

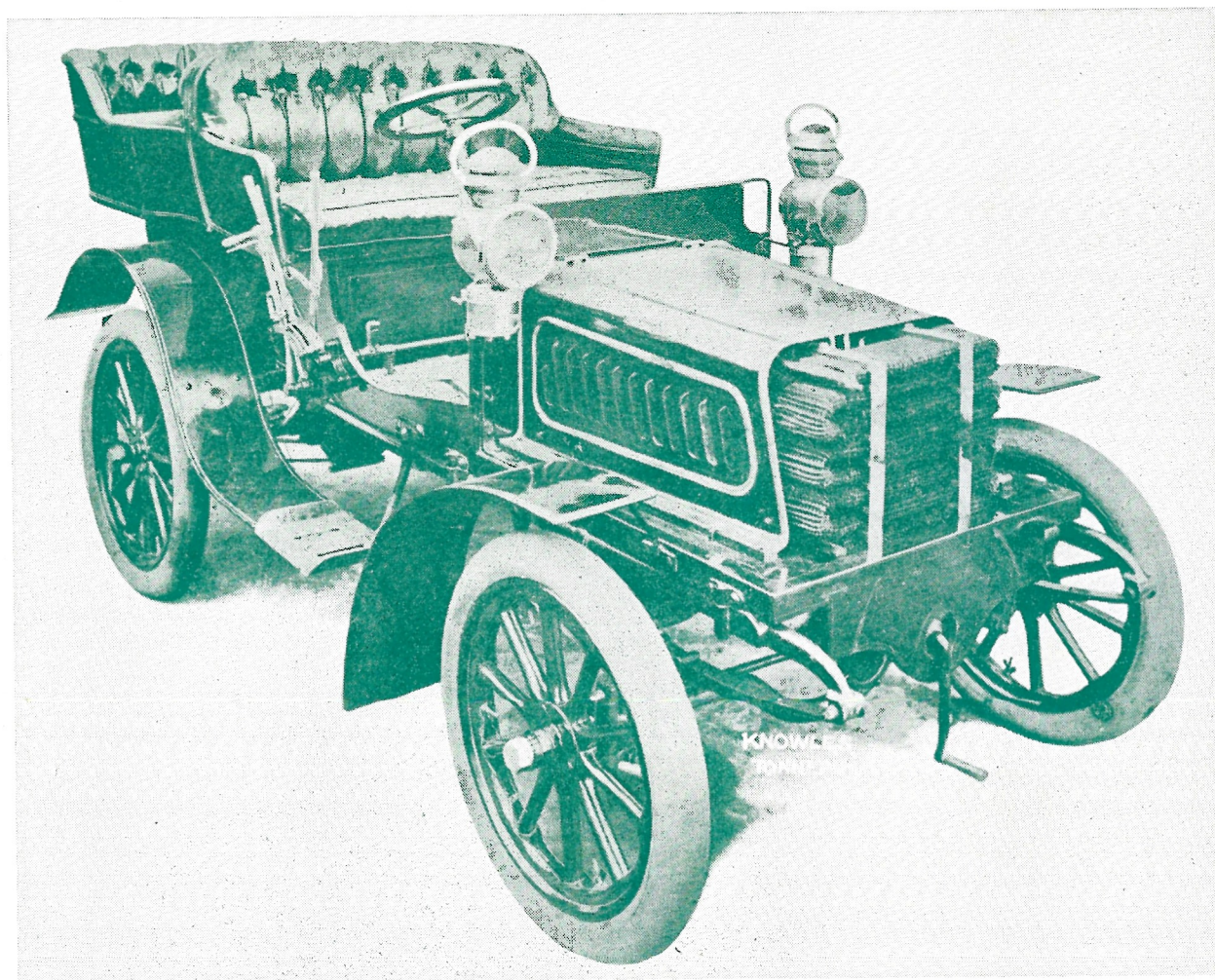
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

* APRIL, 1977, VOL. XVIII No. 10

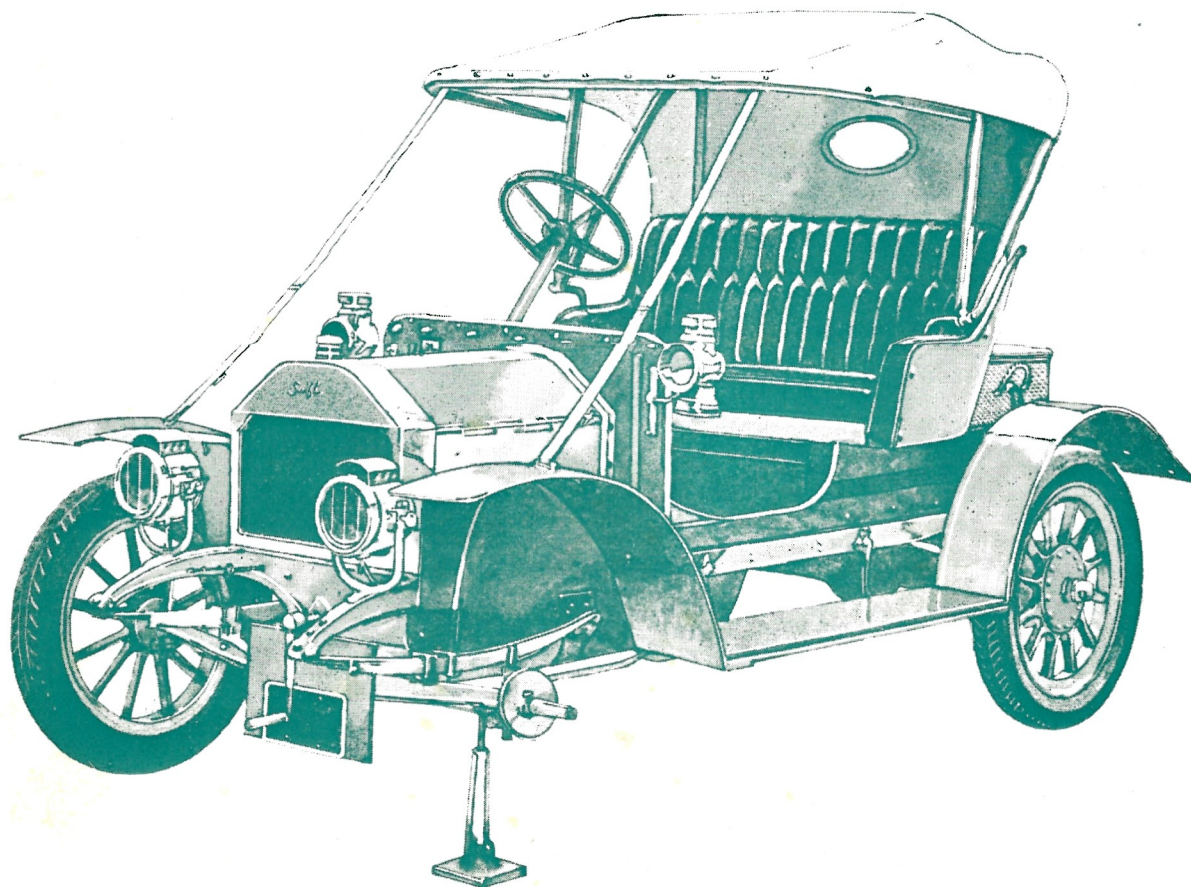
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SPIT & POLISH



PATRON:

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

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

Vol. XVIII No. 10

April 1977

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The next General Meeting of the VCCA NSW will be held in the Clubrooms on THURSDAY, 28TH APRIL, 1977 at 8 p.m.

This is an important meeting as a poll will be taken on the vintage vehicle question for a report to the VCCA Federal Meeting.

A collection for disabled athletes will be taken by a representative of Rotary.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH, 134 QUEENS RD, FIVE DOCK. 2046.



Some comment on the recent report of slow cars delaying traffic seems in order.

Members should be aware that we do not have "CONCESSIONAL REGISTRATION" but only a "VETERAN AND VINTAGE MOTOR VEHICLE PERMIT" so no divine right to run our vehicles on public roads is given or implied and continuity of such permit by no means is assured. In fact this privilege could be withdrawn by order of an unsympathetic Transport Ministry, necessitating full registration procedure.

