

SPIRIT & POLISH

Registered at the G.P.O. Sydney, for transmission by post as a periodical — Category B.

● APRIL, 1973, VOL. XIV, No. 10

● PRICE 40 CENTS





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

134 QUEENS ROAD, FIVE DOCK, 2046

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J. Dance	R. A. Hill	W. McCarthy	L. K. Sheen	J. C. Wilson

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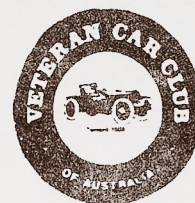
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CLUB MEETING DATES 1972-73

1972			1973		
AUGUST	Thursday	24th	FEBRUARY	Thursday	22nd
SEPTEMBER	"	28th	MARCH	"	22nd
OCTOBER	"	26th	APRIL	"	26th
NOVEMBER	"	23rd	MAY	"	24th
	1973		JUNE	"	28th
JANUARY	"	25th	JULY	"	26th

SPIT & POLISH



PATRON:

His Excellency,
The Governor of NSW
Sir Roden Cutler,
VC, KCMG, KCVO, CBE

NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (NSW)

Vol. XIV, No. 10

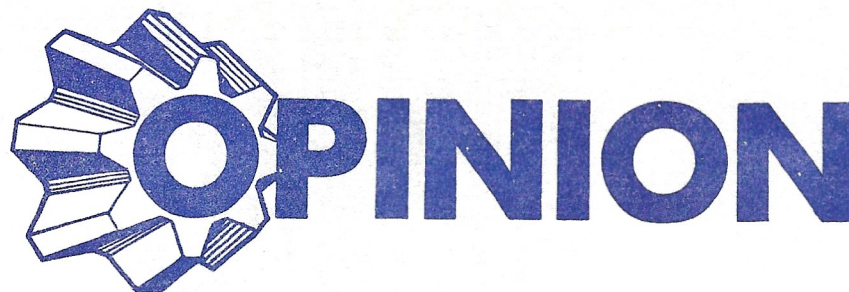
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COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH 134 QUEENS RD, FIVE DOCK 2046



OPINION

Another Blue Mountains Rally has gone and over the last 12 months more cars made their "debut" but the numbers on rallies have not increased - if anything they are decreasing. What are the reasons for this?

The biggest drop came when we lost our sponsor, H.C. Sleigh, when we immediately lost 20 odd cars but the completion of many more restorations over the years has only allowed the numbers on rallies to "mark time".

The most noticeable drop has been in our slowest cars "True Veteran" and one and two cylinder vehicles. The problems these cars face are very obvious; slow average speeds, weak brakes, small size - all fairly important factors when you are trying to take the family on a week-end rally.

The question is: do these members need help; is there something the club can do to get these cars onto the road. The best and most knowledgeable persons to find solutions to any problems stopping these cars from running on rallies are the owners themselves.

Firstly, if you have a veteran but find going on rallies difficult, we would like to hear from you. For every problem there is a solution and maybe the club can help you. You are in the club because of your interest in veteran cars; if your fellow-members can help you get behind the steering wheel again then let's do it. If you aren't interested in helping yourself then why even bother to be a member?

There are plenty of things that could be done if there was a demand for them. Maybe the rallies should be taken out of the city onto quiet country roads (no trailer, then would it be possible for a car-carrying trailer to take a number of cars, especially on Newcastle and Bowral type runs?) Could we try to go on more rallies that country clubs such as Dubbo and Wagga organise?

Your car doesn't hold the family? There are plenty of empty seats on rallies, if you show the interest members will help you. Still not enough room? Then maybe the club should organise a bus, a veteran one even better, or maybe a fire engine at a pinch. How about converting one to a charabanc. One can go on and on, so let's show some enthusiasm. There is nothing to dampen the enthusiasm of a hard-working committee more than a defeated Veteran motorist.

If you have an idea or criticism on what the club lacks for you as a member then write (anonymously if necessary) but take some active part in the club. (You will only get out of it what you put into it!)

(Cont'd. on P.3.....)

You will be surprised at the assistance that members will give you in obtaining parts or just getting that gremlin out of the old machine that has kept your car in the garage gathering dirt and aging from lack of use.

