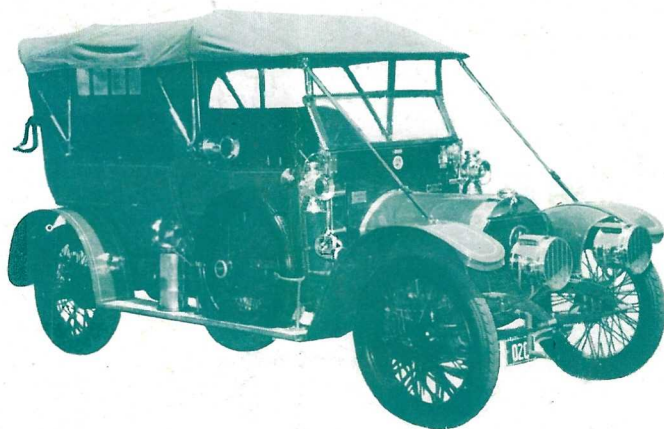
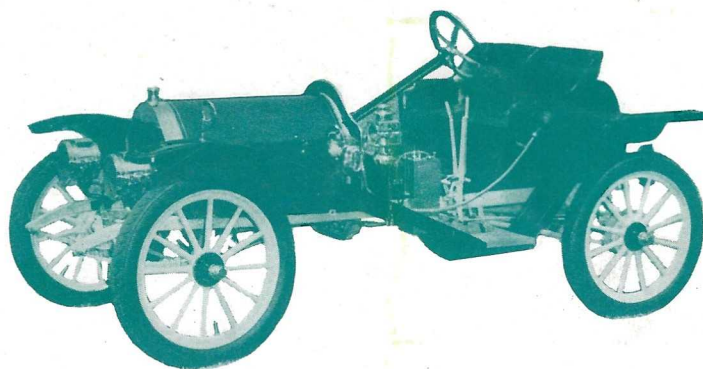


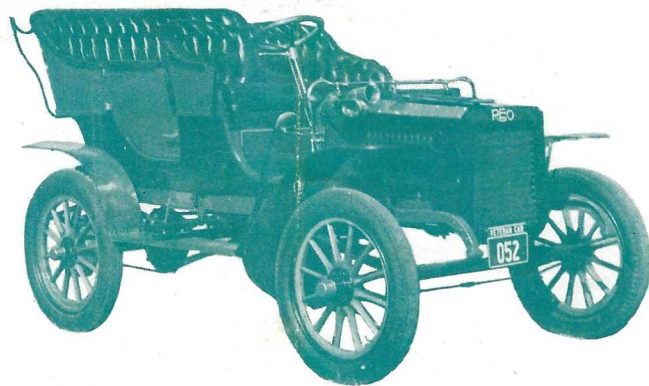
# SPIRIT AND POLISH



1910  
ARMSTRONG WHITWORTH



1909 HUPMOBILE



1906 REO



# SPIT AND POLISH

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.

**Hon. Editor and Editorial Address—**

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13 Garland Avenue,  
Epping. 2121. Phone: 869-1350.

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June, 1969

E D I T O R I A L

By now members will have received the Nomination Form for the coming election of Office-bearers at the Annual General Meeting.

Most of us either have preconceived notions of whom we wish to see in these executive positions, or we fall back on the thought that the night of the meeting will bring forth inspiration.

This latter hopeful thinking may not necessarily be true.

Editorially, we see these elections in the light of a veteran outing, in that there is always preparatory work to be done, which of necessity must be attended to prior to 'blast off'. It just cannot be done in a hurry at the last minute.

This being so, it seems that the only really successful election will be achieved by prior preparation, and such preparation could best be made by consulting the Register. Even though you may feel that you can bring to your mind most of those who attend meetings, there can be those few who slip your memory by their being unable to put in an appearance every time.

Why not go through your Register name by name, and try to decide in this way who, in your estimation, could be capable and willing to take office? Then contact them and obtain their acceptance of nomination, or their refusal.

