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EDITORIAL

A most important notice is to remind you of a special event arranged for 3rd April at Roselands. This is when the Concourse judging will occur and a good attendance is an absolute must - our Club prestige is involved and we should benefit financially as there will be an admission charge on the cars that are exhibited at Roselands.

Unfortunately this event clashes with the Rolls Royce Commemoration Rally; this is greatly regretted and it is another reason why we want every available car to come. The Events Committee make an earnest plea in this matter.

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MEETING NOTICE

The next monthly meeting will be held on 25TH MARCH, 1966 at the Yaralla Sea Scouts Hall, Concord Road, Rhodes.

This month films will be shown which should have particular interest to the ladies, so members are requested to try to bring their wives.

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TREASURER'S NOTICE

The Treasurer, Miss E. Hardman, requested that members who wish to do business at monthly meetings do this as early as possible on meeting nights. This will assist her greatly in coping with her tedious but necessary activities.

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FEBRUARY MEETING

The February Monthly Meeting was again held at the Yaralla Sea Scouts Hall on the banks of the lovely Parramatta River, and again there was a good roll up.

Our Treasurer gave her first report in decimal currency and there did not seem to be many people contradicting.

The meeting followed the usual lines and most of the interest centres round the future coming events.

Unfortunately the Concourse day had to be postponed for threatened rain that did not eventuate. The Events Committee have been busy deciding an alternative solution to the Concourse Day. They have proposed to hold a Concourse and Exhibition of cars at Roselands on 3rd April. There will be a reasonable entry fee. It is understood that these events get considerable publicity as Roselands is visited by many thousands of people.

The next event to be held is the Blue Mountains Rally, and the Committee was keen to have entry forms in early so that they could finalise dodgers and accommodation. In addition, Easter is very near at hand and it would seem that there will be quite a few members going to Canberra. There was some discussion concerning meeting points and time, and it was

decided that 8 a.m. at the cross roads would be suitable.

The C.V.V.T.M.C. will hold an outing at Warwick Farm on 1st May, 1966.

The Registrar spoke concerning the finalising of registrations, he also mentioned square rear view mirrors that have been slow in coming. He asked for corrections to the roster.

George Roberts spoke on behalf of the Inspection and Dating Committee, on this occasion he was able to present no less than 13 completed Dating Certificates. These will be listed separately. He was also able to indicate to several members the type of information required for them to proceed with dating their particular vehicles.

Several new full members and associate members were also received; these will be recorded separately.

Ken Moss made an appeal to members concerning a pair of Daimler head lights which had once been loaned by L. O'Neal and he was trying to locate these and restore them to their rightful owner.

The Social Secretary reported that this year the Presentation Night would be a country style evening to be held at the Kogarah Progress Hall. She also asked if members would be interested in going to the Music Hall on a week night.

After the meeting films were shown; some of these had a peculiarly local flavour.

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ASSOCIATE MEMBERS - W.L. Bird, New Lambton.
A.R. Adams, Dubbo.

FULL MEMBERS - D.G. Moffatt, Mayfield.
T. Clissold, Canley Heights.

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DATES TO REMEMBER

March 19th, 20th	Blue Mountains Rally
April 3rd	Roselands Exhibit and Concourse Judging, 1966
April 8, 9, 10, 11	Canberra Rally
May 1st	C.V.V.T.M.C. Annual Warwick Farm Rally
May 7th	Annual Presentation Night Country Style Social
May 22nd	Know Your Sydney Tour (Norths v. Souths)

All holders of Annual trophies please return to next general meeting so we may have them engraved for new winners for 1966.

