

# THE VETERAN CAR CLUB OF AUSTRALIA



## ROUTE MORNING

BROOKVALE OVAL (Start)	
Entrance, Pine St., off Pittwater Road	9.45 a.m.
NORTH STEYNE	9.55 a.m.
SYDNEY ROAD (Balgowlah)	10.05 a.m.
SPIT JUNCTION	10.20 a.m.
MILLER STREET	10.30 a.m.
GEORGE STREET (City)	10.40 a.m.
CITY ROAD	10.50 a.m.
NEWTOWN BRIDGE	10.55 a.m.
TEMPE	11.05 a.m.
BANKSIA	11.10 a.m.
KOGARAH	11.20 a.m.
SCARBOROUGH PARK (Kogarah)	
(Arrive)	11.30 a.m.
(Depart)	12 noon
BRIGHTON-LE-SANDS	12.05 p.m.
MASCOT	12.15 p.m.
MATRAVILLE GOLDEN FLEECE OCEAN	
TERMINAL (Lunch Stop) — Arrive	12.30 p.m.

Cars are scheduled to pass the above points at the approximate times shown.

Proceed from Brookvale Oval into Pine Avenue, turning right into Pittwater Road. After following Pittwater Road, turn left into Carlton Street, North Steyne, and to the right into North Steyne, veer right into The Corso and right again at Manly Wharf into West Esplanade and bear left into and along Commonwealth Parade, which leads into Lauderdale Avenue. After proceeding along Lauderdale Avenue, veer to right at its junction with Rosedale Avenue and proceed via Rosedale Avenue into Hill Street, which leads into Sydney Road, turn left at that point and follow Sydney Road to The Spit, Parrivli Road and Spit Road to the Spit Junction, Military Road to Miller Street to Pacific Highway and over the Harbour Bridge, via Grosvenor Street to George Street to Broadway, turn into City Road and follow through King Street and Princes Highway through Banksia, Rookdale to Botany Street, Kogarah, where vehicles will check in and assemble at Scarborough Park before re-commencing in arrival order at 12.00 noon. From Scarborough Park, proceed along Botany Street, turning left into Grand Parade to Brighton-Le-Sands, then along General Holmes Drive to Hale Street, Mascot, turning right into Botany Road and to the left at Beauchamp Road, where the Golden Fleece Ocean Terminal is situated and where lunch will be taken.



BROOKVALE —

BRIGHTON —

BONDI

SUNDAY, 28th

SEPTEMBER

1958

START — BROOKVALE OVAL 9.45 a.m.  
FINISH — BONDI BEACH PROMENADE 3.00 p.m.

Sponsored by

**H. C. SLEIGH LIMITED**

## ROUTE AFTERNOON

MATRAVILLE GOLDEN FLEECE OCEAN	
TERMINAL (Depart)	1.45 p.m.
KINGSFORD	1.55 p.m.
DOWLING STREET	2.05 p.m.
KINGS CROSS	2.10 p.m.
DOUBLE BAY	2.20 p.m.
ROSE BAY	2.30 p.m.
VAUCLUSE	2.40 p.m.
BONDI BEACH PROMENADE (Finishing Point)	3.00 p.m.

Cars are scheduled to pass the above points at the approximate times shown.

Veteran Cars will recommence the rally from Matraville at 1.45 p.m., proceeding along Beauchamp Road to Bunnerong Road, turning left towards Kingsford, leaving Kingsford, proceed along Anzac Parade, through Kensington to Flinders Street, turning right at the lights into Dowling Street, left into Oxford Street, right into Victoria Street, passing St. Vincent's Hospital on the right, left into Burton Street, right into Darlington Road, thence to Kings Cross, turning right into Bayswater Road, continuing into New South Head Road, following on through Double Bay, Rose Bay to Vaucluse, turning sharply right at and into Old South Head Road, proceeding along Old South Head Road, turn left into Military Road, Dover Heights, and remain on Military Road, then turn left into Raleigh Street, right into Pindari Avenue, rejoining Military Road, thence to Campbell Parade, following this route to the southern end of Bondi Beach Promenade, turning left through the toll gates into Marine Drive, past the pavilion buildings to the end of Marine Drive, turning left into the roadway inside the park grounds to the overhead foot-bridge on Campbell Parade, into Bondi Park at the rear of the pavilion.

