

SPIT & POLISH

Reg. at the G.P.O., Sydney, for transmission by post as a periodical — Category B.

● AUGUST, 1973, VOL. XV, No. 2

● PRICE 40 CENTS





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

134 QUEENS ROAD, FIVE DOCK, 2046

OFFICE BEARERS 1973-74

PRESIDENT: L. K. Sheen, Ph. 42-4198 (Home)

VICE PRESIDENTS: R. A. Foy, Ph. 449-1524 (Home). G. A. Roberts, Ph. 371-8626 (Home)

HON. SECRETARY: J. Dance, Ph. 634-1336 (Home)

HON. TREASURER: W. McCarthy, Ph. 798-6941 (Home)

COMMITTEE:

R. C. Baxter

J. Burke

G. W. King

D. Pearce

R. Petersen

EVENTS COMMITTEE:

J. Burke (Chairman) Ph. 533-5625 (Home)

G. W. King

R. Petersen

BUILDING COMMITTEE: Chairman: G. W. King, Ph. 522-7108 (Home)

INVESTIGATIONS: G. A. Roberts, D. M. Roberts

REGISTRAR: D. M. Roberts

REGISTRATIONS OFFICER:

D. Berthon, Ph. 639-0603 (Home)

INSURANCE OFFICER: V. Jacobs

VEHICLE RECORDS: D. Pearce

C.V.V.T.M.C. DELEGATES: L. K. Sheen, R. A. Foy

SOCIAL SECRETARY:

Mrs. G. King, Ph. 522-7108 (Home)

LEGAL OFFICER: E. L. S. Hall

CLUB HISTORIANS:

A. Rose-Bray, R. A. Foy, G. A. Roberts

RESEARCH HISTORIAN: G. A. Roberts

PHOTOGRAPHER: C. Burke

LIBRARIAN: R. Petersen, Ph. 639-8233 (Home)

AUDITORS: W. V. King & Associates

PUBLIC RELATIONS: R. A. Foy

"SPIT AND POLISH" PANEL: R. C. Baxter (Chairman), Ph. 522-9661 (Home) E. Lang, Ph. 579-5790 (Home)
D. Pearce, Ph. 50-6280 (Home) P. Kable, Ph. 579-6942 (Home)

CLUB MEETING DATES 1973-74

1973
AUGUST Thursday 23rd
SEPTEMBER " 27th
OCTOBER " 25th
NOVEMBER " 22nd
1974
JANUARY Thursday 24th

FEBRUARY Thursday 28th
MARCH " 28th
APRIL " 25th
MAY " 23rd
JUNE " 27th
JULY " 25th

SPIT & POLISH



PATRON:

His Excellency,
The Governor of NSW
Sir Roden Cutler
VC, KCMG, KCVO, CBE

NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (NSW)

Vol. XV, No. 2

TABLE OF CONTENTS

Opinion	Page 2
Minutes of July Meeting	2
Veteran Cars and Good Health	4
Social	5
Insurance and Dependability	5
Helping Hints	6
That Face on the Wall	6
Extract from Newcastle Branch News Sheet	6
Steering Column	7
Extract from V.C.C.A. (Vic.) Newsletter	8
First as Always	8
East to West by T-Model Ford	10
Letter from Michael & Denise Bendeich	12
Advertisements	14
Brass Headlights Can Be Troublesome Things	17

AUGUST GENERAL MEETING, to be held at 8 p.m. on 23RD AUGUST, 1973, at the V.C.C.A. (N.S.W.) Clubrooms, 134 Queens Road, Five Dock. There will be entertainment arranged after the meeting.

COPY REQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH 134 QUEENS RD FIVE DOCK

2046



OPINION

A thought that would be worth "bandying" around by our Events Committee would be to consider putting on a three-day "Hub" Rally in Sydney over the 1974 Easter Weekend. This type of event would give our country members a chance to join in with the City Club and participate in many and varied events - Western Suburbia tour-timed hill climbs - Swap Meet - garage-to-garage tour etc. etc. What about it, Mr. Events? Is it worth thinking about for 1974 or 1975?

* * * * *

The current "buzz" is the coming 1978 International Rally and the preparatory arrangements necessary to be made at this early stage. An interesting point is now looming with the prospective confederation of the Australian Vintage movement and the possibility that they will want to be the representative body on F.I.V.A., naturally this would lead to that body controlling the International Rally. One thing is certain, the ensuing five years will disappear very quickly and we will have another grande extravaganza on hand - one way or another!

* * * * *

Printed below are the official minutes of the July meeting and will eliminate the reading of the minutes each month:

MINUTES OF THE MEETING OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) held at the Clubrooms, 134 Queens Road, Five Dock, on Thursday, July 26th, 1973, commencing at 8.20 p.m.

CHAIRMAN. L.K. Sheen

APOLOGIES. J. Lewis, G. Roberts, K. Moss, D. Berthon, R. McCarthy,
G. Stelling, G. Green, J. McGowen.

MINUTES. Minutes of the meeting held on Thursday, June 28th 1973 were read and confirmed on the motion of M. Roberts, seconded G. King.

ARISING. Photos of Life Members will be taken in the near future.

TREASURER.	Receipts since 28.6.73	805.75
	Total receipts	1206.25
	Payments since 28.6.73	216.18
	Total payments	1317.56
	Operating deficit	57.31
	Bank Balances:	
	No. 1 A/c. (Loan A/c.)	Dr. 3581.28
	No. 2 A/c. (Working A/c.)	Cr. 3533.36
		Dr. 47.92
	Building Fund:	
	Receipts since 28.6.73	15.00
	Current Cr. Balance	781.51

Minutes Continued

Moved M. Welch, seconded E. Lang, the Treasurer's Report be received.

CORRESPONDENCE.

Letters received from Mervyn Thompson of Como West, Australia, J.G. Stewart Delegate, Illawarra Vintage Car Club, Minutes of the Newcastle Branch including resignation of Chris. Broadbent.

Moved R. Petersen, seconded L. Sykes, the correspondence as read be received.

