

NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)
Registered at the G.P.O., Sydney for transmission by post as a periodical—Category B.

SPIT AND POLISH

CAN YOU RECOGNISE OUR RESEARCH HISTORIAN
GEORGE ROBERTS?



**ROBERTS' GARAGE IN IPSWICH, QUEENSLAND
1925**



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

Registered at the G.P.O. Sydney for transmission by post as a periodical

Patron:

His Excellency the Governor of New South Wales,
SIR RODEN CUTLER, V.C., K.C.M.G., C.B.E.

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EDITORIAL

We still assert that anything within reason is worth trying in order to reduce the road toll. We say "within reason" because the obvious way to really prevent this sort of thing is to remove cars from the roads. What an impossible thought! That would be really too drastic, as it would naturally wipe this Club - well, nearly.

Applying the same thought on another aspect of the motor car, the only way to really remove the possibility of drunken driving would be to cut out all those delectable, life saving, life giving, healthful beverages which make some people see double, where single is the norm!

How would you like to have a car that made the decision for you, whether or not you should drive in the condition of intoxication that you 'enjoyed' when you sat behind the steering wheel?

We are led to believe that Honda have perfected a device, the life centre of which is a platinum wire incorporated in the steering wheel. It is sensitive in some way or another to alcoholic fumes. Should the driver's breath be too alcoholic, the engine will not start! Now we really have heard everything.

On earlier occasions we have remarked that there is no such thing as a perfect system. We see this new idea being prone to all sorts of possible false alarms. Our mind goes to a whole list of probabilities, such as; the effect on the device of the close proximity to the steering wheel, of a friend whom the Honda owner wishes to take home from the club on account of his being high. Would he have to be placed in the back seat and covered with a rug? Suppose (oh! dreadful thought!) one broke a bottle of whisky by a sheer accident, while getting into the car. Would it refuse to start till the bodywork had been thoroughly cleared of the fumes? What chance would one

(Cont'd. on P.2.....)

The next General Meeting of the Club will be held on THURSDAY, 25TH NOVEMBER, 1971, at Five Dock Community Hall, Great North Road, Five Dock, at 8.0 p.m.

have of driving round in the precincts of a brewery? Or would the engine stall as one drove past under the lee of the brewery on a hot day? Suppose one was unfortunate enough to have one's wife in the car on a hot day, following treatment at the Outpatients' Department, for a slight skin trouble. What would be the position if a lotion containing alcohol had been applied to her skin? Would the engine refuse to start?

For the purpose of this subject, is there any chemical affinity between alcohol and, say, onion or garlic? One wonders if these fumes could react on the device.

Having these last few thoughts in mind, the idea does seem a bit "dicey", though basically good.

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REPORT OF OCTOBER MEETING

A Special General Meeting to discuss additions to the Constitution - as per notice posted to members - was held at 8 o'clock. The additions were necessary in connection with the financing of the purchase of the Club building. As the acquisition of the building entails the use of loan money, it became legally necessary to give the club the power to borrow money and to appoint trustees to take on this responsibility. This was assented to by the meeting, as also was the appointment of two trustees in the persons of Allan Foy and Arthur Garthon.

The Monthly General Meeting commenced about 20 minutes later, and the President, occupying the Chair, welcomed some visitors, who included Frank and Mrs. Craze, who have returned recently from overseas, and two members, namely John Corby, who is in circulation again, following on his recent operation, and Percy Stewart, who (as far as we are able to recall) had to forgo the Coff's Harbour Rally. Ian Best and Ray Green were welcomed as non-member visitors.

A further couple of visitors, Mrs. Carole and John Robertson, suddenly stirred our Secretary to words. He confessed to having had in his possession an application for membership of the Robertsons, but had been unable to locate it. This was rectified fairly soon after, as Mrs. Robertson was seen at the top table putting the necessary details onto another form.

The next item of business was an unusual one for this club, a matter of resignations. Four were submitted, namely:

Len Willock	-	moved to Adaminaby
Rod Gilzean	-	
Max Davey	-	of Cessnock
Ron Cook	-	R.A.A.F., transferred to Queensland.

It was announced that a letter had been received from John Burton, stating that he has car trailers which can be hired.

Events - Peter Kable said that he has correspondence in connection with rallies organised for next year. He expressed surprise and disappointment at the small attendance of cars at the Warath Spring Festival Procession. There is to be an "Organised and Controlled Race for T Model Fords" at Oran Park on 26th March, 1972. Toby Bent added a few words of assurance that it was to be in the nature of a demonstration of what the T Model is capable of. Peter reminded the meeting to put Pratten Park onto their

calendars for next February 13th. There is a thought afoot to include, in the display of cars, a number which are in the process of being restored. This should increase the interest of the spectacle, and give to those interested an insight of what goes on in restoring a vehicle. This would have the desirable quality of supplying an interest to members who, with their vehicles not yet mobile, do not take part in events.

As stated earlier, an application for membership was received from Mrs. C. and Mr. J. Robertson, 156 Deepwater Road, Castle Cove, who possess a Clement Bayard.

