

SPIT AND POLISH

JOINT PATRONS

Her Excellency The Honourable Margaret Beazley AC QC
Governor of New South Wales
and Mr. Dennis Wilson

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



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SPIT AND POLISH

WEB PAGE: www.vccansw.com

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All letters, advertisements, articles are to be sent to “The Editor Spit & Polish” preferably by

Email: nevpreston@gmail.com or by **Mail:** 18 Byron St. Wyong, NSW 2259

Articles to be received by the **First Wednesday** of the month.

Cover Photo:-

Nev Preston's 1913 Talbot.

at the combined outing at Wyong Nursing Home,

January 10th 2009

Committee of Management

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

134 Queens Road, Canada Bay, 2046

JOINT PATRONS:

Her Excellency The Honourable Margaret Beazley AC QC
Governor of New South Wales
and Mr. Dennis Wilson

Minutes of Monthly Meeting of VCCA (NSW) Inc.

Owing to the COVID-19 Virus, all meetings and events have been cancelled until further notice.

Dear Members,

Just to update you, after the committee meeting (Wednesday night 22nd July) all VCCA (NSW) Inc meetings continue to be postponed until further notice. This is very disappointing but due to the COVID-19 risks the committee is concerned about members wellbeing and safety.

Stay safe!

Louise Yeomans
Hon Secretary
VCCA (NSW) Inc
22nd July 2020

Please note as your Editor I am still going to list up and coming events just in case that there may be a sudden change in our restrictions, or depending on the type of event it may be permissible to hold it, with restrictions.
Nev Preston, Editor

Events Calendar - Club Events

AUGUST 2019

- 27th Committee Meeting starting at 6.30pm
- 27th Monthly Club Meeting at Club Rooms, Canada Bay at 8pm
- 27th **Annual General Meeting at Club Rooms.**
- 28th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

SEPTEMBER 2020

- 6th **Sydney North Breakfast Run.** *See Page 4 for details*
- 11th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
- 15th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
- 24th Committee Meeting starting at 6.30pm
- 24th Monthly Club Meeting at Club Rooms, Canada Bay at 8pm
- 25th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

OCTOBER 2020

- 9th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
- 16th-18th **1 & 2 Cylinder Rally** - Orange. *See Page 4 for details*
- 20th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
- 22nd Committee Meeting starting at 6.30pm
- 22nd Monthly Club Meeting at Club Rooms, Canada Bay at 8pm
- 23rd **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

Events Calendar - National Rallies

OCTOBER 2020

- 11th - 17th **VCCA National Veteran Rally 2020** - Swan Hill. Our official rally website is now up and running. You will find this via our club website - www.veterancarclub.org.au. Click on "National Rally" at top of page and follow the links.
Here you will find an on-line Expressions of Interest form (preferred method). Fill it in now to stay up to date with rally information. 1st Newsletter is anticipated before Christmas.

Shifted to 2021 actual dates unknown

Minutes of 65th Annual General Meeting of VCCA (NSW) Inc

VETERAN CAR CLUB OF AUSTRALIA (NSW) INC
65th ANNUAL GENERAL MEETING
22 AUGUST 2019
134 Queens Road CANADA BAY NSW

WELCOME

The meeting opened at 8:35 pm by the President Doug Fulford who welcomed all present.

PREVIOUS MINUTES

The previous minutes were published in *Spit and Polish*.

Matters arising: Nil

Moved: Laurie Garrod Seconded: Graham Weekes

COMMITTEE REPORTS FOR 2018/2019

The President, the Secretary and the Treasurer presented their reports.

The report from the Dating Committee was read by the President.

The reports will be published in *Spit and Polish*.

Moved: Richard Lane Seconded: Lauren Newman

GENERAL BUSINESS

Presentation of Annual Financial Statement as required under Section 26(6) of the Associations' Incorporation Act 1984.

The Treasurer presented the financial statement as circulated to members in the August edition of *Spit and Polish*.

Presentation of Awards

Award	Recipient
Len Masser Trophy	Not presented
CT Coggin Trophy	Not presented
Literary Award	Doug Fulford
Junior Literary Award	Not presented
Navigator's trophy	Not presented
Veteran of the Year	1910 Humber Peter Cockbain
Hattersley Cup	Geoffrey Yeomans

Presentation of Life Memberships

The President award life membership to Neville Preston and Graeme Newman in recognition of their tireless work for members of the club.

Citations will be published in *Spit and Polish*.

Presentation of 50-year badges

Bill Trollope has been a member for 50 years and sent his apologies as he unfortunately was unable to attend the meeting.

ELECTION OF OFFICE BEARERS AND THE COMMITTEE MEMBERS FOR 2019/2020

The President thanked all committee members for their support.

The President declared all of the positions vacant.

Barry Shinfield, a previous president, took the chair and conducted the elections. As all positions had nominees he declared the positions filled nominations as follows:

Position	Office Bearer
President	Doug Fulford
Vice Presidents	Graeme Newman Phil O'Loan
Secretary	Louise Yeomans
Treasurer	Geoff Yeomans
Committee members	Robert Fordham Neil Martin Peter Martin Abbey Newman Neville Preston
Dating Chairman	John Burke

The new President, Doug Fulford, took the chair. He thanked Barry Shinfield for conducting the election.

Other general business Nil

The meeting closed at 9:20 PM.

Doug Fulford

Louise Yeomans

President:

Secretary

Date: 22 August 2019

VETERAN CAR CLUB OF AUSTRALIA (NSW) INC NOMINATION FORM FOR 2020/2021 MANAGEMENT COMMITTEE

OFFICE BEARERS	NOMINEE	PROPOSER	SECONDER	ACCEPTED
President				
Vice-President				
Vice-President				
Secretary				
Treasurer				

Committee Members

1.				
2.				
3.				
4.				
5.				