There is no doubt that a few drivers do not pull over to let traffic flow by and it is the few who jeopardise the privilege of the many. Time is generally not at stake for us on tour and it behoves all to stop if necessary to let the traffic stream past - it may be possible in many cases to drive on the dirt verge, but whatever the action, it must be taken and no excuses considered.

The old car movement as a whole is in no position to haggle over this matter and we with the oldest vehicles likely to be most affected by withdrawal of the present facility, so please support the move to better road manners.

Editor.

* * * * *

MINUTES OF THE MONTHLY GENERAL MEETING OF THE V.C.C.A. (N.S.W.) HELD ON 24/3/77
AT THE CLUBHOUSE, 134 QUEENS ROAD, FIVE DOCK.

PRESENT: 68 members and 4 visitors.

The meeting was declared open at 8.15 p.m. by the Chairman, L. Sheen, and the visitors were welcomed.

APOLOGIES: J. Thompson, L. Baxter, J. McGowen, P. Lamb, P. Wards, J. Spalding, R. Roberts.

OBITUARY: Members stood in silence for two minutes as a mark of respect to the late Eileen Sykes who passed away recently.

MINUTES: The minutes of the General Meeting of 24th February, having been circularised in SPIT AND POLISH, were confirmed as a true record on the motion of J. Pickup, seconded by R. Paddle. CARRIED.

TREASURER: The Treasurer's Report was accepted on the motion of M. Chapman, seconded by R. Jones. CARRIED.

Minutes 24/3/77 (Continued)

CORRESPONDENCE:

Letter received regarding Rotary Club Appeal for Disabled Athletes, John Corby spoke in detail. It was moved by G. Roberts and seconded by R. Baxter that a Rotarian be permitted to collect for this appeal at the April General Meeting. CARRIED, with one dissenter. This is to be advertised in SPIT AND POLISH.

L. Sheen has written to C. Parker with regard to the hall. C. Parker to advise when he is ready to take advantage of the offer.

The agenda was received from C.V.V.T.M.C. for the meeting on 28th March 1977.

"Thank You" card received from Jan and Roly Coulcher.

Letter from F. Jolly through T. Bent re 1907 Renault for sale.

Minutes of the March Newcastle Meeting received.

INVESTIGATION AND DATING:

There have been no investigations this month.

W. Maunsell has volunteered to have typing done on the dating certificates. Dating will be delayed from now on because of International Rally.

NEW MEMBERS:

An application for Associate Membership received from Graham Tate of 36 Haig Street, Bexley, 2207. It was moved by G. Roberts and seconded by E. Lang that this nominee be accepted as an Associate Member of the club. CARRIED.

The new member was welcomed by the Chairman and introduced to the meeting.

EVENTS:

The Brighton Ladies Day was a success despite the last minute change of start.

The Concourse judging will start at 10.30 a.m. at Vaucuse House.

The Easter Tour to Robertson from 8th to 11th April will start from the Crossroads Hotel. Request for cricket gear. Report given by V. Jacobs. 20 starters.

29th May C.V.V.T.M.C. Swap Meet at Grace Bros., Chatswood.

June 4th and 5th Westfield Rally.

May 14th to 21st Western Tour. 11 starters. Temora not on itinerary.

There was a report given on delays caused by Veteran Cars on rallies.

SOCIAL SECRETARY:

7th May, Presentation Night, at the Drummoyne Bowling Club, sit-down dinner.

The Champagne Breakfast was enjoyed by all who attended.

Praise was voiced for the publican at Springwood who supplied food for entrants of Blue Mountains Rally.

A. Blythe thanked for the use of his trailer during the Blue Mountains and Ladies Day Tours.

Minutes 24/3/77 (Continued)

SOCIAL SECRETARY (Continued)

All trophies to be returned by next meeting.

Request for cars on Thursday before Easter for Royal Far West Children's Home at Manly.

It was moved by W. McCarthy, seconded J. Wilson, that letters be sent to Millers' Hotels at Springwood and Brighton, thanking them for their hospitality.

CARRIED.

MAGAZINE: Thanks to members for letters.

D. Barker distributed copies of "Spokes in the Wheel" at the meeting.

This will in future be included in SPIT AND POLISH.

REGISTRATIONS: No report.

REGISTRAR: No report.

CLUBBROOMS: A request was made for volunteers to erect car port. There were no volunteers so this will be arranged by the Committee.

LIBRARIAN: No report.

C.V.V.T.M.C.: No report.

PUBLIC RELATIONS: Parts 3 & 4 of The History of Motor Racing covering the period from 1930 to 1939 to be shown at this meeting.

D. Berthon thanked G. King, R. Baxter and J. Dance for supplying seats for the guests on the Blue Mountains Tour. Also thanked J. Corby for preparation of Sunday lunch.

There are as yet only 53 entries for the Westfield Rally plus 3 more possibilities from this meeting.

PHOTOGRAPHER: Photographs were circulated from the Blue Mountains Tour.

INSURANCE: No report.

INTERNATIONAL RALLY: There is now a waiting list for this rally. Don Little has been appointed Clerk of the Course. A request was made for officials and also for more photographs.

GENERAL BUSINESS:

J. Dance spoke on the disappointing lack of entries to date for the Westfield Rally.

B. Bronk requested a report from the Committee on the acceptance or rejection of Vintage cars. The President suggested that club members and not the Committee had to make the decision. Discussion on the matter ensued with the following members speaking for or against the question: M. Roberts, P. Kable, P. Adams, G. Roberts, R. Thomas, W. East, W. Maunsell, D. Barker, B. Garth, V. Jacobs, A. Rosebray, R. Newman and J. Simpson.

Minutes 24/3/77 (Continued)GENERAL BUSINESS (Continued)

The following suggestions were made for the name of Post Vintage Cars as requested by C.V.V.T.M.C.:

Special Interest Cars
30/40 Cars
40/50 Cars
Golden Years
Classic Cars
Class 1 or 2 or 3 or 4 etc.

J. Thorpe won the raffle (opal bracelet).

As there was no further business the meeting closed at 10.05 p.m.

ROSTER ADDITION: New Member: Graham Tate, 666
36 Haig Street,
BEXLEY. N.S.W. 2207

THE 1977 ROBERTSON TOUR

Vic. Jacobs, as usual, organised a very successful Easter Tour for us.

Ranelagh House where we were housed certainly has atmosphere, having been built in the 1920's as a holiday resort and subsequently been used by churchmen and airmen and currently being rejuvenated by its comparatively new owners.

Lovely high ceilings, stained glass windows in the most unlikely spots and some very functional large fireplaces all contribute to make it just right for a crowd such as ours. The management are now setting up for those who seek a "health kick" environment and Vic, plus a band of stalwarts, went through the official inaugural sauna bath run and were presented with suitably illuminated scrolls to verify their participation.

Weatherwise we had everything in unpredictable doses but fortunately not much rain.

There were opportunities to browse through junk shops between drives through delightful countryside on quiet roads. The picnic spots for lunch stops gave us the chance to natter and were not too invaded by the touching finger admirers. We saw potato grading and washing and an exhibition of handcrafts.

Night entertainment varied from yarning in front of log fires and baking the occasional spud therein, to hitting the night life high spots of nearby Robertson.

The Tour gave much please to the drivers and occupants of (by my count) 18 veterans, including 4 A.C.T. cars, and about 3 moderns. Thanks, Vic.

M.C.

E V E N T S

Saturday, 7th May, 1977 PRESENTATION NIGHT. See Social Corner.
Please return trophies by April Meeting to allow preparation for new winners.

Saturday, 14th-Saturday 21st May WESTERN TOUR.
Details elsewhere in magazine.

Sunday, 29th May, 1977 CVVTMC SWAP MEET.
Grace Bros., Chatswood.
Opens 8.30 a.m. Admission 50¢.

The Westfield Rally, scheduled for 4th and 5th June, has been put back to take advantage of daylight and warmer weather later in the year - dates to be advised.

June Outing Visit to Thirlmere Rail Museum, Sunday 5th June.
Assemble at Cross Roads Hotel 10.00 a.m. and proceed via Menangle.
Cars will be parked in the grounds - admission Adults \$1.00, Children 20¢. Barbecue facilities. Steam train ride Thirlmere-Buxton and return, Adults \$1.00, Children 50¢. Return to Green's Motorcade Museum for afternoon tea and inspection, \$1.00 admission, \$1.10 Devonshire Tea.

