

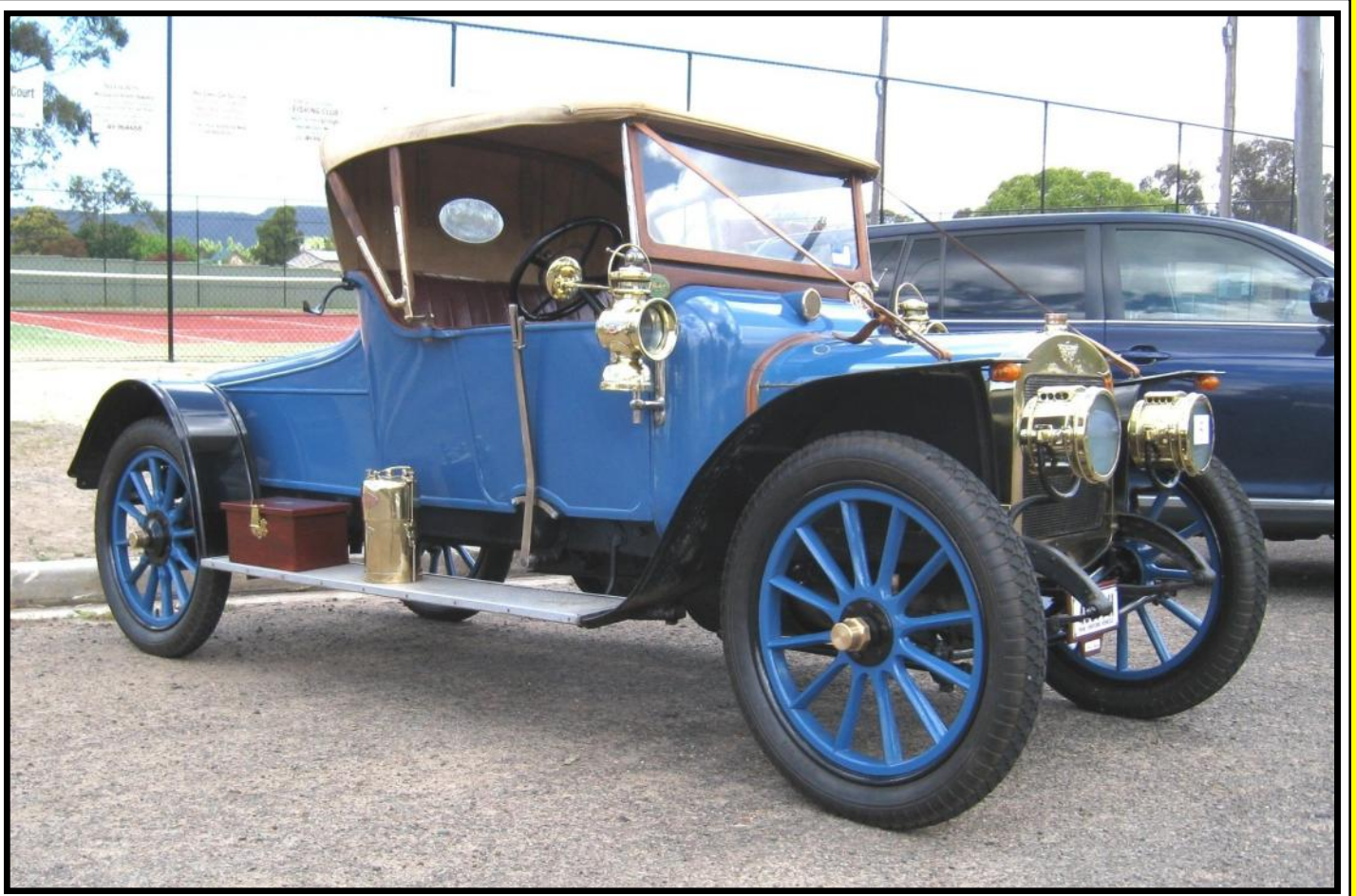
# SPIT AND POLISH

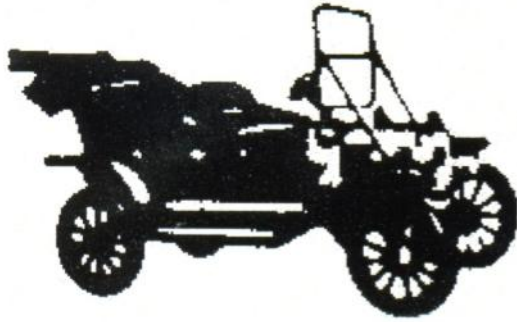
PATRON: HER EXCELLENCY PROFESSOR MARIE BASHIR AC CVO  
GOVERNOR OF NEW SOUTH WALES

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



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# SPIT AND POLISH

WEB PAGE: [www.vccansw.org](http://www.vccansw.org)

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

**Email:** [spitandpolish@vccansw.org](mailto:spitandpolish@vccansw.org) or by **Mail:** 18 Byron St. Wyong, NSW 2259

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

### **Cover Photo:-**

*Bill Heeney's 1912 Austin at Clarence Town.*

*Lunch stop on the 2012 Newcastle Annual Tour.*

## Committee of Management

### OFFICE BEARERS:

		HOME	BUSINESS	FACSIMILIE
PRESIDENT	Wilga Coutts	4861 7356		
		Email: <a href="mailto:president@vccansw.org">president@vccansw.org</a>		
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		Email: <a href="mailto:vicepresident1@vccansw.org">vicepresident1@vccansw.org</a>		
	Peter Martin	9632 8930	Mob: 0418 865 235	
		Email: <a href="mailto:vicepresident2@vccansw.org">vicepresident2@vccansw.org</a>		
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LIBRARIAN	Ray Priest	9871 5882		
WEB CO-ORDINATOR	Peter Weir	4262 6595	Mob: 0414 831 872	
		Email: <a href="mailto:webcoordinator@vccansw.org">webcoordinator@vccansw.org</a>		

### SUB COMMITTEES:

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	Bob Hobson	4861 2101	Mob: 0439 03. 934	
	Max Roberts	6545 3410	6545 1045	6545 1687
	Malcolm Garthon	Mob: 0417 676 912		
	Peter Adams	Mob: 0418 680 263		
	Neville Preston	4352 1533		

### BRANCH CHAIRMEN & SECRETARIES:

NEWCASTLE CHAIRMAN	John Burke	4991 1806	6570 3446	6570 3478
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		Email: <a href="mailto:Hupmobile@bigpond.com">Hupmobile@bigpond.com</a>		
SECRETARY	Graeme Newman	4392 1035	Mob: 0412 138 063	
		Email: <a href="mailto:kazngrae@bigpond.com">kazngrae@bigpond.com</a>		
MaSH CHAIRMAN	Max Boardman	4655 8510	Mob: 0428 301 031	
SECRETARY	Kevin Boardman	4654 5499		
HONORARY ORDITOR	Graham Steer	9450 1454	9221 8933	
LEGAL ADVISOR	Andrew Aitken	8987 0000	8987 0077	

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

134 Queens Road, Five Dock, 2046

PATRON: HER EXCELLENCY, PROFESSOR MARIE BASHIR AC CVO  
GOVERNOR OF NEW SOUTH WALES

## President's Report - January 2013

Dear Members,

Here we are, 2013, and Happy New Year to you all, I hope you've all had a safe and happy Christmas and New Year and are looking forward to plenty of Veteran Motoring in the year ahead.