NEW COMMITTEE. The following members were appointed to positions by the Management Committee:

Research Historian	G.A. Roberts
Investigation	M. Roberts
Editorial Panel	R. Baxter, E. Lang, D. Pearse
Events Committee	J. Burke (Chairman), G. King, R. Petersen, W. Maunsell
Building Committee	G. King
Social Secretary	Mrs. G. King
Registrar	M. Roberts
Registrations Officer	D. Berthon
Librarian	R. Petersen
Public Relations	R.A. Foy
Historians	A. Rose-Bray, A. Foy, G. Roberts
Legal Officer	E.L.S. Hall
Insurance Officer	V. Jacobs
Photographer	C. Burke
Records Officers	D. Pearce, E. Lang
CVVTMC Delegates	L.K. Sheen, A. Foy
Auditors	H.V. King & Associates

EVENTS.

Saturday	July 21st	Bankstown Aerodrome
	Aug. 5th	Roselands
	Aug. 19th	Navigation Tour
	Sept. 16th	Warwick Farm
	Oct. 14th	Long Legs' Tour
	Sept. 29th to Oct. 1st	Newcastle Tour.
Associate Member for		
Events Committee		John Stanley

MAGAZINE.

A further appeal for more material for publication in SPIT AND POLISH.

SOCIAL

Friday Aug. 10th

"SaladDays" at the Richbrook Theatre

SECRETARY.

Saturday Aug. 18th

Farewell to Max & Elizabeth Welch

INVESTIGATION. Would be inspecting a Rover for R. Muddell.

LIBRARIAN. Acknowledged donation of books for the Library.

CVVTMC.

Mr. L.K. Sheen elected Treasurer for another term. Guide lines for registration of vehicles had been requested. Permission had been granted in 1960 for our members to use their cars for selected weddings provided no fees were paid. Warwick Farm judging will be by the VCCA (NSW) VMC ACCA and the 30/40 Club. R. Baxter's Calthorpe to represent the Club in the Concourse. Three marshalls were required and J. Burke, K. Quarmby and R. Newman volunteered. There would be two mobile events. The Studebaker Club had applied for membership. The Vintage Motor Club will be going Federal.

NEW MEMBERS.

Wesley Melville, transferred from Associate to full member.
Esme Lewis, Associate wife member.
Gladys King, Associate member.
Iris Cooper, Associate wife member.
Laurel Rossiter, Associate wife member.

GENERAL
BUSINESS.

J. Wilson remarked on Chris Broadbent's resignation.
E. Lang enquired about blinker lights, Allan Foy is investigating the position. V. Jacobs suggested the whole matter of signalling devices be dropped. The VCCA outing to the recent Airplane Race was officially abandoned. Moved V. Jacobs, seconded E. Lang that a more simplified version of the Roster of Members be published and he would offer his ideas to the Committee. THE MOTION WAS

LOST.

Two headlamps and two sidelamps were offered for sale.
No money had yet been received from Oran Park for the Ford Day.
Some form of entertainment would be provided after the business session of each meeting.

As there was no more business the meeting closed at 9.50 p.m.

VETERAN CARS AND GOOD HEALTH

It may be of assistance to our Events Committee in their endeavours to get more members to bring out their Veteran Cars on club events, to stress the fact that veteran motoring has very beneficial effect on both the drivers' and the passengers' health.

Sir Henry Thompson, a fellow of the Royal College of Surgeons, wrote in an article in 1902, under the heading: "Motor Cars and Health", as follows:

'Personally I have found my motor drives to improve my general health. The easy jolting which occurs when a motor car is driven at a fair speed over the highway is conducive to a healthy agitation; it acts on the liver to use a popular phrase, which means only that it aids the peristaltic movements of the bowels and promotes the performance of their functions: thus accomplishing the good in this respect which also arises from riding on horseback. Another benefit derived is from the exhilaration which accompanies driving in a motor caused by the air blowing on the face. The facial nerves are acted upon with beneficial results well known to have a restorative influence on weak and so-called

nervous individuals.'

So, members, in order to keep the doctor away, forget your Apple-a-Day routine and do some veteran motoring instead.

F. ROSSITER.

* * * * *

S O C I A L

Congratulations to Judy and Barry Thew on the arrival of a baby son.

Hope Eileen Sykes is well again, and that Roy Farrell is feeling better after his recent accident.

Congratulations to Robert McCarthy and Rhonda Kennedy-Dwyer on the announcement of their engagement this month.

Don't forget Dirty Dick's Theatre Restaurant Night, 4th October, 313 Pacific Highway, Crows Nest. I must have money in for tickets at August meeting as I have to pick up the tickets 3 weeks prior to the night. \$6.50 per head.

Please keep in mind our Christmas Night at The Music Hall, Neutral Bay, Thursday, 29th November.

GLAD KING

* * * * *

INSURANCE AND DEPENDABILITY

Every year manufacturers of cars come up with some supposedly 'new' deal for selling cars - one of the latest is the protection plans for owners buying new cars. The following extract from the "Autocar" 1911 goes one better - Jock McGowen is making enquiries regarding his broken tailshaft of 1965:

"ARMSTRONG WHITWORTH INSURANCE SCHEME

It will be remembered that the Armstrong Whitworth Company instituted a novel scheme of insurance at the last Olympia Exhibition, and that every one of their 1911 models has been insured, without charge to the owner, against every accident or mechanical breakdown. Opinions were expressed at the time that the company were undertaking an enormous risk - one which at any rate showed that they had the utmost confidence in their productions. Although the insurance has now been in operation for some eight months, there have been only two claims - both the outcome of slight accidents. This result is one which, considering the large output of the firm, is exceedingly creditable to Armstrong-Whitworth workmanship and speaks volumes for the all-round efficiency of their cars."