**46 CLASSIC CARS**

# VETERAN CAR RALLY



- No. 42 **ROLLS-ROYCE Silver Ghost 1910 Landalet.** Owner Mr. George Green. 6 cylinder 40-50 h.p. Country of origin England. Three speed gear box, lubrication dry sump pressure fed to all bearings including gudgeon pins, dual ignition battery and magneto. Body a reproduction of car ordered by the Vanderbilt family of New York. The Rolls-Royce Silver Ghost model remained basically the same from 1907 till 1925.
- No. 43 **ROLLS-ROYCE Silver Ghost London-Edinburgh 1912.** Owner George Green. 6 cylinder 40-50 h.p. Country of origin England, three speed gear box, the first Rolls-Royce model to fit cantilever rear springs. This car has had 25 different owners, originally sold to a Mr. Winterbottom of Northampton U.K. with a 7-seater body. Present body fitted mid-twentys by Van-den-Plas of Paris. Came to Australia in 1934. This car last year was driven to Brisbane and return. Petrol consumption better than 15 m.p.g. and with the exception of a few steep pinches the journey was made in top gear.
- No. 44 **VAUXHALL 1910.** Owned by "Sandy" Holmes, a 4 cylinder car with quite a history being originally owned by the late Boyd Edkins, original Vauxhall dealer in Sydney. The car has been known for years as "Fifty Bob" because of its engine number 210.
- No. 45 **BENZ 1913.** Owner J. Perdriau. Country of origin Germany. 4 cylinder side valve 4 speed gear box of very advanced design. One of the oldest manufacturers in the world named after the late Karl Benz, amalgamated with Mercedes and are still manufacturing cars today, commenced business in 1885.
- No. 46 **RENAULT 1914.** Owner G. Sim. Country of origin France. 4 cylinder side valve. One of the most popular and prolific French manufacturers, started business in 1898.

**THE FIRST MOTOR CAR WITH INTERNAL COMBUSTION ENGINE TO  
WORK SATISFACTORILY WAS MADE BY ETIENNE LENOIR,  
A FRENCHMAN, IN PARIS 1862.**

Motoring was officially "born" in 1896 when the "Light Locomotives on Highways Act" gave the freedom of British roads to automobile owners. Previously, in accordance with the law, it was necessary for a mechanically propelled vehicle to be preceded along a highway by a person carrying a red flag. Such "locomotives" were to be accompanied by three persons and could not exceed four miles per hour on the open road or 2 m.p.h. in built-up areas.

The year 1896 was, therefore, an occasion for celebration and it was in that year the famous London to Brighton Emancipation Run was first held. The run became an annual affair and ultimately led to the forming of the British Veteran Car Club in 1930.

In this country Veteran car activity first found its footing in South Australia. Some years later New South Wales followed and then, in 1954, the Veteran Car Club of Victoria was formed. Tasmanian enthusiasts re-formed their club in 1956 and Queensland in 1957.

The preservation of ancient cars is a fine ideal enthusiastically pursued by Veteran Car Clubs the world over. To assist those in Australia to display their ancient cars to the public, the Golden Fleece organisation offered to sponsor the annual Veteran Car Rally in the various States.

The Rallies are not speed trials, but competitions determined on a points system which does not hasten the end of the useful lives of the vehicles. The increasing number of cars, none of them built later than 1916, which compete annually in the Golden Fleece Veteran Car Rallies throughout Australia, is a tribute to the men and women who devotedly give hours to the restoration and preservation of their cars.

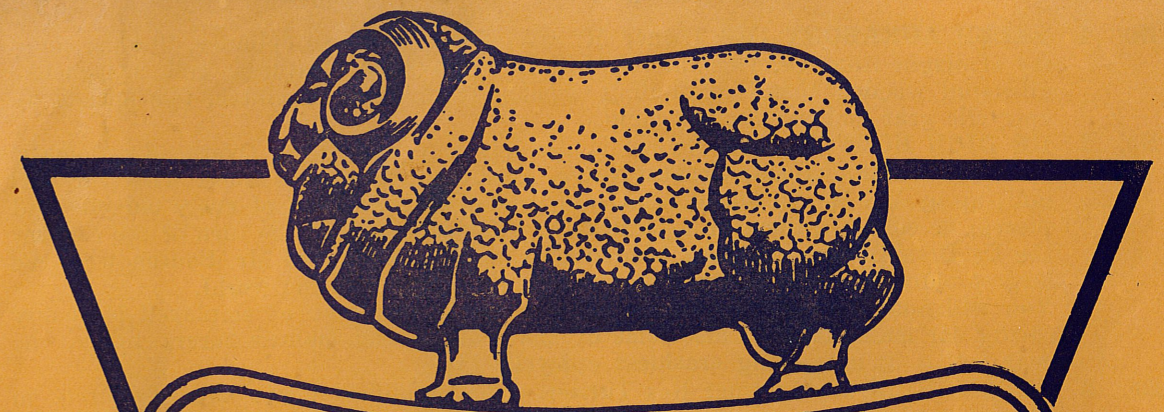
Veteran car enthusiasts justifiably take great pride in their classic cars and welcome the opportunity offered by Golden Fleece, not only to display their cars to the public, but to actually drive the vehicles, which, in many instances, they have restored from virtual scrap heaps of rusted metal.