Note 16 (1) Nominations of candidates for the election as office bearers of the Association or as ordinary members of the committee

- a. Shall be made in writing, signed by two ordinary members of the association and accompanied by the written consent of the candidate (which may be endorsed on the nomination form), and
- b. Shall be delivered to the Secretary of the Association not less than 7 days before the date fixed for the holding of the Annual General meeting at which the election is to take place.
- c. Nominations will be accepted on the night.

Editorial

Thanks to the few members for the articles received for this edition of **YOUR** Spit and Polish.

Only one outing report for this month, that being from Louise Yeomans on the Sydney North Breakfast run. Thankfully a few members supplied me with some articles, those members being Gordon Dewey, Ron Hattersley and the Editor.

Coming events for the next month or so are, the MaSH Branch morning tea run and their Coffee Run. The 1&2 Cylinder Rally to be held at Orange, these of course will depend on the Covid-19 restrictions.

This of course was to be my last edition of Spit and Polish after having produced it for 13 years, which has been an interesting and rewarding journey. I have made a few mistakes along the way, but nothing to disastrous. But unfortunately with the COVID-19 restriction we are not able to hold our AGM so therefore you will have to put up with me for a little longer. Who knows for just how long.

May I just say that it would be nice to receive some articles for the magazine from the members which would save me the time trying to find articles to fill the magazine.

Just remember a short article can be made into a page presentation with a couple of photos as I have stated before.

Remember this is **“YOUR MAGAZINE”**.

Enjoy your Veteran motoring when we can start using our veterans again.

Nev Preston



Membership Fees

A reminder that membership fees for the Veteran Car Club of Australia (NSW) are due at the end of June for membership of **2020-2021**. If you have paid for three years in advance your fees may not be due this time.

Members may pay \$80 for a single year or \$210 for three years. You may pay by cash, cheque or electronic funds transfer (EFT). If you pay by EFT you must clearly identify your payment in the description box with your name and membership number. When you pay by EFT please email the treasurer with the transaction details. His email is geoff.yeomans1@gmail.com Bank details are as follows:

Account name: Veteran Car Club of Australia (NSW) Inc
Bank: Commonwealth Branch: Wynyard Sydney NSW
BSB: 062009 Acc number: 28023425
Any unidentified payments will be considered as a donation.

Geoff Yeomans
Honorary Treasurer

Resignation

Bill Heeney

New Address

Penny Stanbridge
27 Towradgi Road
TOWRADGI NSW 2518



The Association of Veteran Car Clubs in Australia (TAVCCA)

www.tavcca.org.au

- PRESS RELEASE -

**TAVCCA bestowed patronage by the
Governor-General of Australia**



Press release date:

Sunday, 19 July 2020

The Executive and Delegates of the Association of Veteran Car Clubs in Australia (TAVCCA) are honoured and delighted to share with member clubs, and the wider Australian veteran vehicle community, that the Governor-General of Australia - His Excellency, the Honourable David Hurley AC DSC (Retd) - has agreed to bestow his patronage on our Association as our national Patron.

Following an invitation from TAVCCA to assume this role, His Excellency's letter of acceptance states that he "is delighted to accept the honorary role as patron of our Association."

The appointment of His Excellency, the Governor-General of Australia as our Patron is a significant milestone that typifies the national status of our movement specific to veteran vehicles, but also affirms and strengthens the continued work of TAVCCA in advocating, coordinating and delivering positive outcomes to all historic vehicle users.

Press release approved by H McDonald, TAVCCA Secretary/Treasurer

Northern Sydney Breakfast Run - 5th July 2020

Louise Yeomans



Lauren, Karyn, Will (back on), Graeme, David, Geoff (almost hidden), Louise (back on) & Dorothy.

Whether it was an opportunity to be with friends again, escaping from COVID isolation or just the sheer enjoyment of veteran motoring it was wonderful to be able to have the second Northern Sydney Breakfast Run of the year only three months late. Despite almost of a year of inactivity, the Wolseley fired up easily and the motor warmed up while it was loaded, the other cars moved and we dressed in some more warm wind-proof layers. It was the car's first long run since it broke its universal joint at Bathurst and it has been repaired waiting for a longer test run than around the block!

After a petrol top up, we arrived at Appletree Bay just before 9. Barry Shinfield was queued at the parking meter box so we joined him. The trick is to input the car's registration and the meter takes extra time processing historical plates. Once all legal, Barry drove back to the spot that he and Dorothy had chosen beside the river in the sun.

Soon Lauren Newman and Will Garthon arrived, followed closely by Neville Preston, Graeme and Karyn Newman, David Norton, Leon Smith.

There was the steady hum of conversations over morning tea. A lot of the talk was about how we had filled our days during the COVID lockdown. Dorothy served home baked scones with jam and cream and little tarts filled with passionfruit butter. She is on a recipe challenge and has been cooking up a storm! Dorothy has been making bags during the lockdown. For Neville, Graeme and Geoff life didn't change much while Leon missed going to men's shed. Everyone was pleased to be out, in the sun with convivial company. All too soon it was time to pack up and go. It was almost 11:30. Despite cranking David's Ford was difficult to start, so Graeme and Geoff pushed it and off it went like a rocket!



Lauren, Will, Karyn, Graeme, David, Louise (back on) Geoff, Dorothy, Leon & Barry.

On our way up from the Apple Tree Bay we needed to dodge the cyclists going in our direction and avoid the drivers coming down taking more than their fair share of the road. On our way it was either too early or too cold for runners, dog walkers and cyclists as we didn't meet cyclists until entered Ku-ring-gai National Park. Most of them were furiously pedalling uphill, all wearing lots of clothes! Barry and Dorothy had one follow them to Appletree Bay to look at Tilley.

Hopefully the next Northern Sydney Breakfast Run will be held on 6 September at Fagan Park entry from Carrs Road. So, come and enjoy the drive, the company and the spring display at Fagan Park!