Our Club Christmas Party was a great success thanks to the Martin family, and in particular thanks to Lindsay, Gill, Jessica and Isabel for making their lovely property available to us. Their generosity, hospitality and hard work was greatly appreciated. This year we had a greater number of young people attend than we've had for many years, the day was very hot and pool and (cool) pool room were enjoyed by us all.

In November a number of 1&2 enthusiasts enjoyed a pleasant weekend in Mudjee hosted by Russell, Chris and Andrea Holden, Mudjee always offers Veteran friendly roads and interesting venues and "The Holdens" ensured we experienced a lot of them.

Just after Christmas I received a sad e-mail from Queensland advising the death of George Gilltrap. George and Frola were very involved in the Ipswich Rally and were well known to many N.S.W. members. George evidently became ill shortly after the Rally; our condolences have been conveyed to Frola and his family.

On a happier note I hope you all received your new events calendar and have noted the events in store for you in 2013. January will be over by the time you read this, but you still have time to enter the Goulburn Run on the first weekend in February, entry forms were in the November Spit & Polish or Contact Greg. Roberts on 4861 2023 ASAP.

Kinds regards,

Wilga

### FEBRUARY MEETING 2013

At the February meeting Peter McKeowan will give a talk and show a DVD of some of the late George Green cars.

Peter was one of the drivers of George's cars.

Peter was member from 1963 to about 1990

### CONGRATULATIONS

To

Bob and Anne Baxter

Who celebrated their

60<sup>th</sup> Wedding Anniversary

On 12<sup>th</sup> December 2012

## Minutes of Monthly Meeting of VCCA (NSW) Inc.

### Minutes of MONTHLY MEETING held on Thursday 22<sup>nd</sup> November 2012

#### **ATTENDANCE**

Committee 6    Member's Family 1    Visitors 0    Members 18    Apologies 6

MEETING OPENED AT: 8.10 pm

#### **PRESIDENT'S OPENING REMARKS**

President Wilga Coutts opened the meeting and welcomed all members. Wilga took the opportunity, as this was the last meeting of the year, to wish all members and their families a Happy Christmas and a prosperous New Year.

Wilga also read in full a thank you note from Louise Yeomans on behalf of Yeomans/Chapman family following the passing of Max Chapman.

#### **PREVIOUS MINUTES**

MATTERS ARISING - Nil

Minutes Accepted

Moved: Warren Irish

Seconded: Don Liddle.

#### **INWARDS CORRESPONDENCE**

**Flyers Received –**

**Other Club Publications**

**Other**

Letter appreciation from Louise Yeomans

#### **OUTWARDS**

Condolence Card to Chapman /Yeomans family; flowers to Max Chapman's funeral.

Get well cards to Bob Baxter and Arthur & Val Garthon

Thank you email to Russell & Chris Holden for the 1 & 2 Rally at Mudgee.

Correspondence Accepted

Moved Phil O'Loan

Seconded Neil Martin

#### **TREASURER'S REPORT**

Balances are

Ordinary Account    \$ 8,574.42

Rally Account        \$ 3,003.31

Term Deposit        \$11,222.30

Term deposit        \$10,000.00

During month we have paid the utilities and are chasing the last of the Fees.

Moved: Keith Carden

Seconded: Peter Martin

#### **MAGAZINE**

Nothing Further

## **EVENTS**

Bill Heeney spoke of the Christmas Party and Lyn Martin was all set to go about 40 guests with 12.30 start

Bill also said that the 1 & 2 Rally held at Mudgee was very enjoyable and passed his congratulations to Russell, Chris and Andrea Holden for organizing the event.

Bill reminded us of the Combined Outing on 12<sup>th</sup> January. Full details in S & P.

## **PERMIT TO MOVE**

1 rego. Neil Martin reminded members of the inspection Day on 2<sup>nd</sup> December.

## **LIBRARY**

Nothing Further

## **DATING**

Nothing further

## **MEMBERSHIP**

2 new applications to be voted on at January meeting. Malcolm Roy with the ex-Bob Dunk 1910 Hupmobile. Chris Duncan with the ex-Doug Marshall 1911 F N.

## **CMC**

Nothing further

## **HALL**

Working bee to be held On 19<sup>th</sup> January. It is hoped to be able to Shampoo the carpet shortly

## **WEB SITE**

President thanked Peter Weir for his assistance in the absence of a Secretary for fielding any enquiry that is received via the website.

## **GENERAL BUSINESS**

The organization of the Australia Day (ex-motorfest)display was discussed.

Ron Hattersley presented some more interesting new purchases for his collection. Unsurprisingly, Ron let slip that there is no more Wall space in his home to display further items!

Meeting Closed at 8.30pm.

Wilga Coutts  
President

Euan Coutts  
Treasurer.

*On Page 6 is a copy of a thank you letter received by President Wilga,  
from Louise Yeomans.*

7 Kanelia Road  
 Chateau NSW 206,  
 6 November 2012

Dear Wilga,  
 On behalf of the  
 Chapman Spomans family I  
 would like to thank you and  
 the many members of the  
 Veteran Car Club for their  
 sympathy and support of the  
 family following the loss of  
 Max.

Max loved veteran cars and  
 sharing his passion with others.  
 He enjoyed the company of his  
 fellow enthusiasts as much as  
 he loved driving and touring  
 in his Webbeleys with Mum.  
 As well the family have  
 appreciated the ongoing visits  
 to Max by his veteran car

friends over the last two  
 years. He read and read his  
 copies of "Spit and Polish".

Thank you for the support  
 to our family with the kind  
 words and flowers. David  
 Francis' tribute described  
 another side of Max's life and  
 how he influenced others. It  
 is comforting to have others  
 share their memories of Max  
 with us.

We like to believe he is  
 talking with Max about cars,  
 popping a scotch with Mum  
 by side.

Yours sincerely

Leise Spomans



## Events Calendar - Club Events

### JANUARY 2013

- 24<sup>th</sup> Committee meeting starting at 6.45pm  
24<sup>th</sup> Monthly Club Meeting at Club Rooms, Fivedock at 8pm  
26<sup>th</sup> **Australia Day CARnivale.** (*previously known as Motorfest*)

### FEBRUARY 2013

- 1<sup>st</sup> - 3<sup>rd</sup> **MaSH Ramble - Goulburn** *See Page 10 for Details*  
8<sup>th</sup> **MaSH Branch** Morning Tea run.  
2<sup>nd</sup> MaSH Branch Meeting - Goulburn  
12<sup>th</sup> Forum Sydney Club Rooms  
19<sup>th</sup> Newcastle Branch Meeting at Westlakes Mining Museum, Teralba  
28<sup>th</sup> Committee meeting starting at 6.45pm  
28<sup>th</sup> Monthly Club Meeting at Club Rooms, Fivedock at 8pm