The 1958-59 Commonwealth Calendar of Veteran Car motoring in Australia is an imposing one:—

September	Sydney-Brookvale-Brighton-Bondi.
October	Brisbane to Broadbeach and return.
December	Launceston-North West Coast and return.
March	Sydney to Katoomba and return.
April	Adelaide to the Barossa Valley and return.

**INVITATION**

If you are interested in the preservation and restoration of veteran motor cars (those manufactured prior to 31st December, 1916) and own one, you are invited to communicate with the Veteran Car Club of Australia, Hon. Secretary, A. J. C. McGowen, Box 63, P.O., Marrickville, Sydney, N.S.W.



**GOLDEN FLEECE**

BROOKVALE —

BRIGHTON —

BONDI

SUNDAY, 28th

SEPTEMBER

1958

**Biographies of Veteran Cars  
in Rally**



**DONATION TO  
THE COOK MEMORIAL SCHOOL, KOGARAH**





# BIOGRAPHIES

- No. 1 **BRUSH RUNABOUT 1908.** Owner Mr. Alan Rose-Bray, one cylinder, 10 h.p.; country of origin America. This car has several interesting features, coil suspension, all-round wooden chassis, including wooden front axle, no clutch, two speeds by epicyclic gear and contracting bands.
- No. 2 **DE DION BOUTON 1903.** Owner L. Masser, 1 cylinder 8 h.p. Overhead automatic inlet and mechanical side exhaust valve. Country of origin France. This car was built up by Mr. Masser out of what was virtually a collection of rusty old bits and pieces; he collected them in a paddock at Gulargambone. At the turn of the century the De Dion Bouton company headed by Count De Dion and Mr. Bouton were the largest manufacturers of small motor cars and engines in the world. You will note the rear suspension of this car is the same as employed by many racing car manufacturers also some of the leading car manufacturers today, the gear box is of note being crashless epicyclic type.
- No. 3 **OLDSMOBILE 1903.** Owner Rex Turner. One cylinder 6 h.p. Manufactured in America, tiller steering with curved dash retaining the buggy appearance. During the change over period from horse drawn vehicles to automobiles this car was shipped to U.K. and competed in the 1957 London-Brighton Rally.
- No. 4 **BRUSH ROADSTER 1910.** Owner George Green. 1 cylinder 10 h.p. Country of origin U.S.A. Two speeds no clutch chain drive, lubrication splash total loss, coil suspension, wooden chassis. A car similar to this was the first to travel from Sydney to Perth driven by Francis Birtles.
- No. 5 **LE ZEBRE 1908.** Owner E. Perdriau. 1 cylinder, side valve motor, country of origin France. One of the forerunners of the baby car of today.
- No. 6 **RENAULT 1912.** Owner J. Garwood. Two cylinder 9 h.p. Country of origin France. 3-speed gear box. One of the oldest manufacturers still making cars today. This type of car was very popular with Doctors and professional men prior to world war one.
- No. 7 **CLEMENT BAYARD 1910.** Owner George Green. 2 cylinder 10 h.p. Country of origin France. Gear box three speed, foot brake and clutch operated by one pedal. This car was purchased by a gentleman in Coonabarabran in 1910 and he used it on his honeymoon. The Clement Bayard was the forerunner of Citroen who took over the factory after the 1914-18 World War.
- No. 8 **BEDELIA 1910.** Owner Mr. J. Turner. Country of origin France. Motor V-twin side valve, transmission belt drive. The type of car was used for racing on French Velodromes prior to World War One.
- No. 9 **RENAULT 1909.** Owner Mr. George Williams. 2 cylinder 7 h.p. Country of origin France. The car was found by Mr. Williams in a suburb of Sydney in an excellent state of preservation.
- No. 10 **REO 1904.** Owner Mr. A. Foy. 2 cylinder 18 h.p. Side valve cylinders opposed motor under driver's seat, side crank handle. Country of origin U.S.A. Chain drive. Manufactured by the Reo truck company designed by Ranson E. Olds, hence the name Reo.
- No. 11 **CLEMENT TALBOT 1904.** Owner D. Hope. Two cylinder, country of origin England.
