

# SPIRIT & POLISH

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● PRICE 40 CENTS





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

134 QUEENS ROAD, FIVE DOCK, 2046

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### CLUB MEETING DATES 1973-74

1973

AUGUST      Thursday 23rd  
SEPTEMBER      ,,      27th  
OCTOBER      ,,      25th  
NOVEMBER      ,,      22nd

1974

JANUARY      Thursday 24th

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



# SPIT & POLISH



PATRON:

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

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

Vol. XV, No. 11

JUNE 1974

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The ANNUAL GENERAL MEETING of the Veteran Car Club of Australia (N.S.W.) will be held at 8 p.m. on THURSDAY, 27TH JUNE, 1974 at the V.C.C.A. (N.S.W.) Clubrooms, 134 Queens Road, Five Dock.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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



# OPINION

The "Event of the Year" 1975, that is, fog permitting, is now being organised by Victor Jacobs. This rally will include three nights of gaiety and three days of pleasant mountain motoring so be sure to leave the 1975 Easter weekend free. Victor has booked the "Ranleigh" Guest House at Robertson and he is going to organise steak barbeques with specially cut steaks from Jim Eisenhower's prime hand fed Aberdeen Angus Cattle that will accidentally stray onto the next door Jacob's property. Those among us who were "there" last year will be first on the queue to put in an entry.

The "Ranleigh" will accommodate about 50 guests, and it will be a matter of first in, best dressed, so I am told, with the overflow being directed to the Burrawang Hilton or the Shangri La at Robertson.

#####

SPIT AND POLISH with its massive circulation and vast reading public has proved itself again as an important organ of the club - last month we ran an article concerning insurance details of your veteran car and to date our Insurance Officer, Victor Jacobs, has received three replies. Surely we can co-operate a little better than that!

Vic. has asked me to help in coercing all members to forward insurance details of their veteran cars to him as soon as possible so that he can formulate good arguments towards achieving cheaper and better insurance for you, so out with the May Mag. and fill in the insurance form.

#####

The 1974 Annual General Meeting of our Club will be held on Thursday, 27th June and it is hoped that a record number of members will attend to vote your new committee in. Competition is the key to obtaining a good committee and it is hoped that we have a large nomination for the five positions available and that they be filled by members willing to do their share. The future of your club depends upon your vote so use it wisely on the 27th.

R.B.



Minutes of the meeting of the Veteran Car Club of Australia (N.S.W.) held at the Clubrooms, 134 Queens Road, Five Dock on Thursday, May 23rd 1974, commencing at 8.20 p.m.

---

Chairman. L.K. Sheen.

Present. 62 members and 7 visitors.

Apologies. A. Foy, E. Lang, G. King, J. Thorp, J. Lewis, F. Ehlert, K. Moss.

Minutes. Minutes of the meeting held on April 25th 1974 as read were confirmed on the motion of J. Wards, seconded J. Burke.

Arising. Hon. Life Membership. Notice of motion will be circulated for alteration to the Constitution and will be presented at a Special General Meeting in June. Discussion instituted by J. Simpson regarding the wording of the motion. The original motion by V. Jacobs had now been corrected in the minutes.

Correspondence. Letter of thanks from Burwood Council.

Letter from Doug. Pearce per favour J. Cooper.

Letter and cheque from Fred Rossiter.

Request for wedding cars through Neil Martin.

Minutes of the Newcastle Branch meeting.

Moved R. Jones, seconded J. Heath, the correspondence as read be received.

Investigation. 1913 Fiat of Malcolm Bradley had been investigated. The following cars had been officially dated: P. McGrath, 1917 T Ford; B. Bronk, 1910 De Dion Bouton, 1910 Hupmobile; W. McCarthy, 1913 Vinot et Deguingand. Dating Plates were handed to L. Sheen, B. Bronk, J. Cooper, B. Lewis, A. Blevins, F. Elhert, F. Rossiter, B. Craze, D. Manhart.