HANDICAP POINTS SCORE

A. Foy	40
J. Vanstone	0
K. Lober	50
A. Rose Bray	50
J. Jeffery	30
F. Nisson	10
M. & L. Yabsley	40

EVENTS COMMITTEE:

L. Sheen
J. Naylor
A. Garthon

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"TILLY THE TALBOT"

by Jack Dance

It was in 1956 that my interest in old cars was again aroused when I saw Ken Moss's Panhard Levassor. Actually I had been more or less brought up with early models as my father bought his first car in 1910, which was a 1908 4-cyl. Darracq and I can well recollect the terrific struggles to get the thing started. In 1958 Ken said he thought I might be able to con a car out of George Williams, who at that time had rather more cars than he had room to keep them. So down to see George who somewhat reluctantly agreed to let me have a Talbot chassis he had recently acquired from Grafton, understanding it to be a 1908 model. Naturally I was thrilled with my purchase and proceeded forthwith to transport it to Ken's garage where I proceeded to restore the whole of the front end.

I might say right from the outset that the Talbot has never had the "full treatment". The engine would go when I bought it, and so, apart from renewing the rings and gudgeons, nothing else was done to the motor, and the diff. has never been opened.

After having got things mechanically reasonably right the next problem was a body. I knew an old retired coachbuilder in West Ryde and managed to talk him into doing the timber work and then the car was transported back to George Williams to have the panel work done. This proved quite a job, as not only did the body have to be paneled, but a bonnet, mudguards and running boards were also necessary. However, eventually this was completed and the car this time brought to my own home where the seats were removed and taken to the trimmer for upholstering and on their return Ken Nutt came up one weekend and painted it for me.

By this time the 1959 Katoomba Rally was getting desperately close and, as I was determined to be an entrant, the midnight oil was burned to finish everything off. Sure enough, on the Saturday morning we set off for Centennial Park full of hope and determination and after nearly losing a back axle and with a fuel blockage or two we made it. That trip we saw the Mountains as you can only see them from a Veteran car, and after a few more fuel blockages we arrived at the finishing line tired but happy people. My appetite had now been really whetted for veteran motoring and so in April 1960 my wife and I set out for Adelaide and the Barossa Valley.

We had a terrific trip, covering well over 2,000 miles and the only trouble we had was that the magneto conked out on us at Yetholme 17 miles this side of Bathurst and we arrived home one day later than planned. In November of the same year we went to Melbourne and took part in their Sorrento Rally without any mishap of any description and again in 1961 we repeated the performance. By this time Tilly was starting to blow smoke like a beauty so it was decided to have the engine done up completely. This we did, rebore, new pots, crankshaft grind, new bearings, the works - so now we reckoned she was ready for a new life.

Since that time Tilly has taken part in every Blue Mountains Rally, Newcastle and Canberra Rallies and I think just about every event the Club has held and then some. The highlight of her career, of course, was our trip to New Zealand last year. We toured both Islands for 6 weeks, clocking up again over 2,000 miles of marvellous motoring, my only regret being that the car was not back from N.Z. in time for us to go on the National Rally.

That, then, is briefly the story of Tilly the Talbot, which I must say here has since proved to be 1911 model and so officially dated by the Club. I could only wish that every member of the Club could enjoy his car as much as I enjoy my beloved Talbot.

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A TRIP TO CENTRAL QUEENSLAND

by Campbell B. Jaquet

Last winter I drove out with an agent friend of mine to Blackall, Central Queensland.

My friend was looking for fat stock to truck into N.S.W., and while he was

finding out the whereabouts of any fats as we drank our way round the various bars in the town, I was finding out if there were any old veteran or vintage cars around the district.

I found out that most of the known veterans had been acquired by various Brisbane enthusiasts. When my hopes were beginning to fade, I found out from an old timer that there was an old Napier on a property about 25 miles out of Jericho.

The next morning my friend and I set off for Jericho, a distance of 80 miles. We arrived there about 11 a.m. and went straight for the pub. to get directions and also make further enquiries re any more vehicles. No one knew of any more.

We then set out for the property where the Napier was, and after opening about 15 gates, we eventually arrived at our destination.

The owner of the property met us, and said that the Napier had been there over 40 years and that he was only too glad to give it to me.

To my horror, he then said, "I think you are a bit late. Three weeks ago an old German scrap dealer came here and I told him he could have any old scrap he could find."