* * * * *

HELPING HINTS

Members with slipping driving belts on their veteran cars may find the answer in a product called "Cling Surface", a belt dressing that comes in oil cans or pressure pack type cans. A demonstration used to illustrate its effectiveness consists of a small weight with a flat leather belt attached. The other end of the strap has a ring fixed to it. The strap is draped over a fixed smooth alloy wheel suspended above the weight. By placing your finger in the ring and pushing down, you raise the weight. The untreated belt allows the weight to be easily raised. A treated belt next to it requires a great deal of force to drag the belt over the smooth surface and raise the weight.

The leather surface did not show any signs of having a preparation on it and it appears to be invisible, a slight graphite appearance was noticed but could have come from the alloy wheel.

Any belt which is prone to slipping would definitely be cured with "cling surface" and no great tension would be needed on the belt which normally only stretches the belt and results in the original problem.

* * * * *

THAT FACE ON THE WALL

Just received a decoded message from Masser country that our illustrious life member was utterly shocked and astounded when he was quoted \$30 by a minor suburban photographer for an 8" x 12" print of his famous dial which is to be "hung" in our clubrooms.

He can't understand that the \$30 is only insurance against loss of trade that such a portrait will incur on the photographer. Any case, Len, if our members reject it, I will be happy to hang it with that passport photo of yourself that forms the centre of the dartboard hanging behind the door of the smallest room in my Sylvania hacienda.

YOUR FRIEND

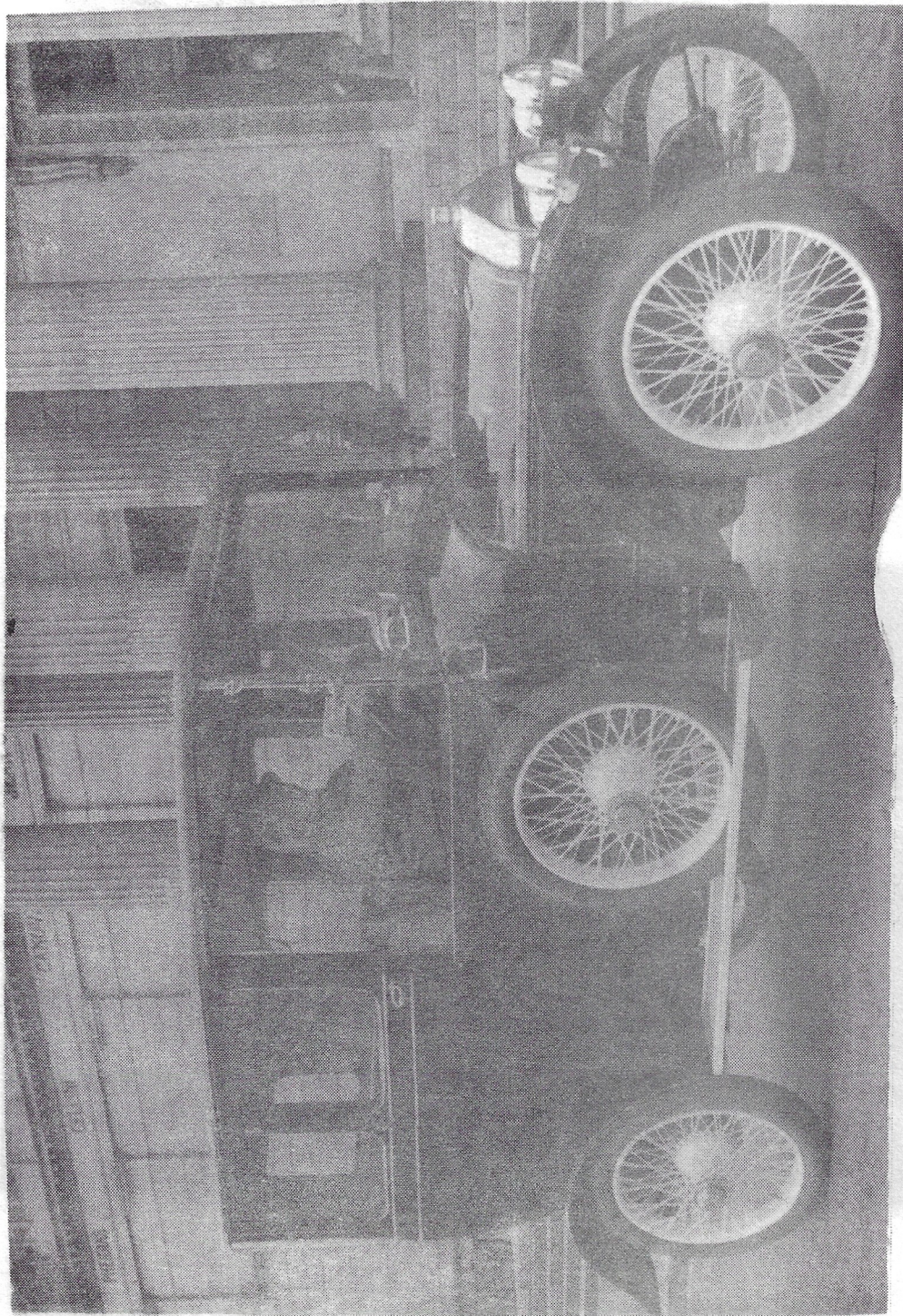
* * * * *

EXTRACT FROM NEWCASTLE BRANCH NEWS SHEET:

