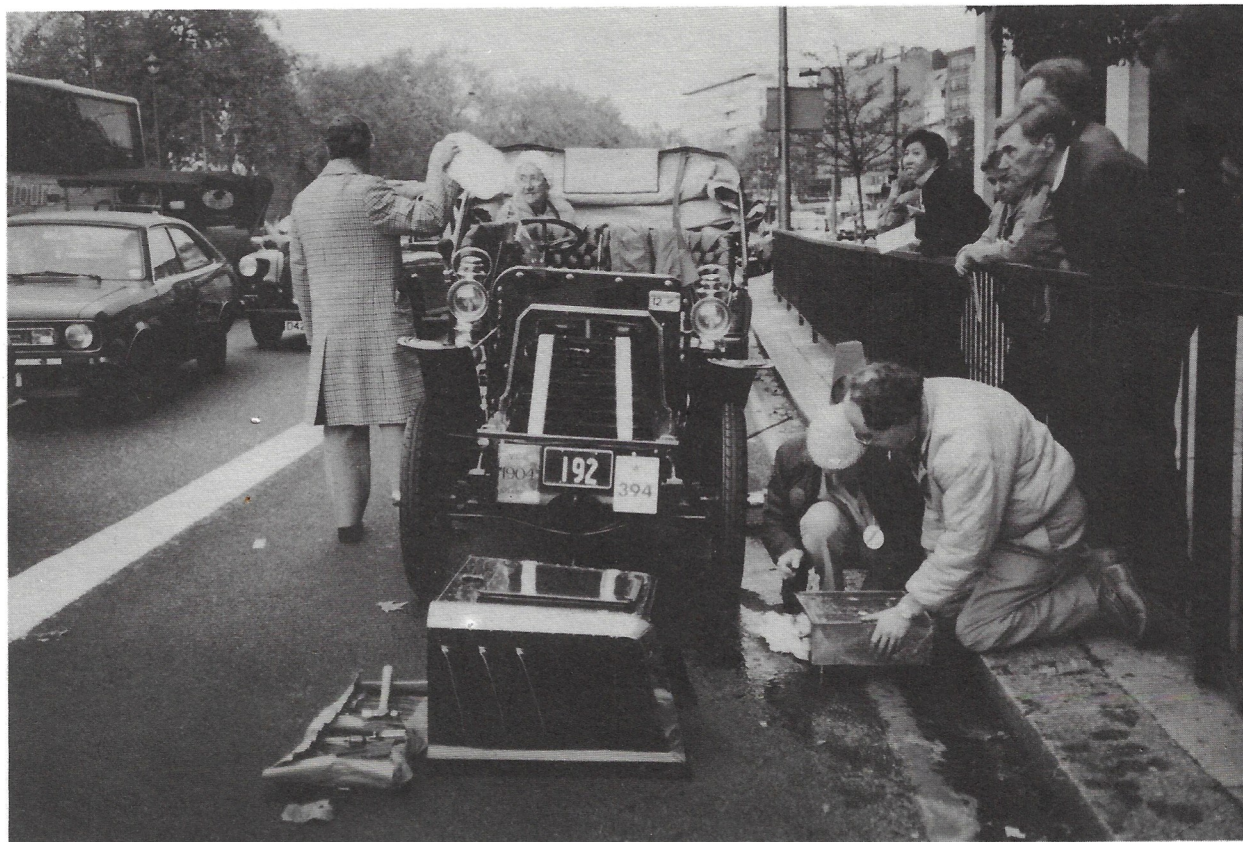


SPIT AND POLISH

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



Registered by Australia Post,
Publication No. NBH 1442



FEBRUARY, 1987

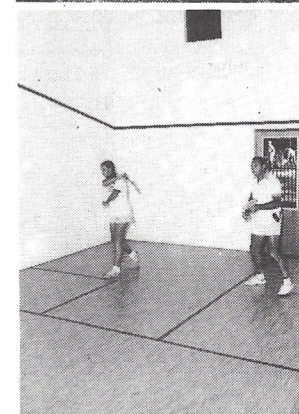
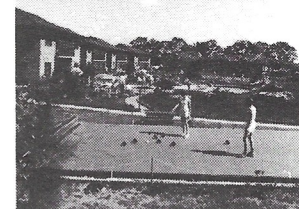
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Being a T-Ford man, Vic Jacobs is satisfied with nothing but the best. That's why he can confidently say

VACATION VILLAGE IS THE BEST OF ALL HOLIDAY RESORTS



Vacation Village at PORT MACQUARIE



A HOLIDAY LIFESTYLE - LIKE YOU'VE NEVER HAD BEFORE

Luxurious 11 square apartments, 2 air-conditioned bedrooms, 2 bathrooms
2 colour televisions, piped music, a superb kitchen with dishwasher,
microwave, 14 c.f. fridge and complete with appliances, dinnerware, linen,
etc. for a family of 6.