Talbot, Talbot, Ford T, Talbot & Wolseley

Attendance

Graeme and Karyn Newman	1914 Talbot
David Norton	1915 Ford
Neville Preston	1913 Talbot
Barry and Dorothy Shinfield	1911 Talbot
Geoffrey and Louise Yeomans	1914 Wolseley
Lauren Newman and Will Garthon	modern
Leon Smith	modern

FOLIE DE GRANDEUR:

THE ARGYLL STORY

by Michael Worthington-Williams

If history shows us anything at all and particularly industrial history - then it is that no matter how large or powerful an undertaking may be, it is often totally dependent on one individual whose strength of character, drive, flair and style are sufficient to sustain it and make it what it is. The early history of Argyll cannot be considered in isolation, being inseparable from that of Alex Govan whose beginnings were humble enough.

Works Superintendent of Eadie Manufacturing Co. Ltd. of Redditch in 1897, who had been prominent in the cycle boom of the eighties and early nineties, Govan recognised that hard times would follow if the company did not diversify, and it was probably he who encouraged his employers to import three Continental motorcars - a Mors, a Benz and a Vallee - with a possible view to licence production.

In the event, no Eadie cars were made, and although they toyed with De Dion Bouton-engined trikes and quads of 2¼hp, this activity had ceased by the turn of the century and Alex Govan had departed for his native Scotland. Here, demonstrating his powers of persuasion he convinced W.A. Smith of the National Telephone Company that the infant motor industry promised good investment prospects, and in 1899 parted him from £15,000 with which to finance the production of a light car of his own design.

The Hozier Street, Bridgeton works of the defunct Scottish Cycle Company were taken over, the Hozier Engineering Co. Ltd., was formed and the first cars to bear the Argyll name were built. Unlike their somewhat antediluvian competitors, Arrol-Johnston and Albion, Argyll eschewed the 'horseless carriage' concept and their first cars were altogether lighter and purpose-designed on car lines.

The specification included a tubular steel chassis on full elliptics, and with handlebar steering. It followed Continental practice, being similar to the contemporary Renault, although the handlebars were probably Peugeot-inspired. Like the Renault, the Argyll was De Dion Bouton powered (albeit the 258cc British version built in Coventry by M.M.C.) and shaft rather than chain-driven. The four-speed gearbox Govan designed himself power being transmitted via a leather-lined cone clutch. Depression of the clutch pedal to its fullest extent also operated the footbrake, a system employed very much later on the Standard Fordson tractor.



1905 Argyll 16/20

By 1901, M.M.C. engines of 5hp had replaced the earlier type, and steering column gearchange had given away to the more usual side change

speed lever. Although both Albion and Arrol-Johnston were destined to adhere to solid tyres for an unconscionable length of time, Argyll adopted cycle type wheels and pneumatics from the start and were altogether less clumsy-looking.

A steering wheel was also introduced at this rime, although the radiator with its use of horizontal water tanks and vertical connecting gilled tubes still echoed Renault practice. Sadly, the gearbox proved less than satisfactory in operation, although robust, and required a separate lever for reverse, but Govan resisted changing it for several seasons.

Govan was an engineer, of course, but in many ways he resembled his Acton contemporary, S.F. Edge. Like Edge, he had a flair for publicity and attached the greatest importance to it, often driving Argyll cars in competition to ensure that his Press Department were never short of suitable copy. An early challenge 1901 to one W. Mclean driving a Darracq over a five mile course on the Glasgow Exhibition Track ended in defeat for Argyll, but later in the same year the company's entry in the Glasgow Trials acquitted itself well, losing no marks on the road section - quite an achievement in Scotland in those days.

Light weight allied to robust construction enabled an Argyll to tackle the notorious Whistlefield Hill at a creditable 12.4 mph, good hill-climbing being a definite selling point north of the border.

The M.M.C. engined model was continued through 1920, but a larger 8hp Simms-engined type with Simms-Bosch magneto ignition was introduced as well, and this was followed later in the year by 10hp, 12hp and 16hp models. The 12hp found favour with no less a figure than John B. Dunlop (domiciled in Belfast, but a Scot nonetheless) who was no doubt pleased with Argyll's advocacy of the pneumatic tyre in a country which largely eschewed it.

By April 1902 cars were leaving the works at the rate of eight a week, and 1903 saw the Hozier Street premises extended. A year later, it was fifteen cars a week with predictions of 1200 per annum for 1905. This was the nearest anyone had ever come to achieving mass production up until that time, and the figures compare favourably with Oldsmobile in America with 5,000 units a year.

It was in 1904 that Argyll first offered their own engine - the 12hp - although they still relied on De Dion for the 8hp model, and Aster for the 10hp and 16hp. They had previously employed Clement units briefly as well. 1905 witnessed the last of the De Dion singles, and a luxury 20/24 model with Argyll's own engine, dual ignition, a Govan-designed three-speed box and a claimed 60mph.

Things had certainly come a long way in a short time, Govan being invited to propound his ideas in a learned paper read to the Scientific Society in Glasgow, and still prosecuting energetically the company's participation in stunts and reliability trials. Private owners also enthusiastically entered their Argylls with some successes, and

Govan made sure that the public and the press were quickly acquainted with them.

Events which helped to establish the Argyll marque both north and south of the border included a marathon John O'Groats to Land's end trip which shattered the existing records by ten hours, and a 10/12hp two-seater driven non-stop from Glasgow to Huddersfield at the quite incredible average (on the roads of the day) of 28.5mph.

The cars were exported to Australia and India, where they also did well in trials. Colonel Tarrant, the Australian Argyll agent, later turned to manufacture under his-own name, but his cars were clearly of Argyll pattern and inspiration. A 14hp Tarrant won the 1906 Six Days Reliability Trial in Victoria.