Just one last point: if you think its hard work driving your veteran now, just think back 60 years - dirt roads, pot holes, lousy tyres, bad weather etc. etc., when your fathers and grandfathers and their wives took it in their stride and probably enjoyed it. Aren't we just (well, some of us) getting too soft, or maybe as someone once remarked: "I think the biggest problem is the owners who just lack enough mechanical skill to get their cars running." What do you think?

* * * * *

REPORT OF MARCH MEETING

The March meeting was held in the V.C.C.A. (N.S.W.) Clubrooms, and commenced at 8.10 p.m. Our very efficient secretary read the minutes of the previous meeting, followed by Bill McCarthy with his Treasurer's Report.

Under "Correspondence" a letter was received from Mrs. A. Smith, 6 Richmond Ave., East St. Ives, who informed the secretary that she had a pair of P and H brass sidelights in very good order for sale and another lady rang to inform us that she had a brass Bosch horn for sale. Letters were also received from the P.M.G. enquiring if any of our club functions would be of interest to their apprentices, from Newcastle branch listing their office-bearers, from Illawarra Vintage Car Club magazine describing our Concours Day with generous praise.

John Bourke, in the absence of Len Sheen who had an altercation with an unfriendly motor vehicle - gave a current report on the annual Blue Mountains Rally and Victor Jacobs reported on the arrangements for the Easter Tour to Bowral in which he expects to have 40 cars participating.

Wesley Melville, of Carlton, was nominated and accepted as an Associate Member.

Glad King, our Social Secretary, reported that the barbecue at Jim Eisenhower's proved to be a financial success, showing a profit of \$84.50. Bookings were closed for the Theatre Party to "No, No, Nanette" and a full party was expected to inspect the Overseas Telecommunication headquarters in Sydney. It was decided to hold the Presentation Night on 5th May at the Hurstville Builders' Club.

Two working bees were organised for 1st and 15th April to paint windows and cupboards, hang pictures etc.

Some old photographs and a newspaper report were given to the Club's archives by Kevin Piggott. The Riley Car Club donated an excellent notice board for the clubrooms and a Riley Club sign.

The P.R.O. from the O.T.C. then gave an interesting lecture and film show that created a lot of interest and comment from the members.

* * * * *

C O R R E S P O N D E N C E"My Opinion of 'Opinion'

The article in last month's 'Opinion' had quite a bit of merit when dealing with one aspect of our hobby, that was restoring, and in particular over-restoring, and most of it made good common sense as we are all more or less familiar with the over-restored vehicle, bearing, as they said, no resemblance to the original, with its masses of nickle and countless coats of unauthentic paint, but there is one observation I entirely disagree with and that is relating to the 'little brass plates' supplied by Rally organisers'. Apparently great emphasis is placed on this particular item, as it was seen fit to print it in capitals. I disagree because I am proud of my vehicles journeyings, and I find, amongst other things, they create a tremendous amount of interest in the people who see the car and gives them a very good insight into the activities of the Veteran Car movement throughout the States of the Commonwealth. Many times I have heard people remark after seeing a 'little brass plate' from the Victorian, South Australian, A.C.T. and our Newcastle Branch that they had no idea the Veteran movement was so large, encompassing as it does every state in the Commonwealth. So, as long as Tilly the Talbot continues to take part in Rallies, Tours or what-have-you, so long will I continue to proudly display my 'little brass plates'.

(Guess who?) JACK DANCE."

"Mr. E. Lang:

As usual I enjoyed reading SPIT AND POLISH and I want to congratulate you on the terrific job you are doing with this most enjoyable magazine.

As a foundation member I would like to point out a few errors re first Katoomba Rally. Jack and I drove a 1910 STOEWER not the Fiat, as it did not have the diff. fixed and the Zero Fiat's first outing was the second Katoomba Rally.

Also, you have a Questionnaire for D. Ney's car - it was a Renault and F. Kennedy entered a Daimler. And if you do not believe me I can prove it with pictures, official list of entrants and even a picture of every entrant in this Rally.

Other trophies won were Coggin's Trophy by Sandy Holmes, Hard Luck Trophy by K. Bolger, Cold Start Trophy by D. Hope and myself winning the Wilkin's Sunbeam Trophy, and of course for first the L.F. Masser Trophy.

I also have cutouts out of papers, pictures of the Olympic Rally, pictures of the Goulburn Run, Pictures of a Xmas Party at Larry Leresche's home in Hunters Hill with Allan Rose-Bray trying to crank Larry's 2-cylinder Renault.

