

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

SPIT AND POLISH

THE FIRST FULL SEDAN TAXI IN SYDNEY



ERIC LANG'S FATHER'S 1925 MOON TAXI
NEAR JENOLAN CAVES



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

Registered at the G.P.O. Sydney for transmission by post as a periodical

Patron:

His Excellency the Governor of New South Wales,
SIR RODEN CUTLER, V.C., K.C.M.G., C.B.E.

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Vol. XIII No. 6

Price 40 Cents

December 1971

EDITORIAL

Proved Results or Actuarial Facts?

Enthusiasts are always more than willing to back up their pet theories - and rightly so. We have read of the men who have reached a ripe old age, and we have noted the various reasons they have advanced for their longevity. Some have never had strong drink, others have walked relatively long distances fairly regularly. Still others have risen from and retired to bed early.

There is the doctor with his medical enthusiasm. Any sort of cut on the hands should be thoroughly cleaned, and in some cases one should rush off immediately and submit to an anti-tetanus injection! How could a man stop in the middle of a cylinder head bolting down process, just because the spanner slipped and a finger received a deep cut on some protruding metal?

Where one is dealing with matters physical, such as researchers do, it is always possible to test any theory by running tests with certain materials - solid or liquid as fits the particular test - and following up these tests without the same materials. Such physical tests can very easily prove any desired theory.

However, in cases where comparisons are desired between cases involving human behaviour, and the sequence of any events, it is indeed impossible to arrive at a satisfactory, or correct, conclusion as to what would or could have taken place in a set of similar circumstances, differing in minor details.

We have in mind the assertion by the authorities that the use of seat belts in motor cars has been responsible for a reduction in the number of deaths in car accidents in a certain period, in comparison with the same period one year earlier. Was the type of accident in the set of circumstances in each year just the same? Was the type of accident in each case such that in one year the use of seat belts would (or could) have prevented injury, while in the second year the occupants happened to be wearing seat belts in conformity with the new regulations?

These details bring up in our mind the question whether the difference between the two sets of results is a physical improvement or merely an actuarial fact. Have the respective drivers been able to improve their driving or have they been concerned merely in taking the easy way out, by relying on their latest talisman - the seat belt?

PRESIDENT'S CHRISTMAS MESSAGE

This year has seen the most significant decision ever taken by this Club. I refer, of course, to the purchase of our own premises. I wonder though if we have all thought of the responsibilities this brings? Remember, each and every one of us is part owner. Who will be there when some grass has to be cut? Bricks to be laid? Paint to be splashed? Will it be the same old few, or will we see some less familiar faces?

Few clubs have had the opportunity we have to make a home of our own. But only with the assistance of every member can we make it the success our Club deserves.

Where does the Christmas bit come in? Right here! Isn't Christmas the time of goodwill? and New Year the time for resolutions? Well then let us all resolve to put some tangible goodwill into making a success of this Club project in the future!

Merry Christmas and a Happy New Year to all.

ALLAN FOY,

President

REPORT OF NOVEMBER MEETING

The chair was taken by the Vice-President, Arthur Garthon, in the absence of the President who was interstate, unashamedly committing mechanical mayhem in the cause of industry.

For Events, Peter Kable thanked those who had taken part in the David Jones Christmas Parade. He gave a preview, or, we suppose, more like a preamble of the events in store for 1972. These events included the traditional Blue Mountains Rally, set down for 4th and 5th March, for which event The Carrington has been booked. This will be a tremendous advantage, as all rallyists will be accommodated under roof, and their vehicles will be accommodated under the hotel!

Percy Stewart gave details of the carnival to be held at Pratten Park on 13th February. (As this article that you are reading is a Report of the Meeting, we have given more details in a separate article elsewhere in this magazine.)

In connection with the details for Victor Jacobs Day, Vic. was able to explain, personally, that while the Lions Club were to be excellent hosts (as usual! Ed.) for drivers, cars and visitors, the personal wants - or needs - of members and others in the matter of liquid refreshment ("Super" or otherwise) was to be left to them to sort out according to their personal tastes.