New Members.

Malcolm H. Bradley, 16 Leichhardt Cres., Sylvania - 1913 Fiat.

Megan L. Stelling, 35 Wargoola St., Gordon - Junior Associate.

Julie C. Drake, 9 Sydney Rd., East Lindfield - Junior Associate.

Barry J. Ferguson, 128 Balaka Drive, Carlingford - Associate.

Moved R. Newman, seconded M. Roberts, that the above be admitted to membership.

Events. Hard Luck Trophy won by J. Sandy and W. Burrows, Coggins Trophy won by S. Rumble. Replica Trophies were presented to last year's winners. Goodwill Trophy won by Glad King. Lions Club outing Sunday 26th May, 1974. Pittwater Spring Festival request cars, Saturday, August 31st. Cheques from the Blue Mountains Tour were distributed. June 16th Historical Tour of Parramatta. Vic Jacobs suggested a tour to Bowral and Robertson next year; agreed we should attend.

Magazine. An appeal for more letters and articles.

Social Secretary. Was presented with a small gift from the Club. Booking for "Irene" at Her Majesty's, June 21st. July 27th, Feature Film Evening at the Clubroom, all ages, supper provided. Small gifts accompanied



a vote of thanks to Eileen Sykes and Iris Cooper for assistance given during the year.

Clubrooms. Thanks to all those who attended the working bee.

P.R.O. There will be a Concours at the Motor Show on the first Saturday.

General Business. George Green was presented with his portrait as an Hon. Life Member. G. Roberts reported that with the assistance of Warren Irish, Rothmans will make available their mobile T.V. and Radio Unit, for the 1978 International Rally. D. Steer enquired the possibility of us making our own tyres. J. Dance replied to the effect that the capital cost would be prohibitive. G. Green announced that tyres are available from America and that Dunlop still make metric sizes in the U.K. all are available duty free.

D. Berthon read and spoke on an announcement in the National Times relating to the development of National Collections and Museums. He suggested we submit approval to the Government proposal in setting up a Committee of Inquiry on Museums and National Collections, and offer our help. L. Sheen intimated that the matter would be investigated by the Management Committee.

Our thanks to C. Stelling for Rally Numbers and to Bob Paddle for 100 tumblers.

Moved J. Burke that there be an Official Night to put the portraits of the Hon. Life Members on permanent display.

As there was no more business, the meeting closed at 10.00 p.m.

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C O R R E S P O N D E N C E

"Dear Sir:

One may steal another man's wife, run off with his mistress, abuse his children and kick his dog and still be forgiven, but the criticise the superb noise made by an Alphonso Hispano Suiza and to have the audacity to refer to it as 'a bucket of bolts with a decibel rating of a jack hammer' is unforgiveable.

Consequently, when I next see Mr. Len Masser, I shall sool my boa constrictor horn onto him.

Yours faithfully,

WILLIAM I. BURROWS."

\*\*\*\*\*



Correspondence (Cont'd.):

"Sir:

Read in the latest SPIT AND POLISH your desire to hear from anyone going to The Barossa Valley Rally via Broken Hill. There are 4 cars leaving from here about 15th September but no definite date has been set as yet. There are two Ford A's going, my brother Geoff Smith from Tara, in Queensland, in his 1912 T Ford Tourer, that isn't quite finished yet and we are driving our 1912 K.R.I.T. Tourer.

We have done this trip quite a few times in a modern carn and it is tar all the way and a very interesting drive. We plan to return via the Murray River, Swan Hill etc.

Hope to hear from you shortly,

Yours veteranly,

STAN AND ROBIN COX."

\* \* \* \* \*

"Dear George:

Your brother Don suggested that I write to you, as I am seeking information on Australian built bodies for 'T' Fords.