FACILITIES TO MAKE EVERY HOLIDAY COMPLETE

2 Tennis Courts	Squash court	Children's play area
Sauna	Hot spa	Fleet of Bicycles
Chip n' putt golf green	Gymnasium	Table Tennis
Golf & Cricket Nets	Billiards	Shuffle Board Court

Even a full-size all-weather bowling rink!

A Heated Pool - swim 52 weeks of the year!

All facilities and equipment supplied free of charge.

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

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

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

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

There is more to tell you about this wonderful resort and, as James Packard might have said in these circumstances.....

"Ask the family who has been there!"

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

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



SPIT AND POLISH

Newsletter of the Veteran Car Club of Australia (N.S.W.)

Volume XXVIII No. 7

February 1987

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Other Veteran Car Clubs have permission to copy

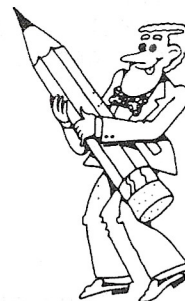
The next meeting of the Veteran Car Club of Australia (N.S.W.) will be held in the Clubrooms, 134 Queens Road, Five Dock at 7.45 p.m. on THURSDAY, FEBRUARY 26, 1987.

The meeting will be followed by an illustrated lecture on veteran and vintage gear boxes by Barry Perdriau.

COVER PHOTO: George Roberts and Malcolm Johns desperately trying to mend the Speedwell's radiator on the London-to-Brighton Rally.

EDITORIAL

Under my continuing program of chasing veteran Rovers, I have uncovered the descendant of Mr James O. Key, listed in the 1916 Registration Records as the owner of a "Rover 18/20", actually a Rover 18 hp and probably a 1912 model. Noting that the telephone directory listed several Keys in Deepwater, I picked one at random and enclosed a stamped addressed envelope for the reply. Since only a couple of Rover 18 hp cars came to Australia out of a total production of only 200, any information would be invaluable. Here is the letter I received:



Dear Mr Moule,

I am the grandson of James Oliver Key of Deepwater. It was of great interest to hear about the old Rover car. I could not say it was a 18/20 but it was a big touring job, red in colour, two big brass carbide lights and a rubber horn, bulb type. The car was a right hand gear shift on the outside. Old Jim used to have the hood down.

At the time, I remember going for a drive to get the mail and, coming back, oil was coming up through the floor, from what part I don't know.

My grandfather would have bought the car in Glen Innes. Could have been Dufty Motors as my uncles had two of the first Chevy cars in the district.

My grandfather owned two properties and also found three of the best molybdenum mines in Australia when it was worth 600 pounds per ton, 600 pounds per day.

What happened to the car I don't know. It was sold in about 1919 and it was only about four or five years old at the time. James Oliver would have bought the car when his sons went to the 1914-18 War.

The car had big wheels - I would think 30" beaded edge type. I'm sorry I don't have a photograph of the car.

Thanking you for your letter.

Yours faithfully,

Alexander Key

Interesting about the oil coming through the floor! I know the feeling well: it's called a clutch running in oil (until it runs out of oil). The characteristic oil stain of the side valances of my Twelve will now be defended on the grounds of originality!

And for those members who haven't heard where Glen Innes is,

GLEN INNES IS NEXT TO GODLINESS.

EDITOR

CALENDAR OF EVENTS



MARCH

- Sunday 15 Annual Veteran & Vintage Display Day,
Gledswood Winery. See page 4.
- Sat/Sun 21, 22 1 & 2 Cylinder Rally, Maitland.
Details John Simmons, 78 2663
- Saturday 28 St. George Great Train Parade
- Sunday 29 The Great Huff and Puff Tour - Waterfall
to Hurstville
Details Arthur Garthon, 579 4388

APRIL

- Sunday 5 Vic Jacobs/Arthur Garthon Charity Day
See page 4.
Details Vic Jacobs, 9222 999; 922 1535
Arthur Garthon, 579 4388
- Thurs. 16 to
Tues. 21 Council of Country Antique Motor Clubs
21st Anniversary Easter Rally 1987
- Fri. 17 to
Mon. 20 Newcastle Branch Easter Tour

MAY

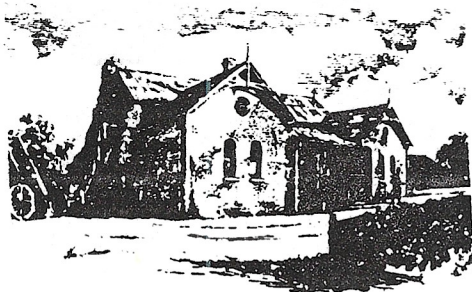
- Fri. 15 to
Sun. 17 "Havachat" Weekend, Ranelagh House,
Robertson
- Sat. 30 Presentation Dinner
V C C A Club Rooms, Five Dock

A health food shop sells prune juice at 24 cents per bottle. The juice costs 10 cents more than the bottle, on which a refund is paid. How many bottles must a customer return to cover the cost of one full bottle? (Think "whole truth")

ANNUAL VETERAN & VINTAGE DISPLAY DAY

GLEDSWOOD WINERY

SUNDAY 15TH MARCH



GATES OPEN 8 a.m.