The Social Secretary (Jan Coulcher) asked that all who intend to be part of the Christmas Party should have their names added to the list at this meeting, and see that she was paid - at the latest - no later than the November meeting. This is an essential for the catering, of course. For those who may be a little in doubt, we would remind you that the set date for the Christmas Party is 4th December, and it is to be held at the Denistone Bowling Club.

Max Roberts, this time as Registrar, said that nothing of any nature had taken place to be reported upon, but he made a request to all at the meeting to keep him advised always, of any changes of address, telephone numbers etc.

The P.R.O. (Warren Irish) had one gloomy announcement to make, namely, that the postal charge to have the magazine supplied to members would be increased by 27½% in February 1972.

Arthur Garthon had some pithy, some humorous comments on the Coff's Harbour Rally. He discussed a letter from the organisers, which included a statement of Receipts and Payments which showed a profit of \$156 to Coff's Harbour Lions. Without giving details supporting his assumption, he felt sure that this Club did better out of the Rally than did Coff's Harbour Lions.

A letter had been received from C.V.V.T.M.C. asking for this Club's acceptance or otherwise of the proposed admission to membership of the Steam Preservation Society to the Council (of V.V.T.M.C.) After discussion revolving around the question of whether or not such a society was a practicable inclusion amongst the existing member clubs - which embrace mobile vehicles, as opposed to stationary engines - a vote was taken. The voices proved that the voting was pretty evenly divided and the President decided on a show of hands. This demonstrated that there was a majority of two in favour of acceptance of the Steam Preservation Society as a member of the Council.

The President read to the meeting a lettergram which he had received from Hilda and Len Sheen, giving some details of their current trip to the other side of the world. (The letter will be found in another part of this magazine.)

Following the meeting, Bob Baxter showed a couple of films. The first was a few feet shot from the jet which brought him home from Singapore, while the second film was a short one produced by an amateur cine club, which made use of up to a dozen of our member vehicles.

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COMING EVENTS

Christmas Party - December 4th
Children's Party - December 11th
Long Legs Tour - January 23rd
A rally for all those members who like to
get out for the day and put a few miles on
the speedo.

Is your car restoration incomplete? Been working on it for years but still not going on rallies? Well, clean up that chassis, get the motor going and organise a trailer for February 13th and bring it along to Pratten Park. The most originally restored chassis will be judged on this day and a prize will be presented, so get to work and be there - you will be amazed how much you'll learn (might even get some of those missing parts you need). You will suddenly be a member with such and such a car, not just a face in a crowd. Remember, the club is yours, the more you put into it - the more you get out of it.

New members. See all the cars, meet all the members, come on the Blue Mountains Rally, be in on the fun, be an official and get involved in all the pleasures of Veteran Motoring. Ring Events Committee:

Peter Kable - 579.6942
E. Lang - 579.5790

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S O C I A L N E W S

That's what married life does to you - I missed the magazine altogether last month.

Roley and I would like to take this opportunity to say thank you to all club members for their well wishes.

Its good to see John Corby and Percy Stewart back on their feet again after their recent bouts of illness.

Nice to see Frank and Cecily Craze home from their overseas jaunt. Could it have been timed to prepare for daughter Denise's wedding in February?

Hear that Len and Hilda Sheen are currently enjoying winter in Sweden. Bet Hilda is champing at the bit to get home and see her new grandson. Ron and Beryl became parents to a boy, Darrin, in September.

Just to keep thing balanced, Alma and Bob Newman became proud parents of a daughter, Dianne, recently.

This is the last call for our Xmas Party.

DATE Saturday, 4th December
TIME 8 p.m.
PLACE East Denistone Bowling Club

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

S O C I A L (CONT'D)

Xmas Party details: (Cont'd.)

DRESS	Casual - shorts and long socks for men.
DRINKS	Available at the club.
COST	\$4.00 per head
DEADLINE	November meeting - 25/11/71.

JAN COULCHER

P.S. Congratulations to Eric and Peg Lang on the birth of their daughter on Tuesday, 9th November, 1971.

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THE ARGYLL

The Scots ha' done some verra fine things i' this world, of which no' the least is the 'creating o' the Argyll motor car. Most Sassenachs will doubtless have much difficulty in even pronouncing the name of this fine motor vehicle! It should be pronounced "Arrrrr...gy....lllllll." Clear? As one wi' good Scotch blood i' his veins, we are appalled a' the gross ignorance o' th' population i' this matter.

Now the Scots are a thrifty crowd, as will be seen by the minimal expenditure on the editorial vehicle. (We are not as much proud of our achievement in this sphere, as disappointed at the financial necessity therefor). However, we regret this slight divergence from the subject, but the thought of thrift is applied to the originator of the Argyll, one Alexander Govan, who conceived his idea of a car late last century, and had it on the market in 1899.

Whereas many cars mushroomed out of a bicycle factory, it would seem that the Argyll emanated from machinery, as it was built by the Hozier Engineering Co. Ltd., of Glasgow.

This one was based on the Renault of that period, being a voiturette (French word for a small 'voiture' or carriage, hence a light-weight motor car) with a single cylinder $2\frac{3}{4}$ h.p. engine of de Dion type, having a tubular frame, and a shaft drive. It seems strange, in a way, that at that early stage it was not chain driven, considering that chains were in use by many manufacturers for many years after 1899.

