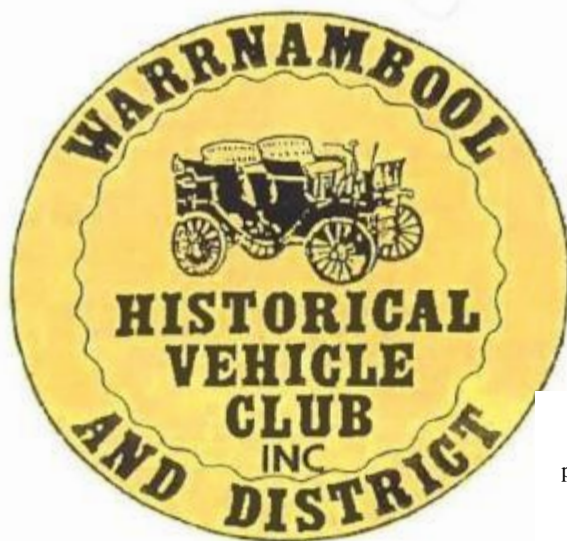


# Club Newsletter – April 2020

Print Post Approved – PP00100002883

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The vehicle depicted on the Club emblem is the Ziegler steam powered horseless carriage built at Allansford, near Warrnambool, around 1900.



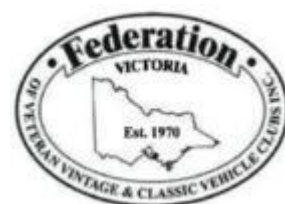
**1969 Corona (virus)**

**Mail Address:**  
W&D HVC  
P.O. Box 560  
Warrnambool  
Victoria, 3280

**Email Address:**  
wdhvc@hotmail.com

**Web Page** <https://wdhvc.com.au>

**Club Room Address:**  
134 Ziegler Parade, Allansford.



**Member Club**

# Club Office Bearers for 2020

Position	Name(s)	Home	Mobile
President	Ken Perrett	55662220	0428527139
Vice President	Bryan O'Meara		
Secretary	Ian Rees		0418567579
Assistant Secretary	Martin Dunstan		
Treasurer	Annette Cuolahan - Phone After Hours Only		0477826430
Assistant Treasurer	Geoff Houston		
Prop Officer – Club Room	Ted Drake		0408871960
Prop. Officer - CheeseWorld	Graham Conn	55625803	0407041606
General Committee	Graham Conn, Geoff Houston, Ted Drake, Bryan O'Meara, Peter Carter, Martin Dunstan, Roy Begelhole, Ian Chislett		
Newsletter Editor	John Nicholson - (john.a.nicholson@bigpond.com)		0437938090
Webmaster	Frances Guyett - (fguyett@live.com.au)		
Assistant Newsletter Editor	Karen Carter	55692270	
Comm Service Co ordinator	Ken Perrett	55662220	0428527139
Club Captains	Roy Begelhole	55628169	
Mid Week Captain	Ray Farley		0411365841
Promotions Officer	Murray Murfett (murraybron@bigpond.com)		0428914848
Membership Officer	Ian Rees		0418567579
Safety Officers	Roy Begelhole Terry Mansbridge Peter Carter Daryl Jago Ken Perrett Mark Stevens	55628169 55629223 55692270	0459292230 0429692270 0407059469 0428527139
Librarian	Roy Begelhole	55628169	
Engine Committee	Graham Conn, David Crowe-Owen, Kelvin Boyle, Geoff Houston, G McCleod. Ian Chislett		
Rambler Committee	Ken Perrett, Ray Smith, Ian Rees		
Federation Reps	Ashley Wright, Ian Chislett		
Club Permit Officers	Max Dumesny Rob Donohue Ken Perrett Ian Chislett Roy Begelhole Graham Conn Ian Rees	55628169	0428123364 0408529296 0428527139 0438863236  0407041606 0418567579
Club Plate Officer	Brian McGarvie		
Maintenance	Doug Byron, Ben Dinwoodie, Ted Drake		
Catering	Bev Conn		