OTHER:

Sunday 1st May 1977 Invitation to join the Vintage Sports Car Club of Australia's run to Cherry Park.
Start 9.30 a.m. at Bull and Bush Hotel, Windsor Road and Seven Hills Road, Baulkham Hills. Admission to Cherry Park \$1.50 per car.

INFLATION IN THE CRYSTAL BALL

Here's a fearsome thought for students of inflation! If prices rise on average by 10 per cent every year, the following prices may well apply in 40 years' time (prices are currently rising at a rate of over 16 per cent a year).

A newspaper	\$2.70
A bottle of beer	\$22.50
A pound of butter	\$27.00
A haircut	\$90.00

What price a car!!

THE 1977 VCCA NSW WESTERN TOUR

The itinerary now (subject to minor alterations only if local information makes these desirable) is:

SATURDAY 14TH MAY

Start Millers Hotel, Prospect 9.30 a.m. We are to be at the KARINGAL VILLAGE, MOUNT PANORAMA, BATHURST by 2.30 p.m. to view the reconstructed goldmining area and films, so no morning tea or lunch stops have been scheduled to allow drivers to set their own pace and a cut lunch is suggested to save time. Also, since our accommodation is secure, it may be better to proceed to the Village direct before booking in at the Motel.

OVERNIGHT -- BATHURST MOTOR LODGE, DURHAM STREET, (MFA MOTEL), BATHURST.
'Phone: 063.31.2666

SUNDAY 15TH MAY

Start 9.00 a.m. and go to CARCOAR for morning tea and to view the historical bits and pieces. Continue on the Olympic Way to MANDURAMA then take the second street on the right (Silver Street) which leads to Mandurama Road and Canowindra. Proceed about 22 miles and watch for the sign on the right for our lunch stop. Our hosts are Margaret and Len Hamilton for a barbecue lunch. There will be a collection for food costs but BYO grog. After lunch you will be directed to a horse stud farm then continue to CANOWINDRA where the vehicles will be displayed at the local museum. (See following article.)

OVERNIGHT -- BLUE JACKET MOTEL, COWRA ROAD, CANOWINDRA.
'Phone: 063.4421 then ask for 594.

MONDAY 16TH MAY

To FORBES via EUGOWRA then sightseeing to be advised.

OVERNIGHT -- PLAINSMAN MOTOR INN, SHERIFF AND TEMPLAR STREETS, FORBES. (FLAG MOTEL)
'Phone: 068.52.2466

TUESDAY 17TH MAY

Sightseeing Forbes and overnight again at the Plainsman Motel.

WEDNESDAY 18TH MAY

To HARDEN via GRENFELL, YOUNG and WOMBAT.

OVERNIGHT -- HARDEN MOTEL, ALBURY STREET, HARDEN.
'Phone: 063.86.2377

(Continued on P.8....)

The 1977 VCCA NSW Western Tour (Continued)

THURSDAY 19TH MAY

To GOULBURN via BINALONG, BOWNING, YASS and GUNNING.

OVERNIGHT -- POST HOUSE MOTOR LODGE, HUME HIGHWAY, GOULBURN.

'Phone: 048.21.5666

FRIDAY 20TH MAY

Sightseeing Goulburn to be advised and overnight again at the Post House Motor Lodge.

SATURDAY 21ST MAY

Return home. Suggested detours if returning to Sydney:

Right off Hume Highway just past MARULAN then via WINGELLO, PENROSE, SUTTON FOREST, MOSS VALE, BOWRAL and rejoin the Highway at MITTAGONG. Left off Highway at sign COLO VALE about 5 miles past MITTAGONG then via THIRLMERE to PICTON where follow Highway about 400 metres only then right via DOUGLAS PARK and MENANGLE to CAMPBELLTOWN etc.

GENERAL

Please do not close up to less than 30 metres between your own and any leading vehicle.

Watch for traffic queues forming behind and pull over to let them get by. If deviating from the route advise Max Chapman, Bob Baxter or Frank Nissen beforehand.

In the event of a serious breakdown when in tail-end position, send a message on to the next overnight stop for any of the above-mentioned members.

VCCA members wishing to join in for sections only are very welcome and the overnight stops are listed for those who may wish to arrange privately for accommodation as the block bookings had to be closed on 1st April.

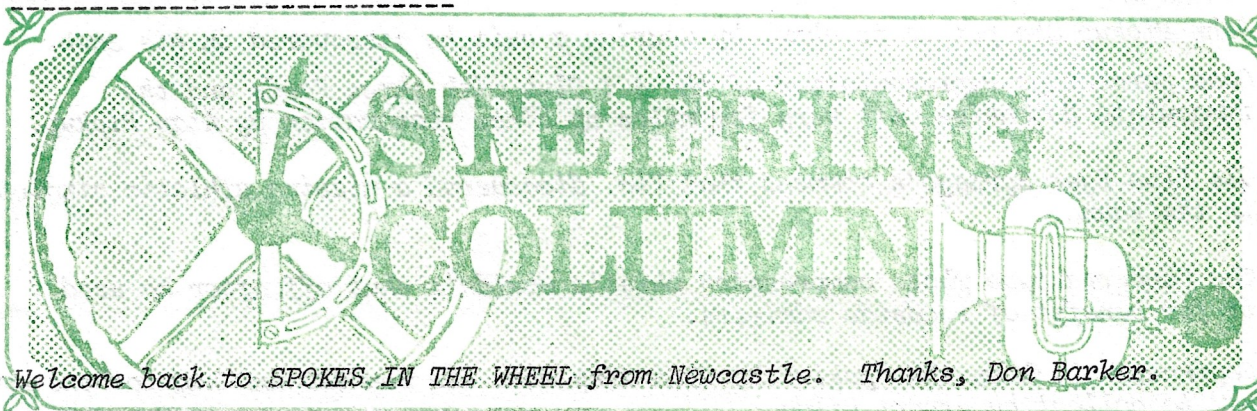
All sightseeing has not yet been finalised and we would welcome any chance to fraternise with members of country Clubs or branches of Clubs, whether by way of outings or meeting up for nattering in the evenings.

#

FROM THE CANOWINDA "NEWS" - WEDNESDAY 6TH APRIL, 1977:

"At the recent meeting of the Historical Society it was reported that some members of the Veteran Car Club will be passing through Canowindra on 15th May.

Inspection of these cars may be made at the Museum on that Sunday afternoon."



Welcome back to SPOKES IN THE WHEEL from Newcastle. Thanks, Don Barker.

Sad to say, Jim's Besa stopped with more than a passing fit of coughing on the Brighton Run - a broken crankshaft to blame.

True Club spirit shown by comparatively new member, Allen Blyth, who loaded Jack Hill's diff. troubled Sunbeam on his trailer at Leura and Jim's BSA at Brighton likewise and brought them home.

Does the Events Committee intend using Olive Jones' forecasting station to predict the weather for coming outings? Or is the device strictly for Reg's warning of approaching storms at Lakemba?

ON THE ROBERTSON TOUR -----

No hot potato for President Len because he didn't support the subsidy for the Tour.

The type who visited the Barn to Pickup a writer - a very early model typewriter. And other types who wished they had seen it first.

- George Roberts who:
- (a) Has flat tyres to see whether a Wolseley air system can re-inflate them, and
 - (b) Had a red face after barging into a room where the lady occupant was changing up or changing down - he didn't stay to ascertain the exact move though one would expect expert appraisal after reading his report on the Melbourne strip show.

Peter Kable's very eye-catching body on his Ford had its first run and little daughter Jane who seemed to be very happy after travelling in its comfort.

A mob of cows who stampeded when the Steers went by. Was the Wolseley and its dearth of oil responsible or did the occupants cause the fuss by singing or something? Could have been Saskatchewan accented.

Vic. begging for volunteers to brave the Fronty with him on Saturday, then the solution on Sunday when the renewed vigour after his sauna twisted and broke an axle before leaving the Hotel grounds. Is the car still under warrant?

The Canberra contingent who enjoyed heated seats in the dining room - the backs of their chairs about 2 feet from the front of the open fire.

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

John Pickup who put us to shame by wearing a suit he discovered in his case.