I rushed around to the back of his cart shed where the Napier was. The car had been a 15 h.p., 4 cylinder Napier, and although the body had rotted away, the chassis was all there and in really good order, as there is no rust in this desert country.

The old scrap merchant had taken to it with a sledge hammer and had smashed it to pieces for the sake of 10/- worth of brass. He had even smashed the engine to pieces to get the brass timing gear out.

The scene upset me as the car could have easily been restored.

It is just too extraordinary to think that a scrap merchant could get so far out into the desert country of central Queensland and God knows how many more old veterans he is destroying in his rounds now.

Campbell B. Jaquet,
"Pimpampa", Rowena, N.S.W.

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DATING CERTIFICATES

Don Barker	Ford	1912
Owen Bourke	Austin	1912
Benk Bronk	Ford	1912
W. Dudley	N.A.G.	1909
J. Dance	Talbot	1911
J. Lewis	Buick	1912
D. Pearce	Benz	1911
L. Sheen	Humber	19 ?
L. Sykes	Pope-Tribune	1905
C. Parker	Martini	1911
W. East	Studebaker	1915
J. McGowan	Armstrong Whitworth	1911
P. Kable	" "	1910

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The guy who owns a secondhand flivver may not have a quarrelsome disposition, but he's always trying to start something.

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Mr. Editor Sir,

Please spare me a few lines for my fan letter to our most rugged (that starts with "r" I am sure) idol, Lennie Messer. For those members who missed last month's meeting and that famous Veteran Car film, that starred our rugged, moose-tashed Lennie Messer in his messpit, missed seeing the absolute pinnacle of acting genius,

Oh, what superb finesse and grace he acquired as he coyly displayed his "rear-end", "exactly the same as that fitted to to-day's modern racey models".

Tell me, you great big glorious film star you, does it work just the same as any other worn out rear end or does its unsprung weight stop those wierd noises - and that awkward rear end bounce - that one sees so often on these modern "shrimp" like units?

As star of the show you were wonderful "Oh Yieeaaaks".

YE OLD BUCKET OF BOLTS

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THE FORD IS MY AUTOMOBILE

From Bette Maryott

The Ford is my automobile, I shall not want another,
It maketh me lay down in wet places;
It soileth my soul;
It leadeth me into deep waters;
It leadeth me into paths of ridicule for its name's sake.
It prepareth a break-down for me in the presence of mine enemies.
Yea, though I run through the valleys
I am towed up the hills.
I fear much evil while it is with me,
Its rod and its engine discomfort me.
It anointeth my face with oil,
Its tank runneth over.
Surely to goodness the darned thing won't follow me all the
days of my life,
Or I shall dwell in the house of the insane for ever.

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FOR SALE

1913 Fiat 15/20. Wire wheels and chassis complete. No body, £100.

- MR. INNES,
Crows Nest, 43/5070.

FOR SALE

1916 Daimler (no body). Veteran S.C.A.T. Engine.

- W. YOUNG, 81/1392

W A N T E D

Ford T 1909 front axle beam, stubs and steering arms. (Prepared to pay at least \$150 for same.) Also want headlamps, park lamps and horn for same.

- W.R. TREVAN,
217-223 Keen St., Lismore, N.S.W.

I require 2 steel acetylene headlamps, 1 steel kerosene tail light and 2 steel kerosene side-lamps (Deitz or similar) suitable for 5-ton, 1914 American Bessimer truck. Purchase, or other parts offered in exchange.

- RON FERGUSON,
Cnr. Hews Parade & Pringle Ave.,
BELROSE, N.S.W. 40/6923 Bus.Hours.

W A N T E D (ALL STATES) W.A.

1925 Essex, petrol tank (has fuel gauge in centre) and headlight glasses (vertical rib pattern with Essex emblem at the top).

- TONY STAFFORD,
67 Sixth Ave., Maylands, W.A.

Cylinder head for Packard Super 8 1933.

- HORWOOD,
19 Barnfield Pde.,
Claremont, W.A.

Wanted restored Veteran or Vintage car. Details, photo.