The heavier-built Albion had already proved successful in commercial guise but the 10/12hp Argyll vans fitted with Aster engines had been running since 1901 and W.A. Smith (who was also a director of Bryant & May the match people) used his influence to obtain orders and extolled the virtues of those in use by companies he controlled.

John Brimlow, previously with Stirling Motor Carriages at Granton (who had built Daimlers under licence and imported Clement-Panhard voiturettes) joined the company to guide the fortunes of the newly set-up truck department. He was as well qualified for the job as anyone, since Stirlings had been building commercials - lorries and buses - from at least 1902.

A licence agreement was signed with Asters in 1906 under the terms of which Argyll built their own Aster engines, and a determination to really break into the fashionable London market was heralded by the opening of show-rooms off Oxford Street. These quite palatial premises were a typical Govan touch, and so was their incorporation of a driving school. This included instructresses for lady drivers, and in many respects Govan's far-sightedness envisaged and anticipated the emancipation of women, a fact oft-reflected in Argyll's advertising.



1907 Argyll 10/12

Bi-monthly engineer's reports issued gratis from this London depot to Argyll's customers anticipated the 'service schemes' which did not become commonplace among manufacturers until the fifties, and although a monthly 'Argyll Driver's Prize' of £5 for the most economical performance by a car over 5,000 miles smacks of a publicity stunt it predated Mobil's Economy Runs by some fifty years or so.

It was this ability to think ahead of his competitors which gave Govan his commanding lead over his competitors - particularly in Scotland where other manufacturers tended to err on the ultra-conservative side. He founded Argyll's own house magazine - *The Motorist* - the first of its kind in Europe, and for 1906

took two stands at the Olympia Show previous year, shareholders - including, , the redoubtable W.A. Smith - collected a handsome 35% dividend, and thus gave their support to a scheme of the like of which the British motor would never, in real terms, see again.

This included the flotation of a new company Argyll Motors Ltd - to take over the business with a subscribed capital of £500,000, and the building of a new factory less than £220,000 of the new capital was aside for the latter purpose, a quite stupendous sum at the time, but it would in retrospect that, given the very free mandate which he had, Govan's flamboyant nature took over - to the subsequent detriment of the company.

Very few purpose-built motor factories existed in 1905, most having been adapted from mill and other industrial premises, and virtually every respect the Argyll works at Alexandria-by-Glasgow were a model for the industry. Unfortunately, with their noble porticos, marble halls and pillars, and palatial lavatories they also constituted an unbridled spree of monumental stupidity.

Advanced features included a test track and test hill, but *The Autocar* wryly commented that the plumbing arrangements alone probably accounted for more capital than had been expended by some of their competitors on a complete factory, although tales of a marble washbasin for each apprentice were probably exaggerated.

An army of bricklayers accounted for 40,000 bricks a day, the works being taken over section by section as the building progressed. Bridgeton was run down simultaneously and overall production suffered little during the hiatus period. June 26th 1906 was the date set for the Grand Opening, and Argyll's publicity department worked at full

pitch during the days leading up to it. A special train brought the proprietor of *The Car Illustrated* (the present Lord Montagu's father) to Scotland to perform the ceremony, and the future looked bright indeed.

But it was not to be. Quite apart from the extravagances of Alexandria itself. Govan had committed the cardinal sin of expanding his company on the eve of a period of recession. It was one of the few occasions when his exceptional foresight failed him. But even if the trade recession of the 1907 had not occurred, the fact is that although Alexandria had been designed to produce 5,000 cars a year it is doubtful if Govan's manufacturing methods would ever have permitted such an output.

Routine machining, it is true, was speeded up considerably, by the battery of new machine tools which Govan had imported, but every chassis was still test driven for 100 miles, engines were still erected by hand, standardisation of parts was still an inexact science and bodies still received up to thirty five coats of hand planished paint and varnish.

On the face of it, however, everything was fine. The company had a fine product, and Argyll's continued to distinguish themselves in competition. Robertson Grant did well in the Herkomer Trophy Trials, whilst McTaggart broke existing records for the end-to-end run in Eire. A disqualification in the T.T. didn't disguise the fact that Argyll had arrived home in second place, and one of their 14/16hp taxis was driven from Glasgow to London, there to gain some acceptance.

Loch Striven Head was climbed strongly, with five aboard, and 1907 saw an energetic programme being prosecuted. The range included the 10/12hp model, three four-cylinder Aster-engined types and the firm's own 14/16 and a full range of forward control trucks and taxicabs. Brimlow endeavoured to set up a scheme with his ex-employers Stirling whereby the latter would use some of Alexandria's surplus manufacturing capacity for the production of twenty Stirling-Argyll omnibuses a week, but this was still-born - probably because the economic climate was hardening and 1907 was to see a number of large firms in difficulty. In Holland, Spyker who had been staunch advocates of the six-cylinder engine, saved themselves only by drastic re-organisation, and in the United States the 'empire' of Colonel Pope, embracing five separate marques collapsed in insolvency.

If Govan was worried, he didn't show it. Despite the fact that six-cylinder engines were the fashion - apart from Spyker, Brooke, Ford and, notably, Napier had espoused them - he steadfastly refused to build a six-cylinder model. Instead, he issued a challenge to match the smoothness of running and acceleration of his 14/16 'four' from a standing start. This kind of thing would, one would think, have appealed to S.F. Edge over at Napier's, but despite a robust correspondence in *The Autocar*, nothing appears to have come of it. Strangely, Govan eschewed the Flexibility Trials organised by the Crystal Palace Automobile Club in March 1907 at which he could have amply demonstrated the Argyll. It was attended by representative examples of six-cylinder Ford, Napier and Brooke.

Such was the nature of the man that it seems wholly probable, however, that had he remained in control of Alexandria then Govan would eventually have succeeded in expanding production to match the facilities there, and under his guidance who knows what might have been achieved during the Great War and after? True to form, he achieved a non-stop run in the Irish Reliability Trials in May 1907 driving his beloved 12/14 model, but this was destined to be his last publicity earner for the company.