Good percentage representation of the ACT Club with three Fords and the immaculate Hotchkiss with very few miles up since restoration by Alan Pickup.

Ole Blue Eyes Spraggo's comment that Vic. discovered a missing athletic singlet in the sauna.

The Canberra type whose compression whistle wouldn't shut off after he used it for benefit of roadside admirers.

Beginner's luck on the "pokie" by Glad King when she won \$20 and had to be shown how to collect by expert Hilda.

A brace of Ford T's and not one seen boiling in spite of the hills - so now you know how cool it was.

#####

Where have all the Humbers gone?

Who reads SPIT AND POLISH? One wonders when, after two issues carrying information on FIVA and FIA, these bodies were referred to as obscure and unheard of continental organisations.

The collection for paraplegic athletes voted on at the last meeting may set a precedent - any comments?

#####

The other comedian present at the Concours - Stanley Holloway - spotted by Barbara McCarthy whose eyesight evidently has not dimmed by repeated application of the Vinot.

#####

LETTERS TO THE EDITOR

"Dear Sir,

Light Steam Power, to which George Green is a contributor, is a British magazine devoted to steam powered machines.

The following is an extract from this magazine, together with my comments, and relate to the Gardner-Serpollet steam car now owned by Jim Eisenhower.

GEO. A. ROBERTS"

(Continued on P.11.....)

Letters to the Editor (Continued)'A "KING" BY GARDNER-SERPOLLET

This very rare steam car has been carefully restored in Australia by Lucien Chabaud, who dates it as 1900. Scrutiny of a 1900 Gardner-Serpollet catalogue indicates resemblance to the "King" model of that year, so named since such a car had been supplied to H.M. King Edward VII. The Gardner-Serpollet steam carriages were awarded the Gold Medal at the Paris International Exhibition of 1900, other cars being supplied to H.M., The Shah of Persia, Prince of Croy-Solre, H.S.H. Prince Alexandre of Oldenbourg, The Marquis of St. Paul, Countess de Bearn, Prince Doria, H.S.H. Duke of Leuchtenberg, and Baron J. de Klopstein.

However, none of the 1900, 1901 or 1902 Gardner-Serpollet vehicles are shown with a finned tube, radiator type condenser in front of the windshield, though the 1902 models do show a horizontal tube condenser between the front dumb irons. None of the 1902 models show bodywork quite like that of the Australian car. Also all the cars of those three years have rear wheels of larger diameter than the front with mudguards (wings) suitably proportioned, and the style of the casing for the steam generator at the rear is quite different on the Australian car. A photograph of a 6 h.p. car of 1902-3, published in Vol. No. 7, 1950, shows a finned tube condenser all round the front in what appears to be a semi-circle and the bodywork is quite different with side doors for the rear compartment. All the wheels are of the same diameter and the running board with open chassis behind seems similar. Very puzzling. Perhaps the Australian vehicle has been modified during its long years. Whatever may be the date eventually verified, this early steam car is an historic vehicle ably restored by L. Chabaud.'

'The Editor,
Light Steam Power,
Kirk Michael,
ISLE OF MAN. GREAT BRITAIN.

Dear Sir,

My esteemed friend and associate in the veteran and vintage car movement, George Green, has asked that I comment on an article published in your news magazine "Light Steam Power", page 33, vol. XXV No. 1, under the heading A "KING" BY GARDNER-SERPOLLET.

The Gardner-Serpollet to which this article refers is now in the hands of Mr. Jim Eisenhower, its present owner, having been purchased from Lucien Chabaud in 1975.

Its reported history, briefly, some yet to be authenticated, is that the car initially was shipped from Paris to York, England, thence to Australia for use by the then French Consul in Sydney. It was sold by auction in 1906 and later travelled throughout the state of Queensland being put aside in 1918. Lucien Chabaud located the car on Prestwood Station in the Gulf of Carpentaria. Prestwood is a cattle station, located well off the beaten track, approximately 180 miles west-south-west of Cairns, Queensland's northernmost city.

(Continued on P.12.....)

Letters to the Editor (Continued)

'Perhaps, at this juncture, it may be of interest to add that in this general area although some 200 miles further south my brother located and recovered his 6 h.p. Gardner-Serpollet. The possibility of some previous connection of ownership between the two cars has not been overlooked, but more about this vehicle later.

At this point I wish to add my admiration to the former owner for his efforts in rescuing a very rare automobile in derelict condition from possible obscurity, the construction of new coachwork and wheels also assembly of the vehicle with the accent on assembly, but must comment that contrary to your expressed remarks, the car has not been ably restored and the photograph reproduced accompanying the article is none other than that of a non-functional, artistic, static show-piece.

I cannot vouch for the authenticity of its body design, styling and exotic paintwork but can confirm that its lines conform very closely with illustrations of the four passenger double phaeton as depicted on page 263 of the June 28, 1902 edition of this journal depicts the finned tube condenser, reference your article, quote (all round the front in what appears to be a semi-circle of the bodywork) unquote, but which is in fact the water tank.

It is possible that the original body was equipped with low set rear doors but due to the ravages of time and the elements, ably assisted by Australia's wood devouring termites (white ants) having removed all previous evidence, the present body was constructed less these components. This I cannot confirm but it should be remembered that many cars imported into Australia up to and including the early 1920's differed considerably in construction and specifications from their English and European counterparts. These cars were referred to as Colonial models. One very convincing example was the 15 h.p. Napier which had its engine installed in reverse and was thus cranked anti-clockwise. The object of this modification was to position the open flywheel above the front axle to protect it from obstructions common to the roads of the era.

Similarly a modification could well have been applied to this particular Gardner-Serpollet whereby the frontal condenser was fitted to improve both range and cooling in this vast area and in climatic conditions that apply close to the equator. Where this vehicle once operated, summer shade temperatures frequently exceed 120° F.

As to your query with regard to wheel diameters, all models illustrated in my subject data throughout 1902, from the 6 h.p. model upwards are depicted with identical wheel diameters, both front and rear. The Automotor Journal, page 296, July 5, 1902 description of chassis finalises with the following words, quote (all four wheels are alike. They are of the artillery type and are approximately 36 inches in diameter) unquote.

With regard to authentic dating of this vehicle, considerable research will be required and probably much assistance sought. There is no evidence other than the frontal condenser to suggest this vehicle's modification to improved standards during its operative lifetime. Examination of major components, e.g. motor, valves, pumps, axle bearings etc. in fact suggests the contrary. The very informative and specific data written for the Automotor

(Continued on P.13.....)

Letters to the Editor (Continued)

'Journal throughout 1902 confirms their pre-1902 manufacture. However I do not have a copy of the 1900 Gardner-Serpollet catalogue to which you refer. Its existence is most interesting.

I believe Lucien Chabaud based his 1900 dating assumption on the fact that the chassis frame is stamped 1899 and the motor 1900.

In the capable hands of its present owner, Jim Eisenhauer, the car is currently being fully restored both mechanically and coachwork in preparation for the Australian 1978 International Veteran and Vintage Motor Rally. This includes replacement of all tubing and couplings in the steam generator and throughout the system. Presently the motor cylinders are being resleeved to the original bore dimensions, 82mm, while die-nuts and taps are being made to return all threads to the old metric standards. A new block type, final drive chain is in process of manufacture and all springs reset and their shackles replaced. Alignment of both front and rear axles is necessary to cause the vehicles to be steered in both directions. Bodywise the upholstery will be replaced with leather and trimmed to a suitable pattern to fit the period.

Hopefully this car will lead the field of 450 entries in the April 1978 1,000 mile tour referred to above.

Further to my brother's 6 h.p. model, this car is fitted with buggy-type, solid rubber tyred wheels all round but with larger diameter rear wheels. The body style is vis-a-vis with central driver control and a vertical steering column. The base and shape of the front seat is in fact the water tank, while the condenser, a two bank brass tubes and manifold assembly, is mounted longitudinally beneath the chassis. When found this condenser had been removed from the car and was located at the bottom of the stairs leading up to the verandah of the homestead. It had been in use for many years as a mud scraper from the boots of the occupants. This car is virtually complete and awaits restoration.