- W. GARDNER,
13 Rosend Street, Cottesloe, W.A.

WANTED ALL STATES - A.C.T.

Motor for 1913 Bebe Peugeot - also parts.

- G. FISHER,
23 Ellimatta St., Kew, A.C.T.

EXCHANGE rear straight guards 1913 Ford T, good condition, for pair of front guards suit 1915 Ford.

- M. MC DONALD,
77 Scrivener St., O'Connor, A.C.T.

WANTED ALL STATES - VICTORIA

Straker Squire - parts and information.

- TOM MC MANAMNY,
28 William Street,
Frankston, Vic. 783/1234

Book, "My Motoring Reminiscences". S.F. Edgar.

- R. STAPLETON,
33 Creswal St., E. Brighton, VIC.
92-5604.

In a large garage a man wagered with the owner that he could name any machine merely by the sound of the engine. An attendant was instructed to crank the different machines, the boastful one was blindfolded, and the test began.

"Overland," he called for the first one.

"Correct," said the owner, "try the next one."

"Studebaker."

"Right-o! Crank another."

Just then a load of coal was shot into the alley from a wagon.

"Ford," said the guesser.

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

Official Newsletter of
THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

NEWCASTLE BRANCH

Well once again we have the N.S.W. Branch's 'Blue Ribbon' event with us this month and the ELEVENTH ANNUAL to boot. We should all feel proud of the continued success of this event. The northern area will be represented again this year and we wish all entrants safe and pleasant veteran motoring, especially those travelling long distances to and from the rally.

Newcastle members' cars represented the club at the 1966 Newcastle Show in a Motorcade of Transport on the Saturday afternoon. The parade was led by the veterans of Jim Turner, Hunter Thomas and Don Barker, followed by a contingent of local vintage cars and then the new vehicles.

You will recall the Parent club's association and co-operation with the Sanitarium Health Food Company in the production of picture cards for inclusion in their products. This Branch is continuing this relationship with regard to local promotion through the medium of a Newcastle Television Channel. It is felt that associations of this type all help to further the image of V.C.C.A. (N.S.W.) and the Newcastle Branch will continue to do everything possible in this direction.

- Don Barker, Chairman.

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NEXT MEETING will be held on Wednesday, 13th April, 1966 at 8 p.m. at the Driver Training Range, Court Road, Adamstown.

This month brings with it the highlight of the V.C.C.A. calendar, the Katoomba Rally on March 19th and 20th. The organisers, the V.C.C.A. (N.S.W.) have this year set themselves a target of 100 veteran cars. As an incentive to extra entrants, a new route has been mapped out, which will by-pass the heavy traffic on Parramatta Road on Saturday morning. Also, free oil supplied by Castrol, and a quantity of free petrol supplied by Amoco. So let's have as many entries from Newcastle as possible.

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Congratulations are in order for Chris. Broadbent on graduating from Associate to full membership. Chris. has now acquired a 1911 F.N., and has already opened many eyes with his speedy, but very thorough restoration. Should be ready for the next Newcastle Tour.

Local veteran members sure go in for some exotic machinery for their everyday modern heaps. John Cowan with his immaculate "just off the showroom floor" Austin 7, and now John Riley has acquired a very potent Morgan. Your Editor had the hair-raising experience of using this little missile as transport to and from the last parent club meeting. And then there is the Hon. Sec. Now here's a boy with a taste in motoring a la difference - a Land Rover no less. What better machine to go veteran hunting.

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FOR SALE. 1916 T Ford Roadster, excellent restoration. Apply after 5 p.m. or at weekends to Dick Codeca, 137 Brook Street, Newcastle.

FOR SALE. Fiat 501 vintage tourer, restored and registered. Contact John Riley, 25 Alexander St., Hamilton.

WANTED. Early single cylinder magneto for Dick Codeca, 137 Brook Street, Newcastle.

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Sunday 27th March. The boat trip up the Myall River. Members to ask their friends. Cost is 12/6d. per person over 15 years of age.

- The Scribe.