In 1901 it was stepped up to a 5 h.p engine, and this was followed by an 8 h.p. engine in 1902. In those early days it was most unusual to fit a 4-speed box, but this it had, though it was difficult to manipulate. One senses that most parts of Scotland are hilly, and doubtless this was the reason for assisting the relatively low powered engine. By 1903 2-cylinder and 4-cylinder cars were in production.

By 1904 the firm was well established and at that time was Scotland's leading make. In those days many a car was placed firmly onto the market and kept there, by competition in trials and record breaking. By now, engines were de Dion and Hozier made (which included a 3-cylinder) although most of them were made under Aster licence.

Success needed expansion, so they launched out in a big way at Alexandria, near Glasgow, but in 1907 most of their impetus was lost in the death of Govan. However, his business acumen and engineering ability had given the firm a good background, and it continued its success for quite a time.

By 1910, improvements had gone ahead so much that a six cylinder engine was added, and (this is where George Campbell comes in!) the Flying Fifteen (15 h.p.) was on the market. Improvements had been made, even to the gearbox, and it was, by now, much more easily handled.

Strangely, one of the 1911 models was fitted with front wheel brakes, thought out by one Rubury.

It seems surprising that in 1912 there was one model made with single sleeve valves, of Burt-McCollum design. Very little has been said of this, though it would seem to have been successful. This was carried on further by the company, so that by 1914 all Argylls were sleeve valved. So successful were these, that at one stage Argyll were the fifth biggest car manufacturer in Britain. It is extraordinary that more did not make their way to this country - and survive. However, their success did not make full use of the Alexandria factory. What with that, and expensive litigation concerning the sleeve valve engines, the company's financial position weakened, and the company changed hands in 1914.

In 1920, one of the pre-war models, the 2.6 l. 15.9 h.p. was reintroduced, and a new vehicle, the 1½ l. 12 h.p. was put out in 1922, but somehow, the good old firm had expired.

It is really pathetic that so many of the earlier models fell by the way, considering that, in the Argyll's case, it had been so successful.

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SELDEN PATENT

We are indebted again to Jim Wilson for his loan to us of a book published by Chelsea House Publishers, with an introduction by Ken Purdy. The title is "1904 Handbook of Gasoline Automobiles". The main part of the introduction deals with the Selden Patent. Book Snoopers and Associates have condensed this as much as is practicable, as it is fairly lengthy.

Many members have heard of the Selden Patent, many have not. Here is a fairly straightforward report on just what took place.

This patent, it would seem, must be classed as one of the most remarkable ever to have been granted to anyone. It was No. 549,160, granted to George B. Selden on 5th November, 1895. Selden had applied for the patent on 8th May, 1879. Yes, more than sixteen years passed between application and granting.

There was a very practical but subtle reason for this. The patents, in U.S.A. anyway, had a life of 17 years from the date of granting. So long as he made amendments to the original patent application, it was still in a state of pending, which meant that while he did not have absolute proprietorship of the patent, it was at least protected to a point. He was able to stretch out the time by intentionally slow answers to Patents Office correspondence. Here is one example: the maximum delay - legally - in answering a Patents Office letter was 730 days, i.e., 2 years. On one

occasion Selden took 726 days to answer a letter!

The terms of the patent were very simple: they proclaimed that George B. Selden had invented the gasoline automobile complete, and in its entirety, even though he had not actually ever built or run one. The patent having been granted, Selden demanded as his right, a royalty payment on every car or car component made or sold in the U.S.A. A court judgment in 1909 confirmed that right and formally identified Selden as the true inventor of the automobile. This was, of course, in effect, a grand legal slap in the eye for Daimler, Benz, Lenoir, Marcus, Otto, and all the minor members of that loosely tied group of enthusiastic inventors, who really were the true fathers of the intelligence supplied to the whole idea.

But returning to Selden, he seems to have been imbued with a certain amount of knowledge. He was trained as a Patents Lawyer but his primary interest lay in invention. To this end, by December 1877 he had drawn a set of full scale plans, and in May 1878 he had an engine in being. On 8th May, 1879 he filed for patent not only on the engine, but on the entire concept of a gasoline powered, passenger-carrying automobile.

This was apparently 20 years before car manufacture really got going, and implementations of the patent rights remained in abeyance, till brought to life in a most indirect way.

During 1899 (a little before the time of most of us. Ed.) New York suffered a terrific blizzard, which nearly succeeded in shutting down the city. Horsedrawn traffic was impossible, and most of the cars of those days were of a fragile variety, still the bicycle wheel type, and were scarcely able to cope. There was, however, one type of vehicle which made out. It was the electric cab. These vehicles were heavy with their lead/acid batteries. Their capacity for getting through impressed many people, including one W.C. Whitney, a financier. After cogitating for a while he saw their manufacturers, the Electric Vehicle Company. With a friend, another very rich man, he bought control of the Electric Vehicle Company. For a start they decided on a production target of 12,000 vehicles. This necessitated a manufacturing set up, and as they were in a hurry, they looked round for a factory already in being. Eventually they became the holding company for Pope Manufacturing Company.

Now, as a financier, Whitney was a careful, methodical man, so he enquired about the patents situation. "No problem" - the Pope people told him. However, a patents specialist on the staff argued that the obscure patent of Selden's was infringed every time anyone, even a back yard week-end builder, made a car. In consequence, Whitney concluded a deal with Seldon on the basis of \$15 royalty per vehicle produced and a guaranteed minimum of \$5000.