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*Disclaimer: Any opinion expressed in articles or features published in this journal should not be regarded as necessarily being the opinion of the Club or Committee, which cannot accept responsibility for the accuracy of material in the journal which is published in good faith as supplied to the Editor(s).*

## Event Calendar: March 2020 to June 2020

Date	Event and Details	Start at	Location/Start Point	Contact
<b>April 2020</b>				
Fri 24 <sup>th</sup>	General Meeting	<b>CANCELLED</b>		
Sun 26 <sup>th</sup>	Club Around the Garages Illowa-Koroit-Port Fairy	<b>CANCELLED</b>		
<b>May 2020</b>				
Sun 10 <sup>th</sup>	Mother's Day Lunch Railway View Hotel Timboon Name in by 26 <sup>th</sup> April	<b>CANCELLED</b>		
Wed 13 <sup>th</sup>	Committee Meeting	7:30 pm		
Thurs 14 <sup>th</sup>	Coffee Run to Pavilion	<b>CANCELLED</b>		
Fri 29 <sup>th</sup>	General Meeting	<b>CANCELLED</b>		
<b>June 2020</b>				
Wed 10 <sup>th</sup>	Committee Meeting	7:30 pm	134 Ziegler Pde, Clubrooms	
Fri 26 <sup>th</sup>	General Meeting	7:30 pm	134 Ziegler Pde, Clubrooms	

**Club Monthly Meetings:** Held last Friday of every month except December and January at the Clubrooms, 134 Ziegler Parade Allansford. Meetings start 7.30 pm. All welcome including prospective members. Bring a plate for supper afterwards.

**Committee Meetings:** Held 2<sup>nd</sup> Wednesday of every month at Allansford Club Rooms. Start at 7.30 pm. Members can attend.

***The deadline for inclusion in the Newsletter is the Tuesday one week before the Monthly meeting.***

## President's Report



Hello to all members, partners and families.

I hope this finds you all well and not too bored.

You should have plenty of time to be working on car restoration projects and looking after your cars. Please send in photos of what you are up too to the newsletter editor John Nicholson email- [john.a.nicholson@bigpond.com](mailto:john.a.nicholson@bigpond.com)

Due to the evolving nature and impact of COVID-19 virus, all Club events are cancelled for the foreseeable future. However the newsletter will continue to be published as it is an important means for keeping our club members informed and in contact and we will progressively update about events and when normal life starts to

resume.

There will be no Committee or General Meetings or car runs in the months of April and May.

There is a notice in this newsletter about membership renewal. I hope everyone is ok and if anyone is struggling financially we don't want to lose you. If you need help with paying your renewal contact me or Membership Officer, Ian Rees.

Frances Guyett has been working hard on updating the club's website. Please check it out - thanks to Frances for her work.

The committee is meeting by phone and we will continue to manage club affairs. The club is in good financial shape.

To all who are not feeling well, I hope you are feeling better soon.

I will see you when we can get back to what we know best - cars and talking.

***Ken Perrett, Club President***

**Notice about Club Permit Authorisation:** At present VicRoads is still open in Warrnambool to allow Club members with vehicles on Club Plates to go in and renew permits. If a member wants a Club Permit to be authorised by one of our Club Permit Officers then call one of them and, if amenable, arrange a suitable time and place to have the permit authorised. Ensure you maintain required social distancing.

## **USE OF CLUB PERMIT VEHICLES DURING CORONA-VIRUS PANDEMIC**

This email was received by the Club on our email inbox on April 7 from Federation of Veteran, Vintage and Classic Vehicle Clubs and is the verbatim forward of an email from John Lewis of VicRoads to Neil Athorn (Federation President).