The remains of three additional Gardner-Serpollets are known to exist in this country and have been sighted by the writer. Two of the three were stripped of their chassis frames many years ago and the channel steel used for other purposes. They comprise a 6 h.p. model and a twin, both motors being complete but of the latter motor and model vehicle I have no data. It is branded Gardner-Serpollet not Serpollet only.

Of the third vehicle only the axles, wheels and some small components remain. Their dimensions particularly the large sprocket wheel attached to the rear axle suggest a 12 h.p. model.

I hope I have been instrumental in correcting any mistaken impressions of the "King" vehicle if such it is and have provided some information of Gardner-Serpollet activities in Australia.

Yours faithfully,

GEO. A. ROBERTS

Research Historian,
V.C.C.A. N.S.W.'

Letters to the Editor (Continued)

"Dear Editor,

In our club hall, high above the president's chair, we have a V.C.C.A. sign and its wording 'dedicated to the preservation and restoration of veteran cars'. This is the basis of our foundation, our current constitution and, specifically in New South Wales, I think should remain so. We have demonstrated our co-operation towards the vintage and post-vintage sections of the movement by being an active member of the C.V.V.T.M.C., supporting the formation of the Federation of Vintage Car Clubs, letting our hall to all clubs regardless of the make or category of vehicle they cater for. We have also assisted our Federal Body in the promotion of International Rallies which have been, and are, open to all classes of historic vehicles. I don't think we have to demonstrate beyond this point our favour of the vintage era, but we do have to retain our own being and continue to preserve the objects for which the V.C.C.A. (N.S.W.) was formed.

Unlike some of our contemporaries in other States of Australia, New South Wales has several clubs which cater for vintage interests, some of these clubs have been around for years, and they have not lost us much in membership. It would appear to me that the one-make clubs which have sprung up around and in Sydney during more recent years have lost us some active members, but not necessarily lost us financial members. One last point, our Federal Body which is the F.I.V.A. representative in Australia must, to follow its representation to the letter, recognize all classics on F.I.V.A.'s recommended list of cars which now covers 1946-1956. I pose the question that if we do open our doors to the vintage owners then we would of consequence, perhaps, need to open our door beyond 1930, in fact, up to 1956 on a restricted basis. How far do we go? I feel, until some radical change takes place in our State, that the V.C.C.A. (N.S.W.) should continue to fraternize with all as we have done in the past, invite clubs of similar interest to our events (perhaps even Katoomba), but otherwise leave things just as they are.

Yours truly,

VAL CROSS."

"The Editor,

Further to the debate, whether to admit vintage cars to the Veteran Car Club N.S.W.

May I first remind members of one historical fact, that is - the Veteran Car Club N.S.W. was formed by a handful of enthusiasts as a breakaway from the Vintage Sports Car Club. Why? ---- The V.S.C.C. failed to put on events suitable for Veteran cars!

With the above facts in mind, I can assure you that the veteran car enthusiasts will find themselves in the same position, should vintage cars be admitted. But let us think positive, clear the air and keep the Veteran Car Club N.S.W. for Veteran Cars.

BEN BRONK.

P.S. If there are any frustrated vintage car cranks, that want a club to run family type events, let us get together and start one but not at the expense of the Veteran Car Club N.S.W. B.B."

Letters to the Editor (Continued)

"Dear Sir,

Our Club was formed to nurture vehicles of a specific era. This principle has been adhered to for only one generation - so far! That is still within the memory and activity of original members who, in the main, still use their vehicles to enjoy events, and are thus keeping their Club alive.

Any alterations to the ideals of the Club after twenty years will start a vogue for further switches of policy, the second prospective switch could probably then take place after ten years. Change will become such a pattern of Club policy that the third switch will probably be within the next five to seven years, and so on.

As the later, much younger vehicles proliferate and take charge of the scene, the veterans will remain exclusive without any attempt on their part to do so, the main reason being that on average speed alone they will be unable to join in most activities, so that they will drag behind in the programmed events, and will in consequence decide to break away from the then 'big, bright' club, and will again form up as an exclusive club within their own original club, and will start a breakaway movement, just as was done twenty odd years ago at the Sporting Car Club.

It would appear, on these facts, to be just about as successful as the Muslims endeavouring to join the Baptists! It just would not work.

A switch of policy, or the inclusion of some other lines is quite feasible in business, as that is done to increase profits, but the subject being discussed here is a hobby, not a business. Quite a different story. If we are to remain true to our vehicles and retain our admiration of them, let us do the same thing with our Club.

We can, with sarcasm, pleasure, or humour - or even with sincerity! - keep in mind the words of wisdom (?) uttered on most of the V.C.C.A. (Vic.) stationery, namely DEMENTIA PRODEST (You have not got to be mad, but it helps). Let us remain true to our original ideals and not be deterred by the unfortunate spirit which seems to pervade the worldly scene at the moment, i.e., a rabid desire to change everything.

JIM SIMPSON"

FINDING THE MISSING "T"

Max:

Re your item SPIT AND POLISH re 1918 T motor.

Yes, I did get the motor back thanks to the keen eye of Bill Dudley. Bill notice a "T" motor on the back of a scrap dealer's truck in the St. Leonards area - a quick trip to the local scrap metal man and a few enquiries led me to a backyard full of old stoves, fridges etc. out at Willoughby and there sat the T in all its glory - with a bit of a struggle I managed to get it into the boot and then off home I went. Come to think of it, I never did see

Finding the Missing "T" (Continued)

the scrap man - I wonder if he has missed it yet.

BILL MAUNSELL

F O R T H E C O O K S

RUM SNOWBALL (Dorothy Steer's recipe as presented at the Progressive Dinner - a la Wolseley sheer delight.)

Line a well-greased spring form pan or cake tin with slices of Jam Swiss Roll (Dorothy uses 2 Tip Top rolls).

1 cup caster sugar
3 eggs
3 tablespoons rum
6 oz. butter
2 tablespoons coffee essence
 $\frac{1}{2}$ pint cream

Cream butter and sugar well. Add eggs one at a time, beating well after each is added. Fold in very slowly the coffee essence and rum. Place in the lined tin, then place in the freezer part of fridge for 2 hours. It can then be place in fridge until needed. Cover with whipped cream and decorate with chopped walnuts and grated chocolate, or otherwise according to taste.

PINEAPPLE RICE CREAM (Robyn Wards)

2/3 cup short grain rice	910g. (1 lb.13 oz.) can crushed pineapple
5 cups (1 $\frac{1}{4}$ litres) milk	2 $\frac{1}{2}$ cups cream
$\frac{1}{2}$ cup sugar	2 teaspoons vanilla

Wash rice. Bring milk to boil in saucepan, sprinkle in rice. When boiling, reduce heat and simmer, covered, over low heat 45 to 50 minutes or until milk has been absorbed. Remove from heat, add sugar and vanilla, cool. When cold, fold in drained pineapple and whipped cream. Refrigerate before serving. Serves 6 to 8. (This, and the following recipe are very easy and are very nice, so nice in fact that the Pineapple Rice Cream - which serves six - can be eaten in one night when Peter is around. R.W.)

RHUBARB SLICE (Robyn Wards)

500g. (1 lb.) rhubarb (approx. 12 sticks)	$\frac{1}{2}$ cup sugar, extra
1 cup sugar	$\frac{1}{2}$ teas. vanilla
2 teaspoons finely-chopped preserved ginger	2 eggs
2 lemon slices	2 cups self-raising flour
$\frac{1}{2}$ cup water	pinch salt
125g. (4 oz.) butter	$\frac{1}{4}$ teaspoon ground ginger
	$\frac{1}{2}$ cup milk.

Wash and trim rhubarb, cut into 1" pieces. Place in saucepan with sugar, ginger,

Rhubarb Slice (Continued)

lemon slices and water. Simmer until reduced to pulp, remove lemon slices, cool. Cream butter with extra sugar and vanilla until light and fluffy. Add eggs one at a time, beat well after each addition. Fold in combined sifted flour, salt and ground ginger alternately with milk. Spread half mixture into greased and greased-paper-lined 28cm x 18cm (11" x 7") lamington tin, top with cooled rhubarb mixture, then spread remaining batter over evenly. Bake in moderate oven 35 to 45 minutes or until cake is cooked and top is golden brown. Serve warm, cut into squares, with cream or custard. (Serves 6 to 8).