I am Dating Officer for the Qld. Club. and at present am dating a 1913 'T' Ford. The car is mechanically a 1913 Model, but the body is believed to be a 'Steenbhoms' body built in Sydney. The owner has re-built the body from photos of a 1914 'T' Ford owned by John Cooper of the Antique and Classic Car Club of Sydney.

The standard of restoration is very good, but I wondered if such a body was built for any 1913 "T" Fords.

The lights are H & B Gas Head Lamps, H & B Side and Tail Lamps.

I would appreciate any information that you may be able to supply regarding this type of body.

Thanking you for your time.

GREG. R. HILL."

Reply from Geo. Roberts, entitled "Who Knows"

"Dear Greg.:

In reply to your query of April 30th, Steenbhome Limited, Wyndham Street, Alexandria, as motor builders, were among the earliest registered in Sydney and many examples of their handiwork exist today on veteran chassis in this state.



As early as 1910 Steenbhoms were supplying bodies to Davies and Fehon, the then N.S.W. Model "T" Ford distributors.

I am not familiar with the Ford owned by John Cooper but can enlighten you that Australian body styling was considerably advanced in these early motoring years (incorporating a streamlined cowl and four door construction) when compared with the flat dashboard retained in North American design until 1914. Alternately a tapered bonnet was supplied by some coachbuilders in lieu of the parallel type.

Steenbhoms were not alone in this design, properts Motor Body Company, 73 King Street, Newtown, also the distributors, Davies and Fehon and others followed the trend.

One can be excused for believing the bodies to be vintage rather than veteran for this styling with very little alteration continued into the early 1920's. Many American old car buffs, as visitors to Australia, have expressed their disbelief on seeing these bodies on early "T" Fords, for unlike this country to which large numbers of chassis were exported, the American market was supplied direct from the factory bodies included.

You may be assured that Steenbhoms supplied many bodies for 1913 "T" Fords and as far as I can determine their styling for 1913-1914 was identical.

My regards,

GEO. A. ROBERTS  
Research Historian, V.C.C.A., N.S.W."

\* \* \* \* \*

S O C I A L

Presentation Night was a great success; unfortunately I could not be present. My sincere thanks to Hilda and Len Sheen for their wonderful effort, and to all the ladies who brought along delicious sweets and helped with the supper. To Michael Bendcich for his very interesting slides taken on his trip overseas.

Our sympathy goes out to Judy Thew who recently lost her twin brother in an accident.

Congratulations to Pam and George Roberts who are celebrating the birth of a beautiful granddaughter. George and I also celebrated, having just got two granddaughters within two weeks.

Iris Cooper had a double celebration for Mother's Day with a wedding anniversary also.

Our next night out will be a Film Evening at our Club Hall on Saturday, 27th July. It will feature a full length movie plus one cartoon, admission adults \$1.00, children 16 and over 50¢, supper will be provided. Time is 8 p.m. Please advise me early for catering.

I would like to say thank you for the honour of having the Goodwill Trophy for this year. And also for the very nice pen presented to me. GLAD.





Spotted Jimmy Simpson at the C.V.V.T.M.C. Swap Meet - walking about with a battered bugle clutched under his arm - well, Jim, taking up "busking" or are you going to play "The Last Post" on Anzac Day?

\*\*\*\*\*

Whilst on the Swap Meet, come on C.V.V.T.M.C. - fingers out. Surely you can organise a better show than that - no hot food available - no lighting - and the coldest spot in Sydney, and to add insult to injury, one had to pay to get in. A Swap Meet should be the event of the year for the restorer. Well Mr. Green, over to you.

\*\*\*\*\*

The "Hurstville Rotarian" has deserted the Delahaye for the comfort of a Range Rover. Sam doesn't like it a bit - he told our reporter: "I liked the veteran because I can leap out and attack any dog (or human) at will!!"

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Jim and Moira Eisenhower were awakened at 2.30 a.m. by the sound of sirens. Muttered Jim, "Some poor bods out of luck". Alas the brigade stops at Jim's and in they rush and pour foam over Moira's deep freeze. Jim spent the rest of the night at the bar quenching the firemen's large thirst.