Open to all vehicles manufactured prior to 1st January, 1931.

Admission \$3 per vehicle

Further information from Ben Bronk, 624 8224

CRIPPLED CHILDREN'S OUTING

Veteran Car Club - Vaucluse Lions Club - Hurstville Rotary Club

SUNDAY 5TH APRIL, 1987

Lunch Venue - Connells Bay Reserve

A most rewarding and enjoyable day helping someone less fortunate than oneself.

PLEASE KEEP THIS DAY FREE

M-I-N-D-S-T-R-E-T-C-H-E-R

Solution to No. 58

A hole.

WHOLE TRUTH?

No. 59

EMPTY BOTTLES

A health food shop sells prune juice at 24 cents per bottle. The juice costs 20 cents more than the bottle, on which a refund is paid. How many empties must a customer return to cover the cost of one full bottle? (Think carefully!)

New Members (Cont'd)

W.J. (BILL) SEWART
35 Coleraine Street
FAIRFIELD 2165
727 7646

Membership No. 822 (F)

1909 B & B J.A.P. Solo Motor Cycle

2. Changes of Address

ALAN BLEVINS
No. 6 Fishermans Walk
Cnr Fishermans Walk & The Anchorage
HAWKS NEST NSW 2324

R.C. DONNELLEY
P.O. Box 188
TERRY HILLS 2084

Membership No. 755

JIM SANDY
C/- James Glen Pty Ltd
2 Wood Street
TEMPE NSW 2044

Membership No. 537

R.M. WILLIAMS
Unit 7/8-10 Wolseley Street
DRUMMOYNE NSW 2047

Membership No. 46

JIM REDMAN
48 Hargraves Street
PADDINGTON NSW 2021

Membership No. 714 (F)

ROBERT ERNEST WILSON
19 Rodney Road
MOUNT VINCENT NSW 2323

Membership No. 750 (F)

DAVID MANHART
65 Eurelia Road
BUXTON NSW 2571
(046) 819 327

Membership No. 474 (F)

3. Resignations

IAN McEACHERN

Membership No. 625

4. Transfers

PETER F.J. ROLFE
73 Fern Avenue
CAMPBELLTOWN NSW 2560
(B) 602 6699

Membership No. 816 (F) (From Associate)

1914 Ford 'T' Tourer

PHILLIP HOBSON
16 Fiona Road
BEECROFT NSW 2119
84 3857

Transfer from Junior to Full M'ship

1914 Precision Motor Cycle

AUSTRALIAN CONTINGENT - LONDON TO BRIGHTON RUN 1986

The date was November 2, 1986, time 0730 hours, and an ever-increasing spread of water on the surface of Serpentine Road, Hyde Park, London, heralded trouble. In the eyes of the crew of Car No. 394, the immensity of that spillage from the Speedwell was only exceeded by the volume of waters of the nearby Serpentine itself - such was our introduction to the ninetieth anniversary of the London-to-Brighton Run on that otherwise bright Sunday morning.

Minutes earlier, led by Malcolm and Debbie Johns and supported by Ross Murray, Marie Heald and I, Malcolm had started his 1904 2 cyl. Speedwell in the underground car park, beneath Hyde Park, whilst we quickly deposited our bags in the tender car in expectation of a trouble-free run to Brighton. After six consecutive days of inclement weather, London had put on a cloudless day; the Run was expected to be the experience of a lifetime. "IT WAS!"

Nowhere else in the world can one be either involved or witness such an amalgamation of motor vehicles, built between 1886 and 1904, "the province of the automobile". This representative group may be seen as the nucleus of the design of the vehicles we accept as our major means of transport today, "the concept being basically unchanged". In all, more than 400 vehicles were entered into the event, 47 of which were built before the turn of the century and to add to this day of nostalgia, many drivers and their passengers were attired in period costume to match the occasion.

The 1986 being the centenary of the automobile, we were privileged to have, as the official No. 1 entry, the original 1.5 hp, one-cylinder, tube ignition car built by Gottlieb Daimler, one hundred years ago, also "for the first time" the Run espoused two No. 1 cars, the other being the 1886 one-cylinder 3/4 hp original Benz, from the archives of the Stuttgart Museum. These two cars are considered to be the forerunners in the production of the automobile.

Malcolm, with Debbie seated beside him and Marie in the rear compartment, departed from the car park to drive to the starting point, leaving Ross and I to walk the short distance, intending to return for the tender car after commencement of the Run. As we made our way, via the starting line, through the double row of competing cars parked on either side of Serpentine Road, we wished them well (members of our contingent: Keith and Kerry Wherry "1903 Oldsmobile", Bryan and Kay Inder "1903 Oldsmobile", John and Ann Simmons "1903 Napoleon") before reaching the Speedwell, by which time the bonnet was off and water could be seen running freely from somewhere between the rear of the water tank and the dashboard. The road was awash and the depth increasing by the minute, to saturate the loam beside the narrow strip of bitumen that seals Serpentine Road.