If you need any other information on the early days, please ring me and I hope that I can be of assistance to you and the club.

FRANK KLEIN, 44 Morshead Drive,
South Hurstville. 2221."

DATING COMMITTEE COMMENTS

The Chairman of the Dating Committee reports that the following 3 cars have been officially dated and Dating Certificates issued to the respective owners:

<u>MAKE</u>	<u>CERTIFIED DATE</u>	<u>OWNER</u>
FORD	1917	BOB PETERSON
STAR	1911	LAURIE SYKES
STUDEBAKER	1915	JOHN PICKUP

Three additional applications have been received since the last meeting.

* * * * *

S O C I A L

A most interesting and informative evening was had by all who attended O.T.C. inspection on Tuesday, 27th March. Our thanks to Mr. Graham McDonald and his colleagues for a very clear explanation of everything as we went along.

We were all pleased to have Len Sheen with us at Katoomba after his car accident. Hope you have fully recovered Len.

"No, No, Nanette" was quite a good show - hope everyone enjoyed it.

CONGRATULATIONS TO: Leslie and Bill Hardman on the birth of a son; to Diane and David Berthon on the birth of a daughter, Jane; and to Jock McGowan and Falmai Williams who were married on 30th March.

Our sympathy is extended to Jim Cooper on the loss of his mother and also to Eileen Sykes who lost her sister.

Presentation Night, 5th May at Master Builders Hall, Hill Street, Hurstville, 8 p.m. Supper will be served, entertainment by The Rua Kiwis, \$3.00 per head. Please let me know at April meeting if you will be present.

GLAD KING

* * * * *

DUE TO TECHNICAL DIFFICULTIES, THERE WILL BE

NO PHOTO PAGE THIS ISSUE.

* * * * *

HERE IS A STORY OF ONE AMERICAN'S IDEA OF VETERAN MOTORING (No ideas
Mike Bendeich!)

Returning from an European tour, Fred took part in the Canadian International Rally of the Sports Car Club of America in the Chalmers, accompanied by Andy Peshenka. About this trip, Mr. Peshenka made the following report in the STEEL CITIES DRIFT, published by SCCA:

"A ride in a 1909 Chalmers is almost as exhilarating a ride as can be had. This is not a typical fender-wobbling chugging ride which is associated with most antiques. The original engine was rated 30 hp at 1400 rpm and is now internally reworked to about 150 hp at 4000 rpm.

As we started off, the other rallyists sort of wondered if we'd get there by tomorrow. I had clipped everything on the clipboard except my Stevens calculator which promptly slipped overboard five miles from the start. So long-hand on smooth parts of the road proved to be my educated approximations.

After leaving Butler, we started the winding road around Brady's Bend. The turns are coming up at 70 to 75 mph -- I'm almost ready to close my eyes and make my last wish. But, somehow, we made it. In fast cornering, most cars lean some with the front tires protesting. But this goes around perfectly flat with a weird squeal from the inside rear wheel.

At check point #1, the car starting in front of us never expected to see us. They'd had a hard enough time getting up the hills and making up time. Just a bit after, we remembered that it gets 10 to 11 miles per gallon tank and we are seven minutes late. It doesn't have a Monza quick fill, either -- the passenger seat cushion must be removed. So, we're 13 minutes late leaving there. We had cut down to four minutes late when check point #2 appears at 75 mph. Thirty miles south of Kane now has two four-inch wide tire steaks for 500 feet showing where check point #2 was. The rest of the way people in gas stations, cars etc. gasped at the car with more shock than if Lady Godiva had just ridden through.

At the New York thruway toll booths we were asked so many questions that we got behind again. So, as soon as they spoke, I'd say my standard answers as we pulled away -- Chalmers, 1909; 90 mph.