**Subject:** USE OF CLUB PERMIT VEHICLES DURING CORONA-VIRUS PANDEMIC

Please circulate the statement below should you receive any enquiries about the use of club permit vehicles during the current pandemic.

John Lewis; Principal Practice Advisor – Registration and Licensing VicRoads

### **USE OF CLUB PERMIT VEHICLES**

**The only reasons Victorians should be leaving their home are for: obtaining food and supplies, medical care and care giving, exercise, and work or education.**

**While you can continue to use your club permit vehicle, its use must only be in connection with one of the above activities (as well as being in accordance with the usual rules for use of club permit vehicles).**

**Victoria Police have powers to enforce social distancing laws and can issue fines of up to \$1,652 for individuals who don't comply.**

## **Update about Membership Subscription Renewal next Month**

Membership renewal forms will be sent out to all current members next month (May). They will either be emailed to members who get the newsletter by email or hard copy in with the May newsletter to those who receive it by mail.

Please check that all information on the membership renewal form is correct; make any changes as necessary and sign it. Either scan and email it back to the Club at [wdhvc@hotmail.com](mailto:wdhvc@hotmail.com); or mail to the Club's P.O Box 560.

Because of COVID-19, subscriptions should only be paid either by direct deposit into the Club's South West Credit account or by cheque in the mail. No cash payments. There will NOT be Club officers at the Clubrooms to receive payment of subscriptions or membership forms in person. Direct deposit is preferred to minimise the need for the Club officers to handle mail and cheques.

If you pay by direct deposit please include your name and membership number as the reference.

The membership term is from July 1<sup>st</sup> to June 30<sup>th</sup> each year. The annual subscription for this coming year has been kept at \$70. Annual subscriptions are due and payable on July 1<sup>st</sup> and should be paid within one month. If paid after this, the amount rises to \$95. If not paid within 3 months of the due date of July 1<sup>st</sup> membership lapses and you will have to pay the new member entrance fee of \$130 to re-join the Club.

Note: Starting this year, the additional Club Permit form for members with vehicles on the Club Permit Scheme will NOT be sent out. The Club retains a copy of all VicRoads CPS renewal forms, and, along with the membership renewal form, the Club has all information required by VicRoads.

If you're experiencing financial difficulties because of COVID-19, the Club can help if you're unable to pay membership subs on time. We're here for members in financial hardship and don't want any member who wishes to remain as a member to have their membership lapse. Either call the President, Ken Perrett or the Secretary/Membership Officer, Ian Rees to talk about options. However, remember that you must pay your subscription by July 1<sup>st</sup> to maintain the validity of registration of your vehicles on the CPS with our Club.

Note: The membership renewal form still says that a new member card and receipt will be mailed to you -that is not the case and the form will be revised. There are nearly 400 members and unfortunately the Secretary is not going to sign and address and mail everyone a letter with the card. You can get your membership card from either the President or Secretary at a Club event when normal life resumes.

President, Committee and Secretary

**The Battery Drive** is still on. Batteries can be left at the Dillon's or Chislett's farm, or at King Cole or call Andrew Serra and he will come and pick up. Thanks to everyone helping with this continuing fundraiser. The price is up at the moment so please keep them coming in.

## Humour – Old Dogs

An old German Shepherd starts chasing rabbits and before long, discovers that he's lost. Wandering about, he notices a panther heading rapidly in his direction with the intention of having lunch. The old German Shepherd thinks, "Oh, oh! I'm in deep shit now!"

Noticing some bones on the ground close by, he immediately settles down to chew on the bones with his back to the approaching cat. Just as the panther is about to leap, the old German Shepherd exclaims loudly, "Boy, that was one delicious panther! I wonder, if there are any more around here?"

Hearing this, the young panther halts his attack in mid-strike, a look of terror comes over him and he slinks away into the trees. "Whew!," says the panther, "That was close! That old German Shepherd nearly had me!"