Whitney, usually successful, misjudged the market this time and was quite unable to sell 12,000 cars per annum, which was the figure that he expected. Hating to be beaten, he went through all the assets of the company till he was confronted with the Selden patent.

The Association of Licenced Automobile Manufacturers - known as ALAM - comprised 43 member companies who wielded great power, and were able to threaten to sue any peopled who purchased cars from the 100 plus non-member companies. As Pope was a member company, Whitney set about giving the automobile industry official notice in the form of 'cease and desist' orders in 1900. Selecting specific companies namely, a big one - Winton, and a small

one - Ranlet (who was a parts maker), he started proceedings. After two years Winton found the legal going too heavy, and gave in. Suddenly 7 others threw in the towel. When Winton heard this, they asked Electric Vehicle Company for a compromise. E.V.C. wanted 5% on every car. This moved things on a bit further along the panic strip, and 10 Detroit companies, headed by Packard and Oldsmobile, formed an association and offered E.V.C. a royalty of 1/2%. They threatened Whitney that they would collectively underwrite Winton's court costs indefinitely. At this, E.V.C. gave up and settled for 1 1/4% per car to be allocated 3/5 (i.e. 3/4%) to E.V.C., who would, in turn, pay 1/5 (i.e. 1/4%) to George Selden, and 2/5 (i.e. 1/2%) to ALAM.

Another part of the deal was most important, namely that Winton would take a Selden Licence, and the suit would be dropped. This satisfied everyone except - guess who! - Henry Ford. To coin a phrase, he turned epicyclic, which implies that instead of going berserk, which is physical, he just about went catclysmic, mentally. To quote our source of information verbatim:

"Earlier, Ford had applied for an ALAM licence and had been turned down on the ground that he was not big enough or important enough. It had always been dangerous to say things like that to Ford. The real reason, he said, was that the other manufacturers were afraid of him. They would have let him in, he said, if he had agreed to sell his car for \$1000 instead of \$750, and to limit production to 10,000 units a year. Now he proposed to show them who was running the store.

When it was clear that Ford would never go along, ALAM filed a suit against Ford and others connected with him. Six years and five million words of testimony later, the court found for E.V.C. and Selden. George Selden must have floated on air for awhile on realising that every car maker in the world was in the palm of his hand. And what about the sight of General Motors arriving with hat in one hand, and \$1,000,000 in the other?

But up comes old Henry Ford again! He spoiled it all. His reaction was 'Nothing doing, not a dime, forget it!' and on a cold day in January 1911 the Appeals Court laid down the last word, namely, Selden's patent was good for his own car but that was as far as it went.

It is amusing and surprising to learn that it was not till 1905 that Selden built his first car, although he nailed the date 1877 to it. It was crude, it ran, but that was about all.

However, he eventually made conventional cars. He died in 1917."

Again, we quote our source:

"The Selden Case did more for Henry Ford than anything else that happened to him up to then. He was a hero who had singlehandedly taken on Wall Street and 'The Interests', and had beaten their brains out. He won in a big way and he never looked back. The single car that Selden built, the 1905 car, still exists. It is in the Henry Ford Museum in Dearborn, Michigan."

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POINTS TO PONDER:

The poet says that: "In the spring

The little birds are on the wing".

You could have fooled us! We thought the wing was on the bird.

* * * * *

Ever noticed on some lift doors the words:

SELF OPENING DOORS

DO NOT TOUCH

Seems absurd to us. Every time they shut they really do touch, and are held there hydraulically. Have you ever tried to open them when they are closed? Of course they touch!

* * * * *

And talking of lifts - if the devices are called 'lifts' when they take you up off the ground, surely they must be 'lowers' when they bring you back to ground level.

* * * * *

Another generation ahead, and children will be enquiring why a certain unit is called "horsepower". They will be so inured to the use of mechanical power that they will not have any idea that the horse, for many centuries, was a beast of burden, and through man's mind, supplied the 'norm' for power assessment. For members who have been long enough from school to forget, we remind you that 1 h.p. is the power exerted in lifting a mass of 33,000 lbs. through a height of 1 foot in 1 minute.

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Very interesting change in the mounts to be supplied to selected constables in order to assist in the apprehension of wrongdoers, both general and traffic. The replacements are the Honda 750 c.c. four cylinder 'bikes. They are stated to be capable of 125 m.p.h. The police say that they have to have this sort of mobility in order to match many of those they are after. Very interesting that after all these years we oldies look again on four cylinders mounted on two wheels! We all remember the Ace, Henderson, Big X. For ourselves, we always wanted to ride one. While the engine really was not wide, it seemed to spread one's legs rather like the feeling of riding a three quarter draught horse with a saddle. Always a wide spreading of the legs then. While we feel the Ace set the fashion, we think that the others joined in the fitting of a broad "saddle seat", the sides and back of which were four to six inches deep. Seemed to fit the rider well "under the arms". The Honda, of course, is an "east-west" engine. (Sorry about that, Allan!)

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NEWS FROM CANADA

Amongst the publications that could come to our hands, we would hardly expect to see part of a Canadian newspaper.