Three new members have been enrolled:

Full members - David Wesley, St. Ives To Model Ford
Robert Forbes, Bankstown 1911 Hupmobile
Associate member - Allen C. Coleman, Nowra

The Social Secretary (Jan Coulcher) announced that 92 members and friends were expected at the Christmas Party. While this was a goodly figure, she pointed out that 100 starters would be needed in order to break even financially. Talk about 'living in a suitcase'! When Jan mentioned that shorts and long socks would be acceptable attire, Bob Baxter bemoaned the fact that that would prove unacceptable to him, as his long socks (presumably both of them!) would have become soiled by his playing golf the afternoon of the party. This provoked a comment from:

David Berthon (Registration Officer), who encouraged members to leave on their long socks after the Christmas Party in order to attend the Inspection Day, which was, of course, Sunday 5th December. Apart from this churlish but practical suggestion, he had no further business to report.

Registrar (Max Roberts) - No report.

P.R.O. (Warren Irish) - No report.

C.V.V.T.M.C. - Arthur Garthon - reported that the application by the Steam Preservation Society for admission to membership of the Council, had been opposed by the Vintage Sports Car Club. The Council felt that member clubs should be advised of this move before the matter is discussed by the Council, presumably to allow member clubs to express their views. Discussion then revolved round the desirability of giving ample notice of applications for membership, preferably giving member clubs two meetings at which to discuss details. It was felt that this must be considered necessary action before the applicant is accepted to membership. Arthur even suggested that the V.C.C.A. Committee be empowered to prepare a motion re applicants for membership.

The V.S.C.C. delegate made certain suggestions for improving the Warwick Farm outing. Delegates at the meeting were presented with a statement of income and expenditure and a balance sheet, showing the state of the Council. It would seem that we could have another event - whether or not an annual affair, we are not sure - coming up. Apparently the council of the Royal Agricultural Society propose to include some cars in the Grand Parade at the 1972 Royal Show. Should be interesting. This did occur very many years ago, in the beginning of the club's life, but well before the magazine was ever floated. Whether these old mates of ours would scare the daylights out of the cattle and/or horses, or whether they could perform a slow march without a team of marching girls in front, would be hard to assess.

The Research Historian (George Roberts) gave details of his recent visit to Dalby, in Queensland. Inspection of four vehicles had been undertaken during November, these being a Clement Bayard, a Hupmobile, and two T Model Fords. He read to the meeting correspondence that has passed between him and David Lean concerning early Australian built cars, made by his great grandfather, who was domiciled near Lithgow during this project. George, with the wide ramifications of his knowledge, was able to confirm a lot of this project in detail. He also gave some interesting details of correspondence entered into with Denis Field in England (Research Historian of V.C.C. of Great Britain), as a follow-up to an all night sitting during George's last visit to England, at which he and Denis Field discussed the background of the Speedwell car. The subject got round to the (presumed) Speedwell cars owned by the two Georges - Green and Roberts respectively. Sifting through the details, it would appear that George Green's may be a Tony Huber. Should all go well, we hope to have from our Historian a fairly thorough description of these vehicles. On this score, and personally, Denis Field was looking forward to meeting George Green during his visit (which of course covered the

Brighton Run) plus Speedwell.

Terry Cook reported that George and Dorothy Green had completed the London to Brighton run in their Speedwell/Tony Huber, albeit a little behind schedule as traffic congestion had caused first one bolt on the differential gear, then four bolts in the drive train to shear. Nevertheless, they made it to Brighton one hour late, and with the assistance of a police escort. We are very hopeful of having a rev. to rev. description of the Speedwell's progress, straight from the pen of George Green himself!