Meanwhile, a squirrel who had been watching the whole scene from a nearby tree, figures he can put this knowledge to good use and trade it for protection from the panther. So, off he goes. The squirrel soon catches up with the panther, spills the beans and strikes a deal for himself with the panther.

The young panther is furious at being made a fool of and says, "Here, squirrel, hop on my back and see what's going to happen to that conniving canine!"

Now, the old German Shepherd sees the panther coming with the squirrel on his back and thinks, "What am I going to do now?," but instead of running, the dog sits down with his back to his attackers, pretending he hasn't seen them yet, and just when they get close enough to hear, the old German Shepherd says "Where's that squirrel? I sent him off an hour ago to bring me another panther!"

Moral of this story: Don't mess with the old dogs. Age and skill will always overcome youth and treachery! Bullshit and brilliance only come with age and experience.

# Maggie Valley Swap Meet and Wheels Through Time

Back in 2018 my son David and I were spending some father and son time driving around the US in a van for 7 weeks. We had started in Washington state in the North West in the first week of September and were making our way generally eastwards to get to the Hershey swap meet in early October. After about three weeks we came into North Carolina to go to a swap meet at Maggie Valley. It was billed as the “Southeastern Gas and Petroleum Expo” – sounded pretty good! We got there the afternoon before the swap meet was due to start and checked into a motel in the middle of main street. The town has a population of about 1300 and is located in the west of the state in the Great Smoky Mountains about 5 miles off the Blue Ridge Parkway. It started raining and the photo below shows the motel we stayed at with the rain clouds hanging over the mountains either side of the valley.

Fortunately there was a great motorcycle museum in town called Wheels

Through Time. It is home to what is billed as “the world’s premier collection of over 300 rare American motorcycles, memorabilia, and a distinct array of unique one-off American automobiles”.



with wooden buildings with old signs and work benches strewn with tools.

First bike is a 1912 Henderson Four that was at the museum entrance and a sign about how they start up a bike every hour. A staff person would explain the history of the particular bike and what was done to restore it, its design etc and then start it. Great stuff.



The collection was started by Dale Walksler in 1969 in Illinois. In 1977 he moved the collection to his nearby Harley-Davidson dealership. It continued to grow and in 2002 he built a dedicated museum in Maggie Valley with 38,000 square foot of display area. The refreshing aspect about the museum is that many exhibits are in original condition or lightly restored. It is laid out like a series of workshops and garages

Henderson manufactured 4-cylinder motorcycles from 1912 until 1931 when it became a victim of the Great Depression. They were reported as being the largest and fastest motorcycles of their time and appealed to both sport riders and police departments the latter who favoured them because they were faster than anything else on the roads! The 1912 model had a 57 cubic inch (934 cc) four-cylinder 7 hp engine which was mounted in line with the frame and had chain drive. It was the third four-cylinder production motorcycle built in the US, and featured a folding hand-crank starter handle. The in-line four-cylinder engine and long wheelbase would become Henderson trademarks. The 1912 model sold for \$325.

Next is the unique 1916 Traub, discovered in 1967 hidden in the brick wall of a house in Chicago. It is in perfect condition and can achieve 80 mph and performs flawlessly. Most of the parts were hand built with an 80 cu in engine and 3 speed transmission. Walksler says that: "Everything inside the engine is just magnificent. The pistons are handmade, and they have gap-less cast iron rings. The engineering and machining are simply years ahead of their time". Most of the components



are handmade, but it is the off-the-shelf Schebler carburettor, Bosch magneto, Troxel Jumbo seat and period wheel rims parts that provide an approximate date for this bike.

At left is one of the mocked up motor cycle garages with bikes parked outside, and a gas pump on the forecourt. You can walk inside to see the tools and parts etc and all the exhibits were fully

accessible.