### MARCH 2013

- 8<sup>th</sup> **MaSH Branch** Morning Tea run.  
10<sup>th</sup> - 15<sup>th</sup> **National 1 & 2 Cylinder Rally - Canberra** *See National Rallies for Details*  
12<sup>th</sup> Forum Sydney Club Rooms  
19<sup>th</sup> Newcastle Branch Meeting at Westlakes Mining Museum, Teralba  
21<sup>st</sup> - 24<sup>th</sup> **VCCA (Vic) Moama 1 & 2 Cyl Rally** *See Invitation Events for Details*  
28<sup>th</sup> Committee meeting starting at 6.45pm  
28<sup>th</sup> Monthly Club Meeting at Club Rooms, Fivedock at 8pm

### APRIL 2013

- 6<sup>th</sup> MaSH Branch Meeting - Goulburn  
12<sup>th</sup> **MaSH Branch** Morning Tea run.  
9<sup>th</sup> Forum Sydney Club Rooms  
13<sup>th</sup> - 14<sup>th</sup> **Annual Rally - Blue Mountains.** *See page 9 for Details.*  
16<sup>th</sup> Newcastle Branch Meeting at Westlakes Mining Museum, Teralba  
25<sup>th</sup> Committee meeting starting at 6.45pm  
25<sup>th</sup> Monthly Club Meeting at Club Rooms, Fivedock at 8pm

## National Rallies

### MARCH 2013

- 10<sup>th</sup> - 15<sup>th</sup> **SHANNONS NATIONAL 1 & 2 Cylinder** Veteran and Centenary of Canberra Tour  
To based at the Canberra motor Village. Rally Director Rick McDonough, Ph (02) 6293 1533 (ah) or  
Email: [rick@netspeed.com.au](mailto:rick@netspeed.com.au) or  
Rally Secretary Roger Gottlob Ph (02) 6241 3169 (ah) Email: [rogerandgillian@grapevine.com.au](mailto:rogerandgillian@grapevine.com.au)  
Please call after 7.30pm Canberra time. *Expression of Interest Form March Spit and Polish 2012*

**SEPTEMBER 2013**

15<sup>th</sup> - 20<sup>th</sup> **NATIONAL VETERAN RALLY** hosted by the Veteran Car Club of Australia (Vic) Inc.  
To be held at Shepparton. Kevin Quigley, Tour Secretary, 55 Daly Street, Brunswick West. Vic 3451  
E-mail: kwquigley@aapt.net.au *Expression of Interest Form March Spit and Polish*

*Registration Forms are available from VCCA (Vic) website.*

**OCTOBER 2014**

19<sup>th</sup> - 24<sup>th</sup> 2014 **NATIONAL VETERAN RALLY** hosted by the veteran Car Club of WA (Inc)  
To be held in the Kalgoorlie - Boulder area Western Australia  
Correspondence to Committee:  
Secretary John Wood Email: [wood1941@bigpond.com](mailto:wood1941@bigpond.com) 7 Eleanor Court CRAIGIE WA 6025  
Chairman Harry Pyle Email: [hdpyle@bigpond.net.au](mailto:hdpyle@bigpond.net.au)  
*Expression of Interest Form February 2012 Spit and Polish*

**Invitation Event**

**MARCH 2013**

21<sup>st</sup> - 24<sup>th</sup> VCCA (Vic) 1 & 2 Cylinder Rally - Moama. Based at Moama on Murray Resort.  
For more information contact Brian Love 03 5484 2244 or 0417 176 666 or  
Email [luvscars@hotmail.net.au](mailto:luvscars@hotmail.net.au) Entry Form available from VCCA(Vic) website  
Entries close 15-2-2013

**Applications for Membership**

Malcolm W Roy "Atarau" 445 Kaputar Road NARRABRI NSW 2390 <b>1910 Hupmobile</b> Nominated: John Burke Seconded: Graeme Newman	Chris Duncan 16 Hall Street NEWCASTLE WEST NSW 2302 <b>1911 F.N. 2400</b> Nominated: John Burke Seconded: Peter Adams	Margaret Louise Yeomans 7 Kareela Road CHATSWOOD NSW 2067 <b>1914 Wolseley</b> Nominated: Wilga Coutts Seconded: Bob Hobson
---	--	--

Voting for the above applications for membership will take place at the Monthly Meeting  
on the 24<sup>th</sup> January 2013

**Change of Address**

Phillip Campbell  
12 Reely St  
PYMBLE 2073  
Ph: (H) 9449 2849  
(W) 8019 4174  
(M) 0449 671 213

Malcolm Garthon  
PO Box 175  
PACIFIC PALMS 2428

Lyndon Hardman  
PO Box 818  
ARMIDALE 2350

John Herman  
9 Sandon Close  
URALLA 2358  
(M) 0412 901 510  
1914 Buick

R Peterson  
1080 Bullamlita Rd  
QUIALIGO 2580  
(change Goulburn to Quialigo)

Des Turnbull  
Buccleugh Street  
CASSILIS NSW 2329  
Ph: 6376 1270

## Coming Events

### 57<sup>th</sup> BLUE MOUNTAINS RALLY 2013 13<sup>TH</sup> -14<sup>th</sup> April 2013

#### “Best Experience Rally”

This year our important annual Blue Mountains Rally will combine years of experience to provide the “best experience” for participants.

We will be staying again at the best experience resort, the Redleaf at Blackheath.

We will start from the Vineyard Hotel, on the corner of Windsor and Boundary Roads at Vineyard at 9.30am, where there is a Motel, and overnight Trailer parking for those trailering to the start. We will return to this Hotel for finish and Sunday Lunch.

Route changes mean even less time on major roads, as I have found more secret back roads. We will return from the mountains via Hawkesbury Lookout on Springwood road, retracing our Saturday accent, which will facilitate the finish at the Start venue.

Lunch will be at Wentworth Falls on the Saturday (BYO or purchase in village), and there will be an afternoon gathering with food and something to wash it down! (BYO washing fluid).

Those not able to attend the entire Rally are welcome to join for a run to morning tea (at Hawkesbury Lookout, provided) or to Lunch on the Saturday. Backup and Baggage carrying will be provided for entire Rally participants.

#### Book your own Accommodation

REDLEAF RESORT 1800 817011

Or [reservations@redleafresort.com.au](mailto:reservations@redleafresort.com.au)

Mention VCCA when booking accommodation

**Queen rooms \$164 incl. Hot buffet Breakfast for 2 Adults**

**Twin rooms \$204 incl. Hot buffet Breakfast for 3 Adults**

**Family/ single ..talk to Sarah**

Saturday night buffet dinner \$45 per person. Children's menu available.

Enquiries: Bill Heeney 9639 3006  
[events@vccansw.org](mailto:events@vccansw.org)

MACARTHUR AND SOUTHERN HIGHLANDS BRANCH VCCA NSW

## GOULBURN MaSH RAMBLE 2013

Friday 1<sup>st</sup> to Monday 4<sup>th</sup> February, 2013

Heritage Motel

69 Sydney Road, Goulburn

Phone: 4821 9377

Email; [info@goulburnheritagemotel.com.au](mailto:info@goulburnheritagemotel.com.au)

*See November Spit and Polish for accommodation prices and Entry Form*

### Editorial

Thanks to the members for the articles for this edition of **YOUR** Spit and Polish, first for 2013.

Our events director Bill has his report in this issue, on the 1&2 Rally at Mudgee and the Sydney Christmas lunch. Bill also supplied the information on the George Green article. I didn't realise George had the title of "I'll buy it", I thought that belonged to someone else.