Jack Godfrey kindly handed to us a cutting (comprising most of the page) from The Albertan, presumably a paper published in Alberta, Canada. And how should Jack come by this? Apparently his next door neighbour entertained a couple some few months ago, and in the course of conversation veteran cars floated to the surface, one of the rare occasions upon which one can stand hearing another person talking of his illness. It seems that the couple were so impressed by Jack's impassioned championing of the veteran movement that when they saw the article in their local paper they immediately thought: "Ah! It reminds us of that poor Mr. Godfrey living next door at Denistone, in Australia." So, in sympathy they posted it out to him. But obviously, when the article reached Jack's hands it took on a different value, and consequently he passed it on for editorial use.

It seems that in Alberta somewhere, there is a hall known as the Kinsmen Building. There is, as well, the Alberta Pioneer Antique Car Show, which put up 45 of the oldest and rarest antique cars in Alberta. We are reminded that we do not realise what a lovely country we have here. The report stated that "recent snow storms in the Calgary area had prevented several entries from the United States and Edmonton from appearing. Two automobiles were reported stranded and snowed-in in the Vernon (British Columbia) area..... One of the highlights of the Show is a 1900 steam driven Locomobile automobile, one of the first cars to appear in Alberta..... One of the most unique participants in the Show is a 1927 Chrysler which can fold out in a camp..... A vintage Studebaker which has travelled 266,000 miles, and is still going, will surprise most people who have associated the Studebaker with the word "lemon" (end of quote)."

Then follows a surprising statement, namely: "The rarest car in the Show is undoubtedly the 1931 Model A Ford, owned by D.E. Hawkins, of Calgary. It is purported to be the only one in Canada." Can you believe that? The 'rarest', on the other side of the Atlantic, yet they have under the same roof a 1900 Locomobile!! Something wrong somewhere, surely! Sounds as if the A Models were not allowed across the border! Perhaps most of the 1931 jobs have been crunched and melted - but not in Canada, surely. "It is currently valued at about \$5000". And now we advance further down the report, and come to the words:

"The vehicle which was attracting the most attention at the Show last night was a steam-run Locomobile automobile. It was built in Bridgeport, Connecticut, in 1900 by the Stanley Bros., who invented the Stanley Steamer.... Its value in 1900 was about \$1200, a rather princely sum at that time, and is now worth about \$5000."

We give here the general run-down of the Locomobile as presented in the article, but we emphasise that we know too little of the Stanley Bros.' product to vouch for the correctness or otherwise of the comments. "The Locomobile has a wooden body and weighs between 900 and 1000 lbs. It has one water pump mechanically operated driven by the main engine, along with one steam driven water pump, since every pressure vehicle of this type must have two methods of supplying water to the boiler. The boiler pressure is controlled by a safety valve (well, naturally! Ed.) and

can hold 150 lbs. pressure." They make mention, also, of a steam driven air compressor, which we personally doubt. "The transmission consists of a chain and sprocket running from the crankshaft. The wheels are of the cycle type with tangent spokes and steel rims, and carry 28 x 2½ single tube pneumatic tyres. The gas (kero) tank could hold 5 gals..... The Locomobile still runs and you wonder how many of today's automobiles would last 71 years."

At the left side of the article is a photograph of part of a frontal view of an R.R. radiator, taken from low down, and facing up. Part of the front face of it, with shutters, is obscured by a big arc of the off side headlamp. A fairly good proportion of the radiator cap shows, with the well known Silver Wraith silhouetted against the wall of the building. Below this picture appear the words: "Rolls Royce is still King."

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OF INTEREST TO NEW MEMBERS

Doubtless you will have learnt by now that Club General Meetings are held on the "fourth Thursday" each month, not on the "last Thursday". An examination of the terrestrial calendar (as opposed to the Club Calendar) will reveal that two months per annum will run to five Thursdays, hence the use of the words "fourth Thursday".

This "fourth Thursday" in December gets pretty close to Christmas, when many members could be out of town. Hence, keep in mind that there will be no regular meeting in December.

The magazine, however, is still published in December, so that you receive twelve copies per annum.

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COMPULSORY REGISTRATION INSPECTION

David Berthon, as Registration Officer, advised members by post, of the compulsion ('need' is not strong enough) to have their vehicles presented for inspection prior to registration. Two days were given on which this could be carried out. By the time you will be reading this the first day will have passed (7th November) leaving Sunday 5th December for those who missed on the November day.

A choice of two days, and of two locations.

Northsiders will find it easy to attend Sheen's Smash Repairs, 696 Mowbray Road, Lane Cove, while southsiders can attend Arthur Garthon Motors, 492 Forest Road, Hurstville. Service will be given between the hours of 9.0 and 1.0. David pointed out in the notice that AUTHORISED INSPECTION STATION CERTIFICATES WILL NOT BE ACCEPTED.

He can straighten out any queries if you ring him at 639-0603.

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A CORRECTION

When you have some spare time (that'll be the day!) have a look at Page 3, 5th paragraph, of your September 1971 issue of SPIT AND POLISH. You see that we have announced a change in one word of the C.V.V.T.M.C. title.