- No. 12 **DE DION BOUTON 1905.** Owner George Green. 4 cylinder 15 h.p. Country of origin France. 3-speed progressive sliding gear change, gear box and diff. at rear, lubrication pressure dry sump, five bearing crankshaft. Valves overhead automatic inlet, exhaust side mechanical. This car was especially imported for the Chief Justice of Victoria Mr. Harding in 1905. It is the first four cylinder model made by De Dion Bouton and the sole surviving one in the world that is known to be mobile. The De Dion Bouton company was one of the oldest car manufacturers in Europe, founded in 1893.
- No. 13 **PANHARD LEVASSOR 1908.** Owner K. Moss. 4 cylinder 12 h.p. Country of origin France. 3-speed gear box, lubrication splash and total loss. One of the oldest motor car manufacturers in the world, founded 1889, still in existence under the name of Panhard. This car has been in the Moss family all its life, originally belonging to the present owner's grandfather. Up until 1902 the Panhard Levassor consistently won most of the big continental road races.
- No. 14 **AUSTIN 1910.** Owner Mrs. Sandra Garratt. 4 cylinder 12 h.p. Country of origin England. 4-speed gear box, lubrication splash feed. T-headed motor, side valve, clutch dry cone, ignition magneto.
- No. 15 **HUPMOBILE 1911.** Mrs. Jean Masser, 4 cylinder 16.9 h.p. Country of origin U.S.A. 2-speed gear box, lubrication splash total loss, clutch multi disc.
- No. 16 **CALTHORPE 1912.** 4 cylinder 10 h.p. Owned by Mr. G. Roberts. This car is in original condition even down to the spark plugs. It is unusual in that it was originally an experimental model and differs in a number of details from the later production models.
- No. 17 **AUSTIN 1908.** Owner Mr. R. Deham. Country of origin England. 4 cylinder, T-headed motor, 4-speed gear box. A very popular car in England and most reliable.
- No. 18 **ARGYLL TOURER 1908.** Owner G. Campbell. 4 cylinder side valve motor 16 h.p. Country of origin Scotland. A very reliable and good quality car.
- No. 19 **MINERVA 1913.** Owner E. L. S. Hall. 4 cylinder 18 h.p. Sleeve valves, country of origin Belgium. The Minerva company is one of the early manufacturers and have recently re-entered the manufacturing business after a lapse of many years now marketing a heavy Land Rover type of vehicle.
- No. 20 **HUPMOBILE 1911.** Owner Mr. Ray Hill. 4 cylinder 16 h.p., side valves, two-speed gear box. This car reflects great credit on its owner who built it up like so many other club members' cars from what amounted to a collection of rusty old bits.
- No. 21 **R.C.H. 1912.** Owned by Mr. Jack Butcher. 4 cylinder 15.9 h.p. Built in America by Robert C. Hupp who was also responsible for the Hupmobile.
- No. 22 **ARMSTRONG-WHITWORTH 1910.** Owned by Mr. F. N. McGowen. 17-25 h.p., 4 cylinder, 4 speed gear box. Torque-tube drive, built in England by Sir. W. G. Armstrong-Whitworth and Company and is the forerunner of the Armstrong Siddeley.
- No. 23 **HUPMOBILE 1910.** Owner A. G. Leresche. 4 cylinder 18 h.p., side valves. Country of origin U.S.A. Two speed gear box. The Hupmobile was noted for its reliability and this particular car had its body completely rebuilt by Mr. Leresche who also hand painted the car.
- No. 24 **FORD MODEL T.** Owner W. Nicholson. 4 cylinder 22 h.p. One of the most famous cars of all time, being the first car to be made in quantity. The first "T" was made in 1908 and continued with minor changes up to 1927. There were 13,000,000 "T" models manufactured. They were made to "bend", not to "break".
- No. 25 **BERLIET 1911.** Owned by Mr. J. Caskey. 4 cylinder of French manufacture. The Berliet company no longer make motor cars but are large makers of railway rolling stock.
- No. 26 **METALLURGIQUE 1908.** Owner Mr. G. Vanstone. Country of origin Belgium. 4 cylinder side valves, three speed gear box. One of the oldest Belgium makes. Often used by Royalty of this country, who's cars were all painted the same colour as this car, Regal purple.
- No. 27 **OVERLAND 1906.** Owner Mr. Royce Gregory. Country of origin America. 4 cylinder side valves, each cylinder cast separately. This car is very original having been in the Gregory family all its life and kept in excellent order.