Thanks to Robyn and Bill Betts for their article on Ipswich National Rally, Russell Holden for his article on the restoration of the Black Motor Buggy and Neil Martin for his fill-in article on the DC-3 plane.

I would still appreciate some articles that can be used as fill-ins when things are quiet. 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"**.

Welcome to 2013 and hope you are looking forward to a lot of Veteran motoring.

Enjoy your Veteran motoring

*Nev Preston*



### EVENTS

#### EVENTS REPORT FOR NOVEMBER 2012

9,10 &11 NOV. 1&2 MUDGEE

Hosted by the HOLDENS, family RUSSELL, CHRIS and ANDREA the mild mannered reporter.

We had it all going for us, very good weather and company and a host who could really crank up a good meal.

The runs were nice on good roads even though there was a little dirt and gravel, this only made it easier to see the tyre tracks, so I did not get lost, even if I did not where I was. I believe MUDGEE rallies are always this good.

Thank you all concerned.

There were 9 cars, 1 bike, plus a Black high wheeler on trailer for the display.

2 Renaults, 3 Brushes, 1 Darracq, 1 Sizaire Naudin, 1 Thomas, 1 Delage and 1 Triumph

No breakdowns.

CHRISTMAS LUCH SYDNEY

This year was a MARTIN FAMILY affair, held at Gillian & Lindsay property at Londonderry.

It was a little on the warm side which meant the pool got good work out.  
Thanks to all the MARTIN'S for they all did a great deal to ensure the day was most enjoyable.  
There was more than enough good tucker for everyone, which went down well.

The lucky door prizes were won by ELIZABETH HOBSON ladies and LINDSAY MARTIN men's.

The raffle;

First prize: BOB HOBSON second: DON & COLLEEN LIDDLE third: JEAN CARDEN, the bottle of plonk just what she needed for a pick-up (just what the doctor ordered).

The quiz, it was a little strange as it appears that we are not up on Australian slang as described by the Macquarie Dictionary maybe their out of whack, or we are. The best score was only 4.5 out of 10. even with a little help in some cases and then the prize had to be shared between 2 tables (a mug of Jelly beans.)

There were car rides for the little ones and their dad's courtesy of NEIL and PETER in the milk truck and the buggy.

There were 5 veteran cars. Plus 44 adults and 11 children

Bill Heeney for EVENTS

At the Christmas Lunch

George & Kerry Gillott - 1908 BSA, Neil & Lynette Martin - 1918 Ford T Truck,  
Peter, Sue & Harriette Martin - 1908 IHC Buggy, Phil O'Loan - 1910 Talbot,  
Ian & Jenny Streatfeild - 1915 Overland,

Keith & Jean Carden, Euan & Wilga Coutts, Nigel, Angela, Lachlan, Mikheala & Clancy Coutts,  
Robert Fordham, Laurie & Jan Garrod, Bill & Carol Heeney,  
Bob & Elizabeth Hobson, Kellie, Tyler & Teagan Hobson, Don & Colleen Liddle,  
Michael & Susan Lowe, Lindsay, Gillian, Jessica & Isabelle Martin,  
David & Kate Norton, Neville Preston, Laurie Schneider, Barry & Dorothy Shinfield,  
Ian, Janine, Elissa, Max & Jackson Shinfield, Michael & Marilyn Threthowan, Dick Tunbridge,  
Peter, Regina, Georgia & James Weir, Chris & Mary Sultana (briefly after lunch).



## Ipswich Qld - National Veteran Tour 12-19<sup>th</sup> Sept 2012

We set off for the rally with our 1908 Renault in our car trailer complete with tent-our accommodation and all the extra bits of gear. We also packed 3 different sets of period dress/hats etc - another large suitcase needed-but as Jill Roberts said “the Qld ladies dress with their vehicle’s era every day - we should try and keep up with them” - so we did.

132 Veteran Vehicles attended the Rally- 25 Model T Fords and 8 AX Renaults taking part. All but 5 Vehicles completed the Rally. Not bad when the youngest vehicle was 94 years old.

Tour headquarters was at the Ipswich Showground - so half the entrants camped On site - it became Veteran City complete with our accommodation from tents to Mobile Homes. We were well looked after by the Rally and Showground committees.

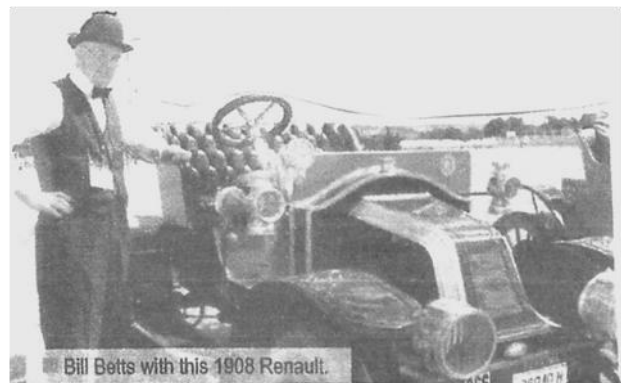
The Rally was about people as well as vehicles - old friendships renewed and new ones made. Help “just happens” when one of the vehicles gets cranky and needs repairs. There is never any shortage of willing helpers - a good excuse for all to chat and give advice on the problem. Solved over a cold beer or a cuppa and slice. Rally headquarters had the urn boiling from start to finish, complete with biscuit or slice just bring along your souvenir mug.

Wednesday. We attended the Mayoral Reception in period dress at the Art Gallery, taken on buses provided by Qld Bus group for a gold coin donation. Everyone was happy and looking forward to a great week.

Thursday. 106 klms Morning tea at the largest wooden Catholic Church in Australia St Brigids Rosewood built in 1920.Lunch at Brigge’s Camp (terminus 1<sup>st</sup> Railway Qld 1865) Grandchester. Cobb & Co Coaches with Lunch (Silverside, roast vegs, damper & billy tea) plus entertainment from Ned Kelly's friends. Night-time Gas Light Parade- lots of kero and carbide, then on display in Main street for the Festival.

Friday. 50 klms RAAF Base Amberley home to the FI A-18F Super Hornet and the Boeing C-17 Globemast III jet transport. One of only two airfields listed in Australia as a Transoceanic Abort Landing Site for the Space Shuttle. Morning tea and tour of Heritage centre. Lunch at Willowbank Raceway and the World’s Slowest Drag Race. Bob Hobson showed all ages how to do it in his Model T Ford. A great effort.

Saturday 46 klms Run to Motorcyle Museum at Haigsler - 220 Motorcycles of all eras. A Gymkhana was held in the grounds, with a bucket on rope & driver blindfolded etc much laughter watching their attempts.



Sunday - Static Display at Ipswich Showground Oval. Rotary Club raised \$5,000 for children born with heart defects, by charging a small donation from the public to view our vehicles. Lots of photos as entrants were photographed with their vehicles. Coach trips taken in between to local Historic homes. After Dinner attended a performance at the Incinerator Theatre - Burley Griffin designed circa 1936. Lots of laughter.

Monday. 143 klms We travelled through the beautiful rich agricultural Fassifern Valley to Boonah. We were on display in the main street and were greeted by the local school children and shopkeepers. Our Reno could not make it up 1 hill with 2 people on board on our return trip - so Robyn in long dress/hat/high heels etc got to push then walk to the top of Hill to ride again - temp was 30 degrees.