\*\*\*\*\*

Watch out for the Metric System!! If you strike a tyre gauge marked in kilopascals (the new pressure measurement). If you put 60 P.S.I. in your tyres you will need approx. 420 k.p.a. and if you only put in 60 k.p.a. your beaded edge tyres will have 8½ P.S.I. in them. "You will probably suspect something at that stage. And don't put in 420 on an old gauge or you will really suspect something when it goes bang!!"

\*\*\*\*\*

If your SPIT AND POLISH has arrived in time (with the mail the way it is) a MERRY CHRISTMAS to you from the Magazine Committee.

\*\*\*\*\*

Yes! It's Val and Gerry Stelling with the Channel 9 Feeling.

\*\*\*\*\*



Submitted by George Green:

SHELSLEY CROSSLEY

(Reconstruction of a Veteran of 1913-14 Vintage)

The 15.9 h.p. Shelsley Crossley model is a typical sports car of the Edwardian period and was produced as an answer to the Prince Henry Vauxhall. It acquired its name by reason of the excellent performance by a similar Crossley at Shelsley in 1912, the sports model being placed on the market early in 1913. A special version was prepared for the 1914 T.T., but retired on the second day.

To call Mr. G.W. Brewerton, a native of Manchester, an old enthusiast is not being rude, for he began his motoring in 1906 and has been driving ever since. Another record of which he is proud is that he began taking "The Autocar" in that year and has not missed a single issue to date. His first venture was a Humber, and he next owned a 12-15 Crossley with a two-seater body made by Crawfords; he followed that with a 1911 20 h.p. model. Just after the last war he saw at a sale a 1913-14 Shelsley Crossley in pieces, which so took his fancy that he bought it and transferred the bits to his house at Whalley Range, Manchester.

Work commenced on rebuilding, Mr. Brewerton and his brother working on it, but it was interrupted by the death of the latter. Nothing further was done for some years; then Mr. Brewerton decided to complete the job with the aid of his two sons (who were then approaching the age of interest in cars).

The original makers' instruction books are still in his possession and proved of material benefit in the work of rebuilding. Unlike handbooks of today they contain complete details of how to dismantle the gear box, back axle, clutch and the like - even to removing the crankshaft. General arrangement drawings of some of the major assemblies are also included. Reference to the specification shows that the engine was rated at 15.9 h.p. with a bore and stroke of 3 1/8 in. x 5 1/8 in. (80 x 130 mm). giving a capacity of 2,613.8 c.c.; tax on this car at that time was £4. 4s. per annum.

The engine was completely reconditioned, this being a problem in itself. Tulip-shaped side valves were fitted and it was decided to retain them because of their fine condition. The head, naturally, was not detachable, and had screwed valve caps of brass, the 18 mm. sparking plugs being screwed into the inlet caps. Double springs were fitted to the valves even in those days, and new ones were made up to suit. The original timing chain, a massive affair, was missing, but a visit to the Hans Renold works produced for me an exact replica.

The standard carburettor for this model, a Smith, was replaced by a Solex; this and a Simms magneto in place of the original Eisemann are almost the only non-original parts. Three-point rubber insulated mountings were used for the engine and these, in conjunction with the excellent engine balance, are so good that even today a pencil can be stood upright on the radiator cap while the engine is ticking over. It is of interest to learn that although



Shelsley Crossley (Cont'd.)

the ignition timing was set by the works at t.d.c., actually the best running was achieved by setting it 1/8 in. OVER this mark. Manual ignition control was fitted.

An original Crossley hand-operated air pressure pump was found for the petrol system and was mounted on the steering column. The petrol tank was thoroughly cleaned out and scoured and then tested under pressure for leaks; air up to 2 lb. pressure (normal working) was pumped into the tank and the valves were sealed off. After 24 hours this figure was still maintained on the gauge.