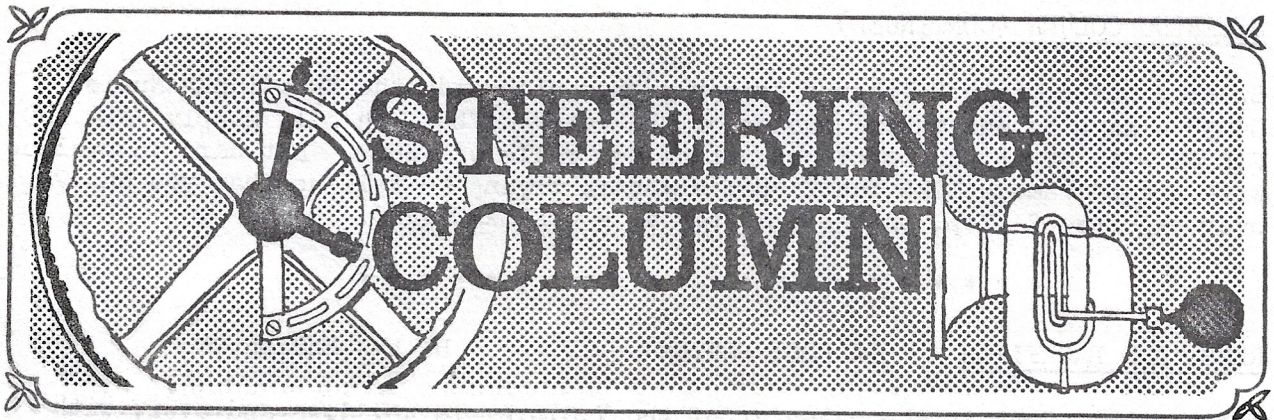
Sunday afternoon, we put the top and windshield down to get home faster. It does go five miles an hour faster this way. Only two cars passed us at greater than 92 mph. Not the cops, because if they'd seen us, they would still be rubbing their eyes. We'd stopped to adjust the fan belt, put gas in twice, water four times and made it in five and a half hours. Unless you get the opportunity to ride in Fred's Chalmers, you won't believe this story. But, ask the other eleven rallyists!

#####

Last Thanksgiving saw Fred Haller and the Chalmers in Florida, taking part in the Birthplace of Speed meet at Ormond Beach, where he entered the quarter-mile sprints. A reporter remarked, "I guess they'll all remember having met that 150 hp Chalmers."

Fred has in his "stable" a 1913 Locomobile 7-passenger Touring, a 1911 Chalmers 30, Pony Tonneau, a 1922 Marmon 34, 4-passenger Sport, a 1913 Ford seven passenger Town Car, two other Fords, a '22 Coupe and a '32 Fordor (V8), a 1933 Pierce-Arrow V12, Convertible Coupe, and a 1931 Reo Royale Sedan.

A friend asked Fred Haller for his advice in a matter of car restoration. Fred countered with a question which characterises the man: "Do you really want to go, or to just clunk along?"



Len "The Master" Masser was seen to ride in six different cars on the Katoomba Rally. We have it on good information that he was asked to vacate the passenger's seat in each case because he was such a 'bad' navigator.

#

Jack Dance says he is not going to remove the cwt. of medallions from the dashboard of "Tilly", in fact if he had some more space he could add the "Croix-de-Guerre"!!!

#

It is not true that Jimmy Simpson had placed the "Beeza" in moth balls for it was witnessed by many that upon Jim lifting the bonnet to look into the "Passion Pit" a large black moth fluttered out from the "greasy" innards.

#

Those two old smarties, Peter Kable and Roy Farrell contacted Lennox Walker after last year's big wet and he forecast rain again this year so they never polished their brass for 12 months - and it looked like it.

#

What do Bill and Rita East do down at that motel all on their lonesome? No wonder he has a pacemaker.

#

The Godfreys had a beaut antique shower in their bathroom at the Carrington, at least 200 members tramped into their digs to admire it!

#

"No, No, Nanette". One of the principal characters is a delectable buxom dumb blonde and perchance we have a member, Reggie Jones, we think who has a proven partiality towards this type of bird. Ollie had to kick him in the ribs at Boneparte's. This time threatened to "brake" his cranking arm as he didn't stop applauding each time she appeared.

#

Jeff "Santa" Vanstone has not missed a monthly club meeting since 1957 and he has never said one word. Can any member beat this ???

#

(Continued on Page 8.....)

STEERING COLUMN (CONTINUED)

Spotted one certain Calthorpe driver parked alongside the "Woodlands Nudist Camp" - says he was taking photos of the veterans but can only supply SPIT AND POLISH with eight photos of car out of two rolls of forty. Bit hard to swallow, with a good camera like that. Bob - you're trying to tell us that you had 72 over exposures? Yep, that's probably it - OVEREXPOSURES.