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The next meeting of the Club will be held on TUESDAY, 24TH JUNE, 1969 at Drummoyne Rugby Union Club, 169 Victoria Road, Drummoyne.

For new members, particularly, we point out that this will be the Annual General Meeting, which of course means the election of Office-bearers for the ensuing year.

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REPORT OF MAY MEETING

A contingent of Newcastle members was welcomed from the Chair.

The Treasurer reported a temporary operating deficit of \$86.00.

Events Committee announced a Northern Tour to be run in June.

Investigations Committee reported having attended to a 1911 4-cyl. Napier of H.U. Gubler.

Social Secretary reported a \$13.45 profit from the Presentation Dance. Another night out is to be organised for a night in July. The venue is to be the Doncaster Theatre Restaurant, when the show will be "Mikado '69".

The Registrar stated that two vehicles had been attended to, namely, Max Burke's 1916 Hupmobile and David Mannhart's 1913 Hurtu.

The subject of the proposed land purchase was brought up. The President enquired as to the number of members who had seen the block. Before much detail had been entered into, George Green advised that since the last meeting the block had been sold. Discussion took place on the pros. and cons. of acquisition of land. A relatively long and detailed talk was given by Vic. Jacobs on the advantages of acquiring a house, necessarily with a frontage to or having ready access to water. His proposition was that members rent the house for their holidays. He felt that the close proximity of the water would make the use of the house attractive to children of members - and their parents also, for that matter. This would ensure that income would be forthcoming for payment of rates etc.

New members: Jan E. Sykes, Blakehurst.

W.H. McCarthy, 87 Kingston St., Haberfield - '16  
Dodge Tourer.

H.U. Gubler, 54 New Beach Road, Darling Point - '11  
Napier.

Barry Thew was presented with a trophy, following the Bundanoon Run.

\* \* \* \* \*

MISSING MEMBERS BUREAU

Can anyone give a lead to the present whereabouts of Sandy Holmes? And Fifty Bob?

Last seen at Berowra in a cottage (not Fifty Bob!), with young family. Even seen walking along newly-laid joists, these being the basework of extensions to the building.

What has been the fate of the big black MG, patiently awaiting restoration? What of Fifty Bob? Last heard of about to undergo a good body polishing. And what of Peggy? We remember seeing her beside Sandy in Fifty Bob, with a white weatherproof hat on her head, and her rimless glasses, pushing off from the G.P.O. at 0300 hours, the car pointed towards Melbourne. And what a roll up of Club members! Exactly 2/12 doz. assorted. Good on you, Jack!

Calling A210, calling A210.....Over to you!

VALE JOHN TULLOCH

It is with sadness that we record the passing on Friday 30th May of a member of old standing.

Owing to his illness many of us saw very little of John at Club activities over quite a few years, so much so, that to most of the younger members he was only a name.

At the first impact of his trouble everyone was taken aback, for his illness was not of a very common variety. We learnt subsequently that though he was by then in a weak state physically, he had the elements of a good recovery after a ticklish operation. Then his fortunes seemed to fluctuate, until Christmas period 1968 found him not so well again. However, he managed to pull out of it again, until in February this year he was well enough to escort his daughter to the altar.

No one except his family, we feel, could really comprehend what this must have meant to all concerned at the time, including John himself, of course.

When one is in good health, it is well nigh impossible to gauge how an indigent person must feel, so that all we are able to say, for ourselves and on behalf of fellow members, is: Farewell, John!

His wife, son and daughter have our sympathy at this time, and our hopes that the sad burden will not prove too difficult to cope with.



THAT TROPHY

For some of us who have not the capacity (and in consequence of the lack of such quality, now have nearly no desire) for pot hunting, it was an edifying spectacle to see Barry walk the whole length of the aisle at the May meeting, in order to receive his trophy. That such a trophy was in the offing only added further disappointment to our inability to attend the Bundanoon Run.

On sighting the said trophy we were impressed immediately by the thought that all previous concepts of the awarding of cups had been swept overboard on this occasion. Most cups have the implied suggestion that they be filled - only to be emptied, generally by mouth! This one indeed, left us with the impression that its intention was to be emptied - only to be refilled! We will skip the details of the method of filling!