The gear box and clutch were then overhauled. The latter was of the leather-faced internal cone type, and although the leather itself was fairly hard a soaking in castor oil put it right. The gear box for this model (15.9 h.p.) had four speeds and was rigidly attached to the engine crankcase by an extension forming an open clutch pit. The gear shafts ran on ball bearings with the gears submerged in oil.

Through a universal joint the drive was transmitted to a bevel axle, which was a most imposing piece of work. The owner admitted that it gave him the only real headache when he came to re-assemble it, adjustment being fairly critical.

Final Drive Ratio

A standard bevel pinion was found and fitted, the ratio being 4.08 to 1 (53 and 13 teeth). According to the handbook this gave a speed of 29.15 m.p.h. per 1,000 r.p.m. in top gear, 20.22 in third, 15.5 in second, and 8.86 in bottom.

Two braking systems were fitted, a transmission brake operated by pedal, and expanding brakes on the rear wheels operated by the hand brake. Friction linings as we know them today had not come into vogue then, metal to metal being the custom. Carriage springing was another point then popular. The rear springs were three-quarter elliptics, and were found to be in perfect order after being stripped down and reset.

New king pins were fitted to the front stub axles, these also being unique in that the thrust is taken by ball bearings instead of the conventional thrust washers now used. Steering was by worm and sector and the only modification carried out was to lower the rake of the column substantially. This necessitated cutting a fresh hole in the aluminium bulkhead and blanking off the original, but otherwise it was a relatively simple operation.

A choice of two types of road wheel was offered to Crossley owners in those days, wire wheels and Sankey, both fitted with Rudge-Whitworth hubs; the former type was fitted to this model and the owner has been fortunate in picking up a complete set of Mackintosh cord tyres, of correct size (815 by 105) and in perfect condition. This particular car had an extended chassis and the extension was removed to bring it back to standard, new brackets being obtained for this purpose from the manufacturers.

Five Years' Storage

At the outbreak of World War II Mr. Brewerton's sons were called



Shelsley Crossley (Cont'd.)

up and this, together with the shortage of petrol, made him decide to lay up the car for the duration. After five years' storage it is still in really excellent condition; the chassis had been thoroughly washed, cleaned and repainted, and as a result is entirely free from rust. The springs were all well greased and they, likewise, are in perfect condition.

An old Studebaker open body has been obtained and modified to suit the Shelsley and when this has been fitted the car will be ready for the road again. Mr. Brewerton has now moved from Manchester to the north-west coast, but is hoping very shortly to drive the car over to its new home under its own power, which should be quite an event.

\* \* \* \* \*

NOTE: IF YOU DON'T RECEIVE THIS ISSUE, PLEASE WRITE  
AND LET US KNOW.

\* \* \* \* \*

Reprinted from the 1st Edition of V.C.C.A. (N.S.W.) Magazine - THE VETERAN  
Editor: Sep. Hall

Published at the end of 1957

"RALLY! RALLY! RALLY!"

or

THE WOMAN'S ANGLE ON THE BRIGHTON RUN.

"Come on - wave - you're not doing your share."

"Mmm.....what's that mm".

I had drifted into a doze rocked by the steady beat of the four sturdy cylinders of Victoria as she pulled slowly (but surely) up a long low hill. We had passed a group of people and I had not waved. When out in a veteran it is most important to wave (and smile). Who would be Queen I thought once again; she has to wave even when in an ordinary car.

You have gathered by now we were in a Veteran Car - Victoria - a 1914 Minerva, and the old lady was taking the air with her contemporaries and friends on a gala trip to Brighton.