We have before us a letter from the Council, addressed to Jack Dance, stating that the alleged correction to the title is not a correction, but is, indeed, incorrect. Just whence this information emanated is not entirely clear to us, but we thought that we were doing the right thing. We see now that we shall have to be more careful in future, and have alterations signed, sealed and delivered' before we rush them into print. We apologise to the C.V.V.T.M.C. for having made this error, and to the members of the Club for having attempted to misinform them.

It is a good thing on all occasions to turn apparent evil to some good. Has anyone ever wondered what clubs are in the Council? Doubtless a few have, so we list them here, partly for general knowledge, partly as a record for reference by any member. They are shown at the foot of the Council's letterhead.

Alvis Car Club of Australia
 Antique & Classic Motor Club
 Armstrong-Siddeley Car Club
 Historic Fire Engine Assoc. of Australia
 Lancia Motor Club
 Morgan Owners' Club of Australia
 Newcastle District Vintage Car Club
 Riley Car Club of Australia
 Rolls Royce Owners' Club
 Rover Owners' Club
 South Coast Vintage Car Club
 Thirty-Forty and Historic Motor Club
 Veteran Car Club of Australia
 Veteran and Vintage Chevrolet Automobile Ass. of Australia
 Vintage Motor Club
 Vintage Motor Cycle Club of N.S.W.
 Vintage Sports Car Club of Australia, Ltd.

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FOREIGN CORRESPONDENCE

The President received an aerogramme from Len and Hilda Sheen, sent from Gretna Green, Scotland, 19th September.

Addressing himself to Allan, Len states:

"Just a short note so that you may advise the V.C.C.A. members of our whereabouts. We have had a very enjoyable trip so far having crossed America by bus and parts of Canada. We attended the Olympia V.C. Rally in Washington State, a two-day run, also had a ride in a Ford 1912 in the H.C.C.A. Annual Rally in Portland, Oregon, the first day and an Overland 1913 the second day, the Ford's head gasket packed up so we came home in a Study 1913. The chap driving the Ford was so pleased he had a Birdy in the car till I told him I

thought the head gasket was on the way out.

We have purchased a motor caravan (new Bedford) and have driven it 1100 miles so far in England and will travel over to the continent next month, then ship it to America and cross over to San Francisco then ship it back home to Sydney. We will arrive in Australia about middle of March, so by this time the van will have cancelled out all costs because of the saving of hotels etc. Hope to attend V.C.C.G.B. outing at Southport next Sunday and perhaps meet some members who came to Australia, will attend and see the London-Brighton Rally in November, perhaps have a ride in a veteran - who knows?

Trust the Coff's Harbour Tour was a success. The H.C.C.A. members were very kind and pleased to entertain us, we have an invitation to attend the Annual Dinner in Los Angeles in February so hope to be there at that time. Have a good selection of slides of cars and other places of interest which I will show you at a Club night next year.

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MORE FROM ENGLAND

We have here a further instalment of the great amount of interesting matter which Micael Bendeich handed to us, following his trip to the other side of the world.

The brochures included one approximately foolscap size, and headed "AUTOJUMBLE". Quite a new word. It conjures up in our mind a set of vehicles with radiators, headlamps, guards, bumper bars etc., all interchanged, the problem being to be able to name the vehicle to which each part or accessory belongs. No! It is quite different. Actually it constitutes what, in this country anyway, is called a Swap Meet.

The brochure advertises the "1971 Autojumble, to be held on Sunday 12th September from 11 a.m. to 5.0 p.m. On the new Rally Field, Montagu Motor Museum."

The event is described as:

"A gigantic outdoor jumble sale for all items connected with transportation.....Fifth to be held at Beaulieu.....The number of stands has risen from 90 in 1967 to over 250 in 1970.....hoped that some 5000 will come as possible purchasers. At Autojumble 1971 stand holders may offer for sale any item CLEARLY CONNECTED with transport. As well as private individuals with parts and relics for sale, it is hoped that Clubs and Societies connected with all forms of transport and preservation will take stands, including firms offering specialist services to the restorer. NO COMPLETE VEHICLE may be offered for sale.

TERMS	All stands must be booked in advance.				
RENTS	1 space 12' x 12' incl.	1 trestle table	and 2 chairs		£2.50
	2 " 24' x 12' "	2 " "	" 4 "		£4.00
	3 " 36' x 12' "	3 " "	" 6 "		£5.50
COVERED SPACE IN LARGE MARQUEE (150' x 30')					
	4 space 10' x 10' incl.	1 trestle table	and 2 chairs		£5.70
	5 " 20' x 10' "	2 " "	" 4 "		£10.40
	6 " 30' x 10' "	3 " "	" 6 "		£15.20

INDIVIDUAL MARQUEES with 1 trestle table and 2 Chairs £8.50

We regret that it is not possible to provide extra trestle tables or chairs. Please bring your own if you require more."

Just an abbreviated picture to enable readers to know the souped up situation prepared for Swap Meet conditions. Quite a good set-up, really. Seems to smack of a gypsy turn up - 'here today, gone tomorrow'. We can also see a 'con. fellow' in the corner of the marquee, standing over an opened umbrella which is resting on the ground, and inviting members of a small band of onlookers standing round him, to say which nut shell the pea is under.