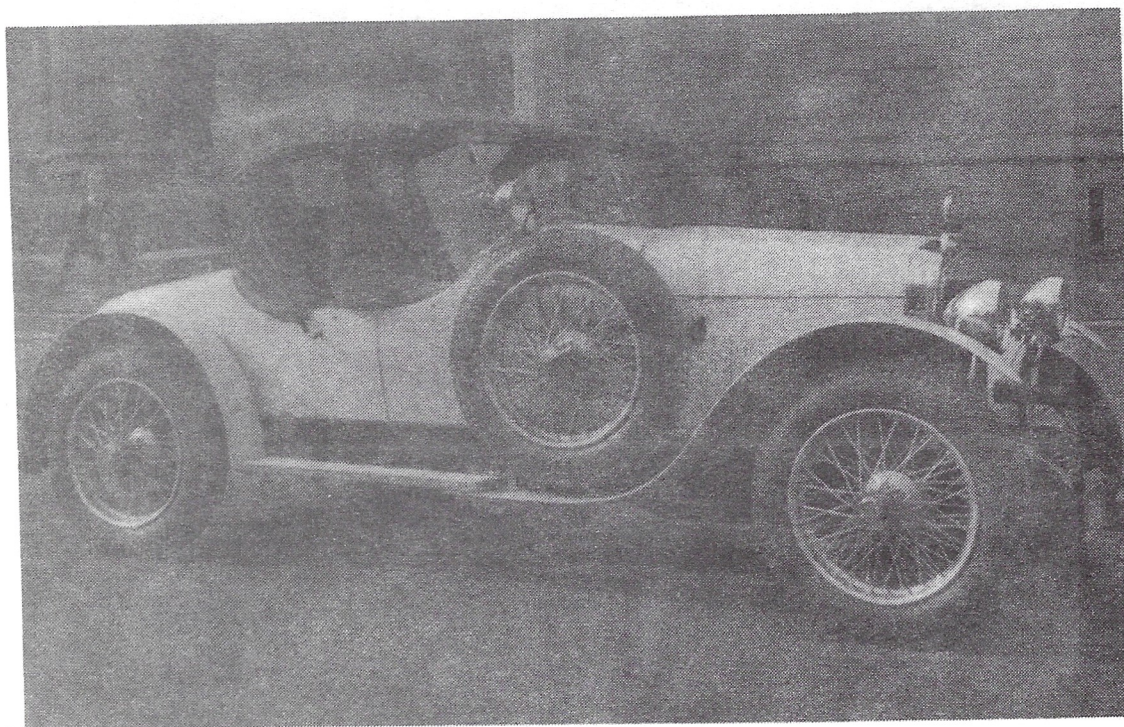
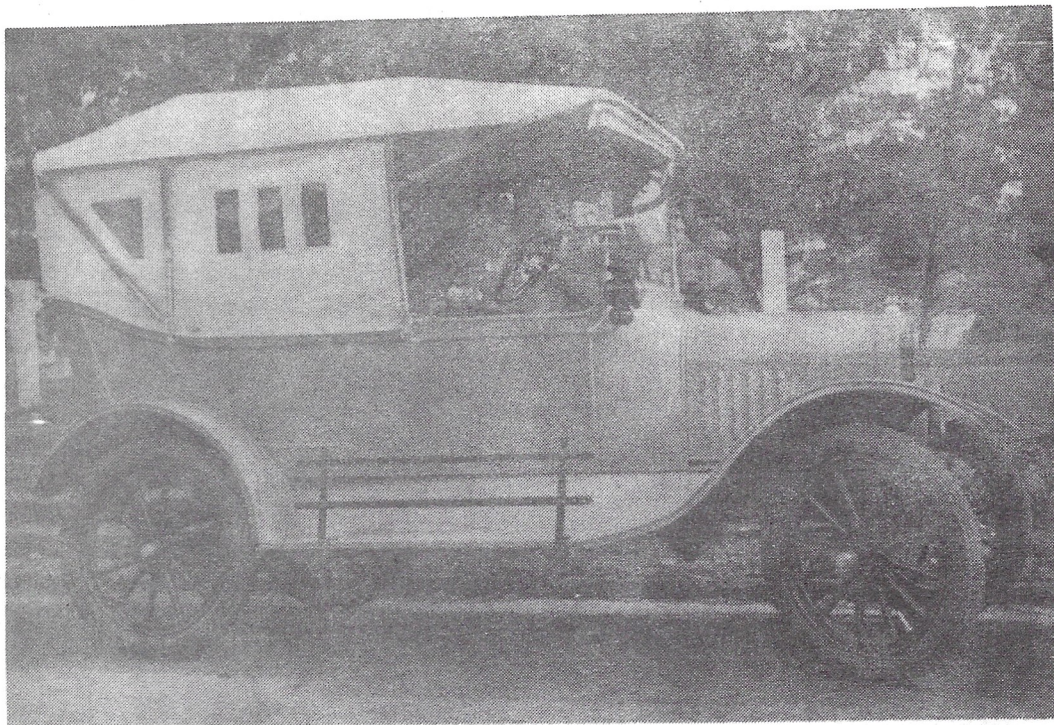
The June meeting was held at Mt. Hutton owing to the blackout situation in Public Halls. Only five members turned up and we regret to state that Chris Broadbent resigned from the club, his intention being to join the Vintage Car Club. We wish Chris. and Doug. Marr, who likewise resigned, "Happy Motoring".

POSTSCRIPT: IT IS SAD TO LOSE MEMBERS OF LONG STANDING. (Ed. Comm.)

* * * * *



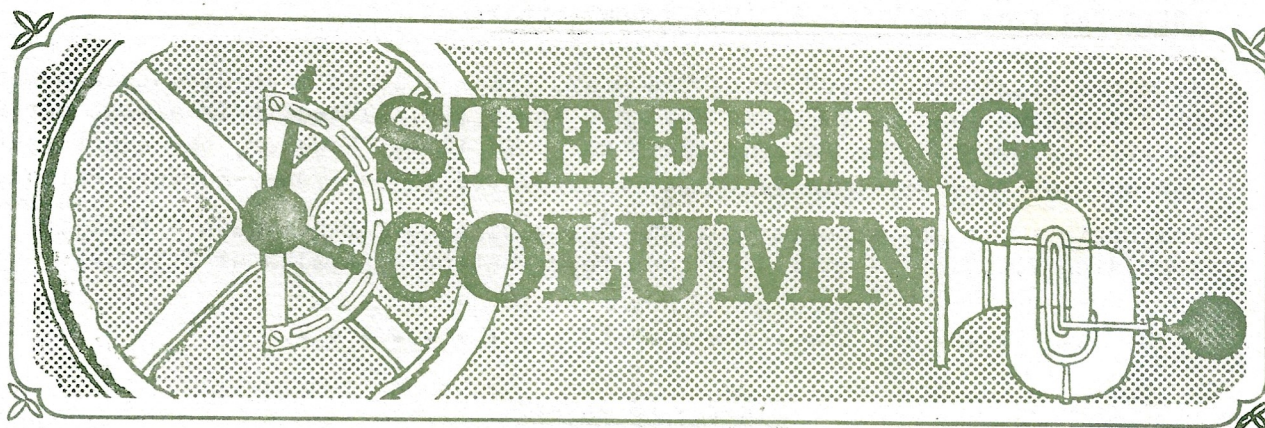
The first outing of the 1914 Wolsely with
Don "The Milko" and plush upholstery.