Following supper, Frank Craze showed some interesting slides of the 1970 Brighton Rally. Frank and Cecile followed the participants in a 'bus of French origin. As proof of its nationality, the 'bus still carried the destination signs painted on it, showing the route that it followed in those early days. We have stated that Frank 'followed the participants', whereas our Club had one starter - Bob McCarthy - who travelled on an 1899 De Dion Quadricycle, owned by a Mr. Fowler.

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BEST WISHES FOR A HAPPY XMAS DINNER AND ALSO
A PROSPEROUS NEW YEAR.

From Len and Hilda Sheen

* * * * *

VALE JOHN E. VINALL

We have our Spring copy of "The Veteran Car in S.A."

The first article in it records the death of a member - not of an old one, as can be expected as a natural course of events, but of a young one. It was the result of a road accident at Townsville (Q.) on 2nd October.

We can assume that many of those who took part in the 1970 International Rally will have had contact with John Vinall, a son of Mr. and Mrs. Laurie Vinall. He drove entry number 186, a 1925 Vauxhall.

John was on a tour of Queensland with his fiancée, Peta Suttor. They were in an M.G. "V" Saloon. The thoroughgoing details of the circumstances or conditions which led to the fatal accident are quite unknown to us, and indeed would serve no purpose here. Suffice it to say that John was killed outright and Peta lived only a little longer.

No amount of sympathy will ever restore a lost life, but we feel that we can record here the thoughts of all members who read this article. However, we do suggest seriously that the respective parents of the young couple can feel grateful that Providence has seen fit to terminate their lives rather than that they should have been forced, by modern medical methods, to be kept alive for months, enduring physical agony with its attendant mental anguish, in an earnest endeavour to resuscitate their smashed bodies, so that they could have lived the balance of their lives in a bed or a wheel chair, dependent upon therapy for their continued existence.

We are fully aware that unless we have actually experienced such a tragedy in our own circle, we can have no comprehension of the impact that

it makes. We are powerless to effect any help to their parents except to express the hope that when they have passed through their shock period they will be able to carry on their daily lives, not thinking always of their irretrievable loss, but in gratitude for the years of joy and pleasure which children always give to their parents, and feeling that if it was the will of the Almighty that these lives be terminated, then at least they were occupied in doing something which they both enjoyed to the full - handling a motor vehicle.

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PRATTEN PARK

The Club has a free leg the whole year in the matter of the choice of venues for our different events. Attendance at all or any is the free choice of all members. There is, of course, one exception - the compulsory checking of vehicles for the purpose of registration. Just think of that, now! No compulsory parades. A little restriction and compulsion is good for any of us - even in a hobby.

We have now, one compulsory (well! nearly so) event. That is, the Waratah Spring Festival Procession. Considering the nature of the Pratten Park 'Event', we should, as a Club, put this onto our calendars as a must! Every year, in the month of February, Ashfield Apex Club runs a charity day at Pratten Park, Ashfield, for the benefit of the Infants' Home, Ashfield. The park is used to run a fair, and on the main oval many cars are lined up, both Veteran and Vintage, as a draw card for the crowd. There is no concealing the fact that our cars do create interest, for many people walk round them and ask intelligent questions about them. The greater the number of people we can interest in attending the park, the greater amount of cash will drop into the till.

Taking into consideration the necessary community work carried out by the Infants' Home, it must be conceded that this is a high priority cause to support, and we earnestly request that members really do treat attendance at Pratten Park, on Saturday 13th February next, as a must. It will be a very easy day. You make your way to Pratten Park, line up your car as requested, see that she gives a good display, then walk round amongst your fellow members and others, and generally enjoy yourself. You don't drive for miles round suburban streets. You will find that you are entertained by the questions and interest of the crowd. Lunch is obtainable on the ground. Rotary is going to donate \$25 worth of trophies.

Remember - Pratten Park, Ashfield - Saturday 13 February next.