- No. 28 **FORD MODEL T.** Owner A. Frost. 4 cylinder 22 h.p. One of the most famous cars of all time, being the first car to be made in quantity. The first "T" was made in 1908 and continued with minor changes up to 1927. There were 13,000,000 "T" models manufactured. They were made to "bend", not to "break".
- No. 29 **MARTINI 1911.** Owner Colin Parker. 4 cylinder 15.9 h.p. Country of origin Italy. 3-speed gear box, side valves, splash feed lubrication.
- No. 30 **SIDDELEY DEASY, TOURER 1912.** Owner Mr. George Williams. 4 cylinder 20 h.p. Sleeve valves. Country of origin England. A quality high prices car. One similar to this car was owned by the Prince of Wales, Edward VIII, now Duke of Windsor.
- No. 31 **ARGYLL 1911.** Owned by Mr. Jack Myers of Holden fame, who is also a founder member of the club. It was made by one of the few motor manufacturers to be established in Scotland.
- No. 32 **NAPIER 1911.** Owner George Burton. 4 cylinder 15 h.p. Country of origin England. Side valve motor, this car is making its first appearance in a club event.
- No. 33 **FORD MODEL T.** Owner Mr. T. Ball. 4 cylinder 22 h.p. One of the most famous cars of all time, being the first car to be made in quantity. The first "T" was made in 1908 and continued with minor changes up to 1927. There were 13,000,000 "T" models manufactured. They were made to "bend", not to "break".
- No. 34 **EMPIRE RACEABOUT 1911.** Owner Colin L. Bryson. 4 cylinder, side valves, T-head, two bearing crankshaft, 20 h.p. Country of origin U.S.A. Three speed gear box mounted at rear with diff, a very fast car in its day. Designed by Harry Stutz who later founded the Stutz car business.
- No. 35 **CROSSLEY 1912.** Owner J. Andrew. 4 cylinder 15.9 h.p. Country of origin England. Four speed gear box, pressure and splash lubrication, side valve motor. A similar car to this lapped Brooklands at 80 m.p.h. in 1913. This car was the prototype to the Crossley staff cars used in World War One 1914-18 and proved very reliable and robust.
- No. 36 **AUSTRO DAIMLER 1912.** Owner Mr. F. Klein. 4 cylinder 20-30 h.p. side valve motor. Country of origin Austria. 3-speed gear box. A high priced quality car used in racing on the continent prior to World War One.
- No. 37 **NAPIER 1910.** Owner E. B. Marsland. Four cylinder side valve motor 15 h.p. Country of origin England. This car was driven to Adelaide and return, a distance of over 2,000 miles by its owner Mr. Marsland about 15 months ago without any mechanical trouble. The Napier company were the first to manufacture a six cylinder car in 1904 and were rivals to Rolls-Royce in the early days of motoring. The company is still in business manufacturing aero engines but ceased making cars during the twenties.
- No. 38 **F.L. 1908.** Owned by Mr. Bill Daly a founder member of the club. It was originally owned by the late T. Barker Esq. of Camden who also owned a 1910 6 cylinder F.L. Tourer which was broken up during the last war.
- No. 39 **STUDEBAKER 1915.** Owner W. H. East, 6 cylinder side valve 30 h.p., electric starter and lights, three forward gears. This car has been the property of the East family since new.
- No. 40 **FRANKLIN TOURER 1912.** Owner George Green. 6 cylinder 38 h.p. Air cooled overhead valves. Country of origin U.S.A. Three speed gear box, clutch multiple disc in oil, lubrication pressure and splash, chassis wood, suspension full elliptic all round. Recently completed a trip to Newcastle and return in top gear.
- No. 41 **ROLLS-ROYCE Silver Ghost 1907.** Owner A. Garrett. 6 cylinder 40-50 h.p. Country of origin England. Gear box four speeds with overdrive, lubrication dry sump pressure feed to all bearings. One of the four 1907 Rolls-Royce to be still mobile today. One of these is owned by the Rolls-Royce Co., the others being privately owned. This car belonged to the Governor of Bengal, India, returned to England and subsequently acquired by its present owner who shipped it out to Australia twelve months ago. Has toured all over Europe including Norway, Germany, Belgium, France and Holland, without any major mechanical troubles. This car recently travelled from Melbourne, Victoria to Sydney, a distance of 612 miles including all stops in 16 hours.