Appropriately, it was mounted on a pedestal - why?

We had the impression that it could be classified as a "One Lung Trophy", or, more correctly we suppose, a "One Lung Trophy". And, being of only one lung, it must surely come into the veteran category.

Strange thing, the presentation was not accompanied by ticker tape!

Should the Club eventually acquire a block of land, we can see an arrangement being made with Barry whereby he turns up, complete with trophy. By this we may now feel that we shall be able to outdo Robinson Crusoe, by our possession of Mossie's barbecue and Barry's trophy. This possibility, in addition, removes a potential worry from the editorial mind, namely, the prospective necessity to arrange a contract with Len Masser for the supplying of the functional de Dion at outings that we would be holding on the said proposed land.

In receiving such an award, Barry cannot now deny his appellation of Pot Hunter, but it can be said that in the matter of awards, Barry is starting at the bottom!

\* \* \* \* \*

S.C.A.T. REGISTER

David Berthon advises that he is very interested in setting up a S.C.A.T. Register. It is his impression that a sufficient number of owners can be listed, if only they can be located.

Referring to a lengthy article by Martin McCarthy, in The Edwardian (A.C.T.) of May 1969, it will be seen that 43 S.C.A.T. were registered in N.S.W. in April 1917. As these vehicles were manufactured up to approx. 1920, their numbers can be assumed to have increased.

It must be pointed out that approx. 1920 saw a change of name from S.C.A.T. to Ceirano, so that this latter make would be included in the proposed register.

(Cont'd. on P.5.....)

S.C.A.T. Register, Cont'd.

David feels, rightly, that this congregation of kindred spirits could be helpful both historically and mechanically, and would be pleased to hear from all such owners. When writing, supply the year of the car, and a list of any spares which you may hold, also, if the vehicle is incomplete, advise what stage of restoration you have reached.

His address? 40 Essex Street, Epping, N.S.W., 2121.

\* \* \* \* \*

BOOK 1100 BEDSTHE RALLY DIRECTOR SAYS

How I copped the job of Accommodation Chairman for the 1970 International Rally, I do not know - must have been mad!

However, in June last year, together with Arthur Garthon and Bob Baxter who comprise this virile committee, we set sail over the route to organise in each overnight town committees made up from Rotary, Lions and Apex Clubs to handle all the organisation.

Now that 10 months has gone by I thought that a follow up visit was necessary to keep the committees enthused or otherwise give them another 'needle'.

I decided to drive down to Goulburn, Canberra, Cootamundra, Wagga and Albury in 'Henrietta', directly following the Bundanoon Run and so all arrangements were made. Looking for someone to accompany me, I found that though I asked 100 people and the 100 people said that they would like to come with me, believe it or not, I got 100 'no's'. Terry Cook has had experience with this before and he told me to change my brand of soap - I bought 100 different brands without avail. Someone was rude enough to suggest that I might even consider changing my car!! Finally, someone said, "Why not ask Peter Kable?" and I said, "Oh no, he would be the last card in the pack." How unlucky can you get - I finished up with the last card!

In the towns, we addressed meetings from 7 a.m. to 10 p.m. each night on the latest developments with the Rally and we both have come back with the unanimous decision that the Committees are enthusiastic, well formed and eager to do a good job for us. Poor Peter, he has heard me give the same sales talk in six different towns in six different languages and although he knew nothing about the Rally when we started off, he is now competent enough to do George Green's job - but not mine!

I often would wake up in the middle of the night and hear him reciting in his sleep my 'spiel' word for word - that's what you call magnetism. I am keeping to myself what he says in his sleep about Sally as you all might start to blush!

From 10 p.m. each night we would start our 'drinking time' and this was always carried through until well after midnight - we certainly met



a lovely lot of people and of course 'like always attracts like'.