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BEADED WHEELS (N.Z. MAGAZINE)

Due to our having put words together in an ambiguous way in September SPIT AND POLISH, we have given a wrong impression to some people. We understand that the facts are as under:

One year's subscription (6 issues)	\$1.80
Beautifully illustrated calendar	80¢
One year's subscription <u>and</u> calendar	\$2.50

We advise again, any correspondence or orders should be posted to: BEADED WHEELS, BOX 13140, P.O., CHRISTCHURCH, N.Z.

EVENTS CALENDAR 1972

January 23rd	Long Legs Tour
February 13th	Concourse Judging Day
March 4th & 5th	Blue Mountains Rally
March 26th	"T" Ford Race Day
March 31st &	
April 1st, 2nd, 3rd	Easter Tour (Canberra)
April 22nd	Presentation Dance
May 14th	Snails Day
June 4th	Endurance Trial
July 23rd	Jack Frost Run
August 20th	Navigators Rally
September	C.V.V.T.M.C.
September 30th &	
October 1st & 2nd	Newcastle
October 7th	Waratah Spring Festival
November 12th	Inspection Day
November 26th	Lions Club Charity Outing
December 2nd	Christmas Dinner Dance
December 9th	Children's Christmas Party
December 10th	Inspection Day

COMING EVENTS

January 23rd - Long Legs Tour. Get the cobwebs out of that car!!
Start 8.45 a.m. Bayswater Road, Boat Ramp, Drummoyne. Ref. Gregory's Map
25, L.9.

DON'T FORGET CONCOURSE DAY - 13th February. Bring your restoration along for
the special restorers show. A trophy to be won.

The Big Blue Mountains Rally - March 4th and 5th. Accommodation at the
Carrington Hotel, everyone under the one roof; all cars locked up at the hotel
under cover. Table tennis, swimming pool, dance band. T.V. for the littlies.
Juke box for the teens. Choice of accommodation from baths en'suite to a walk
down the hall. ENTER NOW. Check on price range you require before you send
in entry forms so you will be sure of what you want. First in, first served.

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VICTOR JACOBS' DAY

Unhappily we were excluded from joining in this very creditable exercise. This is all the more disappointing, as we have been (we admit it!) at pains to bring before members the desirability, almost necessity, of these days as 'compulsory parades'. In any case, it is nice to give people pleasure, even by taking them to a vehicle inspection day!

One incident which has come to our notice is the case of Bill McCarthy. At one stage before the start he had occasion to leave the Martini. On returning he found that a couple of heavily built women had ensconced themselves in the rear seat of the Martini. Not only that, they had the children with them. Bill tried some diplomatic words, in the manner of their finding it more comfortable on such a run if not so tightly packed in. He even suggested that the children would do better in another vehicle, having the back to themselves. No! The children had to be with them, and they had to be all together! Bill was setting to work out how he could best ensure arriving at the set-up that he required, when up came Vic. himself. "Oh, can't have that," he said, and as the women started on their request (or demand) the maintaining of the then existing set-up, he almost peremptorily broke up the party, thus putting Bill's mind at ease.

There was also the sad, sad, case of the T Model with its new body, top and all. We are led to believe that all went well till nearing the finishing area, when one tyre decided that it had had it, and 'flatly' refused to hold any air, any longer. Poor old Eric! What to do? No worry at all. We have had it pointed out to us that if ever - mark those words: "if ever" - a T Model stops with its tail between its legs, as it were, immediately from anywhere, nowhere, out of sight, no matter, a host of T Models always appear on the scene! And what a nice idea, anyway! So, along comes another T Model, like we said, and a spare tube is found in the inner recesses of the back seat, is slapped into place, and preparations put under way to add the necessary amount of air, when up drives the owner of the 'relief' vehicle. He is appraised quickly of the situation, and says in a sort of shocked cum casual voice: "Oh, don't use that tube, its useless!" While such things as we carry in our respective vehicles are our own affair, we agree with most of those concerned in the episode when they enquire about the advantages attaching to the carrying of a 'holey' spare tube. Well, Holy Cow, we just don't know! But Eric managed to become roadworthy very soon after that, we are told.