One of the cars on display was a 1911 Cartercar (below). There are less than 20 in existence now. Cartercar was started by Byron Carter in 1905 in Jackson, Michigan. In 1906 it moved to Detroit and in 1907 to Pontiac, Michigan. After relocating to Pontiac, Cartercar merged with the makers of the Pontiac High wheeler. Cartercar was bought by General Motors in the acquisition spree that William Durant went on after founding GM. Durant lost control of GM in 1910, and when he regained control in 1915, the GM board had decided to discontinue Cartercar because of poor sales and to use the factory to produce the Oakland. Cartercar began with a flat-twin engine but by 1910, four-cylinder engines were used. Transmission was friction drive.

Byron Carter died in 1908 while trying to start a stalled car. The crank kicked back and hit him in the jaw, causing gangrene which proved fatal. Carter was a friend of Cadillac founder Henry Leland, and his death prompted Leland to urge Charles Kettering's development of the Self-Starter (introduced in 1912), the first successful electric starting system, thus eliminating the dangerous crank. An ad for the 1912 Cartercar states that it includes a self-starter.



The next morning we got to the swap meet early to get the “early pickings”. It was it still drizzling and the ground was boggy. Unfortunately there were only about 100 or so vendors scattered around the site. We met some great people and stopped to chat with them but after less than one hour we had bought nothing and were back at the entry gate. Off to Tennessee and some American Picking

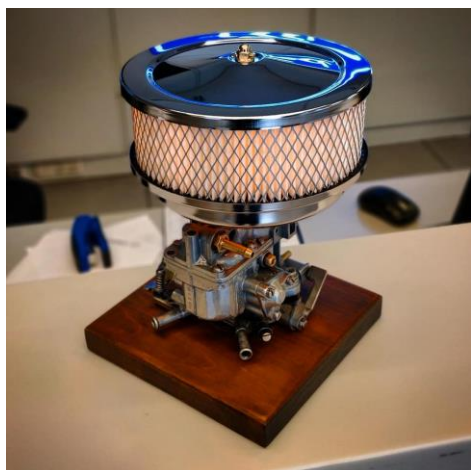
**Ian Rees**



### The Sheddies



## Things you create when you have too much time on your hands 😊



## Cheese World Dates 2020 – all subject to confirmation

<u>Date</u>	<u>Time</u>	<u>Group</u>	<u>Numbers</u>
Sat 9 <sup>th</sup> May.	2.30 pm	707 Operations Inc. (Steam Train Trip)	100+/-
Frid 7 <sup>th</sup> Aug.	3.00 pm	Lamble Tours	35
Wed 9 <sup>th</sup> Sep.	TBC	Eagle Hawk College	40+2+1
Mon 31 <sup>st</sup> Aug.	2.30pm	Professional Tour Guides Association	30
Thur 15 <sup>th</sup> Oct.	11.00am	Noelene Lovel Group.	20

### Rallies Coming Up

### Place

Sat/sun17/18.Oct. Ballarat Eng. & Mach. Pres. Soc.

# Minutes of the W&DHVC Committee Meeting

**April 8<sup>th</sup> 2020.**

**Present (by email and phone due to COVID-19):** Ken Perrett, Roy Begelhole, Graham Conn, Peter Carter, Ted Drake, Geoff Houston, Ian Chislett, Annette Cuolahan, Martin Dunstan, Ian Rees.

**Apologies:** Bryan O'Meara: Moved Graham Conn. 2<sup>nd</sup> Peter Carter. Carried

**Minutes of previous meeting:** Moved to accept as printed in March newsletter: Peter Carter; 2<sup>nd</sup> Roy Begelhole. Carried.

**Business Arising:** Actions from last Committee meeting in General Business below.

## **Correspondence**

**In:** WCC Rates; Aus Post invoice by email, gas bill by email, Shannons insurance for Rambler, various newsletters.

**Out:** None. Moved to accept correspondence: Peter Carter; 2<sup>nd</sup> Graham Conn. Carried.

## **Reports**

### **Treasurer:**

Account balances and income/expenditure presented as of April 7<sup>th</sup>.