The first call made was at the Brookvale Oval where the cars were welcomed by Councillor Berry - a true friend who is really interested (he even owned a Bugatti once...). The Oval was a riot of colour - I never thought I'd ever see a purple car, but what a thrill when it came in sight - with carpet to match too, (and for that person who said it was a made up



name Metallurgique is quite genuine). Once round the Oval, a brief pause to be placed in order, and we were off again with Mr. Roberts' Hot Canary leading. We floated (in a snow of yellow dodgers) out the gates where the big Golden Fleece tanker was still standing solidly like a giant sow with a litter of multi-coloured piglets waiting for their petrol meal.

On to the first check point we went, then a brief stop for the local fathers to explain to their sons the principles of odd kinds of springing, handbrakes outside the doors and so on and so on.

Eventually we came to the city over the bridge (have you ever tried lying back and observing the moving pattern of the girders against the sky - by the way this is not recommended for drivers...)

The city was frankly not impressed (except for one group of sailors who waved until their arms nearly fell off), but there weren't many people around anyway.

The route lay along City Road through Newtown and it's just as well no-one had a breakdown there because those children would have pounced on any stationary veteran and quickly unrestored it - at least that's how we felt just from watching the gleam in their eyes - perhaps it was only excitement.

A few more miles, a few more twists and turns and there we were - at Brighton. The people were ready with a rousing welcome and innumerable questions. Have you noticed how the faces of the old people light up when the veterans arrive - no doubt it reminds them of the Good Old Days and the Red Flag Era.

There was a pleasant pause here for greetings between owners, some gloating over recent triumphs of restoration (and ladies, some notes on veteran fashions - top marks to Mrs. Green for her red duffle coat - the perfect foil for Franklin's white duco - to Mrs. Vanstone with scarf and lipstick to match the Metallurgique and Mrs. Moss and daughters in tartan slacks and white caps - the Brysons in their red and white.)

The next stop was at the Golden Fleece Station - we were all ready for the appetising lunch provided by Golden Fleece, (this is how they earned the undying gratitude of all wives and mothers - by eliminating the Early Morning Sandwich Scramble). There was plenty of time for a good unrestricted-by-the-public look at the cars - it's always fun but futile, trying to decide which one you like best.

After lunch the Rally set off in procession again, ultimate destination Bondi, providing a little interest for the jaded citizens at King's Cross. (I even saw a taxi driver stop, open-mouth in William Street!) The people of Vacluse were very interested, too, (they had plenty of time to see us - isn't it funny how much hillier the hills are in a veteran - each one seems to take half an hour).

Journey's end came at Bondi where the cars had a well-earned rest and plenty of admiration while drivers and passengers refuelled by



courtesy of Golden Fleece once again.

Then on our way once again - each taking a different route this time (hope you all enjoyed the fresh little breeze on the way home, and will come again next year)."

\* \* \* \* \*

## E V E N T S

Our get-together with Vaucluse Lions Club to be held on May 26th was, as you are very well aware, a total washout. However, this outing will now take place in August or September when, we hope, the weather will be more kind to us. All members who volunteered seats in their cars it is hoped will make same available next time this outing is on.

Historical Tour of Parramatta - Sunday, June 16th, 1974.

Invitation to A.C.M.C. and Chevrolet Car Clubs.

Start: Merrylands Swimming Centre, 10.00 a.m. and after a short, but interesting tour of Parramatta's Very Old and Stately Buildings, finish at the Old Government House, Parramatta Park. This is a point score outing. All Trophy Winners on the Blue Mountains Tour are penalised 50 points. These points may be regained at 10 points per point score outing for each point score outing attended between each Blue Mountains Tour.

July Restoration. No outings planned for this month.

August 18th - Navigators' Day Point Score Outing

August 24th-25th Bi-Annual Rally, Wollongong. Invitation weekend conducted by South Coast Vintage Car Club. First class accommodation. Trophies for oldest car, car which travelled longest distance to rally, Hard Luck trophy, 1st, 2nd, 3rd places and a Commemorative Badge will be presented to all competitors. Entry Forms are available. Entries close August 10th, 1974. Entries after this date will have to find own accommodation.