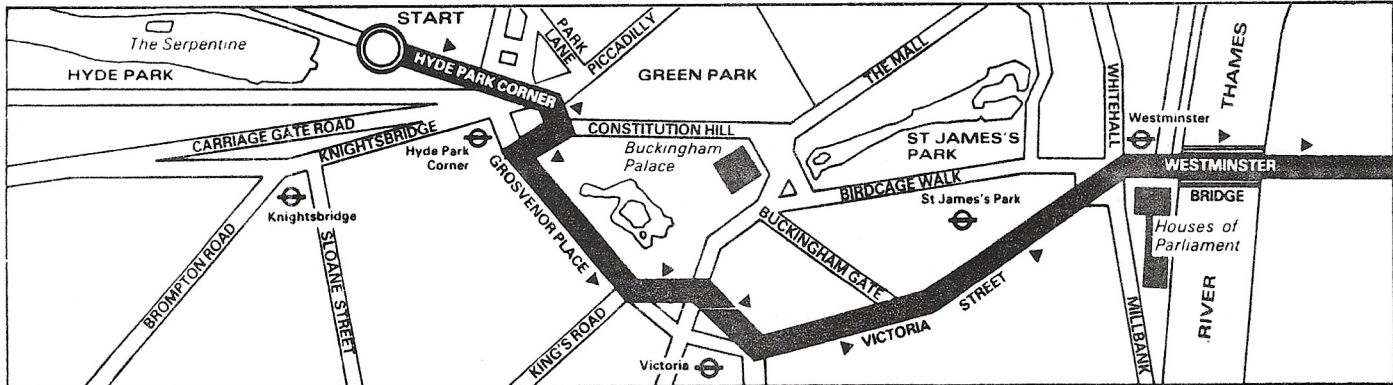
Stopped in our tracks by the look of dismay on Malcolm's face and the necessity to execute urgent repairs, our walk did not reach Max and Sandy Roberts, who were also in trouble with their 1904 Vauxhall, their entry number being further up the line.

The starting time closing rapidly, it was determined that the tank be filled to capacity to enable the car to cross the starting line and into Park Lane for an unscheduled stop, whilst Ross and I retraced our steps to the car park and the assistance the tender car could render.



Commemoration Run Route

SUNDAY 2ND NOVEMBER 1986



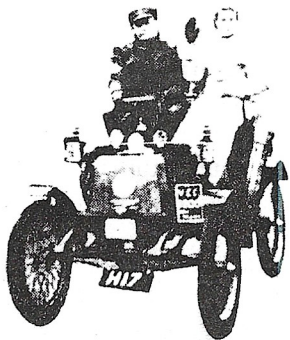
Start 8.00 a.m. The cars will assemble at the eastern end of the Serpentine Road in Hyde Park from about 7.00 a.m.

The Veterans are expected to pass the places listed between the times given but some may be later

Westminster Bridge	8.06-9.01 a.m.
Kennington Road	
Lambeth Town Hall	8.16-9.11 a.m.
Brixton Hill	
Streatham Station	8.22-9.17 a.m.
Norbury	
Thornton Heath Pond	8.31-9.26 a.m.
Croydon	8.44-9.39 a.m.
Coulsdon	
Merstham	

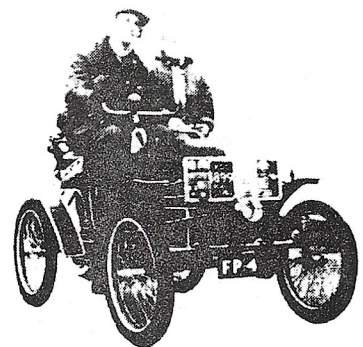
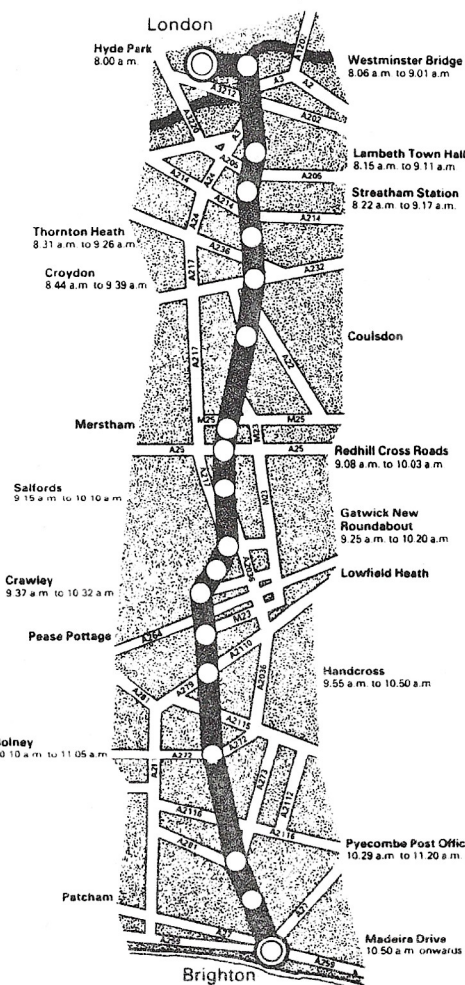
Redhill Cross Roads	9.08-10.03 a.m.
Salfores (RAC Box No. 267)	9.15-10.10 a.m.
Gatwick New Roundabout (North end of by-pass)	9.25-10.20 a.m.
Lowfield Heath (South end of by-pass)	
Crawley (North end of by-pass)	9.37-10.32 a.m.
Pease Pottage	
Handcross Cross Roads	9.55-10.50 a.m.
Bolney Cross Roads	10.10-11.05 a.m.
Pyecombe Post Office	10.29-11.20 a.m.
Patcham	
Brighton, The Pylons	10.33-11.29 a.m.