At Canberra, I was asked to be the guest speaker at the Lions Dinner Meeting and the Rotary and Apex Club delegates were also in attendance. We had previously invited Mac MacDonald and Bert Jackson, as we were in their territory. I gave a dissertation on the history of the early motoring pioneers, bringing into the speech the various cars people would see on the Rally. After speaking for 30 minutes and talking about how Gottlieb Daimler, Carl Benz, Panhard, Levassor, Renault, Peugeot, Ford, Packard, Hupp, Olds., Royce, Durant, Leyland and Nash Chrysler etc. started in business and giving relative statistics, Murdoch MacDonald later came up to me and said: "You made an error, David Buick produced his first car in 1902 not 1903". Wot's a man supposed to be, a (blue pencil) genius!!

As you know, Peter is a rather shy person and Henrietta's ten horns were a bit too much for him. On the first day he timidly blew one, the next day he experimented with another and by the 5th day he said to me, "Eh, how about putting a few more horns on this here horseless carriage." I just hate exhibitionists!! I would certainly like to know the name of the lovely doll he was seen driving down the main street of Wagga with, when he borrowed my car at 9 a.m. for 10 minutes and got back at 2 p.m.!!

Prior press publicity in each town was terrific (I organised it) and each town had a large write-up about our visit, prior to our arrival. Of course when we drove into town it would bring the press boys out with their cameras and Peter in the end even got sick of parting his hair before the cameras clicked - photogenic isn't he?

The press reports, generally, meant that we had a write-up before we got there and photographs and a write-up after our visit, so the country people certainly know all about this rally. However, the Goulburn paper quoted me and did an excellent job, except where I told them that we were planning an army wireless van communication between different points. They went and published that every car was going to be fitted with 2-way radio in case of break-down. I wonder who is going to pay for the 400 two-way radio sets?

Well, we are now on our way back. Left Albury at 7.30 a.m. Saturday 4th May and we are now entering Bowral where we are staying at the Craigieburn Hotel (Peter is all agog and has his dancing shoes on already). We have travelled today a total of 280 miles, so that's not a bad run for my favourite 1912 Model Ford - she certainly likes these long trips and its the third time she had been to Albury. In all, I will have completed just on 1000 miles when I get back to Sydney.

The tour was most successful and there is no doubt that driving in a veteran car gives that terrific entre into places and people that we would never normally get and I can certainly recommend other committees doing the same.

As you can see, Peter and I both have worked hard without any fun and enjoyment!! - purely to ensure that our fellow members get good accommodation on the 1970 Rally. 'Bye now.

- VICTOR JACOBS

"Book 1100 Beds The Rally Director Says" Cont'd.

Note: After working in George Green's stables for so long, what does Peter have to say about all this. "Gee, its good to drive in a good car for a change", he said.

\* \* \* \* \*

#### ANOTHER PENDULUM SWINGS BACK AGAIN

##### Leyland 500 Series

A precis of an article in the January 1969 edition of Truck and Bus, supplied to us by David and John Kay. While very interesting, the entire article would be too lengthy for our available space. Therefore we have eliminated such detail as we (in our wisdom, and with the assumed connivance of the Kays) considered to be too hackneyed and of no real importance to the particular subject at present.

-----

Some 40 odd years ago a few designers favoured what was known variously as "the valve-in-head motor" or "the non-detachable head" or "the fixed head motor". Up till 1923 the Buick, at least, had the valve-in-head fixed head motor, considered then the theoretically (not necessarily the practically) perfect engine. Admittedly a difficult engine to decarbonise, designers, with an eye to the reduction of costs of engine overhauls, in general plumped for the detachable head. In those days of relatively low compression ratios, the sealing of the head was a comparatively easy thing. The even compacting of the jointing material (mainly asbestos, of course) proved difficult, and many a privately owned vehicle would return from a run with "a blown gasket". This defect often meant that one or two cylinders took in a supply of water from the cooling system. Gaskets improved - they were forced to it - the compression ratios were increasing, r.p.m. were becoming more numerous, and hence, the heating of the head and the surrounding area. This made difficulties in the matter of head distortion and the expansion and contraction of head bolts.