Accounts to pay: Australia Post, WCC Rates, Energy Australia gas bill, Rambler insurance and Rambler fuel.

Moved to approve accounts and pay invoices: Annette Cuolahan; 2<sup>nd</sup> Martin Dunstan. Carried.

**Engine Committee:** CheeseWorld is closed until further notice.

**Club Captain:** All events cancelled until further notice.

**Mid-week Captain:** None until further notice.

**Community Service Coordinator:** None until further notice.

**Federation Rep:** Email from Federation to the Club on April 7<sup>th</sup> with advice from VicRoads – text below in bold:

**John Lewis - Principal Practice Advisor – Registration and Licensing. VicRoads**

## **USE OF CLUB PERMIT VEHICLES**

**The only reasons Victorians should be leaving their home are for: obtaining food and supplies, medical care and care giving, exercise, and work or education.**

**While you can continue to use your club permit vehicle, its use must only be in connection with one of the above activities (as well as being in accordance with the usual rules for use of club permit vehicles).**

**Victoria Police have powers to enforce social distancing laws and can issue fines of up to \$1,652 for individuals who don't comply.**

## **General Business:**

- Application to save about \$260pa with Wannon Water submitted – awaiting response from Wannon.
- TV screen sound cable repair – not done and leave until later as not important now.
- Website improvement: Fran has been updating and work in progress. Fran now in newsletter as Webmaster.
- "Membership Renewal Days": COVID 19 mugged us! Notice approved to go into April newsletter about subscription payment methods and arrangements.
- Ideas for events and use of clubrooms - hold over suggestions until resumption of normal life.
- Example of contract for lease of Clubrooms tabled by Bryan O'Meara - Secretary in process of drafting in name of our Club as starting point for Committee to discuss at later date.
- Shannons sponsorship proposal – haven't heard from them (and probably won't until normal life resumes).
- Change kitchen door lock barrel to same lock as front and back doors. Not done and leave until later.
- \$1500 donation to Special School – members haven't approved yet and consider hold payment until June.
- Fly wire door on kitchen door installation in progress. Not done and leave until later.
- Capital Budget items for next FY once loan paid off: blinds, garden bed edging, servery partition, fridge, refurbish meeting room small servery, seats out front, establish BBQ area, fencing on south boundary with neighbour. Develop costs and prioritise when Committee meets in person again.
- Revision of membership form to delete about membership card being mailed out - is being progressively done but might not be completed for all members by this round of membership renewals.
- Ride on mower solenoid u/s. Ted to take to Bells for service at some later date but is useable in meantime.

- Get the Rambler's automatic serviced- Not done and leave until later.

#### **New member applications:**

Kane Maniapoto: Moved to accept as new member: Martin Dunstan; 2nd .Graham Conn. Carried

## **What a Trio**

When I wrote the Gatso article I mentioned Kettering and decided to find out more about him. I knew he was given credit for inventing the self-starter for Cadillac but .....wow!

**Charles F Kettering** was born in 1876 in Ohio USA and became a country school teacher at age 19. He left after only one year and worked for the Star Telephone Company. After two years he re-entered university and gained a degree in electrical engineering. At this time he was 27. He joined the NCR (National Cash Register Company) and worked in a research group. He invented the first electric cash register.

The man who brought Kettering to NCR in 1904 was **Edward A Deeds** (1874-1960) who, with Kettering, founded Dayton Engineering Laboratories Company (DELCO). Deeds came to Dayton in 1898 to become a draftsman for the Thresher Company, which made electric motors but in 1899 he achieved a position as Factory Engineer at NCR. He was granted a patent to motorise the cash register but realised he could not perfect it so he employed Charles Kettering.