Tuesday. 18 klms Ipswich Railway Workshops. Raw Material came in one end and Locomotives, Carriages and Wagons out the other. Between 1877 & 1952 218 Steam Locos were built. Today it is a Multi Award winning Museum. We purchased some great books/souvenirs at their Gift shop. Vehicles were on display at the Centre whilst we were whisked off by Coach for a ride on the Qld Pioneer Steam Railway in fully restored timber Carriages, through bushland and open country, past closed coal mines, farms & paddocks and the SwanBank Power Station.

Wednesday. 70 klms Visit to Woodlands of Marburg circa 1890. The Smith Family ran a Sawmill then a Steam operated Sugar Mill employing 70 men. Smith also established a rum distillery on the property producing 800 Gallons a day. Electricity was installed in 1885 before Parliament House in Brisbane. In 1890 Smith turned to dairy farming and growing maize. Drought resulted in financial depression to Qld and the property was sold in 1905.

On our return trip Reno failed to proceed up another hill - I will have to learn how to hill start and drive the veteran. Final Dinner was a great success. Bob Hobson was presented with the Montagu Trophy a well deserved award-

It is awarded to a member who has given outstanding service to the Veteran Movement.

A great Rally. Very well organized. Everyone was looked after with smiling faces. It was a Transport Event - beside our Entrants Vehicles we visited Cobb & Co Coaches, MotorBikes, Aeroplanes, Trains and Buses. We are looking forward to receiving a DVD late November of this Event produced by local students.

We can also recommend the extra joy given to the Public Adults and Children alike, by dressing in the era of our Vehicles. It does take a little effort and Longer to dress, but it is well worth time.

Until our next rally. Robyn & Bill Betts.



## Newcastle Branch Rego Days Sunday 4<sup>th</sup> & 18<sup>th</sup> November 2012

The Editor

Our 1st rego day which was held at Maxon Machinery, Boolaroo, which started at 8am and with only 4 cars being driven to the inspection. These being Peter's FN and after it was inspected he then returned home and brought the Calthorpe Minor back for inspection. Doug & Dianne in the FN. and Kevin in the Fiat. Peter's other cars which are temporarily housed at Maxon, being the Fiat Truck, the Paige, the 1913 De Dion Bouton, the 1905 De Dion Bouton, the Renault (still under re-restoration) and his latest acquisition the ex Hunter Thomas 1915 Ford T Tourer. The Studebaker and Argyll were brought in the previous day, along with Jeff Palmers Fiat.



*Peter's latest acquisition 1915 Ford T*

Our 2nd rego day which was held in the south at the Gotley residence which started at 9am and there were 7 vehicles turned out to the inspection. Being, Dianne - Talbot, Ben & Kate - Talbot, Kevin & Narelle - Ford T, David & Betty - Ford T and Doug with the G.W.K., on trailer, still having magneto problems to sort out, Graeme and Lauren - Talbot and the Editor - Talbot.. This day is also a social event as Dianne puts on a very nice morning tea.

Thanks to Peter and Dianne for making their premises available for the inspection days. Of course, not forgetting our inspection officers, John Burke and John Brumby, who did a great job on both days.



*Kevin's Fiat and Doug's F.N., with Dianne enjoying an apple.*



*Doug's G.W.K. well strapped down so she won't get away.*



*Rego day at the Gotley's, 3 Talbots and 2 Ford T's*



**Newcastle Branch Christmas Party - Sunday 9<sup>th</sup> December 2012**

The Editor

A beautiful start to the day for Newcastle Branch Christmas Party, again held at their usual spot, Bargeod House (Nesca Oval), Swansea, on the shores of Lake Macquarie. An ideal spot when the weather is kind, in the shade of very large trees right on the edge of the lake.

Our usual chefs did a great job on the barbecue preparing our sausages and steaks, while the ladies had provided some nice salad ingredients to go with the barbecued meat and this was followed by the usual apple slice and cream.

We had 35 adults plus 2 children and 5 veterans turn up to the outing. It was good to see Bill and Carol from Sydney in attendance and also a long way for Bob and Elizabeth to travel from Bowral to attend our Christmas function, that is what you call dedication.

We had some entertainment after lunch from Chris, Catherine and Peter on their violins of various types, thank you for that.

The weather by this time had started to deteriorate with a strong southerly. Someone checked on their modern newfangled gadgetry phone and found that storms with hail were predicted. So there was some hurried movement to pack up and make a move for home.

I had no rain on the way home, but was very windy and just got the veteran in the garage when it started to rain.

In all a great day and thanks to Colin for organising the venue and all who did their bit to make it an enjoyable day.

Attendance

Peter Adams & Kim Nolan .....1912 F.N.  
Doug & Dianne Marshall.....1912 F.N.  
Chris & Catherine Duncan.....1911 F.N.  
Graeme, Karyn, Lauren & Abbey Newman.....1914 Talbot  
Nev Preston .....1913 Talbot

Modern

Jeff & Kaye Palmer	John, Kelly & Paton Burke	Max & Joan Burke	Colin Chapman
Allen Dunlop	Malcolm & June Bailey	Ray & Marney Thomas	Bob & Elizabeth Hobson
Bill & Carol Heeney	Kevin & Narelle Spackman	Betty Cherry	John & Jan Brumby
Rick Thomas	Terry & Vicki Smith & Granddaughter		



*Peter's 1912 F.N., Chris's 1911 F.N., Doug's 1912 F.N. & Nev's 1913 Talbot*

## GEORGE W GREEN'S COLLECTION

By George Green  
reprinted from Spit and Polish August 1976

It all started in 1954 when I learnt that there was some kind of old car event from Sydney to Katoomba and return, so I persuaded the family that we should drive to Penrith on Sunday and have a look at the field on their return journey. We set out in the family's 1921 Rolls-Royce which raised a few eyebrows on arrival at Penrith. In due course the field started to arrive at the Log Cabin Inn and I must confess that, with a few exceptions, I was not very impressed – plenty of smoke and every other motor had strange noises issuing from it. I enquired who was the club secretary and after some delay, I was presented with dog-eared piece of paper that was an entry form. This was filled in and duly processed. I attended the next club meeting held in the A.S.C.C. clubrooms situated over a garage in Redfern, and became club's 49<sup>th</sup> member, having acquired my first veteran – a 1912 Model D Franklin from Mrs Gardiner of Blakehurst.

With Allan Foy, my co-driver in a Redex trail around Australia, and another gent called Col (his surname escapes me), we set out to collect the Franklin from Blakehurst and tow it to the late Percy Stewart's garage in Ashfield. On arrival we surveyed the six litre monster with its air-cooled pots and turned her over with the stirring stick. Ah! some compression on four cylinders. Why not see if we can start her and drive to Percy's. We managed to coax some rather foul-smelling petrol into the carby, much cranking and cursing followed. We then discovered the battery had some life in it so decided to see what would happen when we switched the Bosch ignition system over to coil; this was done and the coil button pressed. Next thing there was a hell of a bang, the motor roared into life, clouds of smoke, and we switched over to mag running. Allan Foy takes the helm. Ah, we have reverse gear, low gear appears to have a few teeth missing, second gear not with us at all, top gear okay, so we set off for Ashfield. How Allan got to Ashfield under Frankie's own steam without calling for the tow rope I will never know.