And this brings us to the real subject matter of this article, namely: the British Leyland Motor Corporation has eliminated all this worry by reverting to the old notion, and we find that the latest Leyland is the "Fixed Head 500 Series".

This is a direct injection in-line six cylinder of 500 cu.in. (8.2 litre) with overhead camshaft. Bore 118 m.m. (4.65 in.) stroke 125 mm. (4.92 in.)

During development stages the engines have been run for long periods at power outputs well above the published figures, and sustaining cylinder pressures well in excess of 1 ton per sq.in. Even under these tests, which were pretty rigorous, Leyland claim that there has been no visible deterioration in crankshaft and journal bearings, and no distortion of the cylinder block. The whole constructional concept has been to build in



Leyland 500 Series Cont'd.

sufficient strength to withstand much higher cylinder pressures than have been associated with diesel engines to date.

As a normally aspirated engine, it will be limited to 170 B.H.P. gross at 2600 r.p.m. with maximum torque of 375 lbs./ft. at 1800 r.p.m. The turbo charged version develops 260 H.P. gross at 1700 r.p.m. A third version, also, is to be available as a de-rated version of the turbo-charged unit, giving 200 B.H.P. gross at 2600 r.p.m. on a fuel consumption of .33 lbs./bhp/hr.

Some features conducive to long life include chromium plated cylinder liners and valve stems, aluminium-tin bearings, oil cooled pistons and high temperature resistant alloy steel valves faced with Stellite (a cobalt-chromium-tungsten alloy).

No split pins at all are used. Self-locking nuts or set-bolts with 45° tapered faces are used instead. It must be realised that the latter have no need of washers, as the conical seating induces a frictional force sufficient to overcome the effects of vibration. (We have the instance of the early cone clutches, and even the setting of the rotor button on the early Chev. 4's. Ed.)

(This article will be completed in the July issue of SPIT AND POLISH.)

\* \* \* \* \*

PRONUNCIATION

As none of us ever hears ourself as others hear us, some intentions become quite mistaken. Particularly is this so when the words are uttered by someone from a country different to our own.

We give you the following article which we read in the "Cough and Splutter", Newsletter of the Antique Car Club, Albury-Wodonga, and was contributed thereto by one John Stewart.

It seems that he had an uncle who spoke in a broad Irish accent, and who, incidentally, was the proud possessor of the first motor car to be owned by a Cobram resident. He understands that it was a 1910 or 1912 Overland.

Most of us recall that in those days petrol was sold by the local storekeeper in 4 gal. tins, which were packed 2 to a case. The old chap apparently went to the storekeeper and told him: "I want a tun of petrol".

"I'm sorry sir, but we don't happen to have that much in stock at the moment, but we can get it up by train for you," said the storekeeper.

"Good, well get it," said the old chap.

A few days later he was in the store again and was told: "I've got that petrol up for you Mr. Stewart. Have you got your horse and dray outside?"

(Cont'd. on P.9.....)

Pronunciation, Continued:

"Why would I want the dray?" he asked.

"Well there's about 66 tins out in the yard," was the answer.  
"You ordered a ton, didn't you?"

The old fellow was too embarrassed to admit that he was not understood, and answered: "Oh yes, I forgot!"

He took the lot!

(We print jokes (good, bad and indifferent, according to the viewpoint and one's reactions) but we consider that these anecdotes based on fact are really of more interest - truth often being stranger than fiction.

Amongst our members there surely must be some similar type of happenings which can be recorded here. Bright spots kept to oneself are worthless, let others hear them and enjoy them. Ed.)

\* \* \* \* \*

S O C I A L

Our deepest sympathy to Joy Tulloch and family on the death of her husband John and their father. The beautiful flowers and the many friends at the church were a great comfort to them I am sure.

Well, members, the end of the club year has reached us again. I would like to thank you all for your support in our social gatherings with all profits and not losses. As requested at the last General Meeting a Doncaster Night will be held on Wednesday 9th July.