Another publication included in Michael's sheaf is headed "1971/72 V. & V. Directory 50 pp. Published by Pioneer Publications Ltd. (in co-operation with the Vintage Sports Car Club)". For a border on the front it carries prints of badges of 18 clubs. There is a directory entitled "Sales and Services Section".. A random selection of headings takes in Accommodation, Brake Linings, Castings, Crack Detection, Fuel Tank Repairs, Hub Resplining, Pattern Making, Restorations, Shot Blasting/Peening, Stove Enamel, Windscreen Frames. We have totalled the headings, and the figure produced is 235. One queer heading is "Metal Stitching" and another "Radiator false honeycomb" (of no interest to a purist! "False"? Ugh!!!)

The next directory is headed "Address Section". Presumably one knows, or knows of, certain people, and is at a loss to know where to find them. Perhaps the pommie telephone books (and any directories they may have) are so voluminous that one could spend hours probing through them on address searches. This list covers 691 addresses, presumably almost a summary of the addresses of firms given under the Sales and Services Section.

Then follows a "List of International Clubs and Registers". The one that heads this list, is, of course, Great Britain, which has 162 clubs, embracing 54,800 members. (If costs are anywhere near those in our country, the P.M.G. should do well out of the old car movement.) Amongst the 162 clubs in G.B. there blossom a few unusual ones, such as: Crash Box Club of Devon, Funeral Vehicle Preservation Society, Historic Caravan Register. The V.C.C. of G.B. boasts only 2016 members. We feel this to be a surprisingly small count.

International Clubs are spread over 32 countries, in most of which there are only 1 to 4 clubs. Australia has the greatest number of clubs, 47, with U.S.A. a close second at 44, Italy third at 24, France 17, Africa 13. These total 145, leaving a total of 57 clubs among the other 25 countries, which averages at a little over 2 clubs per country. We make no attempt to give a total of the members of the International Clubs. We feel that it would be pointless, though we thought it could be an interesting fact for some members to know what was the G.B. total, 54,800.

NEWS FROM NAMBOUR, Q'LD.

Warren Irish saw to it that we were handed a goodly proportion of a copy of the "Chronicle", from Nambour. One article which caught our eye concerned a report of the precaution taken many years ago by a fellow who purchased a Reo. This was in 1909, when one would have thought that most people had a running knowledge of motor cars. It is reported by one S. Wright, a

pioneer of the Vandina District, who states that he can remember when a local identity, one Steggall, purchased the Reo, and was learning how to drive it. Playing it safe, he had tied the car to a tree stump, and had driven it round the stump till he had learned to control it! How many times he stalled the Reo as he endeavoured to drive in an arc struck with a radius in excess of the length of the rope, is not known. Nor how many times he nearly pulled the poor thing over. We'll take a bet that after an hour's self instruction he would know a little of manoeuvring the vehicle, plus obtaining a lot of reverse gear work.

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REGISTRATION INSPECTION

This is such an exciting event that it rarely produces anything worthy of the reporter's pen. 1971 proves a different year, as the weather people were able to provide some diversion in this regard.

Just how many members were affected by the weather is hard to say, but the Perdriau brothers apparently were caught up in it. Many of the longish-standing members, and certainly none of the more recent additions to the fold, have ever seen the Perdriau duo, or their mounts.

An examination of the current Register will show "K.H. Perdriau (Kevin)". We have said in an earlier edition of SPIT AND POLISH that a man's name is important to him, and should, in due respect to him, be shown correctly. Therefore, we point out that a slight misprint of one letter has been made in this entry. This member's christian name is Kelvin (not Kevin as printed). His mount is a 1913 Benz Tourer. This vehicle was owned and driven for many years by the father of these two members - Mr. J.A. Perdriau, deceased - who was the original and only owner. That this nice old motor car has not been seen for a long time is very unfortunate, and we now look forward to many sightings of an erstwhile active vehicle.

Kelvin's young brother, Barry, used to take an active part in many events, but a combination of his necessity to keep his nose to the firm's grindstone, coupled with the restricted carrying capacity of the Le Zebre (a one-cylinder 8 h.p. single-seater) as Barry's family grows up, have made it difficult for him to attend events.

We hope that the wet trip that each of these members had on the 7th November has "whetted" his appetite for active participation in Club events. And this brings us to the important part of this 'report'.

You would not credit that both of these fellows received the full treatment from Jupiter Pluvius. Of the condition of the hood of the Le Zebre, we have no knowledge, or even whether Barry had a hood fitted at all. Suffice it to say that he "copped the lot". We can assume that after all these years the bilge pump would not have been serviceable.

As far as Kelvin was concerned, he was not to be put out by the change of meteorological scene. He merely dismounted and raised the hood. Apparently the hood had not been raised for something like 12 years (not 12 months!) It appeared to be quite a fine sight, but unfortunately, when the

folds of the hood were straightened out, the fabric gave up the ghost, and in the midst of the rain it was not so much "percolating" (to use the vernacular), as acting like a percolator, i.e., "sending the water through"! Very unfortunate predicament. Reminded us of "that run" to Wollongong.

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

WANTED (ALL STATES) Engine (any condition) for late 1913 early 1914 Saxon, or information.