Over the next nine months, with Allan's and Col's assistance, and advice from Percy, we got the mechanics sorted out then W.S. Grice took a hand in repairing the body and painting it. His first success was at the 1956 Melbourne to Ballarat Rally. We trucked her down, together with Len Masser's de-Dion, together with some other car's on two trucks. Percy Stewart was my navigator; we won the concourse but were disappointed in not winning the hill climb. It was a flying start affair and I had the Frankie flat as a tack making about 58 knots (Alan Rose-Bray witnessed our approach). Just prior to the start some clot staggered out with a flag and stops us to inform us that the timing gear was on the blink, so by the time they had it sorted out we took off from a standing start and came about third in our class.

Being in Melbourne with Olympic Games on we decided to stay on for a few days; accommodation was at a premium. Daughter, wife and self were okay as we were staying with friends. Percy Stewart and Keith Holmes, who were the truck drivers, were having problems. Someone with influence that I knew turned up a room with a double bed in a famous Melbourne pub, "Young and Jackson", opposite Flinders Street Railway Station, which boasts the life-size painting of Cloe in the bar.

One evening we decided to see how Percy and Keith were getting on so we dropped into Young and Jacksons; it seemed that Mrs. McNamara was having a party so we were ushered in with the strict instructions, if the police should arrive we were guests of Mrs. McNamara. We had a wonderful evening, all the very best food, grog unlimited. When the time came to depart everybody seemed to be rather merry. I was unable to find Mrs. McNamara or anyone who represented her as I wished to pay for our meal, so, after having consumed adequate quantities of liquor, lobster, prawns, roast turkey and plum pud, I do not know to this day who paid the bill for the party, but we had a ball.

On returning to Sydney a friend of mine at Albury told me about a de-Dion in a local garage. On visiting the garage I could not believe my eyes – a four cylinder with automatic inlet valves. I made casual noises but the owner was not keen to sell. I conferred with de-Dion expert Len Masser - ah yes - if it is four cylinder automatic inlet valves it must be 1905 and the first four cylinder. I suggested that Len have a go at the owner on my behalf; he had more success than me and sewed up the deal. We were on the spot with a truck the next day when wife, Dorothy, who thought the Franklin was quite nice, saw what I had acquired and she was horrified. Call that collection of rubbish a car! This took a little living down.

I then heard of a Clement-Bayard at Bathurst. Quick visit, half restored, after a haggle bought it. Then heard of a Star at Bathurst. After a couple of visits tracked it down and acquired it; I am almost ashamed to mention the price – body and all in fair condition -£100.

I visited Mudgee and picked up an early Austin 10 that I restored and presented to my daughter, Sandra, who was first lady driver to compete in a Katoomba Rally.

Heard the Late Rex Turner was looking for some chips to pay for an eight litre Bentley so purchased Reo and Prince Henry Vauxhall, the latter sight unseen in boxes in a shed in a Melbourne suburb. I informed a friend (business associate) to get two of his boys to go out and pick up the contents of the shed. On visiting Melbourne I called so see what I had got. Well, the boys did quite a good job. All the Prince Henry was there plus parts of a 14/40 and 23/60 Vauxhall, one wheelbarrow, several spades, garden forks, brooms, sundry tins of paint, a few old tyres, a 1 h.p. electric motor and garbage tin. No one wanted to own the extras so I handed them over to my Melbourne friend.

I heard an American was on his way to buy any veteran Rolls-Royces so I cased Sydney and in one week acquired Regina, a 1914 saloon, 1911 basket balloon car, 1912 Alpine but is in fact a London-Edinburgh and was first owned by Henry Ford, and a 1911 chassis in poor shape and four tons of spare parts from York Motors. I can assure you that the American, on arrival, took a dim view of me and tried hard to buy the Alpine, but I was just as determined not to sell.

On a visit to Victoria I was told of an old car in a small town on the Murray it turned out to be an Overland, about 1908, so I fell for it and dragged it home, yet to be restored.

My Queanbeyan Manager informed me of an old meat wagon, the first to operate in the district. On inspection found it to be an early Albion two-cylinder owned by Gibbs Bros. (butchers) still in business. I bought the vehicle and called to pick it up two days later. The dash oiler and sundry brass and copper bits missing; cursed my folly in not collecting it immediately. After a week had passed one small boy who knew I was interested in old cars asked my Queanbeyan Manager if I would be interested in what looked like a brass box with a few handles sticking out. He rang me and felt sure that it was the oiler off the Albion so suggested he get the kid's address, hand it to the police and see if they could recover the rest of the brass bits. The police stirred up a hornet's nest, got all the bits back and the gent had quite a lot of stolen property so he spent six months as the guest of the Queen.

In the early 1960's it was rather difficult to get 600 x 21 tyres. I heard of a 1921 Stutz in the outer western suburb area that was well shod; I bought it for £30 purely for the tyres. I was going to get rid of the chassis which had a crude part finished body on it. With a gang of boys including Len Masser, Col Bryson, George Roberts, we set out to go and tow the vehicle home. Col Bryson of Empire fame which was built by Harry Stutz, on arrival looked the car over and was of the opinion that that with the aid of a six volt battery and some petrol in the right place the monster should go so why not drive it home. Well, after some messing around by all the experts, a short tow with Col at the wheel, dropped the clutch in and, surprise! A song of power. So we set off for Strathfield, bits and pieces of the body falling off as we proceeded. At the Villawood and Hume Highway lights we were held up amongst a batch of Holdens so Col decided to demonstrate the qualities of the Stutz. On the lights turning green Col took off like a bat out of hell and left the Holdens. We then observed the off-side front wheel looked as if it was about to part company. On stopping we found the security nut was on its last bit of thread. On tightening up, we arrived at destination without further trouble. After this effort I decided to keep the Stutz.

I was told by the Late Jack Jeffery and George Roberts about an Austro-Daimler saloon that hovered around Rose Bay, and the owner wanted to get rid of it. After a little haggle we settled for \$65. I can recall taking Len Masser for a trial run in the beast; firstly he was quite upset at the handbrake lever, that I must confess is a crude piece of equipment. "That can't be original," says Len. I assured him it was. On our test run we were approaching the rail crossing on Villawood Road then known as Dog Trap Road, just before reaching Parramatta Road (there is an overpass there now), loud shouts from Len, "look out, you will throw us all out," but to Len's surprise the independent rear end of the Austro looked after the train tracks and, bump, and Len did not leave the seat. I then got rid of the shocking body and commissioned Grice of Summer Hill to build a contemporary body on the chassis.

Whilst speaking of Grice, he had a standard corn joke (they build ambulance bodies and planters' equipment). If he had a hearse in the place and happened to be dragging the chain on a job, he would tell you he was sorry but that he had to finish the hearse as people were dying to ride in it.

In the mid '60s I visited Tasmania with the Late Jack Jeffery to compete in a Rally. Jack was driving the Loco and I had the Prince Henry Vauxhall. A very pleasant event, but the officials fouled up one section and Jack shot through a small town at 70 m.p.h. with the Vauxhall in hot pursuit to make the time over one section. We later found out we were the only two cars to be on time but there had been an error – the average speed should have been 30 m.p.h., not 50 m.p.h.