THE HISTORIC SYDNEY TOUR

Above: 1917 Ford of Bob. Petersen - not being
outclassed by Wolselys.

Below: 1914 Hispano Suiza from the G.G. Stable.



What a month this has been - nothing doing scandal-wise - no outings, no notin' 'cept those women who braved the cold and went to the Ballet. Woman's Lib. wins again.

#####

1st pastthe post for "Twinkle Star". It would be simple to guess whose wife is Women's Member No. 1 - Laurie, you're a born Limelighter!!

#####

Error of the month - this kolum to answer our Konstant Kritic - wee indeavour not too mak two manny mistaks, butt, we tri to do our Besst.

#####

"My Friend Flicker" - Crazy Craze's comment about fitting of flashing turn signals - maybe he has a problem. Just how to fit a "magneto" powered unit when your car hasn't a battery. Well???

#####

Peter Kable and "Mad" Mel Pope leave to fly down to Canberra every Tuesday morning. As yet they have not reached there - they always seem to end up in Melbourne in the state of McManamny - the reason, FOG.

#####

Barry "Rhubarb" Garth and his wife Judy (sigh) are renovating their new home (no, its not at Castle Hill). The colour scheme, "Japan" Black exterior with matching leatherette interior wallpaper. Beware! The doorbell is wired up to a trembler coil.

#####

July Steering Column had the wrong steer - George F.L. King was definitely in a two-way street at Balls Head.

#####

STOP PRESS. Who spotted Jack and Tilley Dance acting out a feature role on A.B.C. T.V.? We think that you're a 'cert to win an "Emmy". One question, though - just where did you get that cap???

#####

LATE FINAL EXTRA. FIRE AT REVESBY PRICELESS HOARD OF VETERAN BRASSWEAR DESTROYED. Bad luck, George (Williams) we feel for you.

Extracted from the V.C.C.A. (Vic.) Newsletter:

From the President....."During the year, I was able to have discussions with Lord Montague (who is V.C.C.A. delegate for F.I.V.A.) and it is almost certain we will be granted the International Rally in 1978. However, the exact route has not yet been determined, but it is expected to be Sydney-Surfers Paradise."

Postscript: It now appears that the Rally will be further again - that is providing V.C.C.A. is still the body representing Australia at F.I.V.A.

* * * * *

FIRST - AS ALWAYS

(Extract from "Rescue", March 1973
Courtesy of Dept. of Transportation).

BITING WESTERLY WIND

June 10, 1914, just before noon, was bitterly cold and overcast, the biting westerly wind was howling through the narrow lanes and alleyways of Redfern. Pedestrians shrugged themselves deeper into their overcoats, and turned up the collars to protect their faces from the swirling dust and dirt that was being driven before the wind like sandblast pellets. Greasy black smoke poured from the many chimney stacks of Eveleigh Railway Workshops, and was quickly blown in great clouds towards the more salubrious suburbs of Vaucluse and Bondi - the wind was assuring a democratic distribution. It was a popular belief in those days that a couple of lungs full of this, would put hair on your chest, only serving to prove again how standards change. Such oily black smoke today is spoken of in whispers, it is now known as environmental pollution.

HORSES SHIED AND-REARED

The scene outside the gates of the Eveleigh Workshops this blustery day was a common one, the clip-clopping of horse drawn vehicles only rarely interrupted by the spluttering roar of the new fangled motor car, emitting from its exhaust large clouds of blue noxious smoke, which in years to come was to poison the lungs of generations yet unborn. The horses meanwhile, often startled by the roar of the odd passing motor car, shied and reared and emitted a totally different substance from their exhausts; this was lovingly collected by shovel and bucket and dug into gardens as a fertiliser, thus completing the perfect re-cycling process, and was what probably gave birth to the phrase "Horse Power". Progress sure has its penalties.

As the clock on a distant building chimed once for 11.30 a.m., a Model "T" Ford containing two young men chugged to a stop opposite the workshop gates; they appeared to be having engine trouble, because the smaller of the two alighted and lifted the engine bonnet. He was small, blond and dappily dressed, he fastidiously touched a spark plug here and there grimacing the while as he soiled his finger tips. He kept glancing quickly up and down the street, suddenly he stiffened. A hansom cab driver sitting high in his lofty position - upraised whip waving ominously, threatened, cajoled and pleaded in vain with a dejected looking horse, which had stubbornly stopped a few yards short of the workshop gates. The Equine Union must have been affiliated with the A.C.T.U. even in those days.

(Cont'd. on P.9.....)

MELBOURNE'S TOP HOOD

The debonaire young man fiddling with the engine opposite, suddenly slammed down the bonnet - nodded to his companion at the wheel and nonchalantly crossed the road to the horsedrawn cab. Shiner Ryan, top hood of the Melbourne underworld, was about to increase the railway deficit. The railway paymaster shrank back against the seat of the cab, as the large revolver was thrust viciously into his middle, while the guard made himself as small as possible in the corner. Shiner Ryan grabbed the wooden case at the paymaster's feet and slammed the cab door shut. Looking up at the cab driver he waved the revolver and snarled, "Don't try to follow or I'll kill you and your horse." He quickly re-crossed the road. Throwing the wooden case onto the back seat of the car, which had miraculously come to life, he snapped "on your way Jewey", for the driver was the well known thug and holdup man, Jewey Freeman. With a spluttering roar the car disappeared in a cloud of smoke down the road. So was staged the FIRST armed payroll holdup, and the FIRST time a motor car had been used in a get-away. The haul totalled £6,600, which today would roughly equal the weekly earnings of a couple of poker machines, and they have only one arm.