Dinner and show from 6 o'clock.  
Price \$5.00 per person.

Please reserve your tickets by ringing me, Hilda Sheen, 42-4198 before 30th June. Let's have 50 couples and make it a bumper night.

"Mikado 69" - Doncaster - 9th July - from 6 p.m.  
Dinner-Show \$5.00 per head.

Pam and George Roberts have sure got a pathway to the hospital. But keep smiling, Pam, and I can only say to George he makes a pretty good cook and bottle washer.

Marion McLeod, Helen and Julie arrived home on Sunday after a fabulous time in Scotland.

Hear Jack and Billie Dance are enjoying their overseas trip.  
To all our sick members I hope they will soon be well again.

- HILDA SHEEN,  
Social Secretary.

\* \* \* \* \*



ADVERTISEMENTS

FOR SALE. 1 x Dyke's 15th Edition.

- R.L. WOLSTENCROFT,  
211 Bunnerong Rd.,  
Maroubra. 34-8403

WANTED. 4 cyl. Veteran Car. Restored or unrestored. With or without lights and brass. Will consider exchange or deal with 2 cyl. Maxwell Doctors' Roadster, restored and complete.

- LES DEIMEL,  
5 Enid Cres.,  
East Gosford, 2250  
Te. Gos.2-1805

FOR SALE. Ford T Roadster '16. Aust. body, brass rad., Restored. Sole reason for sale is the limited seating capacity, being too small to take the family. Would welcome contact which could lead to acquiring a bigger vehicle.

- ROD HUNTER,  
Tel. 747-3104

WANTED. Compression Whistle or set of castings to manufacture same. 2 gal. Shell petrol can.

- JOHN PICKUP,  
19 Essex St., Epping,  
2121.  
Tele.86-3749

WANTED. for 1930 Studebaker Commander 2 x 600 x 19 wheels, and parking lights.

- JIM EISENHAUER,  
Tel. 93-6888

EXCHANGE OR SELL - 4 x 5.00 x 22 matched new Dunlop tyres and wheels to match.

- JIM EISENHAUER,  
Tel. 93-6888

WANTED. 4 new 5.00 x 24 tyres.

- JIM EISENHAUER,  
Te. 93-6888

WANTED. To suit c.1913 Vee twin ADLER cycle car - engine, gearbox, radiator, steering gear etc. or any information leading to capture of the above items.

- BILL O'BRIEN,  
4 Toni Cres.,  
Ryde, 2112  
Tel. 80-1460

WANTED. For Studebaker S.C. Four, needed for 1970 Rally Gray & Davis Headlights, and Sidelights. Schebler model R Carb., up draught, 1" Throat 5 detachable B.E. rims 25" for tyres 32 x 3½ Bosch DU4 Magneto Inside workings of Stewart Warner type speedo, about 3½" diam.

- BRYCE F. CRAZE,  
Box 295, P.O.,  
Griffith, 2680

WANTED ALL STATES. For Model 30 Cadillac 1911:

4 x 880 x 120 rims or 4 complete wheels  
1 x Delco Distributor - 4 cyl.  
1 x Delco Ignition Switch  
1 x Delco Ignition Master Coil  
1 x Magneto Mounting Platform  
1 x Intake Manifold  
1 x Schebler Carburettor model U  
4 x rear mudguard brackets  
1 x Water Pump  
1 set Gray and Davis lights

- B.T. THEW,  
62a Spurway St.,  
Birmingham, 2115.

FOR SALE. As I am no longer a member of the Veteran Car Club, I would like to offer my car for sale.

Buick Tourer '15 or '16. Not quite complete. Dismantled at present. When I first got it, it was standing on four wheels, with no radiator, bonnet, carby., starter-generator, or water pump. It had been made into a utility but fortunately was able to get hold of the back section, which is in very good condition.

I do not wish to sell parts, as I would like to dispose of it in one parcel and at present the car owes me \$80, which is all I want for it.