Finish from 10.50 a.m. The first arrivals at Madeira Drive, Brighton, will be greeted by the Mayor of Brighton and presented with finishers' plaques.



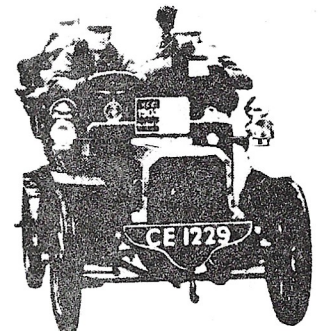
A 1900 New Orleans - representative of the English light car of the period.

A 1903 Albion - by one of the earliest Scottish car firms.



An 1899 Decauville - a regular entry.

A 1903 Gladiator - by a firm that originally made bicycles.



In the interim Malcolm had not been inactive, nor was a cantankerous engine to allow him to relax for most of the 56 miles separating London from Brighton. On our reaching the scene at the kerb in Park Lane he had removed the offending water tank from the car, a crowd of interested spectators had gathered and the evidence was before our eyes (a baffle rivet had detached itself from the lower rear surface of the tank to reveal a 3/16 inch hole). From the repair kit available a package of five-minute Araldite was extracted and this compound, together with pieces of light cardboard torn from an "Ian Irwin 1988 Castrol World Rally, Executive Director's card" became the medium that sealed the leak. Ian and Ida Irwin were taking photographs of the departing cars when Ross and I were returning on foot to the car park, hence the readily available business card.

Life's stumbling block (time) had, of course, already taken it's toll, but cheered on by the bystanders, Malcolm, Debbie and I took up our respective seats and we headed off for Brighton, via Westminster Bridge, with Ross and Marie following at a discreet distance in the tender car.

The bridge reached and crossed, it became evident that all was not well - the Speedwell was losing power and the cooling water, although filled to the brim and not leaking, was boiling. Relieved of my weight and the water replenished, the car motored on and did pass some other unfortunates in trouble by the roadside, but the pace was slow and with the hills, even slower, requiring muscle power from the tender crew to top the rise.

At one point, approaching Brighton, the Speedwell disappeared from view in a cloud of steam, to reappear still progressing slowly, it's occupants' clothing steam-cleaned by their mobile motorised laundry. Replenishing cooling water from a container whilst in motion, to save precious minutes is not an approved procedure!

The long delay executing repairs in Park Lane and a tired engine prevented arrival at the Pylons by 4.00 p.m., "the time limit". It was an equally tired crew that reach Brighton waterfront after dark and I'm not sure that the smile on the face of the driver was one of relief or success, but like all good sportsmen who fail to qualify, he declared he would try again.

The cocktail party at the Dorchester Hotel, Mayfair, on the evening preceding the Run and sponsored by Mercedes-Benz (with a replica of the 1886 Benz on display) saw a large reception area filled by participants and their entourage. There also Marie and I came face to face with Sir Leonard and Lady Southward from New Zealand, who had successfully entered their 1895 Benz.

To return to the Brighton scene, the multi-floor car park adjacent to the Metropole Hotel (our domicile for the night) was a refuge and security for many of the L to B cars and the facilities of the hotel a welcome haven and comfort for tired muscles and soiled hands; to quote an expression from my late father on arrival after a tiresome journey in the veteran era: "here we are, Home, Dry and Dirty".

The spirit of the event, however, was far from lost; in the lobby the smiling faces of the Wherrys, Inders and Simmons told their own story: they had made it to Brighton successfully, whilst ruefully and no doubt disappointed, but far from downhearted, Max and Sandy Roberts told their tale - their car had failed to start.