Deeds saw the growth coming in automobiles and in 1907 he actually built one for himself with the assistance of machinist Fred Schmitt. This was the "Suburban Sixty" which made him realise that it was a better business in "putting something on cars" so he and Kettering looked at the biggest problem of cars stalling at low speeds. This car became the first to use a self-starter.

Devastating floods in Dayton in March 1913 led Deeds to devise a plan for flood prevention. He hired Arthur Morgan who created dry dams to control water upstream. This method has since been employed worldwide.

DELCO was formed to design auto electrical equipment and to push their battery ignition system. Thus came the Kettering work on the storage battery, the voltage regulator, the generator and the first electric starter. Kettering also invented the Delco Light, which was a self-contained light and power unit for farms and other remote places.

In 1916 Delco became a subsidiary of United Motors Corporation and later, in 1919, General Motors. From 1920 until 1947 Kettering was vice president and director of research for GM. After retiring in 1947 he remained as a consultant.

Back in 1914 he founded the Dayton Wright Airplane Corporation which designed and built a self-guided aerial torpedo (The Kettering Bug). During WW1 he also made aeroplane ignition systems and developed synthetic aircraft fuel.

He held 185 patents which included the development of safety glass, crankcase ventilation systems, 4-wheel drive brakes, Freon (for use in refrigeration) and quick drying lacquer spray paint. In 1921 he introduced leaded anti-knock fuel. Another major work was a high speed two-cycle diesel engine for trains. As late as 1951 he developed a high compression V8 engine, the Kettering Engine.

He was awarded 29 honorary degrees from educational institutions. In November 1958, at the age of 82 he died in Ohio and was honoured on a stamp issued in 2000.

The Delco-Light Farm Electric Plant was introduced in 1916 available for use in any rural or remote building. 25 models from 500 to 3000 watts were manufactured. The hybrid version was most popular as it featured a generator and battery. The generator started automatically when the battery was discharged and stopped when fully charged. Kettering built a huge factory in Dayton providing much employment. He also convinced others to produce electrical equipment to work with his "safe" 32 volt system. These items included lights, pumps, washing machines, vacuum cleaners, percolators, toasters, irons, sewing machines and a belt driven motor for farm equipment such as grinders. Easy finance terms were also provided as well as installation and service. By 1919 these plants were supplying electricity to 135,000 premises and 175,000 by 1921.

The refrigerator (Delco-GM Frigidaire) came in the mid-1920s and in 1928 Alfred Sloan, GM President, stated that more than 325,000 sales of the light plant had been reached. By the early 1930s some wind generator companies existed and these, in conjunction with the Delco plants, reduced fuel use and engine running time.

President Franklin Roosevelt established "The Rural Electrification Act of 1936". The initial and running costs far outweighed the meagre set up costs of the Delco plant for \$495, and a wind generator for \$595.

#### Quotes by Kettering

**"We must learn how to fail intelligently, for failing is one of the greatest arts in the world"**

**"The world hates change, yet it is the only thing that has brought progress"**

**Alfred P Sloan** was born in 1875. In 1899, aged 24, he became the president and owner of "Hyatt Roller Bearing" which had Oldsmobile as its first customer. The company merged to become "United Motors Company" and soon became part of General Motors Corporation. He became vice president and president of GM in 1923. By 1937 he was Chairman of the Board. He was a long time president, chairman and CEO of General Motors introducing annual model changes, branding, styling and planned obsolescence. (Boy – don't we owe him a lot!) He also established the pricing structure of Chevrolet, Pontiac, Oldsmobile, Buick and Cadillac where GM models could cater for many buyers.

He caused GM to become the world's largest corporation, a title it held many years after his death in 1966. In 1934, while President and Chief Executive Officer of General Motors, he established the Sloan Foundation which gave grants to support original research and broad based education related to science, technology and economics

Sloan donated \$4,000,000 to create the "Sloan-Kettering Institute for Cancer Research" in 1945 and asked Kettering, who was Vice President of General Motors, to oversee the organisation.