On returning from Tasmania via Melbourne we learnt of a very large car in the back-yard of a Melbourne suburb. We visited the owner in the Loco and Vauxhall. To our surprise there was a very large Delaunay Belleville sitting in the back-yard with pieces of gal iron over it. The owner thought, as everybody else seemed to, that it was a vintage car as it was imported into Australia during the 1920's. I felt sure it was a veteran; turned the motor over with the stirring stick, quite free. We then started to get down to business. As we assured the owner we would restore it to the standard of our live cars we were successful in concluding a deal. I was anxious to get a car with a round radiator for my collection, but Jack was quite keen on the car so we tossed. I lost, but asked Jack if he decided to sell at any time to give me first refusal. After half restoring the car Jack decided he did not want it so I acquired it from Jack. At the same time George Williams who had acquired a small Delaunay that I had tried to buy from its original owner in Canberra, asked me if I was interested. I paid George out for the work he had done and acquired two round radiator cars within a month.

Various other veterans came into my possession – an early Buick from northern New South Wales, a 1911 Vauxhall from Inverell, a 1911 Rolls from Dick Heher who had acquired the chassis from Fred Miller Robinson of Victoria now of W.A., a 1909-1910 Rolls chassis from John Andrew ex Cooma mail-coach, 1904 Speedwell from Ray Hill.

I then became interested in vintage machinery and acquired a 30/98 Vauxhall from Mr. Lessey of Rose Bay, a 3 litre Bentley from the Late Jack Jeffery, and through George Sevenoaks an 8 litre Bentley. When visiting South Australia I collected a Chic chassis, and Australian car assembled in Adelaide, with Meadows engine and gearbox. A Brescia modified Bugatti, the last of the 16 valve Brescias, fitted with four wheel brakes, but they do not seem to stop the car. Bugatti himself said he built his cars to go, not to stop. A 1921 Silver Ghost with a very nice Jackson Jones and Collins saloon body. Currently being restored, a 1913 V-8 De Dion Bouton collected for me by Ross Marshall in Lidcombe, also a 1926 20 h.p. Rolls ex Scone with a terrible Chev.-type saloon body of the mid-thirties fitted. A Weyman fabric bodied close coupled 2 x 2 saloon on a type 44 Bugatti. A rare 1924 3 litre Peugeot tourer.

I then flirted with a few freaks – a four wheel Messerschmitt, a Wartburg, a Dyna Panhard – 2 cylinder, air-cooled, front wheel drive.

Recently I have acquired a few P.V.T. cars – 1938 4½ litre Lagonda type 45, a type 35 3½ litre Delahaye with Cotal gear change, a 300 Mercedes and, to return to the veterans, a 1904 Vauxhall, and I have four fish on the bite dating back for ten years for quite rare veterans but up to now, I have been unable to convince the owners that they should part with them. I have missed a few along the line and I have left out several motor-bikes. There are two of particular interest to me – a 1908 twin cylinder 5 h.p Matchless and a 1913 single cylinder Sunbeam 350 c.c; both these bikes were owned by my father and have been with the family since new.

At the last count including a few doubtful, the tally was 78 restored and unrestored.

GEORGE GREEN,  
"Le Canadel",  
15 Linden Way,  
Castlecrag, 2068

## 1908 Black Motor Buggy

Russell Holden

This long wheel base Black Motor Buggy was purchased in California in 2011 and arrived in one of our containers just prior to Christmas 2011. Restoration was commenced on the 1<sup>st</sup> January 2012 and is aimed at completion by Christmas this year.

The Black was produced in the same factory in Auburn Indiana as both the Kiblinger and the McIntyre Buggies and shares both similar body styles and mechanical components as these cars. The Black was officially sold in Chicago and distributed throughout the United States. The High Wheeler was initially developed in the early 1900's not as a continuation of the horse drawn vehicle but in answer to the deep ruts and poor road conditions, particularly in the southern parts of the USA. By the mid teens nearly all of these manufactures had moved on (either to conventional car/truck production or to bankruptcy) with the advent of better road standards and an organised "highway" system throughout the country.

With a "worst first" approach to the restoration, the body construction was undertaken as it really did not exist! After some research and information provided by the Horseless Carriage Foundation (a subsidiary of the Horseless Carriage of America) it was revealed that this buggy had the heavier grade springs indicating that it was a commercial chassis, a Model 30 Black Delivery Van. So the original specifications for the body were compared to the artist impression of the vehicle and a life size template of the body was produced to assist in the construction of the body. With this template sitting on the rolling Chassis an assessment of the real life project could be undertaken.



We were very conscious of weight, after all this is a 2 cylinder 20 hp buggy with solid tyres and a 2 speed planetary transmission so it did not need to carry a 400kg body to slow it down!

The next step was to plan out the body construction and prepare the timber for shaping and ultimate assembly:

- First the base, the chassis rails, these sit atop the true chassis and form the backbone of the body. They are simply bolted to the body by 4 coach bolts once the completed unit is assembled.
- Then the cross braces, locating these in the correct place is paramount as they form the structural basis for the upper body.
- The up rights are shaped with a bow in the belt line of the body, as is the back, so the rear up rights curve in both sideways and backwards to create the sweet bulge in the body that provides additional "pay load" and a wider seating area for the driver and passenger.
- Cross ribs assist in strengthening the body and provide an anchor point for the cladding.
- The rear doors needed to open so as to get full use of the space provided, so set back period style hinges were used to ensure the doors folded back fully against the body.
- The tool box area in front of the firewall is an interesting addition to the commercial Black bodies, something optional to all other Blacks. This provides through 2 swinging panels, an area for both storage and to place things upon "table like" when opened.

- The windows are 3/16" bevelled oval glass - something that had to be totally re-manufactured. The rear door glass is 3/4" narrower than the side glass so two different templates were required to produce this unique feature.
- The side cladding is of 1/8" 3 ply and is completely sealed to ensure that it is not affected if ever caught in the rain.
- The roof construction is very typical of closed bodies from the horse drawn coach era all the way into the 1930's. Wooden slates 1 1/4" x 1/4" bowed to form the shape and covered firstly in canvas, then thin foam and finally vintage top material.
- After the final construction phase of the body is complete, it is set aside for setting to allow all components to harden (the seal takes 3 weeks), before final trim pieces are added and then the undercoat and paint can be applied. Later the simple black leather upholstery will be fitted to finish the body completely

The car had spent many years in the salty air just 200m off the Pacific Ocean in California so there was considerable corrosion of the hard steel parts. So having broken the back of the body, the chassis and mechanical



components were dismantled and the chassis and axles were sandblasted, etch primed and painted in a hard 2 pack gloss black paint before re-assembly was commenced. The motor was disassembled, whilst there was evidence of so water invasion this had caused no major damage. The motor innards were found to have been subject to extensive works with new white metal main and big end bearings and 20thou oversized pistons and rings, new valves & guides and heavily over engineered push rods and valve rocker units. Evidence of hone marks on the cylinder bore indicated the motor had never been started since this re-build. So the motor was partly re-assemble "stuffed with rags" and sent off to be sand blasted to remove the corrosion from its exterior regions. After it was returned, the motor was washed and given 2 coat of heat proof black (it is an air cooled motor) and after checking the bearing tolerance, it was reassembled.