The event is in no sense a race. Actually it is not the driver who is first to finish who should be applauded, for he has probably motored down from London without incident. It is the unfortunate driver who encounters all the harassing troubles which can beset these early cars and who brings his stubborn veteran triumphantly to Brighton who deserves the encouragement and cheers of the thousands of spectators en route.

* * * * *

- GEORGE A. ROBERTS

.....

- JIM MOULE

COMBINED OUTING WITH NEWCASTLE BRANCH -JANUARY 17, 1987Kendall's Cottage - West Gosford

Judith and I drove up Saturday morning to Wyong to meet the others at Chairman Gorton's place. After tea and bickies we all headed down to West Gosford to meet the other Sydneysiders ?? John and Sue Wards and family were there relaxing under a nice tree. Barry and Judy Garth and boys, and Keith and Jean Carden had driven up in their moderns.

After lunch those who wanted to, went for a stroll thru' the cottage and the very well-presented museum.

Around 2.30 p.m. the party started to break up. Together with the Garths we returned to Wyong to continue the chin-wag and put on the nosebag. Around 7.30 p.m. we headed off home in the cool of the evening after a rather warm day.

To the Newcastle Branch members and organisers, many thanks for another good day's outing for the veterans.

- BARRY THEW

Those attending:

George Adams
John Riley
Peter Adams
Martin Sorenson
Nev Preston
Bob Newman
Graham Newman
Ray Thomas
Chris Duncan
John Ward
Barry Thew
Barry Garth
Keith Carden

Studebaker
Austro Daimler
F.N.
Oakland
Talbot
Talbot
Talbot
Renault
Paige
Ford 'T'
Hupmobile
Modern
Modern

o o

ODD BITS

To those individuals who follow interestedly at least the mention of Veteran Cars, it is not surprising that many reminders occur in odd parts of some newspapers. Very recently we saw the name Chadwick. This car was in production from 1904 to 1916. The 1908 racing cars had the distinction of being supercharged, this being the first recorded instance of this method of increasing power.

That entry may seem paltry, but the next name was Chandler. A good, big car, fitted at one stage (we believe) with their Pike's Peak Motor. If in doubt about Pike's Peak, ask Mossie. The Caddie has made short work of Pike's Peak.

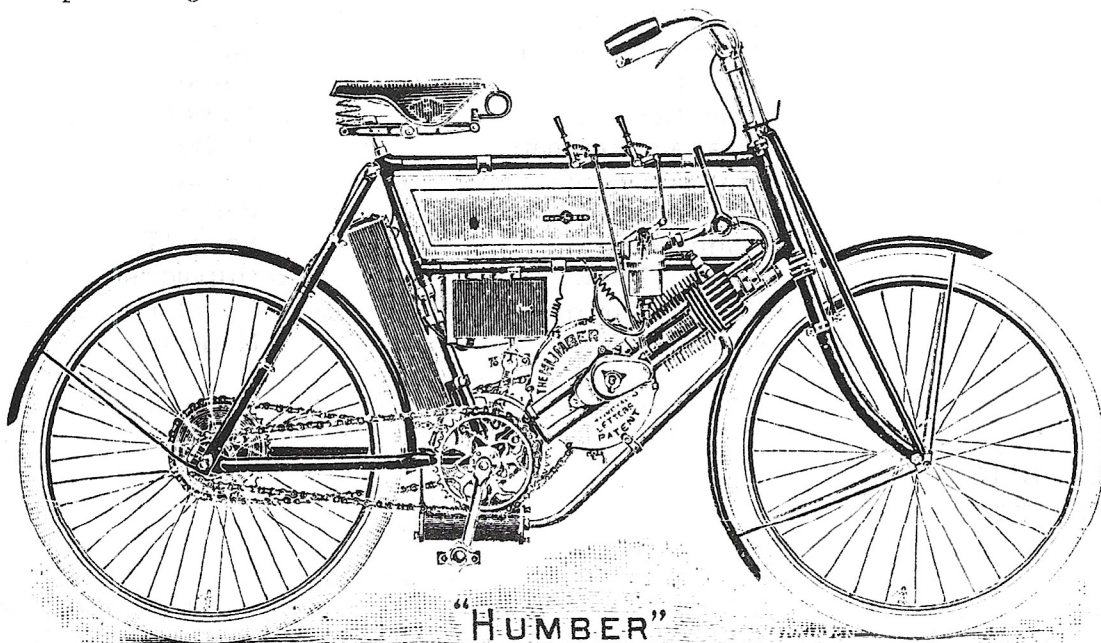
So that disposes of that, but - the same paper, in the same column, had occasion to print four more names the next day. They were Grant, Knox (remember Old Porcupine? Would George Roberts be good enough to describe?), Metz ('nuff said), and Pope (many members will recall Laurie Sykes and the Pope Tribune).