EXCHANGE Many T Model parts (vintage), 1912 Morris Pick Up (U/R), 1924 Douglas M/C (Belt Drive), 1916 Overland Engine (poor condition), 5 Carnation wheels, T Model Ford "Reddin" Form-a-truck conversion, pair B.E. wire wheels very light (believed to be veteran aeroplane). Very early push bike, made in Birmingham about 1901, as ridden by the early London "Bobbies".

- JOHN SMITH,
72 Brisbane Street,
Dubbo. 2830

WANTED Large Veteran or Vintage truck.

- RON SEVENOAKS,
Tel. 919-5074

FOR SALE 1914 Silver Ghost Rolls Royce Tourer. Excellent condition. \$16,000.

- GEORGE SEVENOAKS. 919-5074

WANTED Square Fin 5/16" diam. Radiator Tube.

- M. PRYCE,
16 Heather Ave.,
Netherby. S.A. 5062

WANTED (ALL STATES) Front and rear axle assemblies 1912 Talbot 15 h.p. Will purchase or trade.

AVAILABLE Clement Bayard parts.

- W. REEVE,
35 Salisbury Crescent,
Col. Light Gardens. 5041 S.A.

AVAILABLE Firestone Spark Plugs 7/8" 40c. 30¢ each. Chassis, engine, gearbox, differential etc. Silver Anniversary Buick.

- DAVIED RIES,
16 Ross Street,
Brighton, 5048 S.A.

WANTED (ALL STATES) Large wood rim steering wheel with four aluminium spokes. Suitable for Sizaire et Naudin.

- D.G. LIPSHAM,
6 Cooper Street,
EDEN HILLS. 5050 S.A.

WANTED Detachable side flange rims and/or complete wheels 24" diam. Spokes and hubs not important as rims are to be built onto Renault wire wheel hubs.

- S.R. BLOYD,
1052 South Rd.,
Edwardstown. 5039 S.A.

EXCHANGE - (ALL STATES) Numerous Overland Whippet mechanical and body parts; Holley Carburettor model NH; (ML) Coventry Magneto, type ER6 No. C3002; Scintilla Magneto, type AP4 No. 4837; Robert Bosch (German) Magneto type ZH6 No. 3106201 (all these appear to be in very good order); and Splitdorf Magneto model S (2 cylinder) fair order only....

WANTED To suit 1916-17 Chevrolet 490 brass Zenith Carburettor 0-4-1; Steering Gear (reduction gear type); Square type Autolite Starter motor; Distributor and bakelite igniton coil.

- ALLAN AYLWARD,
10 Nancarrow Street,
Dubbo. 2830. Tel. 82.1537

WANTED (ALL STATES) Humber Differential centre as used between 1912-1917 or parts to complete restoration; have many interesting exchange items such as 3 sets of Kerosene Side Lights, Tail Lights, Tyre Pump, Clock, Speedo, veteran Socket Spanner set, etc.

AVAILABLE 1 pair of very original Dietz Side Lights.

- BRIAN GLASSEL,
"Gogoburra", Walkers Rd.,
Mount Eliza. 3930 Vic.

WANTED 1918 - 6 cyl. Buick particularly differential parts, mudguards and body panels.

- JOHN WILSON,
5 Harris Street, Cessnock.

WANTED Rims for veteran Overland. Will make good trade for any of other rims, none of which fit Overland. Some of stock of 370 rims are brand new.

- S.W. MC NAMARA,
2 First Ave., Sandgate.
4017 Q'land.

WANTED Information and parts, specially complete engine for Benz, circa 1905.

- BERNIE HIGGINS,
14 St. Vincent Street,
DORRINGTON. 4060 Q'land.

FOR SALE Model T Ford Manifold Gaskets 20 cents each.

- VIC. BERG,
49 Meehan Street,
South Matraville. 2036

AVAILABLE Brand new Ford T parts - bands, king pins, shackles, gaskets, timers, alloy pistons, many other parts; also other parts, as above, but for Ford A model. Prefer exchange for 1914 T model parts.

- WAL. MARTIN,
337 Greensborough Rd.,
Watsonia. 3087 Vic.

WANTED Battered T Model Ford Brass Radiator in any condition. T Model rear pin mounted side light with brass rim and top.

- P. WHITBOURN,
Union Road,
Glenmorris, via Albury. 2640

AVAILABLE FOR SWAP:

Pair of brass "Rotax" electric headlamps
Beautiful matched pair of brass "C.A.V." Side lamps
Pair of brass Deitz "Dainty" kero Side lamps
Lucas Kero tail lamp
H & B brass kero tail lamp
Deitz brass generator (square)
Lucas brass generator (round)
Large cast aluminium self-generating gas headlamp
T Ford cast aluminium inlet manifold
Several T Ford steel side and tail lamps
Vintage T Ford radiator in good order
" "Minerva" radiator
" "Austin 7" radiator
Early vintage "Standard" radiator
Vintage "Peugeot" radiator
Assorted vintage hub caps

WANTED:

Flared rim "E. & J." side lamps for driver's side
Flanders radiator 1912
Parts for 1899-1900 Locomobile Steamer especially
name plates, boiler and burner

- COLIN PARKER,
113 Comleroy Rd.,
KURRAJONG. 2758
'Phone: Kurrajong 71.422

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