September 8th	C.V.V.T.M.C. Warwick Farm
September	Long Legs Tour. <u>Point Score Outing</u>
October 5,6,7	Newcastle Tour
October 12th	Waratah Procession <u>Point Score Outing</u>
October 26,27	Camping Weekend
November 10th	Lions Club Outing Vic. Jacobs?
November 17th	First Inspection Day
November 24th	Children's Day
November 29th	(Friday) Christmas Outing
December 8th	2nd Inspection Day

Members are asked to make a note of above events, as no events calendar can be printed this year owing to lack of a sponsor. Repeated requests for sponsors have fallen on deaf ears. However next year it may be necessary to print our own.

EVENTS COMMITTEE - J. Burke,  
G. King,  
J. Stanley.



RESULTS BLUE MOUNTAINS TOUR

23-24 MARCH 1974

1st and Outright Winner	J. Godfrey	Car No. 26	Points loss 41
1-Cylinder Class 1st	J. Thomson	" " 1	" " 235
2-Cylinder Class 1st	J. Cooper	" " 4	" " 71
4-Cylinder Class 1st	J. Godfrey		" " 41
6-Cylinder Class 1st	W. East	Car No. 43	" " 61

<u>Car No.</u>	<u>Owner</u>	<u>Make</u>	<u>Points Lost</u>
26	J. Godfrey	T Ford	41
19	S. Rumble	Maxwell	45
52	D. Jacobs	T Ford	60
17	A. Clay	Napier	64
13	J. Heath	T Ford	72
37	J. Vanstone	Metallurgique	73
47	G. Roberts	Rolls Royce	81
5	R. Baxter	Calthorpe	92
39	A. Foy	Vauxhall	93
42	M. Johns	Sunbeam	93
28	R. Petersen	T Ford	99
46	D. Kay	Napier	124
31	G. Steer	Wolseley	133
48	R. Newman	Talbot	157
56	R. Jones	Clement Bayard	169
35	L. Sykes	Star	183

All other competitors lost above 200 points.

EVENTS COMMITTEE - J. Burke,  
G. King,  
J. Stanley

\* \* \* \* \*

F I L M N I G H T (R)

AT THE V.C.C.A. CLUBROOMS - 8.00 P.M., 27TH JULY, 1974 :

"THE HAPPIEST MILLIONAIRE" plus CARTOON

(R) - FOR RIGHT

\* \* \* \* \*

SEE ATTACHED ENTRY FORM FOR BI-ANNUAL RALLY, 24TH & 25TH AUGUST.

ENTRIES CLOSE 10TH AUGUST, 1974.



ENTRY FORMBI-ANNUAL RALLY24TH & 25TH AUGUST, 1974SOUTH COAST VINTAGE CAR CLUBVenue: WollongongEntries Close: 10th August 1974

Entries after this date will have to find own accommodation.

Owner: .....Reg. No.: .....Vehicle Make: .....Accommodation:

Noahs Motor Inn -      Single Room      \$9.00  
                                  Double Room      \$15.50  
                                  Family Room      \$16.50 plus \$1.00 for each  
                                  additional person.

Breakfast is extra.

Deposit \$4.00 per person.

Billeting: Limited amount only so bookings will be made in order of receipt.

I agree to pay the accommodation booked in my name should I fail to advise the Rally Director beforehand that my entry will not be participating.

Presentation Dinner:

Saturday Night -

Adults \$5.00, Children \$2.00

\$ .

Sunday Barbeque Lunch -

Adults \$2.00, Children 50¢

\$ .

Accommodation Deposit \$4.00 per person

\$ .

Entry Fee includes plaque

\$ 4 . 00

TOTAL:

\$ .

Signature of Entrant: .....Address: .....

'Phone: 288970 (S.T.D. 042)

MAX VORMISTER,  
 Rally Director,  
 70 Langson Ave.,  
FIGTREE, 2525



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

FOR SALE: ZENITH 8-day rim wind dashboard clock in excellent order, \$75.00

AUSTIN 7 engine and gearbox - no head or dist. otherwise quite good, \$18.00.