Oh! Another episode revolving round the Martini. At one stage Bill was asked by a very junior passenger to raise the hood. No! Wait a minute. Bill said he was really told to put up the hood. On stating that he could not do that, Bill enquired the reason. You'll never guess! The poor fellow felt cold! Bill remonstrated with him and pointed out that passengers for that run were advised to carry some warm clothing. The lad's mother rummaged round and found his pullover all right! You can't beat them. Nothing like having ideas of giving orders, of course.

When driving a veteran you can't afford to be too thin skinned. Did you hear of the really autocratic outlook of one youngster? George and Gladys had him as a passenger in the FL. Anyone who has had much to do with children will agree that they are capable, at the most inappropriate times, of saying the most outlandish and often outrageous things. George's passenger asked him to raise the hood. On requiring the reason George was told,

without any shyness, without courtesy, and with a nonchalant appearance, that he did not want any of his friends to see him "in this old thing". You would scarcely feel that such a remark could be passed in gratitude. Perhaps some receive too much for nothing, and hence fail to respond to a well meant act, even if carried out by an old car owner! However, such is life!

We have been told that poor Merryl, while gallantly leading the field in the Wives' Race, must have suddenly imagined herself with the ball under her arm, aiming at a try. Apparently she made a valiant (a dirty word in this Club) attempt to score the try, by hurling herself headlong over the line. It was a bit of very bad luck. Poor Merryl cut a stocking, knocked her knees and a leg about a bit, and succeeded in raising quite a cloud of dust. We rather sense that she would have raised a bit of sympathy - in fact she probably received more personal attention than she would have had she been first to the tape.

One race, as reported to us, seemed to have taken on a bit of an obstacle race touch. For a race in which men competed, the course ran through a stand of timber. It is understood that when Jim Lewis endeavoured to dodge one of the wretched trees, either it got in the way, or Jim suffered a little from under steer. Whatever the course, we were told that Jim and the tree collided. There is still the original number of trees in the stand.

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OVERLAND - a short history of a marque, by
Book Snoopers and Associates.

The vehicles which we see under this name are conventional 4 cyl. motors and were manufactured from 1905 to 1963. Some 6 cyl. models appeared in this time range, but for the purpose of this article we are confining ourselves to the history of these cars only in the veteran era.

It is interesting to learn that the original vehicles were made by the Standard Wheel Co. from 1903-1905. These were a tiller-steered 1 cyl. runabout, fitted with solid tyres. In that era, single cylinders were generally fitted under the seat, but these cars had their's fitted under a bonnet. They employed planetary transmission.

By 1905 they had wheel steering and a 1.3 litre twin cylinder engine. The steering wheel (light weight, and at the top of an over-long steering column), plus the planetary transmission (no gear lever), made them extraordinarily similar to the Ford, for they had a radiator which at first sight was a straight out T Model copy. They also bore the appearance of extreme lightness, which the T Model has. Or is it an attitude of lack of 'compactness'?

The Overland Co. was in financial difficulties by 1907. This brought John North Willys into the picture. He was a car dealer, who took over and set about producing the 4 cyl. car which we referred to in our opening remark. The planetary transmission was retained, and the cylinders were cast separately. We still see the Ford touch with pedal controls for the transmission. We read that the car was fitted with a 'transaxle'.

In 1909 there were two six cylinder cars - an Overland and the

45 h.p. Willys. By 1910 both the Willys name and the separately cast cylinders were discarded. Strange things happened in those days. The new style 4 cyl. cars were produced in the old Pope factory at Toledo.

H.T. Magneto ignition was used in 1912, and the range included a 3.2 litre 2-speed vehicle, called Model 58, a 3-speed version with conventional gearbox - Model 59 - and two bigger 4-cyl. cars.

By 1914 Overland had become one of the best sellers with a 4 cyl. car - Model 79. At this stage they turned out 80,000 cars (all models total). A side valve 6-cylinder model appeared in 1915. By now, Overland was just behind Ford in the sales field.