Currently the institute employs more than 1000 physicians and treats more than 600,000 patients annually. The main headquarter is in Manhattan and as of 2017 the assets totalled \$1.9 billion.

As a naïve motorist I thought Kettering had only provided the self-starter for Cadillac but there was much, much more. What a trio of inventors and forward thinkers!

**Graeme McLeod**

## Classifieds

*To comply with the Victorian Motor Car Traders Regulations 2008, all advertisements for used motor cars must state:*

**(a) The cash price; and**

**(b) If the motor car is registered, the registration number; and**

**(c) If the motor car is unregistered the engine number of the vehicle; or the chassis number of the vehicle; or the vehicle identification number; or the registration number (if any) last assigned to the vehicle; or if none of those numbers is reasonably ascertainable, any other number by which the vehicle may be identified.**

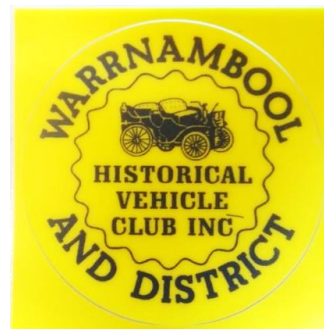
**Note: The Editor reserves the right to abbreviate, revise or not publish advertisements to suit the newsletter.**

## Club Merchandise For Sale



Club logo pens for sale for \$2.50

Club membership windscreen stickers (3 inch square) for sale for \$3.



See Ken

# Jaguar V-12: The ultimate cat



The reason: Jaguar's new aluminum 12-cylinder engine. Quite possibly, the most exciting automotive development in a decade.

The inherently balanced nature of the V-12 configuration produces an almost uncanny smoothness. There is an absence of vibration even at low speeds. And yet the V-12 can hit 70 m.p.h. with such sinuous grace that one hardly experiences the sensation of motion.

But what's so important is not the absolute power it is capable of producing but the delivery of that power through an exceptionally wide range. Result: the ultimate cat performs as well in congested city traffic as on a wide-open thruway.

Some specifics:

(1) The engine displaces only 326 cubic inches and yet develops 314 horsepower for an efficient displacement-to-power ratio.

(2) In the V-12's flathead design, the cylinders have a large bore and the pistons a short stroke for higher potential power and longer engine life.

(3) The new transistorized ignition system employs an electronic distributor with no contact points to wear or foul. Significance: A major cause of engine tuneups is eliminated.

Additional virtues: The fully independent suspension with "anti-dive" geometry to counter front-end dipping. Rack-and-pinion steering,

power-assisted with 3.5 turns lock to lock. Four-wheel disc brakes, also power-assisted and self-adjusting.

Jaguar 2+2 with the revolutionary V-12 engine—the ultimate cat. See it at your Jaguar dealer. And, for a sight you'll never forget, look under the hood.

For the name of your nearest Jaguar dealer, dial (800) 631-1971 except in New Jersey where the number is (800) 962-2803. Calls are toll-free.

BRITISH LEYLAND MOTORS INC., LEONIA, N. J. 07605



## Jaguar V-12

## Advertisements :

Anyone wishing to advertise in the newsletter please contact John Nicholson at [john.a.nicholson@bigpond.com](mailto:john.a.nicholson@bigpond.com) at or mobile 0437 938090. The cost for a scanned business card ad is \$40 for 12 months starting July 1.

*John O'Sullivan & Family*

82 Fairy Street  
Warrnambool. Vic. 3280

Phone: (03) 5561 1199  
Fax: (03) 5561 3242  
Email: [osullivanfunerals@bigpond.com](mailto:osullivanfunerals@bigpond.com)  
*"Family Caring for Family"*

**ASK GEORGE HE'LL HAVE IT!**

**GEORGE TAYLOR'S STORES**

Warrnambool - Grassmere Junction  
Camperdown - Colac - Hamilton

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