POLICE GET THEIR MEN

Anyhow, back to Shiner Ryan and Jewey Freeman, who had abandoned their stolen car in an Ultimo side street, The police ran about, like ants on a bit of choice T-bone, for 10 days. Then came a break in the case. On the night of June 24th, due to information received, Jewey Freeman was arrested on Strathfield station whilst waiting to board the Melbourne Express. The rumour that his capture was due to the fact that he had attempted to board a restricted train whilst on a privilege pass and was denied. The N.S.W. police were convinced that Shiner Ryan was back in Melbourne, Rumour again had it, that he had got through the police cordon on the self-same Melbourne Express a few nights earlier dressed as a woman.

ENTER KATE LEIGH

Another famous Sydney underworld identity Kate Leigh shared the limelight at the trial. She swore an alibi for her lover Jewey Freeman, saying that he was with her, and nowhere near Eveleigh Workshops at the time. All this achieved was to help Shiner Ryan and Jewey Freeman to get 10 years apiece and Kate was rewarded with five years for perjury.

In 1944 romance blossomed again for Kate - Did she marry her former lover Jewey and live happily ever after? No, she married Shiner Ryan and he deserted her six months later. Kate never did find time to divorce Shiner; she just philosophically shrugged her shoulders and said, "Well, anyhow, have a health hazard".

* * * * *

HEARD ON THE GRAHAM KENNEDY SHOW:

"Graham, you have got Veteran Cars on your underpants."

"How do you know that, Bert?"

"I distinctly heard them backfiring!"

* * * * *

IMMEDIATE PRESS RELEASE

EAST TO WEST - BY T-MODEL FORD

AND VIC JACOBS

Seeing that Bob Baxter preached to us all at the last meeting to write some editorial and news matter for the SPIT AND POLISH, I felt that his plea was so genuine that something should be done. The job of a "Bulletin" editor is a most difficult one, and I give him my full sympathy - and now my support, and suggest that other members should devote just a few moments to write something of interest to make his task easier.

Talking about interest, there is nothing more interesting than T-Model Fords!! (George Green has just turned the page as black iron upsets his blood pressure).

At the present time I am in the throes of organising an East-West crossing of Australia to attend the 1973 National Rally West at Perth during the end of September. Applications have already been sent for "Henrietta" and the "Yellow Terror", and we are scheduled to leave on Sunday, September 9th, through the Mountains, the most direct course westward. I am submitting our itinerary, and if Bob has sufficient room, no doubt he will print this in his "Bulletin".

My main purpose in going is because as you all know I pride myself that "Henrietta" is one of the longest distance runners in the veteran car clubs and Jack Dance is breathing right down my back. It was unfortunate that he broke down on the May tour as they would have conceded him prior place to "Henrietta" at the completion of that tour. So I thought I had better give "Henrietta" a little exercise, and drive her over the Nullarbor to Perth. In regard to the second car, my "Yellow Terror", I think this will leave "Twinkle, twinkle, little star" as a faint glow in the distance!

I have been asked by so many people: "How long will it take you to get there?" and my reply is that I should be there by December, 1985.

A lot of planning is necessary for this trip, the most important, of course, was the suitability of the 2 drivers and 2 navigators. I like the idea of being the organiser, as I can lay down the rules and be general boss. If it is a nice sunny day, I will drive in the "Yellow Terror", and enjoy the warmth and sunshine and suntan. If it is raining I will immediately take over "Henrietta" to gain the comfort of a windscreen and a hood, and the warmth of the engine seeping through the floorboards - yes, it is good to be boss! It was necessary to find 4 people who can live together as for 17 days we are going to be literally living in each other's pockets. So, I accept from the 5,000 nominations who want to make the tour, Bob Hobson, who has just become a member of our Club and a custodian for "Henrietta". He is a very proficient mechanical engineer, and knows T-Model Fords backwards. Also Ian Gay (from whom I purchased the property at Robertson), a good farmer, and as such an improviser with a good mechanical brain to fix things with bits of barb. wire and pliers, etc. The third member is Reg. Minett, who drove "Henrietta" to

the Nambour Rally last year, and is now a member of the new Veteran and Vintage Club in Taree. Reg. is foreman of the Ford dealership in Port Macquarie, and as such has a good mechanical background. I feel sure that the 3 I have chosen will be able to work and live with each other, but I have already been getting whispers about finding it hard to live with me!

I have had quite a file of correspondence with the Rally Director in Perth, and in answer to his query about what time I will be arriving in Perth he keeps questioning on the fact that I will be arriving at 5.30 p.m. sharp on 25th September. I keep telling him that the safe way is the Ford way, and I will be there at 5.30 p.m. sharp, but evidently he is like G.G. with no trust in Fords, so I don't think he will have any reception committee waiting for us.

Bob Hobson and I have worked out a complete list of spare parts, tools and supplies in case of any breakdown or emergencies. Thank goodness the T-Model Ford is a light car, as I would hate to have this job if I was driving a Rolls or one of those big cars owned by the wealthy. After deliberating for 2 hours, Bob and I have compiled the following list to satisfy all emergencies:

One pair of sharp pliers.
9½ feet of wire.
And 1 can opener!

One thing that perturbs me is what the aborigines are going to do in the middle of the Nullarbor when they see the "Yellow Terror" with 2 people sitting up in white overalls with yellow jackets, leather helmets and flying goggles - most probably their dust will be even bigger than ours.

For all the aristocrats of the club, those that drive R.R.s, Caddies, Buicks and the like, I am at present accepting bets from those who think we won't be arriving at 5.30 p.m. sharp - telephone bets can be placed by ringing 69.6666.