Indeed, it was his last service to Argyll, since tragically he contracted ptomaine poisoning and just seven days later the promising career of this thirty-eight-year-old ended in his premature death. Coming as it did at this particular time, his untimely demise was the one viscissitude for which the company were totally unprepared, and it could not have come at a worse time.

Although the competition successes continued, there can be no doubt that Govan's absence was keenly felt, for he was the kind of man who inspired loyalty and affection among his employees, and respect and confidence in his customers and creditors. Somehow, the press office were able to make less capital out of the company's triumphs than before and there can be no doubt that the old spark had gone. True, solid oak canteens of cutlery continued to issue forth from the London showroom to monthly winners of the economy competition, and 1908 saw a class win in the Scottish Reliability Trial, but it was very much the calm before the storm.

Two new models were also introduced for 1908, an Aster-engined 12/16 with monobloc unit, and a large Forty with separately-cast cylinders. Both were L-head side valve types, and both came too late to prevent the appointment of a liquidator. The company's collapse had, perhaps, been 'on the cards' from the day that Alexandria first opened in 1906, but was undoubtedly hastened by the death of the founder.

Fifteen hundred employees were laid off, but limited production was maintained under the Liquidator and the



The portico of the Argyll works carries a fanciful sculpture showing a car heralded by trumpeting figures.

company's various subsidiaries also continued to trade. The Liverpool branch took the agency for Delaunay-Bellevilles, whilst still continuing to sell Argylls, and generally it was the old story of a company that had grown too large to die completely.

Reconstruction plans were quickly implemented, the assets written down from £710,000 to a more realistic £332,000, and a new company - Argylls Ltd - was floated under the direction of Colonel J.S. Matthew of Dunlop's Scottish branch. And at first things went quite well. The company recorded a modest £1,600 profit for the first twelve month's trading, New York imported fifty taxicabs and the public seemed to like the new 12hp model.

Possibly as a result of the company's much earlier M.M.C. connections, Alex Davidson joined them from M.M.C. as Works Manager, whilst Richard Brasier in France lost M. Perrott, who came as Chief Designer. By 1910, these gentlemen were making their presence felt, and the range that year included a 10hp twin at £275, the 12/14 at £285, a new "Flying Fifteen" (which proved a winner) at £65 more, the old 14/16 soldering on at £375 and a Twenty for which Perrot was responsible and costing £445. The most radical departure from previous company policy, however, was the company's first 'six', not inexpensive at £525 despite its claimed 60mph.

Govan's always-controversial gearbox had also been finally abandoned, being replaced with a more conventional gate-change type but despite some rationalisation which dictated interchangeability of some parts



between models, the range was still far too large. It was slimmed down a shade for the 1911 season, although the 10hp, 20hp and the 30hp 'six' were continued alongside a new Twelve fitted with four speeds and, significantly, four wheel brakes.

These were the work of Captain J.M. Rubury, and were of the pattern later known as the Perrot system. Perrot, wisely, purchased the manufacturing rights from Rubury for a mere £200 when Argyll's Ltd failed in 1914. Rubury briefly surfaced again at the 1920 Motor Show in partnership with A. H. Lindsay, the Manager of Argyll's Hornsey service depot, where he offered the R.L.C. (or Rubury-Lindsay) car. An unlikely little beast propelled by a 1212cc three cylinder radial engine via friction transmission, only one found a customer. It went to France, there more than probably to become the basis

for the later (and equally unsuccessful) Lafitte, which it certainly resembled.

But we are anticipating history. The new management really did appear to be succeeding - production rose from 240 cars in 1909 to 412 in 1910 - but ultimate success could only ever be achieved if the magic 1,000 units per annum was exceeded, for it was this output which the overheads of running Alexandria demanded in order to break even.

It is evident, in retrospect, that the company might well have achieved its aim and continued to grow had it not become interested - as, indeed, had the whole of Europe - in the sleeve valve engine. Most prominent among the designs then being adopted by many major manufacturers was the double sleeve valve type designed by American Charles Yale Knight. and espoused by Daimler, Minerva, Willys, Stearn and many other old-established firms.

Smooth and silent. the Knight engine tended to run cooler than its poppet-valve contemporaries having no restrictive water passages. On the other hand, the double sleeves brought their own complications, and although Argyll's considered their adoption they eventually opted for an alternative but simpler design.

The Burt-McCollum engine to which they became wedded (eventually to their great cost) employed a single sleeve system, but it would be a mistake to imagine that it was an inferior design. It was destined to be espoused by several European makers - notably Picard-Pictet of Switzerland - and eventually powered Caledon trucks, Glasgow, tractors and in single cylinder form, some motorcycles. In 1913, a tuned 15/30 Argyll manned by Hornsted and Scott and fitted with the Burt-McCollum engine took no less than 26 class D records at Brooklands, and maintained 72.59mph for fourteen hours.

So what went wrong? At first, nothing, and the new sleeve-valve engined models - the 15/30 and 25/30 - were well-engineered good-looking cars. A solitary poppet-valve model, the 12/18, was continued until 1914 although even this was dropped before the company actually ceased production.

The trouble all revolved around the Charles Yale Knight interests. Following the adoption of his system by Daimler's sleeve valves suddenly became the 'in' thing, and Knight became a very rich (and very powerful) man. He was jealous of his patent, and rightly or wrongly, he saw, the Burt-McCollum design as an infringement and a threat. Argyll's were, despite their past troubles, too large a competitor for Knight to ignore and thus ensued a bitter

bout of litigation - which Knight could afford, and which Argyll's could not.