- LANCE HOPSON,  
22 Canonbury Grove,  
Bexley North, 2207  
Tel. 50-6754

FOR SALE. 4 x 500 x 24 Tyres. Excellent condition.  
1 x 715 x 115 Tyre B.E. As new.

- TOBY BENT,  
Tel. (A.H.) 50-7368

WANTED ALL STATES. de Dion Differential - Gear Box Unit, preferably sliding type 1905, suit type Z. Will buy or could exchange for other de Dion parts and/or for one only very good Ford T Brass Headlamps 'Brown' model 19.  
6 tyres and tubes 32 x 3½ B.E., could also exchange some very good, some new, tyres and tubes 4.40 x 23 B.E. - one set of four having same pattern.

- FRED OPPRECHT,  
9 Moulder Street,  
Dimboola, Vic. 3414

EXCHANGE. Set of round type tail and side lamps for Ford T

FOR Set of lamps, square type, for Ford T '13.

- RAY STANDERWICK,  
Antique Car Museum,  
Princes Highway,  
Lakes Entrance, Vic.



EXCHANGE ALL STATES. Ford T 1912 - Diff. housing, radius rods with cast ends, sump and front end.  
FOR Brass Radiator to suit Ford T 1914.

Ford T 1915 w'screen frame, cowl and side panels, 1 x headlamp.

FOR w'screen to suit Ford T 1914.

Early Ford T 2 rear Pasco 30 x 3½ wire wheels, with hubs, brake drums, retaining nuts.

FOR 2 x gas headlamps to suit Ford T 1914.

Overland Parts. 2 Vet. Overlands located, one with gearbox at the diff., gate gear change centre of floor, and the other gate change on running board.

- JIM MITCHELL,  
Shindy's Inn,  
Louth, 2840.

\* \* \* \* \*

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

NEWCASTLE BRANCH

EDITORIAL

Firstly, I would like to express my thanks to Club members for entrusting me with this important club function for the ensuing twelve months.

My intended platform is one of frankness in club administration, friendliness in social matters, accuracy in notice details and punctuality in publication. I had written my inaugural editorial on a controversial subject but have decided to postpone it to the next issue as space in this issue is already adequately filled.

- DON BARKER

CHAIRMAN'S ANNUAL MESSAGE

Last year I coined a Packard service slogan and changed the word "customers" to "members". It read:

"If we can keep all the members we have we will have no trouble getting new ones."

This year I'll steal another Packard classic. In answer to the question: "What do people do in veteran car clubs?"

"ASK THE MAN THAT'S IN ONE".

- MAX BURKE,  
Chairman

ANNUAL MEETING

The annual meeting was conducted immediately after the monthly meeting. Members were most co-operative in filling all positions and Ray Thomas was elected to a new position, that of Liaison Officer. Positions filled were:-

Max Burke re-elected to Chairman.

Laurie Macey - Vice-Chairman.

George Adams and John Riley re-elected to Secretary and Treasurer respectively.

Peter Adams, Doug. Marr, John Cowan - Events Committee.

Bob Newman, Hunter Thomas, Ray Thomas and Chris. Broadbent are the investigation and inspection committee. The first two of these men being competent motor mechanic tradesmen are fully experienced in the testing of vehicles for road-worthiness on Inspection Day.

Don Barker elected to Editor in Chief began soliciting printable material during the supper break and has done so ever since.

To sum up; although some members declined nomination, all positions were filled without trouble as was experienced last year. All members appeared pleased with the eventual outcome.

After supper and a film the evening closed.

- MAX BURKE



NOTICE OF NEXT MEETING: The next General Meeting of the V.C.C.A. (N.S.W.), Newcastle Branch, will be held on Wednesday, July 9th, at 8 p.m. at the Newcastle Driver Training Range, Adamstown.

EVENTS COMMITTEE REPORT

Paterson Run 25.5.1969

In weather nearly perfect for veteran motoring (perhaps just a little crisp) we set off for Paterson, travelling through the pleasant farming areas of Morpeth, Largs, Woodville etc. Our lunch stop was to be at Tucker Park, Paterson, and with the cars running nicely in the crisp country air, the trip was over almost too soon.