* * * * *

SYDNEY TO PERTH

BY T-MODEL FORD

DAY	DATE	LEAVE	MIDDAY	OVER-NIGHT	DAILY MILEAGE	ACCUM. MILEAGE
Sunday	Sept. 9th	Sydney	Katoomba	Bathurst	131	131
Monday	" 10th	Bathurst	Grenfell	West Wyalong	168	299
Tuesday	" 11th	West Wyalong		Hay	163	462
Wednesday	" 12th	Hay	Balranald	Mildura	184	646
Thursday	" 13th	Mildura		Berri	91	737

(Continued on Page 12....)

Sydney to Perth, Continued:

DAY	DATE	LEAVE	MIDDAY	OVER-NIGHT	DAILY MILEAGE	ACCUM. MILEAGE
Friday	Sept. 14th	Berri		Adelaide	161	898
Saturday	" 15th	Adelaide	<u>R E S T</u>	<u>D A Y</u>		
Sunday	" 16th	Adelaide	Pt. Pirie	Pt. Augusta	193	1,091
Monday	" 17th	Pt. Augusta		Ceduna	291	1,382
Tuesday	" 18th	Ceduna		Ivy Tanks	167	1,549
Wednesday	" 19th	Ivy Tanks		Eucla	150	1,699
Thursday	" 20th	Eucla		Caiguna	213	1,912
Friday	" 21st	Caiguna		Norseman	231	2,143
Saturday	" 22nd	Norseman		Kalgoorlie	128	2,271
Sunday	" 23rd	Kalgoorlie	<u>R E S T</u>	<u>D A Y</u>		
Monday	" 24th	Kalgoorlie	Southern Cross	Merredin	208	2,479
Tuesday	" 25th	Merredin	Northam	Perth	162	2,641

(ED. COMM.: This lot appears to be an epitaph to four people who intend to go down fighting - or drinking. R.B.)

* * * * *

Letter from Michael & Denise Bendeich:

Switzerland,
30.7.1973

"Dear Club Members:

After a stop at Fiji and Honolulu we spent a week at Los Angeles where we visited Disneyland and the cars of the stars' museum. Both were O.K. especially Disneyland, but a week in L.A. was quite enough.

Then on to London where I visited the Crystal Palace Camping Ground trying to buy a van, but I couldn't find a reasonable one there so I finally bought one outside Australia House. After fixing up the Insurance and Rego. we bought some air beds etc. and drove five miles out of London and it boiled - naturally, being a '70 Ford - so I flushed the radiator and set the timing which was badly out and set off again; but once more it boiled so I took some advice from a garage and changed the head gaskets - both of them - in the rain behind the garage but this didn't fix it either, so I bought a new radiator. That was the trouble all along. A small section of core was blocked - just enough to make it boil.

(Continued on Page 13....

After visiting Cornwall and Devon, which is the prettiest part of England by far, we made our way north towards Scotland, visiting small towns and trying to by-pass the larger city places as we only got lost in the tangle of streets. Stratford on Avon and Cambridge were places to be remembered.

Visited Glasgow Auto Museum and saw some interesting Scotch machinery and also Stirling Castle, which was the furthest north that we ventured. Beaulieu was also a good museum and we ran into Allan Foy who was also having a peek at the Montagu's pride and joy. Allan seemed pretty pleased with himself - I think he must have had some success with the new cars he took to England, so we had a yarn while we strolled about and then went on our ways.

Travelling down the opposite side of England - which is a stone's throw from the up side - we saw some interesting places such as Alwytel Castle and then boarded the car ferry from Harwich to the Hook of Holland. I was terrified when I drove off but soon settled down to the new way of driving.

First stop after Holland was Brussels where I spent two hours finding the Gov. Auto Museum and was then refused admittance - I don't know why - maybe it was being painted out or something. The little boy on the corner was still doing his thing - one would think he would have run dry by now! So we took some photos and headed for Paris. Turned off the Autoroute into Paris and was promptly chased down a one-way street by a damn big tank. Guess who was caught in the July 14th Military Parade? Must have looked funny - a Green Ford Van being chased by a tank and a driver with hair on end at the wheel!

Went to the top of the Eiffel Tower and drove past the Arc D'Triomphe - went to Notre Dame and the Louvre and then burned off down the Autoroute to Lourdes where we stayed for the day. Maybe the Lourdes water would have fixed the radiator? It was amazing to see the hundreds of people waiting patiently to go into the baths. I think the experience would mainly strengthen most cases in the mind rather than physically.

The trip over the Pyrenees into Spain was something not to be forgotten. Miles of twisting hairpins just going upwards all the time. When we reached the summit a bag of chips was blown up like a balloon due to the lack of air pressure. We only went as far as Barcelona and then followed the coast into Cannes and Monte Carlo. Almost forgot: Visited St. Tropez where I went for a swim among the topless birds and strolled along the beach looking at the scenery - fancy forgetting that! The missus was very hostile but just had to wait until I came out of the water as she didn't have her costume.

Monaco was a good place but I like Pisa and its leaning tower when we drove into Italy. Went as far as Naples after visiting Rome and the Vatican City. Saw a veteran Fiat truck on the side of the road and also a vintage Bianchi, before we drove in. Driving into Naples with its insane horn-mad population I ran into a truck and sent the three people in it flying along the tar, putting two of them in hospital. I found a policeman but he didn't want anything to do with it, so I panelbeated the front guard with an axe

(Continued on Page 14....)

(which I wave at inconsiderate Iti. drivers) and went on our merry way. So far I have: run into a ditch - hit a brick wall - hit a post in a parking lot - run over and killed a poodle dog - and put two blokes in hospital. Not a bad score I reckon! But you should see the van - just a bit dented, here and there.

Drove to the summit of Mt. Vesuvius which to my surprise is still active and then looked around the ancient streets of Pompeii and then high-tailed it to Florence and Venice, which are the two best places to visit by far. Left Venice and was immediately caught in a traffic snarl and witnessed 9 car prangs in five miles - two of them bad ones.

I am writing this letter from a quiet little camping spot in Switzerland which is a neutral country and I feel safe for a little while, until we venture into Austria and Germany. Have so far travelled 6089 miles and will be glad to return home to a civilized country - you just can't beat it, although the old G.B. is not too bad!