Currently (1915) Willys Knight was making itself felt, and was 18th in the sales scale. In 1916 a second 6-cyl. Willys with a 5 l. engine was added.

The last trace that we find of Veteran vehicles is one which must be a stranger to most of us. The year 1917 saw the production of a Willys Knight V8 vehicle with a 10'5" wheelbase. We suspect that not one of this model reached this market, and therefore can never be resurrected from anywhere for restoration purposes. For ourselves, we must say that this vehicle is a stranger to us.

It is not surprising that a make which got up to second place behind Ford in sales must surely have managed to sell a reasonable number in this country, which was car-minded very early in the scheme of things. Our personal recollection is of having seen an appreciable number during those early years, and we were always captivated by the oval shaped radiator cap with its small finger and thumb size tightening screw, fitted with a disc approximately 1" in diameter. In addition, we still carry a mental picture of a broad, nuggety radiator.

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LAST MONTH'S COVER PHOTO

How many of you who thought you could never forget a (handsome) face like George Roberts' picked him as the person on the left in the photograph? Well, if you did you were wrong because he is in the centre of the group, in the light-coloured jacket immediately below the "HUDSON SUPER SIX" sign! Incidentally, the character on the right, rugged up in the fur coat, is the driver of "Old Whitey", the record-breaking Overland that took part in the International Rally last year. In fact, a very small part of that car is visible in our photograph - it shows as a small patch of white behind the front seat of the T-model Ford parked second from the right, under the Ford sign. You'd have to be an expert to identify a car like that, but George Roberts was there so he should know. Thanks for the photo, George.

- WARREN IRISH

THAT BREED - FURTHER TESTIMONY

We have looked through a further batch of interesting articles fossicked out by Michael Bendeich, and sent by him from Canada.

Excerpts from an article in the Montreal Star are shown here, as demonstrating the all-powerful influence 'that breed' has on Americans, even. They had their report from Washington, in which it was stated that Millard W. Newman, President of the United States Rolls Royce Owners' Club, drove his 1910 R.R. Coach to the meet, at which 55 R.R.s attended. 1910 Coach! Sounds all right, till one reads that it was originally owned by Edward VII, who, unfortunately, died just before delivery was made. Between 1910 and 1971 it has only had three owners, King Edward being a fourth one, legally only. In that time, it has clocked up only 20,000 miles. Would anyone be surprised to learn that its value is put down at \$80,000, but "Newman would not take that or any other price for it."

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FROM CAPT. BRIAN LEWIS (91 Kadoorie Ave., Kowloon, Hong Kong), 16/12/71:

"The Editor,
SPIT AND POLISH,

Dear Sir:

When reading "Ten Years in Japan" by Joseph Grew the other day I came across the following item on Old Japanese Traffic Regulations and thought it may be of interest to you for the magazine.

1. At the rise of the Hand policeman stop rapidly.
2. Do not pass him by, or otherwise disrespect him.
3. When a passenger of the foot heave in sight, tootle the Horn. Trumpet at him, melodiously at first, but if he still obstacle your passage, Tootle him with Vigour. Express by word of mouth the warning "HI, HI!"
4. Beware the wandering Horse that he shall not take fright as you pass him by. Do not explode the exhaust box at him as you pass him by. Go by soothingly.
5. Give big space to the Festive Dog that shall sport in the Roadway.
6. Go soothingly in the Grease Mud, as there lurks the Skid Demon.
7. Avoid Tanglement of Dog with your Wheel Spokes.
8. Press the Braking of the Foot as you roll round the corner to save Collapse and Tie-up.

I hope to be home on Leave very soon and attend the Monthly meetings. I was at the Bundanoon Week-end with my parents and enjoyed seeing the Sydney and Canberra members.