DIATTO single cyl. engine complete with maggy and carbi, in going order \$50.00.

- COLIN PARKER,  
045.731.422

\* \* \* \* \*

WANTED:

Members who require name bars to please notify Bill McCarthy (Treasurer) at the Annual General Meeting, or 'phone Bill at 798.6941.

\* \* \* \* \*

WANTED: 4 SANKEY 23" wheels for straight side tyres.

- CYRIL RADFORD,  
P.O. Box 28,  
Burren Junction, 2386.

\* \* \* \* \*

WANTED: VETERAN TOURER. Cash

- BOB HOBSON,  
Phil-Esi Shell Garage,  
18 Parramatta Road,  
Lidcombe.  
648.2073

\* \* \* \* \*

TO SWAP: 1 set A MODEL FORD ROADSTERS roof frames. (A bit sad but repairable) for a set of 25-28 CHEVROLET ROADSTER roof frames. Cash adjustment if necessary.

- E.J. (JIM) HOY,  
"Roundswamp",  
Private Bag, Via Walcha.

\* \* \* \* \*

WANTED: 5 SANKEY WHEELS 815 x 105 beaded edge. Will swap 5 Sankey 5-stud wheels b.e. 880 x 120 in excellent condition.

Contact: MEL POPE,  
21 Drayton Ave., Castle Hill 2154  
634.5997 - Priv.  
20225 x 208 - Bus.



WANTED: For 1910 Overland Model 47 Allay Intake Manifold  
Fan and Fan Support or Mounting Bracket

Contact: JOHN BISLEY,  
84 Ramah Ave.,  
Fairy Meadow.  
(042) 288144 Day only.

\* \* \* \* \*

WANTED: for 1915 T FORD

Pair Front Guards.  
Rear Guard Brackets.  
Rear Body Section. Front spring.  
Doors, Hinges and Locks.  
One Gimble Mounted electric headlight.  
Linkages from steering column, to carby and commutator.  
Pair Engine Pans.  
Radiator, Fan and bracket.  
Two rear wheels, demountable rims 30 x 3½.  
Magneto Horn.  
Hood Bows.  
Any parts to suit 1915 T's, also head and tail and side lights  
for 1914 T Ford.

EXCHANGE: 1 left hand headlight gimble, for right hand gimble.

- ROBERT FORBES,  
537 Chapel Road,  
Bankstown. 2200  
70.2098

\* \* \* \* \*

AVAILABLE - ALL STATES

Veteran Studebaker Body Panels & mechanical parts	Veteran Buick 6-cyl. engine and gear box and 4 cyl. engine
" Holsman Brass Carby	" Chev. 490 mechanics and body
" Mitchell mechanics, parts	" Mons radiator engine & other parts
" Maxwell 1915 mechanics, radiator, some body	" Dodge LHD chassis, cowl, pair lights
" Unknown auto buggy front end complete	" Standard Motor and parts
" Jackson F head motor	" Golden Belknap Swartz 4 cyl. engine & G.Box
" Clement Bayard ½ diff. inc. crown wheel	" FN 2400 Chass. eng. & g. box parts
	" Peugeot 4 cyl. rad., motor, g. box
	" Sunbeam 12/16 engine & parts

Many Vintage parts. WANTED: 4 good 810 x 90 rims or 815 x 105 King V8 parts.  
Chalmers 1910 radiator and parts, Sunbeam 1913-14 12/16 parts. Deasy any parts.  
Unic 2-cyl. any parts. Stutz 4-cyl. 16 valve any parts. Star 1908-10 2 & 4  
cyl. parts incl. chassis and springs.

'Phone 068 421.556 STD

- JOHN E. RYDER, P.O. Box 187,  
Coonabarabran. 2857, N.S.W.