In the event, Argyll's won their case, but lost £50,000 in the costs of defending the action. In their already weakened state, and with Alexandria costing £12,000 a month to run, they called another liquidation meeting for 17th June 1914. At the height of their popularity under Alexander Govan, the company had been the fifth largest producer in Britain, and one of the largest in Europe, but at the meeting disgruntled creditors (some of whom had lost money in the first collapse) asserted that the management were 'not fit to run a hen coop'.

A hen coop, Alexandria most certainly was not, and had it been vacated in favour of the Bridgeron premises following the first collapse, then the chances are that the company might just have succeeded - at least until war contracts boosted income after Sarajevo. As it is, other monies were expended on an abortive sleeve-valve aero engine (shown at the 1914 Aero Show,) upon which the Royal Aircraft Factory had commented favourably, and upon a JAP engined motorcycle and doubtless these projects also came in for criticism.

Last ditch attempts were made to save the company and there were rumours of a merger with Arrol-Johnston (which would have spelled Nemesis delayed) and the Bank of Scotland apparently (and inexplicably) vetoed a merger with Darracq. Alexandria went to the Lords of the Admiralty for just £153,000 to become the Royal Naval Torpedo Factory, Lindsay bought the Hornsey depot and in October 1915 John Brimlow purchased the old Bridgeton works and promised a revival when hostilities had ceased.

He was as good as his word, but although the Argyll Motor Company Ltd., staggered on into 1931, and were still making Argylls to order as late as 1928, it is doubtful whether more than 300 post-war models left Bridgeron in all. Single sleeve-valve Burt-McCollum engines still powered the post-war 15.9hp (and later 1922 12hp) Argylls, but they were not manufactured on the premises.

The Burt-McCollum patents had a somewhat chequered career. In 1920 they were controlled by tractor makers Wallace (Glasgow) Ltd (who had taken over the makers of the D.L. car at Motherwell). Wallace used sleeve-valve engines in their tractors and supplied some to Brimlow, but later they became embroiled in Bean's grandiose British Motor Trading Corporation and disappeared without trace when that failed.

Thereafter, Brimlow bought-in his engines - still Burt-McCollum types - from Greenwood and Batley of Leeds (better known for their Greenbat electric vehicles) who were probably also the source of engines for the Magnetic Car Company of Chelsea, who exhibited at Olympia until 1926 but were rarely encountered elsewhere.

The parents eventually passed to Continental Motors Corporation of Detroit, who subsequently sold the aero engine side to Bristol and the remainder finished up with Acme Wringers of all people! Fedden's Perseus engine powered Tempests, Wellingtons and Beaufighters in WW2 and utilised single sleeve-valves, a theme he was to pursue with his own rear-engined (radial) Fedden car in 1946.

Brimlow announced an 18/50 model which never, apparently, saw production, and the 15.9hp was not available after 1924. In that year Beardmore tried to buy Alexandria, but found the price too high, and after 1928 it would appear that Bridgeton existed purely as a service depot for existing Argyll cars.

Acknowledgements

My grateful thanks to the following for information and photographs used in this article: The Editor, the late Cecil Brinton, the late Michael Sedgwick, Lord Montagu's Lost Causes of Motoring, Sidney Ripley, Brian Demaus, The Institute of Mechanical Engineers, The Scottish Motor Trade Association, The Glasgow Museum and Art Gallery - Transport Museum, Dr Derek Nicholls, whose 16/20 is featured in color which he supplied, Bill Gunston's By Jupiter, The Scots Magazine, Lucas Reflections, James L Miller, and The Autocar.

Reprinted from The Automobile June 1985

Light-Hearted Humour

The Blonde Pilot...

This is the story of the poor dizzy blonde flying in a two-seater air-plane with just the pilot.

He has a heart attack and dies. She, frantic, calls out a May Day.

"May Day! May Day! Help me! Help me! My pilot had a heart attack and is dead. And I don't know how to fly. Help me! Please help me!"

She hears a voice over the radio saying:

"This is Air Traffic Control and I have you loud and clear. I will talk you through this and get you back on the ground. I've had a lot of experience with this kind of problem.

"Now, just take a deep breath. Everything will be fine! Now give me your height and position."

She says, "I'm 5'4" and I'm in the front seat."

"O.K." says the voice on the radio ... "Repeat after me".

Our Father ... Who art in Heaven ...

Thanks to Ron Hattersley

Rare Discovery in Saudi Arabia

Gordon Dewey

Various accounts of a large consignment of “old” cars coming to light in Saudi Arabia have recently been circulating. Gathering the common threads of the stories reveals that it is a select collection of Bullnose Morris cars numbering one hundred that span the years of their production – 1914 to 1926.

All are apparently in fairly sound condition and are remarkably complete except that at some stage, for whatever reason, all the radiator caps were removed from the cars and have been given up as lost.

The vehicles are representative of all the different body styles, wheelbases, colours, engine types etc. available in both the Oxford and Cowley models.

Sheikh Abdul Aziz, a well known collector of antique cars, has acquired all 100 vehicles and is adopting a conservation versus restoration direction to create a unique physical record of a one marque portrayal of developments in early motoring history.

In true Oil Baron style he commissioned from a London goldsmith 100 ornate radiator caps in solid gold as deserved identifier hallmark replacements for this particular set of cars. Each of these weighing 20 ounces no less. (\$3M worth!!)

The caps were evidently shipped to Jedda on the Red Sea coast where Arab camel drivers had been hired to transport the caps across the desert to the Sheikh’s facilities in Riyadh. For security reasons a ten camel train was decided upon with each driver given an equally divided allotment of ten caps each.

During the journey, an informer messaged the Sheikh suspecting that one of the camel drivers was not trustworthy. With previous form in clever petty theft the good oil was that, prior to departure, he cunningly had one ounce of gold machined from each of his ten caps in a way that was not readily discernible.

The Sheikh immediately contacted one of his influential friends in high places, Ali B. Aba – the Chief of Police in Riyadh. The Chief responded quickly, passing the case straight to his smartest detective - Azzif. In a stroke of rare genius, Azzif came up with a set of simple instructions of how to very quickly and positively identify the culprit in just one single weighing procedure.