Wishing you all a Very Merry Christmas and a Happy New Year,
Yours sincerely, B.J. LEWIS"

POINTS TO PONDER

Marvellous how close we can be to many things and be quite unmoved by differences between them. We all know a kangaroo when we see it, and we feel that we know a wallaby. What is the zoological difference between these very Australian animals? Quite a simple one, but, we feel, unknown to many Australians. In order to claim kinship with a kangaroo, an animal must have hind feet at least ten inches in length!

We are driving a car at present, and its registration plates have us thinking. The front carries a plate with the letters BOW. Strangely, this also occurs on the rear end. Should the one on the rear not be AFT?

With today's industrial and technological advances in mind, have you ever pondered on the methods of casting, surfacing, and putting the holes and shapes for attachments to an anvil? Don't forget that there were some relative monsters among them. They were made, or fabricated, or manufactured, or built for many years for use in forges, long before many manufacturing knowhows were worked out.

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THE NEW CITROEN

There is one thing to be said for the car manufacturers - they seem to have the same capacity for change as they had sixty years ago. We remarked in SPIT AND POLISH a short time ago about the various positions of the power plants, and we have mentioned the engines themselves.

After their many years of engine designing, and lining this up with performance, we learn that Citroen have branched out into a flat four cylinder, twin overhead cam, air-cooled engine, of 1015 c.c., driving the front wheels. This churns out 61 gross horsepower. The torque is 54 lbs.-ft.

Without paying particular attention to it we somehow associate some things with others, and in our editorial mind somehow we have tied up Citroen with a religious adherence to water cooled engines. We should probably suffer a similar jolt if we learnt that VW was fitted with a radiator! Granted, there has been a proliferation of air cooled jobs lately, but mainly the smallish types. Citroen seems too heavy for it. No! We are not forgetting our old air cooled member - the Franklin - rightly nicknamed "The Monster".

The "dry" Citroen is credited with a maximum of 90 m.p.h. And surely that is sufficiently fast for a car built to be used on the roads, with the family aboard.

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

WANTED

Font for Lucas King of the Road Side Lamp No. 634. Also, if possible, right hand Lamp to match. Prepared to pay reasonable price for either or both.
MRS. SPIERS,
Tel. 84-1529 (Evenings)

WANTED

Wire wheels for Essex 24" - 5 if possible.
JIM EISENHAUER,
Tel. 98-8964 (H)
93-1799 (B)

AVAILABLE

Engine 1914 Swift 2 cylinder complete and running.
R. TUNBRIDGE,
Tel. 449-3753

AVAILABLE
ALL STATES

1903 Curved Dash Oldsmobile 7 h.p. Fully restored, including hood and waterproof, dustproof trailer for same (18 months old). Car competed in International Rally, 1200 troublefree miles since restoration. For sale as a lot, genuine enquiries only.
G.W. ASHMORE,
12 Monterey Crescent,
DONVALE. 3111 Vic.
Tel. 842-2242 (Melb.)

WANTED

Any information, parts or literature on 4 cylinder Renault pre 1910 12 h.p.
DICK VAN WELY,
2 Parkin Street,
Torrens. 2607, A.C.T.

AVAILABLE

Parts to suit 1911 6-cyl. Renault, incl. gearbox, differential, sump, heads and other numerous parts.
DICK VAN WELY (as above)

AVAILABLE
ALL STATES

Cyclecar, approx. 1913, and probably of MACQUE make, produced in Melbourne. 940 c.c. V Twin air cooled Peugeot engine, fitted with atmospheric inlet valves, friction disc, variable speed transmission, and dual belt drive to the rear wheels. Unladen weight about 400 lbs. Restorable and 98% complete. Will seat two people side by side in comfort. Sell for best offer.
WARREN HICKS,
23 Clark Road, Ivanhoe, 3079 Vic.

AVAILABLE
ALL STATES

4 cyl. shaft drive F.N. motor cycle 1910, 99% complete and restorable. New tyres. Sell for best offer.
WARREN HICKS (as above)

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