Other enlightening bits of information appear in other areas. Are there many members who saw, years ago, a roof in Sydney Sydney with the words "SHEEN'S CAR BOATS" blazoned along it in black letters? We were reminded of that when we read an announcement in which a Poll was mentioned - not a Gallup Poll, nor an Election Poll. And yet one might say that two people "elected" to marry have made a jolly good job of it. "November 1936" is impressive, but not as impressive as "50 years".

- JIM SIMPSON

.....

Our catalogue, giving complete specifications of each model, also full particulars of our Easy Payment System, for those who desire to so purchase, will be sent free on application to any of our works, depots or agents.



WANTED AND FOR SALE

WANTED TO BUY: 1914-15-16 T FORD TOURER - cash buyer. Willing to talk turkey.
MICHAEL SARKIS, 73 4664 or RON COX, 642 2885

WANTED: 1910/11 HUPMOBILE oil box, drive shaft, breeze carby, hub caps, gearbox or gears, 2 - 30 x 3½ non-demountable wheels or rims.
BARRY THEW, (02) 638 1155

WANTED ALL STATES: 760 x 90 B.E. rims or wire wheels, hub etc. Anything will help.
GEOFF SIMMONS, (02) 709 7530

FOR SALE: Demountable portable site office, approx. 6m x 3m - fully lined - always garaged - as used for temporary committee room. Inspect within club rooms. Best offer (reserve).
BOB BAXTER, 522 9661

FOR SALE: CLEMENT BAYARD circa 1910
- in excellent condition
- single seater
- currently unregistered
- now located in Sydney
- price \$20,000
Initial enquiries to:
RON ERRATT, (02) 958 4455

WANTED: Two globholders to suit C.A.V. headlights.
TERRY COOK, 888.7927

WANTED: Gearbox, oilbox, shock absorbers, 2 - 23" wheels - all to suit Model 20 Hupmobile.
5 - 19" disc or wire wheels to suit 1928-29 Hupmobile.
BARRY THEW, 638 1155

FOR SALE: Arthur Garthon is cleaning out his garage and a lot of good junk is available, such as Wolseley Jackall, various lamps, also 1925 Rover 14/45 in excellent order and a 1927 Rover 2-litre needing paint and trim.
ARTHUR GARTHON, 57 2740

WANTED: Early German dash instruments for 1921 BENZ.
MILES FELSTEAD, 90 5676

FOR SALE: The remains of a LAGONDA circa 1922 - about 55% complete. Offers around \$200.
MILES FELSTEAD, 90 5676

WANTED: Small English Smiths gas generator for CALCOTT.
NORM WAKEHAM, 80 2269

WANTED: 1. Starting handle to suit PHANTOM I ROLLS ROYCE.
2. 1 pair Juno Brown sidelamps, Model 100 for 1912 T MODEL FORD.
NEIL MARTIN, 632 5047

WANTED:

1 pair square brass sidelamps for 1911 STAR
JOHN GORTON, (043) 52 1528

ITEMS FOR SWAP:

CONNER MAGNETO (4CYL.) No. 13528. Made in Coventry
AUXILIARY AIR VALVE (Mosaire Patent) No. 24 with new Bowden control.

BOWDEN CONTROL (heavy type)

1914 BELSIZE SALES CATALOG

1912 HUMBER PARTS BOOK

FIAT HUBCAPS (3 different types)

AUTOCAR 1902 18th January

PLUS many Veteran M/Cycle parts

SWAP ANY OF THE ABOVE for Veteran M/Cycle parts or literature.

HOWARD BURROWS, 67 Greendale Road, Wallacia
(047) 738 560

FOR SALE - ALL STATES: 1911 STAR 15 hp. VCC dated. Mechanically complete, including radiator, some spares, front axle bearing replaced, differential reconditioned. Mft plate, door plates and dealer plate. Some mudguard suitable for patterns. Price is \$3,600.00.
R. BEESTON, 1 Coutts Street, Bulimba. 4171
(07) 395 5864

FOR SALE - ALL STATES: 1910 MODEL BK - 4 CYL. RENAULT. Mechanically restored throughout, new radiator, new tyres, new bonnet, front and rear tubs fitted. Requires rear doors, upholstery and painting. RENAULT LONDON advise only known survivor of this model.
Offers to:
S.W. HECKER, P.O. Box 38, Maryborough, 4650, Qld.

FOR SALE - ALL STATES: 1917 WILLYS OVERLAND TOURER. Restored. Full registration. 35 hp 4-cyl. 3.9 litre engine. Plenty of power and speed for rallies. Looks well in cherry red and black, with buttoned upholstery. Reliable and mechanically simple. Ideal for a first Veteran car. Price \$12,900.00.
G.R. SEYMOUR, No. 10 Lionheart Street, Forestdale, 4118, Q.
(07) 800 2767

FOR SALE - ALL STATES: 1910 RENAULT AX 2-cyl. Roadster, complete. Club Reg. (VCCA-NSW). Price is negotiable.
RON COX, (02) 642 2885

FOR SALE - ALL STATES: One Lucas gas generator (new - still in carton)
One Rushmore gas generator S.H. Good condition
One 8-inch Rushmore gas lamp (brass)
One 7-inch brass Rushmore gas lamp
One 500 x 19 Goodyear tyre - new
Various bits and pieces
OFFERS INVITED
COL PARKER, 106 Monaco Street, Florida Gardens,
Gold Coast, Qld. 4218
(075) 31 6454

FOR SALE - ALL STATES: 1917 MODEL 90 OVERLAND TOURER - immaculate original condition with new upholstery. Price negotiable, around \$12,000.00.