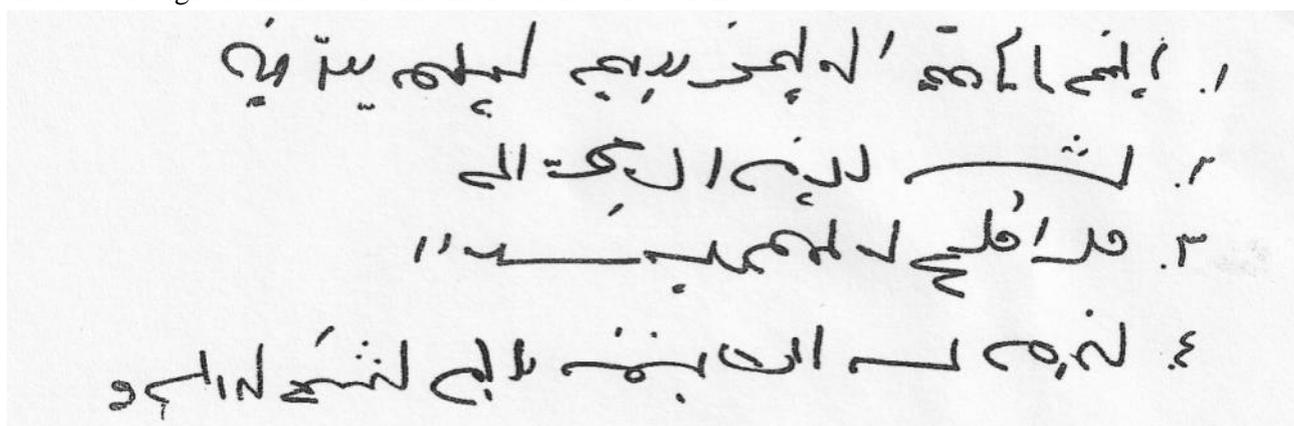
The instructions, together with a dial & spring “SALTER” type potato scale borrowed from an industrial chemist working in an oil analysis laboratory, were despatched post haste to the Sheikh.

What did the instructions say?

(The above section appeared in June Spit and Polish, reprinted here so you would have the story while reading the instructions.)

AZZIF’S INSTRUCTIONS DECIPHERED

Ollie “Dinkum” Oyle was in straight away for last month’s request for the detective’s instructions and, moreover, her information appears to be straight from the “camel’s mouth” as they say. She writes - Being a long time friend of Ali B. Aba and also two of the camel drivers concerned, Mustapha Leek and Sheikh ‘in Stevens, I was privy to the instructions right from the start. The instructions were as follows:-



This, being roughly translated, means : Number each of the drivers then take 1 radiator cap from Driver No1; 2 caps from Driver No 2; 3 caps from Driver No 3; and so on to 10 caps from Driver No 10. This will give a total of 55 caps. If all caps were correct weight they would total 1100 ounces. All Sheikh Abdul Aziz has to do is simply subtract his measured total weight from the true 1100 ozs. The discrepancy will be a whole number between 1 and 10 inclusive and so has to be the culprit Driver’s number. For example, if Driver No 6 is the culprit then the measured total weight would be 1094 ozs.

(Thanks to Gordon for something different, Editor.)

There's Nothing Worse than a Ghost on the Loose.

Ian Irwin, Hon. Life Member V&VCC of ACT Inc.

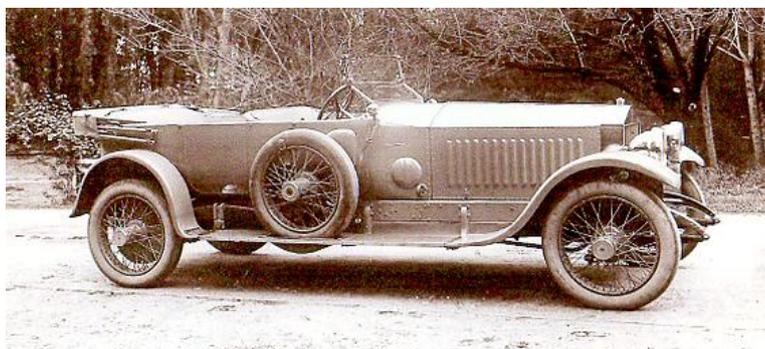
I write in the vain hope that someone in the VCCA (NSW) Inc. may have some historical knowledge of a missing Edwardian Ghost that came to NSW from South Australia in 1922.

The car, a 1915 model, Chassis 34ED, was purchased by Ronald Angas of Collingrove, as a chassis. Members of the Angas family had three earlier Silver Ghosts bodied by Grosvenor, and this car was their fourth.

The finished car, a Tourer, was used in the UK by Ronald Angas while he was serving during the latter years of the Great War and later imported into South Australia in 1919.



The first image depicts Chassis 34ED soon after delivery when new in 1916.



When the car came to South Australia, it was finished in dark grey, and several photos of it survive. It carried the plate 0.3042 from May 1919.

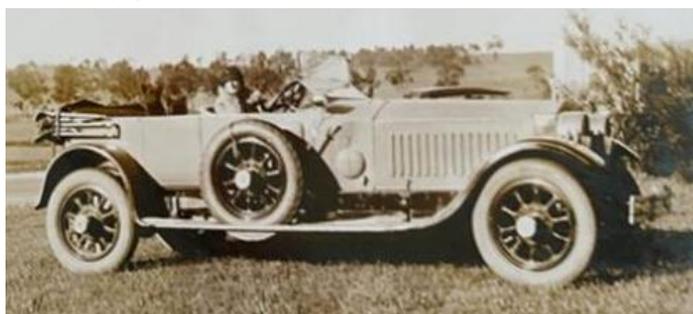
In 1922, Ronald Angas switch his passion to Delage cars, and 34ED was sold. The buyer was W.A. Crowle who had founded Eyes and Crowle motor agencies and motor workshops in Adelaide by 1909.