The fresh air apparently had done wonders for the appetites, as the lunch boxes were out very smartly and before long everyone was enjoying "ye olde cuppa and a bun etc."

It was about 1.30 p.m. when we left the park, headed for Maitland and our inspection of Grossman House (I recommend this to those who missed this outing).

The boys from the Vintage Club joined us for this inspection; they had been on a run to Bird's property "Anambah" at Rutherford.

We had afternoon tea at Maitland Park and from there made our respective ways home.

As a result of the rather tight schedule, no sub-event was held on this outing.

Veteran Cars attending Paterson Run

Hupmobile	-	Len Masser
F.N.	-	Chris Broadbent
Garford	-	George Adams
Buick	-	Laurie Macey
Buick	-	Doug Marr
Paige	-	Peter Adams.

Other members attending with their families (where applicable) included: Max Burke, John Cowan, Don Barker, Ray Thomas, Howard Hughes and Norm Robinson.

- PETER ADAMS  
For Events Committee

MUSWELLBROOK RAILWAY CENTENARY CELEBRATIONS MAY 1969

Your editor and his good lady attended the climax of these celebrations and were fortunate in having the opportunity to view the interior of the NSWGR's premier historic railway carriage. This authentic veteran era carriage was part of the Vintage Train which had travelled from Sydney to mark the centenary of rail service in the area.

Built in 1891 for the State Governor, the Earl of Jersey, to travel to and from his estate in Sutton Forest (now Moss Vale) its use was discontinued in 1913. The present condition of this carriage is near original and what little restoration work has been carried out is in perfect taste and



the Victorian atmosphere is almost overpowering.

A strong recommendation is offered to readers to take up any opportunity to view this carriage as an object lesson in diamond button upholstery and metal fittings closely allied to veteran cars.

Also present for the celebrations were northern club members Bob Sullings and Jeff Clifford with their families. Bob and Thyra Sullings in period dress looked quite at home in the Buick in the street procession which was among the best of its type we had seen.

LETTER TO THE EDITOR

Dear Editor,

May I use your columns to express my sincere and heartfelt thanks to all members who set to, mucked in, buckled down and helped the Newcastle Branch through the 1968/69 period. For their long hours in arranging the 1968 Newcastle Tour may I take this opportunity to say thank you Laurie Macey, John Riley, Geo. Adams and in particular James Turner.

- MAX BURKE,  
Chairman 1968/69.

TRAFFIC THOUGHT

The right of way is something you're legally entitled to, but it requires someone to give it to you, and if they don't give it to you, then you haven't got it.

COPY DEADLINE. The deadline for copy in SPOKES IN THE WHEEL is strictly the end of the month. Written copy can be mailed to the Hon. Secretary or direct to the Editor, 12 Myall Rd., Waratah, N.S.W. 2298. Copy can also be telephoned to the Editor at 55-8373 during business hours and 68-3786 after hours.

C L A S S I F I E D S

WANTED: Original Model T Ford literature. Buy or exchange for Model T Ford parts. Apply Don Barker, 12 Myall Rd., Waratah, 'phone Newcastle 68-3786.

WANTED: 1914-1922 Model T Ford Chassis in useable condition. Apply Bob Newman, B.P. Service Station, Tuggerah, N.S.W.

\* \* \* \* \*

EXCHANGE ALL STATES. Ford T 1912 - Diff. housing, radius rods with cast ends, sump and front end.

FOR Brass Radiator to suit Ford T 1914.

Ford T 1915 w'screen frame, cowl and side panels, 1 x headlamp.

FOR w'screen to suit Ford T 1914.

Early Ford T 2 rear Pasco 30 x 3½ wire wheels, with hubs, brake drums, retaining nuts.

FOR 2 x gas headlamps to suit Ford T 1914.

Overland Parts. 2 Vet. Overlands located, one with gearbox at the diff., gate gear change centre of floor, and the other gate change on running board.

- JIM MITCHELL,  
Shindy's Inn,  
Louth, 2840.

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