Regards,

DENISE & MICHAEL"

* * * * *

A D V E R T I S E M E N T S

WANTED (ALL STATES): 1912 12-15 h.p. Calthorpe engine or parts. Bore 69 mm X stroke 125 mm - Overhead inlet valves, side exhaust valves - two bearing crankshaft.

- R. BAXTER,
65 Formosa Street,
Sylvania. 2224
'Phone: 522.9661

WANTED (ALL STATES): "NOTEK" Brand Fog and/or Driving Lamps. (Fog has blue centre in lens).

- ERIC LANG,
61 Pacific Ave.,
Penshurst. 2222
'Phone: 579.5790

WANTED (ALL STATES): For 1914 Ford T Motor, Brass Radiator, Bonnet, Steering Wheel, Rear Spring

AVAILABLE FOR SWAP ONLY:

1914 Buick C.35 motor and gearbox
1914 Ford T Differential
One pair of Ford T running board supports
3 good wooden felloe rims (new wood needed)
Spare parts for kero side lights and tail lamps
Body panels for 1915 Ford T
One good veteran R/H front mudguard for 1915 Ford T
Vintage motors and spares

- ROSS PAPPALARDO,
6 McKenzie Place, Griffith. 2680

AVAILABLE FOR SWAPPING:

1911 AB Talbot Engine
1913 4-cylinder Renault Engine and Gearbox
1913 Vulcan Engine and Radiator
1912 Hupmobile Engine and Gearbox
1913 Vauxhall Gearbox
1914 Sunbeam 12/16 Engine and Chassis
1915 T Ford Chassis Motor Gearbox and Radiator
1908 2-cylinder Aster Engine
1915 6-cylinder Daimler

WANTED:

1909 4-cylinder De Dion Chassis, Gearbox, Diff. and Steering Box
and front axle
1913 Mercedes Gearbox and Steering Box
1908 Clement Bayard Radiator front mounted type and gearbox
1913 Singer Ten Chassis Diff. and Steering Box
1909 JDS Deasy Radiator
1910 Star Chassis
1905 Talbot Progressive Gearbox and Diff.
1911 AB Talbot Gearbox and Diff.
Pair large electric bell-shaped CAV headlights

- JOHN KAY,
680 High Street,
Penrith. 2750
'Phone AFTER HOURS ONLY
PLEASE:
Penrith (027) 212649

WANTED ALL STATES:

Any parts for 1912 Brasier, have ample swapping material.

- JACK SHARPE,
102 Watson Street,
MOLONG. N.S.W.

WANTED:

1 pair of P & H acetylene headlamps (other English lamps will
definitely be considered)
1 P & H kerosine tail lamp
23'0" (7 m.) cotton covered, low tension wire.

AVAILABLE IN EXCHANGE:

Bosch DU 4 magneto
Talbot instrument dials, oil and fuel pressure
Talbot fuel pressure manifold relief valve, replica
Talbot fuel pressure pump, dash mounted, replica
P & H passenger side, kerosine side lamp

- ROBERT CAFFYN,
21 Mercedes Street,
Keilor. 2026
'Phone: 336.7407 (H)
399.2322 (B)

EXCHANGE: 1915 B.S.A. 4½ h.p. motor, engine No. 14591 (completely rebuilt) for B.S.A. 4½ h.p. (557 cc) engine to suit 1923 machine, Model K2, engine prefix 'R'.

- ROY ODGERS,
10/758 Burwood Road,
East Hawthorn. 3123

WANTED: Precision M/C engine, chain drive, early 1900's.

- LEE SOUTHWALL,
Gregadoo 54,
Via Wagga Wagga. N.S.W.

WANTED (ALL STATES):

I believe that I own the only 1913 6-cyl. Studebaker seven-seater in Australia, and am anxious to correspond with all who would like to disprove my theory.

- M. THOMPSON,
28 Axford Street,
Coma. W.A. 6152

(The above car is genuine and I would say it is the only remaining 1913 6-cyl. in the world. R. Baxter.)

WANTED (ALL STATES):

1912 14 h.p. Humber, radiator, complete motor, cone clutch and gearbox, diff. housing and rear axles
12-15 h.p. Star, Radiator, front axle and stubs, steering box, complete diff. wheels 810 x 90 mm.

- MURRAY REED,
7 Kalyra Road,
Belair. S.A. 5052

WANTED ALL STATES:

Medium to large veteran car (English or European) from 2½ litre capacity or greater. Send details and photographs to:

- D.L. SMITH,
27 Radcliffe Crescent,
Rosetta. Tas. 7010

WANTED:

For 1914 Talbot

5 x 815 x 105 b.e. Sankey Wheels, or similar.

- HARRY HERAUD,
12 Gotha Street,
Heidelberg West. 3081
'Phone: 45.7043

"BRASS HEADLIGHTS CAN BE TROUBLESOME THINGS"

Mix-up in advertising in a local newspaper.

(per "Polisher's Rag")

- MONDAY: "A.T. Ford" has one brass headlight for sale.
'Phone 958 after 7 p.m. and ask for Mrs. Kelly who lives with him cheap.
- TUESDAY: We regret having erred in "A.T. Ford's" classified ad. yesterday. It should have read:

"A.T. Ford" has one brass headlight for sale. Cheap. Phone 958 and ask for Mrs. Kelly who lives with him after 7 p.m.
- WEDNESDAY: "A.T. Ford" informs us he has received several annoying telephone calls because of an incorrect classified ad. in yesterday's paper. It should have read:

"A.T. Ford" has one brass headlight for sale. Cheap. Phone 658 after 7 p.m. and ask for Mrs. Kelly who loves with him.
- THURSDAY: NOTICE. I, "A.T. FORD" have no brass headlight for sale. I smashed it. Don't call 658. The 'phone has been taken out. I have not been carrying on with Mrs. Kelly. Until yesterday she was my housekeeper.
- FRIDAY: Mr. "A.T. Ford" wishes to hire a housekeeper. 'Phone 958. Good pay. Usual housekeeping duties. Love in.
-