S O C I A L C O R N E RPRESENTATION NIGHT.

Drummoyne Bowling Club, 7th May, 7 o'clock start. \$6.50 per head. Sherries and Savouries, followed by 3-course meal - Music - Drinks from the Bar.

Must have money at April Meeting.

B.S.

SCENE SOCIALLY

Bob and Anne Baxter's daughter Julie had a very happy wedding - lots of space for other goodies now that Julie has moved to Queensland. Bob is thinking of starting up an upholstery business.

BACK ONE DECADE

From SPIT AND POLISH April, 1967.

There were 68 cars and 7 motor bikes on the Blue Mountains Rally. Arthur Garthon and the Events Committee set a new route - via Hawkesbury Lookout.

Bill Maunsell's "T" engine was recovered (see "Finding the Missing 'T'" Page 15).

Len Masser in Revs. and Backfires: "Wot I like most - the combination of open-doorless high-up veteran 2-seaters and mini skirts! Yow-ee!"

Concours d'Elegance: Ross Marshall - Talbot
Concours d'Etat: Bill East - Studebaker

HARD-LUCK

Saturday dawned fine after a week of rain; this must be a good omen, this must be the beginning of a mountains rally without HARD-LUCK.

We were away early, at the start on time and found our way to a delightful morning tea without problems. Luck continued to the lunch break and was with us all afternoon to Leura. There were no problems with the accommodation, a good night was had by all on Saturday evening and the Daimler started first turn on Sunday. This is it, I thought, no HARD-LUCK this year.

I had just finished stowing the luggage in the Daimler when Vanessa called out saying that Melanie had cut her head. HARD-LUCK, Melanie had a deep laceration above the right eye. A visitor, Graham, took her to Katoomba in his modern car for treatment and I followed later in the Daimler. Thanks Graham.

Lesley informed me that Melanie had been admitted for observation for the afternoon, HARD-LUCK, they would not be able to have lunch at Leura and how would we get home? The decision was quickly made, it would be too late to stay back with the Daimler and it would not be fair to Melanie to subject her to a rough ride in the back of the Daimler after her accident.

HARD-LUCK, I would also have to miss lunch and drive straight home and return in a modern car. I left Katoomba at 11.30 a.m. and called in at the lunch stop where the Godfreys offered to take Vanessa and William so I could make a quick dash to Sylvania. I jumped the lunch queue, grabbed a steak sandwich and was on my way. Everything went fine; I was about to descend Lapstone when, HARD-LUCK, I remembered that Lesley had the house and both car keys. What should I do? No problems, press on regardless, hot wire the ignition of the modern and away I go.

I arrived at Sylvania at 2 p.m. - good going. Was that the Daimler giving a sigh of relief? No, HARD-LUCK, a tube had just expired.

I broke into the garage, rolled Lesley's Holden down the drive and put the Daimler away. After finding wire to start the Charger more HARD-LUCK, I had forgotten the steering wheel lock. No problem, I'll go in the Holden. HARD-LUCK, it had a locking petrol cap and not much petrol. I tried to prise it off with a screwdriver but this was a truly thief-proof lock.

What to do? Only one neighbour appeared to be home so in I went, Veteran Cap in Hand. I explained my problem with neighbour, Robert. "I would like you to have my G.T. Falcon Billy but I had some HARD-LUCK," he said. "I had a late night and left the lights on and the battery is flat." Try as we would the big 351 C/I motor would not start on light jumper leads.

My luck changed when his wife, Marlene, said I could take her car and I was on my way. Two hours later I returned to Katoomba, the doctor was soon to arrive and give Melanie a clearance, we then had a quick run to the Godfreys to pick up Vanessa and William. What a surprise to find our dinner prepared for us, all we had to do was to put our feet under the table. Thanks Jack and Merryll.

(Continued on P.19.....)

HARD-LUCK (CONTINUED)

8.30 p.m. and the 1977 Mountain Rally was over, all home safe and reasonably sound, as usual some HARD-LUCK, but as always, a very enjoyable week-end.

BILL HARDMAN

A.C.T. VINTAGE MOTOR CLUB

(Formerly Vintage Drivers Club)

P R E S E N T S :

"AUTOJUMBLE 77"

Canberra Showground, Saturday, Sunday, 30th & 31st July, 1977.

Heated Pavilion

Display of Veteran, Vintage and Classic Cars,
old number plates and badges and Vintage Toys.

Huge variety of parts for swap and SALE.

Food and refreshments available all weekend.

Accommodation readily available at reasonable rates through
the Canberra Tourist Bureau.

The auction of parts and complete cars, some restored, will
be held on SUNDAY morning.

For list of cars for auction see the "Sydney Morning Herald"
Saturday, 23rd July, 1977.

"The President,
Veteran Car Club of Australia,

Dear Len:

Would you please pass on to the members heartfelt
thanks from Roley and myself for the floral tributes, cards and
'phone calls which have come to us after the recent death of my
mother, Eileen Sykes.

We ask that they accept this as our personal reply
to the many tributes which we have received. Sincerely,

JAN COULCHER."

H. FORD - CRUSADER

- by David L. Lewis, Professor of
Business History, The University
of Michigan

Of all Henry Ford's crusades, few were more entertaining - and steadfastly ignored by his fellow Americans - than those on dieting, health, longevity and reincarnation.

Many of Ford's efforts to publicize his views on these matters were sincere, for he was convinced that he knew how people could live so as to improve and conserve their health, and he fervently believed in reincarnation. But the auto king's flair for publicity probably prompted him to express certain of his "views" solely for newspaper consumption.

Ford had two general recipes for health: first, the avoidance of "poisons" such as cigarettes, chewing tobacco, rich foods and overeating in general; and second, the use of wholesome and particularly of nutritive foods.

Smoking was not sanctioned in Ford's plants until after his retirement. As for alcohol, the motor magnate repeatedly proclaimed that "brains and booze will not mix". In 1929 he declared that "if booze ever comes back to the United States, I am through with manufacturing". The statement was vigorously debated throughout the country, with most of the nation's press criticizing Ford's attitude. The Asbury Park (New Jersey) Press, with more insight than most newspapers, simply remarked, "The Detroit oracle accomplished his purpose. The story made the front page."

For years Ford claimed that Dearborn was dry and that no one who worked for him touched a drop. "We watch them as they come in. We smell their breaths." Actually, Dearborn was wide open, and in 1930 a New York World reporter counted 14 speakeasies in one block within sight of the Ford gates. As for smelling employees' breaths, the World pointed out that 100,000 men passed through the gates daily. The story was reprinted all over the country.

When Prohibition was repealed in 1933, many newspapers recalled Ford's earlier statements about closing his factories. Ford replied that Americans had profited by Prohibition, and that the government would find ways to deal with the liquor problem. Simultaneously, canny businessman Ford served beer to newsmen who attended a luncheon at his new-car press preview.

The industrialist's well-publicized dietary fancies varied almost from year to year. In 1920 he ate only stale bread; in 1922 he claimed that "chicken is fit only for hawks", in 1925 he said that starches and sweets were irreconcilable in the human system; in 1926 he regarded carrots as a cure-all, and ate a well-publicized dinner consisting of 14 carrot dishes, the same year he declared he was off fried salt pork and boiled potatoes; and in 1929 he decided that people should not eat anything until 1 p.m.

During the 1920's Ford advocated soybeans as a panacea, and ate meals consisting of only soybean derivatives and developed a soybean biscuit which he pressed upon his friends. During the 1940's, wheat became the "divine food", containing everything a man needed to remain healthy and live long.

(Continued on Page 21.....)

H. FORD - CRUSADER (CONTINUED)

When, as sometimes happened, Ford's theories were demolished by experiments, he would forget them and move on to new ones. At one point the industrialist contended that tiny sugar crystals acted like knives on human tissue. To prove his theory he put sugar crystals under a magnifying glass that he carried with him. "Yes, Mr. Ford, but look at this," said an employee as he put a drop of water on the crystals. They dissolved at once, to Ford's infuriation.

The manufacturer was cured of his wheat diet by an experiment on hogs. One litter was fed nothing but wheat grains for a week; another ordinary garbage. A few weeks later the "wheat" hogs were almost dead; the "garbage" ones were in normal health. Wheat was no longer the "divine food".

