmission cover
 Early type sump
 Stud axles - early type
 Hood Bows and sockets (any condition)
 Bonnet and cowl mounting
 Windscreen frame
 E & J park lamps and tail lamps (exchange of JW Brown)
 1910 Differential Housing
 Early style chassis (pre 1913)
 5 Ball Kingston carburettor

Surplus parts in stock:

Scripps and Booth radiator and shell (Vintage)
 Peugeot radiator assembly (Vintage)
 R.H. square brass park lamp (by the Castle Lamp Co.)
 Scraght motor buggy front axle and chassis
 Large quantity of Dodge and Plymouth De Soto door 1924-28
 Ford A-B and 1932-33 V8 Roadster rear deck lid, door and hinges
 Ford A 2-door sedan side and back body panels.

- W.R. TREVAN,
 City View Drive,
 P.O. Box No. 383,
LISMORE. 2480

WANTED:

Dreadnaught Park Lamp (square glass type)
exchange for Ford parts or all brass park lamp made by
 Castle Lamp Company, N.Y., U.S.A.

- W.R. TREVAN (as above)

WANTED (ALL STATES):

Below parts to suit 1912 Model "T" Ford:

- (1) Hood Former (horseshoe).
- (2) 1 Cast end Radius Rod.
- (3) Passenger side Differential Housing
- (4) Brass Spider.
- (5) 4 mudguard brackets (4 rivet hole type).

Any parts information on 1912 model 'G' Detamble.

- GEOFF SMITH,
 "Belle Vue Park",
TARA, 4421, Q'land.

" S P O K E S I N T H E W H E E L "NEWCASTLE BRANCHHon. Editor & Editorial Address:

Howard Hughes, 86 Verulam Road, Lambton. 2299, 'phone: 574390.

THE FIRST ANNUAL TOUR OF THE HUNTER

On Sunday, 8th November, at the invitation of the local Vintage Car Club, we of the Veteran Car Club and the Veteran and Vintage Motor-Cycle Club participated in the first annual "Tour of the Hunter".

Leaving Newcastle City Hall at 9.30 a.m., the cars and bikes made for Maitland and then for Patterson, where morning tea was provided by the local boy scouts.

From here the vehicles headed for Dungog, the lunch stop. It was at this point that Chris Broadbent appeared in the post-thoroughbred family Alvis, telling a woeful story about burnt-out F.N. magnetos and such.

After Dungog, everyone made for Raymond Terrace and the finish.

In all, a total of ninety seven miles were covered, with over fifty cars competing.

The oldest motor-cycle in the event was a 1902 Motosacoche owned by Ernie Parkes, whilst the oldest car was John Cowan's 1904 Renault factory racer.

List of veteran competitors:

<u>Cars</u>		<u>Motor Cycles</u>	
1904 Renault	John Cowan	1902 Motosacoche	E. Parkes
1911 Albion	John Riley	1902 F.N.	I. Cameron
1911 F.N.	Chris. Broadbent		
1912 F.N.	Peter Adams	1908 A.K.D.	A. Schuck
1916 Buick	Laurie Macey	1910 A.K.D.	J. Budden
1916 Hupmobile	Max Bourke	1911 A.K.D.	G. Biesmann
1917 Garford	George Adams		(Sydney)
1918 Buick	Doug Marr	1917 Indian	N. Elliott

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HEARD ON THE GRAPEVINE

My spies have informed me that Mr. Stork (the one who delivers babies) is to make a call at the home of Neryl and Peter Adams. If I were you Peter, I'd be dropping him a line to let him know about your new address. It would be a shame if he was to give up looking for you and leave the little stranger at Ray Thomas's house.

My spies have also informed me that Sandy Holmes has been burning the midnight oil working on old "Fifty Bob", the 1912 16/20 h.p. Vauxhall Special which raced at Brooklands in England and which was then shipped out to Australia where it became famous in the hands of Boyd Edkins, breaking many speed records. One of this car's better-known feats was the setting of a Sydney-Melbourne record with an average speed of 34 m.p.h. over 572 miles.

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I called in at the Robinson homestead the other day and had a look at the ex Ben Bronk, ex Ray Thomas 8 h.p. De Dion engined Adler. A very interesting little car (with plenty of vital components missing), it is believed to have been raced in the early days by Sandy Holmes' grandfather.

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I hear that Bob Newman and Max Bourke had a successful trip to the sunshine state recently, with Bob getting some Talbot (what else) parts and Max some 4 cyl. Buick bits and pieces.

NEWCASTLE'S VETERAN OF THE MONTH

This month's featured car is:

Norm Robinson's 1913 Ford Speedster

Norm first saw this car, in company with Don and Wal. Barker and Don Moffat, about 5 years ago on a farm at Moorlands, which is about 16 miles north of Taree on the Pacific Highway.

Although originally a touring car, it had been modified over the years, and amongst other things, it had sported a Frontenac o.h.v. conversion kit, Ruxtell differential, Moore gearbox, a water pump, front shock absorbers, lowered steering and a pair of air sirens mounted on the front mudguards. Most of these "goodies" however are now in the hands of other members.

Having found the car, the next step was to locate the owner. Enquiries at a nearby house led to the owner who lived about a dozen miles away.

"Yeah, she's a beauty, goes like a scared rabbit," he said. "Only the other day I was thinkin' of bringing her over here for the kids to drive around the farm on."

The price he mentioned was just too fantastic, however after seeing the car again it fell to a more reasonable £30.

"Take it all or leave it here, and don't expect me to help you load it," he said, and then wandered off mumbling something under his breath about how it "wasn't like that when we left her there 30 years ago."

Having loaded the "prize", the four friends headed back to the owner's house to pay him, and then, after listening to stories about the car's many feats, they quized him about the sidelights. Norm tells me that the near-side one was hanging from a verandah post directly in his line of vision.

"Can't remember them," he said. "The kids must have taken them years ago."

"Could that be one hanging over there?" Norm asked, pointing in the appropriate direction.

"No," he said. "We use that one regularly. It's cheap to run and there's no battery to go flat."

After some convincing and a couple more quid, one lamp was obtained.

A grandchild produced the other one, battered but complete - price, ten shillings. There was still no tail lamp (and to this day Norm. hasn't located one.)

After the homecoming the cherished remains were carefully dismantled, tagged and placed in storage awaiting assembly. Gradually over the last 3 years the car has been assembled and fitted with one more accessory - Rocky Mountain brakes, thus giving Tin Lizzie 3 independent braking systems.

Norm. reckons there is nothing better than sitting behind the wheel of old Lizzie, listening to the (don't larf too loud you'll wake the baby) throaty roar of the motor, and feeling the wind rush by as you zip along (???????), leaving a trail of blue haze (nothing like Len Sheen's "Smokey the Bear" though). WANTED: Any parts or information for circa 1908 Adler, in process of restoration. NORM ROBINSON, Turton Rd., New Lambton, Newcastle.