As there was no timer present a new timer was produced using David Perry's McIntyre one as a template. A timing cam was also required to be made so I produced 6 of these (2 for me, 2 for Rob Duffy's Black and 2 for

Dave Perry). The next challenge is the pulley mechanism for the oiler which is lever operated and whilst I have a design in mind this will take some trial and error to finalise.

The biggest obstacle is the gear box which is missing altogether! So unless I can locate a gearbox, I will have to manufacture one, whilst extensively advertising for one in the US, (just in case?) I have already started to outline what is necessary to duplicate this using Rob's gear box as a template. Having never made a planetary gearbox before I'm sure this will be a real challenge but "you have to be in it, to win it" or so they say.

As mentioned this project is aimed to be completed by Christmas 2012 with trials over the January of 2013 and no doubt some adjustments to be made during and after that. It is planned to have the car on its first rally in Echuca, Victoria, March 2013 and participate in the National High Wheeler Rally in Bundaberg, Queensland in June later that year.

Progress of the restoration will be up dated here as it continues.

## The Douglas DC-3: a plane for all seasons.

It hauled more freight and carried more passengers than any other aircraft in history. The Dakota which became a legend in World War II celebrates its 50th birthday this year. RALPH BLUMENTHAL reports.

When the National Aeronautic Association holds its annual Wright Brothers dinner this week in Washington, gracing the head table will be a chunky, snub-nosed, 50-year-old guest of honour: a Douglas DC-3.

Somehow, inviting one of the legendary workhorses of the sky to a 50th birthday dinner in a hangar at Dulles International Airport is not too extravagant a gesture for admirers of the Gooney Bird that launched the era of commercial aviation and helped to carry Allied forces to victory in World War II.

In its military configuration as the C-47, according to McDonnell Douglas, the twin-engine propeller plane has flown more kilometres, hauled more freight and carried more passengers than any other aircraft in history. Admirers of the plane have also been known to boast that it thrived on neglect, never wore out and practically flew itself.

“It was the right size airplane at the right time and the first plane able to make money just carrying passengers,” said Harry Gann, the president of the American Aviation Historical Society of Santa Ana, California.

“It’s the looks,” said Robert Parmerter, a 43-year-old social studies teacher in New York. He is such a fan of the DC-3 that he travels everywhere to air shows to photograph the plane. “It’s a proud look,” he said, “its nose in the air and all gleaming silver.”

Over the years, few machines and certainly no other airplanes have been the object of such adulation as the DC-3, the Douglas Company’s third model, introduced on December 17, 1935 as a “sleeper-transport” for American Airlines.

By 1946, when production ceased, 10,629 DC-3s had been produced. Of these, according to McDonnell Douglas, 1,500 to 2,000 are still flying for Third World countries, charter operators, corporate and private owners and collectors.

The DC-3 remains a favourite of many armies and security forces. In the Vietnam War, a gunship version dubbed Puff the Magic Dragon was fitted with three rapid-firing guns that could pulverise a wide target. And the plane is also a favourite of drug smugglers.

One record-holding DC-3, owned and still flown by Provincetown-Boston Airways through countless engine changes, has logged more than 87,000 flight hours, the equivalent of 10 unbroken years in the air.

Another of similar vintage is operated by Sentimental Journeys, a charter company in West Virginia, that provided the plane to the sports flying enthusiasts of the National Aeronautic Association for their dinner. Still others are owned by DC-3 clubs the world over.

In addition, DC-3 cultists collect pins, patches, ties and coffee mugs as well as books and periodicals. A DC-3 bibliography compiled by McDonnell Douglas lists 171 magazine articles, 20 books and four government and scientific reports. Devotees even play an informal version of DC-3 Trivia.

The object of such enduring worldwide affection was the brainchild of Donald Douglas, a Brooklyn-born aviation pioneer and engineer commissioned by a predecessor of Trans World Airlines in 1932 to build a plane that would “out-everything” all rivals.

His first effort, the prototype DC-1 (D for Douglas and C for commercial), was bought by Howard Hughes. After modifications, the Douglas company called the plane the DC-2 and sold 25 to TWA at \$65,000 each.

The subsequent variation, the DC-3, which had its maiden flight on December 17, 1935, evolved into a 250 km/h, two-engine plane with a capacity of 24 passengers. A version made for American Airlines had luxury sleeper berths for 14 passengers and a fully-enclosed honeymoon compartment.

From 1936 to 1939 passenger air traffic increased fivefold and carriers clamored almost exclusively for DC-3s. The passenger load freed the airlines for the first time from dependency on mail contracts and provided the economic incentive to expand and develop route systems. By the end of its decade in production, the DC-3 was carrying more than 90 per cent of all domestic air passengers.

It was the plane’s wartime exploits that created much of its mystique.



In one famous episode, a parked Chinese DC-3 lost a wing to a Japanese air attack in 1941. There were no replacement parts but a DC-2 wing was found in Hong Kong. The wing, nearly two metres shorter, was attached and somehow the plane flew home safely 1,400 km to Hong Kong. Inevitably it became forever known as the DC-2 1/2.

A C-47 is also credited with downing one of two Japanese Zero fighters over the Himalayan hump. The Zero, seeking to ram the lumbering transport, sheared off part of the C-47's tail before crashing into a mountain. The crippled C-47, however, succeeded in flying safely back to base.

When the Soviet Union cut off access to West Berlin in 1948, the plane was used in the airlift to bring food to that city.

More recently, in April, 1957, a Frontier Airlines DC-3 flying north of Phoenix hit a sudden downdraft that brushed the left wing against a mountaintop, shearing off about three metres of the wing. Still, the pilot managed to manoeuvre the plane back to a safe landing in Phoenix.

The plane has even been reported on occasion to have safely landed itself after the pilot bailed out. But there have been notable crashes as well, including one that killed Carole Lombard in 1942 and an in-flight collision of an Eastern DC-3 with a navy fighter near Fort Dix, New Jersey, in July 1949, killing 16 people.

"They thrived on a steady diet of neglect and overwork," the writer Robert Ruark once reminisced in a newspaper column. "They flew with sand in the carburettor and were maintained by cannibal and aborigines. They rattled, banged, jumped and bounced but by and large they flew."

Engine: 2x1100HP Wright GR-1820-85 Cyclones  
Length: 64 feet 5 inches ( 19.66 m)  
Span: 95 feet 0 inches ( 28.96 m)  
Height: 16 feet 11 inches ( 5.16 m)  
Weight: 16,585 pounds (empty) ( 7,530 kg)  
25,200 pounds (loaded) ( 11,440 kg)  
Speed: 170knots (cruise) ( 312 km/h)  
Range: 1305 miles (2175 km)

*(From The Sydney Morning Herald, Saturday, December 7, 1985. Supplied by Neil Martin)*

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**Contact:** Malcolm Garthon 0417 676 912

[10-12]





**For Sale:** (cont)

**Wills Cigarette Picture Card Album.** Contains 50 cards featuring motorcycles of the 1920s.

Very good condition. \$100

**Contact:** Malcolm Ph: 0418 462 005

[11-12]

**Wanted:**

**Up Draught Zenith carburettor.** 1<sup>3</sup>/<sub>8</sub>" diameter throat, 3" diameter float bowl,

**or** float bowl needle for above, **or** loan of needle to copy.

**Contact:** Keith Carden Ph: 9871 2158

[11-12]

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