Ford also encouraged his friend, the great black scientist, George Washington Carver, to utilize edible weeds in making "grass sandwiches". Both Ford and Carver professed to like the vile-tasting sandwiches, but nobody else did. "It was like eating hay," recalled a Ford employee. One boy, asked if he would like to go on a picnic with Ford and others, replied staunchly: "Not if I have to eat another of those sandwiches." He didn't have to.

Ford frequently predicted that he would live to be 100 years old, and said that anyone would "live to 125 or 150 if he would keep the carbon out of his system." His prescription for longevity included exercise, and his photograph appeared frequently in the newspapers as he jogged along on foot or pedalled a bicycle.

Ford challenged scores of people, particularly reporters, to foot-races, and only the most fleet-footed could stay with him over 100 yards. The manufacturer was still racing when he was eighty years old. In 1943, after 46 year old columnist Drew Pearson questioned whether the government might not have to take over the Ford company because of Ford's failing health, the manufacturer, who only a few days before had bested several colleagues in a 75 yard dash, defended his physical condition and vowed: "I can lick him in any contest he suggests."

Pearson, admitting that "the last time I saw Henry Ford I confess that he looked like a formidable adversary", accepted the challenge - "with any vehicle, foot, bicycle or Model T Ford". The proposed contest quickly captured the public's imagination. Many newspaper and magazines ran photographs of Ford and Pearson "training" on bicycles.

Sentiment was overwhelmingly in Ford's favor. The Detroit Free Press suggested that if Pearson remained unsatisfied after Ford had beaten him in a footrace, bicycle or jumping contest, the industrialist would administer full satisfaction with "a good sound old-fashioned thrashing". Dr. Roy McClure, Ford's physician, also voice strong support for the motor magnate: "He can outwalk, outrun and outjump a fellow like Pearson any day in the week.....I doubt if Pearson could match him in any complete physical examination, to say nothing of the head."

Many cities offered to stage the contest to kick off bond drives and Red Cross or United Service Organization campaigns. Finally, Pearson, in a move for peace, backed down: "Henry Ford has certainly convinced me, and, I am sure, the Government, that despite his 80 years no one needs to worry about the energetic way he is running his war plants. My hat's off to him for his spunk."

(Continued on Page 22.....)

H. FORD - CRUSADER (CONTINUED)

Ford frequently stated to the press his belief in reincarnation. He claimed that he had accepted the theory as a young man, after reading a book entitled 'A Short View of Great Questions' by Orlando J. Smith. As proof of the validity of his thesis, Ford would cite a chicken's behaviour:

"When the automobile was new and one of them came down the road," he told an associate, "a chicken would run straight for home - and usually be killed. But today when a car comes along, a chicken will run for the nearest side of the road. That chicken has been hit in the ass in a previous life." This view and Ford's insistence that the body had a "queen-cell" which could never be destroyed naturally astounded many listeners. On the other hand, Ford often was quoted in the press regarding his religious activities and his belief in God and Jesus Christ.

Although Ford campaigned tirelessly in behalf of his theories, they were taken seriously by few people. Americans paid attention to him when it came to cars, manufacturing, farming and other topics he knew something about. But his views on dieting, health, longevity, and reincarnation, while amusing many, found few takers. Only the auto king's belief that exercise is a good recipe for improved health and longevity seems to have stood the test of time.

Ford himself lived 13 years past three score and 10, but alas, departed 17 years short of the 100 he had set as his goal.

* * * * *

CAR OF THE MONTH - BENZ

We know that Karl Benz and Gottlieb Daimler, without the knowledge of each other, were working simultaneously on the internal combustion engine.

At this point it is fair to state that Benz has been given the edge on Daimler, for the reason that he set out to build a "motor" vehicle, not a "motorised" vehicle. He virtually built a vehicle to carry a motor, whereas Daimler built a motor with which he powered existing horse-drawn carriages, and had to modify them to carry the power plant. Prior to this, he had put motors into boats, sleighs and fire engines.

The first Benz 'car' appeared in 1885, and had three wheels. It used both rear wheels for motive power, while the front one was used for steering and was controlled by a short handled tiller, working through a vertical steering column. The engine had a single horizontal cylinder with the crankshaft vertical, so that the flywheel also had of necessity to be horizontal.

It developed - wait for it! - 3/4 h.p. Incidentally, what is the h.p. of the well-known circular plated lawn mower? Anyway, it (The Benz) was capable of a thrilling 8 m.p.h.! Surprisingly, it had a water cooled engine, electric ignition, mechanically operated inlet valve and a differential gear. And all that in 1885! (How was it that in 1903 at least one other make sported a 'pig snorter' inlet valve?) The wheels of this vehicle were of heavy wire spokes, fitted to a solid rubber tyred semi-circular rim, very like those of the pennyfarthing bicycle.

(Continued on P.23.....)

Car of the Month - Benz (Continued)

Production over the next couple of years was small, and in 1888 he marketed an improved model with three wooden spoked wheels, and engine power was increased to an incredible 2 h.p. It was not till 1890 that Benz started to manufacture for specific orders. Actually the first four-wheeled vehicle was produced in 1893, and gloried in the name "Victoria". This model was really the world's first production motor car. Between the years 1885 and 1893 he built 69 cars, in 1894 it was 67 cars, in 1895 and 1896 the totals were 135 and 181 respectively.

The first horizontally opposed engine appeared in 1896, and in German language was called a Kontra-Motor. No mention is given of the attitude of the flywheel, and we can only assume that by now it would have been set vertically.

Pneumatic tyres were adopted in 1899 for the model named "Comfortable".

Benz reached the front line of car producers in 1899 by turning out 572 cars, followed in 1900 by 603 cars.

Being very conservative, Benz continued with his designs, which were by 1901 well out of the line of popular notions of what a car should look like, and sales fell back a bit. The successes that the Mercedes (Daimler) enjoyed got him thinking, and he evolved new construction principles. This re-assessment led to the "Parsifal" model in 1903. This had two cylinders up front, presumably the beforementioned horizontally opposed, and this was available with chain or cardan drive, and in a variety of h.p. A new 4-cylinder engine appeared in 1903, and was used in all subsequent models. Failing any advice on this engine, it can be assumed that it could now be an in-line type.

While this article deals with the Benz passenger vehicles mainly, it is of interest to note here that the firm got to producing "bigger, brighter and better" motors with which they had successes in trials, leading up to the 150 and 200 h.p. cars. In 1911 a 200 h.p. Blitz Benz, from a flying start, covered a mile at 140.8 m.p.h. You may know that the word "Blitzer" means "lightnings". Remember the Blitz Krieg in the second world war? It was a method of attack likened to a "lightning strike".

In the four years preceding the first World War (1910-1914) they widened their range considerably, from 2 litres 8/20 h.p. to 10 litres 39/100 h.p., each with side valves and shaft drive. What must have been the private car with the most massive engine at the time, was a 22 litre 200 h.p. model, yet, with all this apparent advancement, it alone was fitted with a chain drive!

The first six cylinder Benz appeared in 1914, and was a 6.5 litre of 25/65 h.p. A type developed during the war, a 4-cylinder 1540 c.c. of 6/18 h.p. was marketed in 1918.

* * * * *

NOTE: See Page 25 - advertisement for HOWARD HUGHES. After 2½ years restoration is complete awaiting engine as mentioned in the ad.

A further "Letter to the Editor":

"Dear Sir,

I will admit I am a bit late, I should have had this letter in for the March SPIT AND POLISH, on the subject of Vintage cars in the Veteran Car Club.

Who started this? Who suggested this? Wouldn't the Vintage Car Clubs accept them?

As Jack Dance pointed out, what would happen to our traditional "Blue Mountains Rally" if the biggest percentage were Vintage? It is our own "London-to-Brighton" Tour. I have attended four of these Blue Mountains Ra llies and will attend a lot more, but not drive 500 miles in a Veteran just to see cars I can see in country clubs. Don't get me wrong, there is nothing wrong with Vintage cars, they too are beautiful in their own way. I have two of them, but our Veterans are the grand-daddies of them all. Let us keep at least one Club for them, a Club to be proud to be a member, "The Veteran Car Club of Australia".

If Vintage were admitted we would have to change our Constitution. Our name would not be right. Think members, there would be no Veteran Car Club of Australia, as it stands today.