Crowle had moved to Sydney at some time during WWI or very soon after. 34ED was driven to Sydney, and underwent some minor changes in Crowle's ownership.



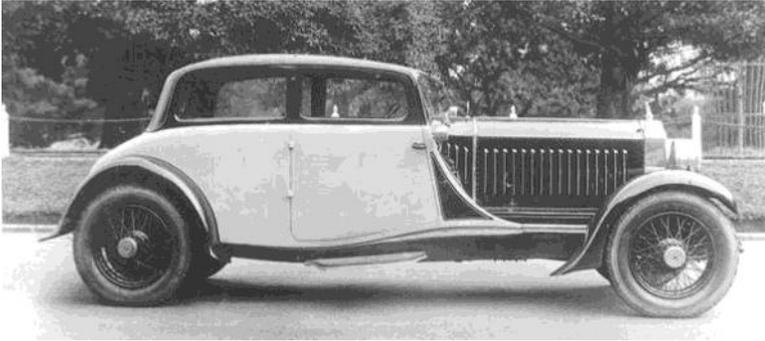
The next photo (#4) depicts Mrs Crowle in 34ED, at the time of that family's purchase from Ronald Angas.

And photo #5 below, depicts the car in Sydney, with the Dunlop wire wheels and steel artillery wheels fitted, again with Mrs Crowle in the car.



In NSW the car carried the plate, NSW 37,745 when owned by the Crowle family in Sydney's Eastern Suburbs. The CAV lamps had been replaced by drum style lamps, in the style of the Springfield Silver Ghosts.

By the 1930s, this car had been fitted by the Waddington Body Company, (after the demise of the firm Smith and Waddington) with a stylish two-door Sports Saloon, which appears to bear remarkable similarity to the Lancefield (UK) coachwork fitted to the 6½ Litre Bentley, Chassis SB2775. That car is depicted in *Bentley; Fifty Years of the Marque* (by Johnnie Green), p.63.



It is unknown who owned 34ED at the time this stylish coachwork with independent front guards was fitted in the early 1930s. It had reverted to Dunlop wire wheels of the later style, and was likely re-registered with a new number.

Sadly beyond the Crowle ownership, nothing definitive is known of any local subsequent ownerships, and despite much research in Australia and overseas by several enthusiasts of the marque, there has been no record of the car's survival.

Being such a distinctive car, one might imagine that it is likely to have survived. If anyone has photos of this car, or knows something of later ownerships, or even any snippet of information, it would be welcome. The writer has no desires beyond knowing what happened to this car, and it would be wonderful to know that it may have survived.

Information and photos are sought by Tom Clarke, (UK), David Neely (NSW) and myself.

Ian Irwin
(Mob:0413 582 687)

Light-Hearted Humour

There was a man who worked for the Post Office whose job was to process all the mail that had illegible addresses. One day, a letter came addressed in a shaky handwriting to God with no actual address. He thought he should open it to see what it was about.

The letter read:

Dear God,

I am an 83 year old widow, living on a very small pension.

Yesterday someone stole my purse. It had \$100 in it, which was all the money I had until my next pension payment.

Next Sunday is Christmas, and I had invited two of my friends over for dinner.

Without that money, I have nothing to buy food with, have no family to turn to, and you are my only hope...

Can you please help me?

Sincerely, Edna

The postal worker was touched. He showed the letter to all the other workers. Each one dug into his or her wallet and came up with a few dollars. By the time he made the rounds, he had collected \$96, which they put into an envelope and sent to the woman.

The rest of the day, all the workers felt a warm glow thinking of Edna and the dinner she would be able to share with her friends.

Christmas came and went. A few days later, another letter came from the same old lady to God. All the workers gathered around while the letter was opened.

It read:

Dear God,

How can I ever thank you enough for what you did for me?

Because of your gift of love, I was able to fix a glorious dinner for my friends.

We had a very nice day and I told my friends of your wonderful gift.

By the way, there was \$4 missing. I think it might have been those bastards at the post office.

Sincerely, Edna

Thanks to Ron Hattersley

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[6-20]



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Contact: Peter Cockbain p_cockbain@bigpond.com or phone or message to 0418 494 449.

[8-20]

Thanks heaps for advertising my Brush etc - the Brush was sold to a Tasmanian, John Johnson and Graham Donges purchased the motor and spare parts and will be happy to help Brush owners with parts and advice.

Cheers.

Bob Lamond

Also the Renault gearbox has been sold - *Editor*

Classifieds

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Early rally flyers (entrant lists) of major rally's such as the Blue Mountains event for events prior to 1960. We have a number of old photo's of cars in events.

It would be nice to be able to identify the events the cars were taking part in.

'Before and After' photo's of any veteran vehicles members may have restored, along with some details of the car and restoration. We want to add a section to the Website to highlight what can be achieved with the persistence and talent (or money) our members possess.

Any other articles or ideas to publish on the website.

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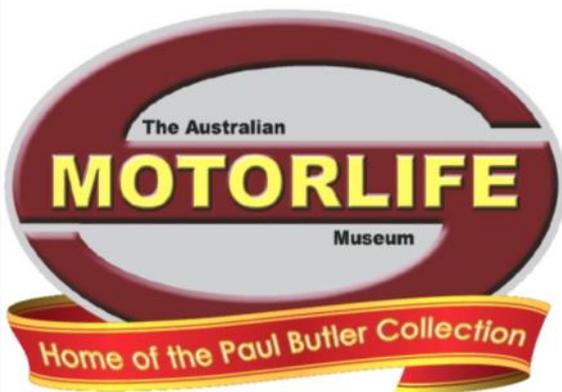
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