MRS. JEAN HOGAN, 40 Binni Creek Road, Cowra, N.S.W.
(063) 421 713

FOR SALE: 1918 FORD T TOURER fully restored. Date certificate. Very good condition throughout. English oak wheels. Maroon and black body. Reliable rally car. Some spares. \$10,500.00.
RAY REEVES, (03) 751 1638

FOR SALE: VETERAN ROLLS ROYCE radiator, 22 inch core. Good condition.
IAN IRWIN, (062) 816 925

FOR SALE: FORD T front axle with wheels and tyres in good condition, round spokes, steel felloes and balloon tyres.
H. EDWARDS, no. 80 Majura Avenue, Ainslie. A.C.T.
(062) 488 649

WANTED: ELECTRICAL PARTS FOR 1912 CADILLAC.
(068) 643 263

WANTED: To complete a very original restoration of a 24 hp PANHARD LEVASSOR 1906/07:
Steering wheel. Alloy casting with timber sections on rim. Manette Control, fixed in the centre of the steering wheel - appears like motor cycle twist grip controls.
Krebs No. 3 Carburettor, any parts or information concerning jets or choke sizes and mechanical or hydraulic governor to suit.
MURRAY LINDNER, 6 Alcheringa Drive, Rostrevor. S.A. 5073
(08) 337 8363

FOR SALE: 1915 HUPMOBILE K MODEL, chassis, all mechanicals and wheels, tyres, fire wall, as new radiator, no seat tubs or doors. Motor is free and can be turned over. ALL STATES PLEASE.
KEN THOMPSON, C/- State School, Magnetic Island, Qld. 4810
(077) 785 750

FOR SALE: TALBOT, large and powerful 'N' type, 20.1 hp, 95% complete. Chassis unrestored. Motor fitted with rare Bosch magneto and distributor system which was a factory-fitted option. Some spares and pair of large Lucas kerosene sidelamps. 284 Talbots of this model were made between 1910 and 1912. Car when new delivered to Perth WA agent for Clement-Talbot. Price \$3,500.00
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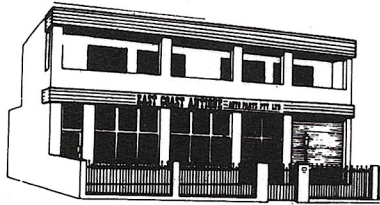
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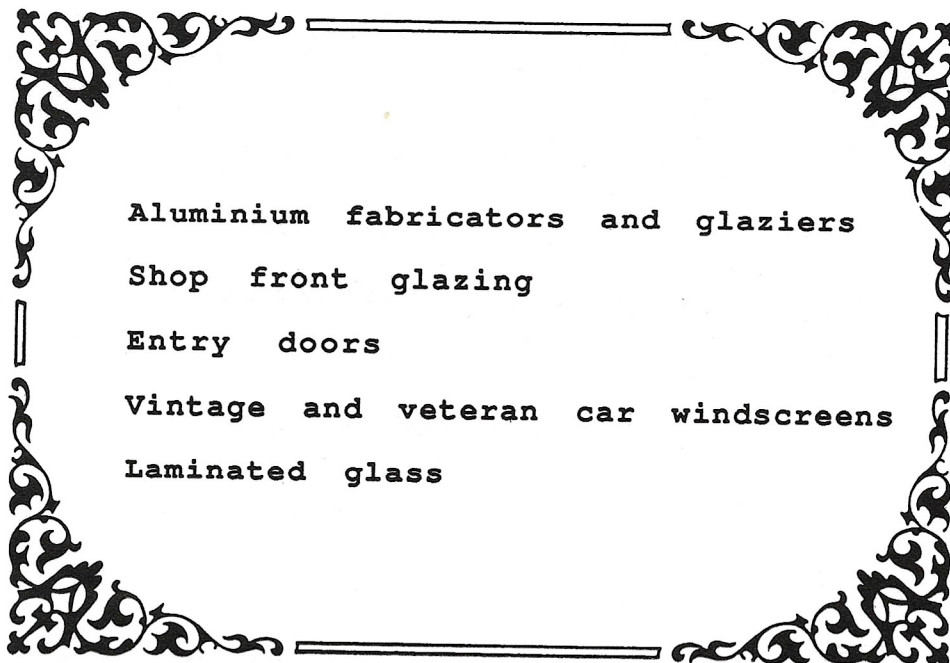
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