As Paul Butler points out, "a person buying a 1918 model, but finding that it is actually several years later, will be removed from full membership for reasons beyond his control" - beyond his control? Should he not have checked it first? But if a mistake was made, well join a Vintage Club.

That is my personal view, members. As I said, I love to drive a Veteran over 500 miles, just to see the other Veterans each year at the Blue Mountains Rally, but if half of them were Vintage I would stay home and see our own Club's cars, as we have about 12 or 13 veterans, not all restored.

So please record my vote as a NO for the entry of Vintage cars into the Club that is as it's name implies - "The Veteran Car Club of Australia (N.S.W.)"

I was just talking to Bob Winwood-Smith (E.M.F.); he would like his vote a definite NO also.

Thanking you,

Yours,

JOHN SMITH.

72 Brisbane Street, Dubbo. 2830."

* * * * *

ADVERTISEMENT S

FOR SWAP: Many Vintage T Ford parts, also 1910 Renault engine, less mags. and Carby, for 1909 "Big Twin" Renault Engine, any condition.

JOHN SMITH,
72 Brisbane St., Dubbo. 2830

Advertisements (Continued)FOR SALE: 1918 Model "T" Ford (Unrestored).

1923 Model "T" Ford Roadster (Unrestored).

- B. KING,

Lot 48, Nepean St., Douglas Park. 2569
046.32.7269FREE: 1 1915 or 1916 Chev. Rear Wheel b.e. 12 spokeFOR SALE: 2 Veteran Speedos

1 x 6 cylinder magn. Lucas

2 x 4 " " Bosch/Lucas

1 x 2 " " ?

2 x 1 " " 1 Bosch; 1 ? v. old

- MR. HUNTLEY

(Bus.) 648.1982

(Home) 630.8223

WANTED - TO HELP COMPLETE RESTORATION:

Brass bodied DU4 Magneto

- D. BERTHON,
639.0603 (H)WANTED: One Headlight Glass to suit Dodge - Veteran or Vintage- BOB MC CARTHY
798.6941WANTED: Good 875 x 105 b.e. tyres- BILL EAST,
48 Brown St., St. Peters. 519.6376FOR SALE: Lady's leather battle jacket type coat worn once - size 10 SXSSW fitting - waist length - zipper front - light brown colour - cost \$120.00 - best offer. Good for veteran cars.

For information:

- HILDA SHEEN,
42.4198WANTED: Goodyear 30 x 3½ b.e. tyres. Need at least one to keep car mobile. Will buy, swap or exchange for new tyres.- PETER KABLE,
579.6942WANTED: Engine, or any engine parts to suit 1906, 4-cyl. Ford.

Also, Speedo gear set - type which fits front wheel. Any make.

As an aid to identification, the engine is fitted with a vaned fly-wheel, on the FRONT, and the cylinders are cast in two pairs of two, and they are bolted to an almost round aluminium crankcase.

This has 2 large inspection plates on l.h. side. Only items in whole assembly which resemble a "T" are the manifolds, however these are mounted on l.h. side of engine. Whole engine in many ways closely resembles a 1908-1912 Hupmobile 20" engine. - HOWARD HUGHES, Box 99, P.O. Ballina. 2478.

SPOKES IN THE WHEELNEWSLETTER OF VCCA (NSW) NEWCASTLE BRANCH - MARCH 1977 ISSUE.EDITORIAL

The voice of Newcastle Branch members has not been officially recorded for some time. However, an Annual Meeting heralding a new branch year makes it timely for "Spokes in the Wheel" to reappear as a section of SPIT AND POLISH.

It was not expected that a subject like vintage cars would be topical at this time in this club but it is. Clearly the majority of members view with distaste the thought of other than veteran cars being eligible for membership of VCCA (NSW). They make the good point that already an excellent liaison exists between the various car clubs and believe this to be a most successful arrangement. Put another way a brief encounter is always more interesting than a fixed arrangement which quickly loses its lustre.

Probably the most significant key to the overall success and stability of VCCA (NSW) is the single-mindedness of its character. It could be said the same applies to any club. Fragment its thinking and you fragment its strength of character. Divide its interests and you divide the club - before breaking it.

This subject has come up before and will come up again but as in the past common sense will prevail. To those in any doubt vintage cars is not even the point. The real point is the precedent created which inevitably could extend membership in any direction, even beyond cars. This is not alarmist but a logical fact and a cold and sobering thought.

- DON BARKER.

Chairman's Message

Our Annual General Meeting in February resulted in several changes in our office-bearers. Whilst we all appreciate the efforts and responsibility of those who are continuously re-elected it is a sign of a healthy club when other members are available and willing to take up these responsibilities. I take this opportunity of passing, on behalf of all members, a vote of thanks to the previous executive and committee for their conscientious efforts and most importantly their spirit of clubmanship.

Don Barker has once again initiated the publication of "Spokes in the Wheel" and we look forward to receiving many articles to assist in this publication.

In any organisation strength and progress must go hand in hand with change - provided of course that change is for betterment and ultimately survival of that organisation. This club has before it, at this moment, what must be the most vital and contentious issue in its history. I refer to a proposal to accept "Vintage" vehicles to our club. This is a matter which must be resolved by clear-headed appraisal of the long term result of such a proposal and not one to be clouded by emotional or short term prospects or self interest.

(Continued on P.27.....)

SPOKES IN THE WHEEL - CHAIRMAN'S MESSAGE (CONTINUED)

At the last two meetings of our Newcastle Branch it appeared that the overwhelming majority of our members were firmly of the opinion that a constitutional change to allow such vehicles to be included would not be acceptable.

However, should such a question get to the voting stage it would be resolved at the April Sydney Meeting. Therefore it is imperative that if you have firm convictions on the outcome of this amendment that you are physically present to record your vote.

- RAY THOMAS

1977 COMMITTEE

Office-bearers for 1977 are:	Ray Thomas	-	Chairman
	George Adams	-	Secretary
	Don Moffat	-	Treasurer
	Don Barker	-	Newsletter Editor
	Sandy Holmes	-	Auditor
	Max Burke		
	Ray Thomas		
	Bob Newman	-	Inspection Committee
	Peter Adams		
	Alan Dunlop		

PATERSON RIVER WEEKEND

Alan Dunlop's riverside property was the venue for the branch's main outing in February. Members camped Friday evening near the river for a weekend of perfect weather. Don Barker took his boat and busily ferried the happy people to and from the best swimming spots. (Most of them seemed to be Thomas's - there are so many of them.)

Saturday night was a pleasant mixture of comradeship, campfire and wine. Early Sunday morning Peter Adams persuaded Don and David Barker to go fishing downstream in the boat and presto! fresh mullet caught, cooked and eaten for breakfast within the hour - delicious!

Camp broke up Sunday afternoon, but not before we were entertained by the antics of the Dunlops and John Riley rounding up and/or riding frisky horses and contrary cows.

C L A S S I F I E D S (For sale or swap)

Standard Rhyl 8 h.p. unrestored and incomplete.

De Dion Bouton 4-cylinder - unrestored and incomplete.

Ford T - unrestored and incomplete.

- RAY THOMAS,
37 Clarence Road,
Waratah. N.S.W.
68.3181 Home
61.1193 Business

SPOKES IN THE WHEEL - CLASSIFIEDS (CONTINUED)

FOR SALE - FORD MODEL T PARTS

1916 FORD - (unrestored)
1918 FORD - (unrestored)
1915, 1916, 1918 engine blocks
1913 Tail Lamp, Jno. Brown 115 (also pre-1913 lamp - rough)
30 x 3½ demountable rims
BOSCH Distributor
4 Ball Kingston Carburettor
Crown Wheel and Pinion
Aluminium inlet Manifold
Ford Generator drive for Veteran Motor
Many unusual accessories

ORIGINAL BOOKS:

"My Life & Work" - Henry Ford
"Greenfield Village" - 1938
"Ford Times" - 1916
Manuals, etc.

Contact: DON BARKER,
12 Myall Road,
Waratah. N.S.W. 2298

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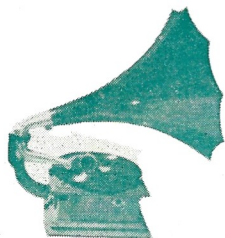
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