* * * * *

REVS. AND BACKFIRES

(A POST MORTEM)

BY LEN MASSER

The biggest event in the calendar of the V.C.C.A. is up, down and over, with tales of fortitude, gratitude and even beautitude, or so I thought as I walked into my bedroom at the Carrington and gazed upon the face of one Spraggon, on his back, wrinkles smoothed out and mouth agape. The snoring, to my surprise, was not the deep resonance of Wagner as in the past, but rather high and melodic akin to the Musketeers Song from La Boheme. I wonder, is he conforming? Is this the genesis of a sex change? Look at his hair and that giggle! Ar, I dunno, intriguing thought forsooth!

#

Doing her bit for Women's Lib. was our Jan Sykes. Knows more about driving the "Thing" than her old man. The crazy box bit on the back had me stumped. Were they taking it out for cleanup week and forgot to put it on the pile? Dunno, but bruvver it ain't elegant. Referring back to the Women's Lib. syndrome, the future might see all husbands and boy friends as navigators and a spate of bra burning at the lunch stop. Its got all sorts of possibilities but I believe its a fact that the girls who burn their bras are in for a shock when they start wearing them again. Its like finding another job after retirement - they'll be doing the same thing but at a lower level. Jan's husband, Roley, in the co-pilot's seat, had that stiff upper lip - bit the bullet look about him but I think they got home all right.

#

The Brysons, Gor bless 'em! Paula looking as tho' she'd stepped out of a band box instead of that bleddy old Ford, and at the dinner her outfit and hair looked smashing! Col. wore his inimitable grin, which can't be wiped off except when he punches you on the nose. Can't make up my mind about that boy. He either smokes a joint of pot or he's on the acid - the grin must mean something. But wait - he might have just been enjoying hisself. Yep, that's it!

#

Didja get a load of the black dress and silver shoes on that siren Laurel Rossiter? She was slinking (yeah, that describes it) around, sexy lower lip and all, followed by a bloke called Fred who, I believe, is her husband. Now how could a bloke waste his time working on veteran cars when she's around. I bet she even dobs on Chanel No. 5 at breakfast. I've always been appalled at the thought of people living in sin, but if you ever dump that boy, Laurel, my address is in the register.

(keep revving to Page 9.....)

Revs. and Backfires Cont'd.

A Rumbling stone gathers no Moss said Lionel Jones as he, Stan Rumble and who else but Ken Moss, searched in vain for the right things that little boys use in, of all places, the Ladies Loo! Moss was in Shock, Jonesy had to have an E.C.G. but Rumble, the cad, couldn't wait. Status quo has now been established but I'm told, on authoritative sources, that Mossie had his first blush when it should have been his first flush.

#

They say that kissing a man without a mustache is like eating an egg without salt. Well, all I can say gals is that you would want shares in a salt mine if you intended to get amorous with J.C. Superstar Vanstone. Man! I still can't figure whether A - He licks it like a cat, B - uses a currycomb, or C - has the local council's motorised street sweeper brush it up in the morning. As a watchmaker he should know all about hair springs but Hell! that's a hair cascade.

#

Vic Jacobs and blonde navigator Lucy look like Hell's Angels, The Red Baron and Dawn Patrol rolled into one. Fur-lined helmets, goggles, white overalls, the whole piece. Rode with Vic. for quite a few kilometres and must admit that riding in the Frontenac Ford is quite an exhilarating experience, but its got more gongs and whistles than a millionaire's baby. By the way, Vic, I think you forgot something. My address is in the register.

#

Its a peculiar coincidence, but all babies of members of the V.C.C.A. seem to be born nine months after the Katoomba Rally. Now I think that we should set up a Select Committee, have some research and compile a questionnaire as to the cause of this phenomena. No! It couldn't be what you're thinking, because the beds are shocking at the Carrington and on top of that, we're all too tired. Ennyow, that's what Jean says, and friends, she should know. As opposed to the former theories, here's Peter Kable with son, Anthony, who is five months old. It would be interesting to check whether they were at a Bowral, Newcastle, or Canberra Rally, or maybe just a Concours d'Etat. One can rule out the Concours d'Elegance as Peter has a 1911 Model T and sir, it just isn't done old boy! But nevertheless its an interesting thought.

#

Making the scene was Bill Trollope, a very old friend of mine, with his delightful Renault twin. His navigator, George Roberts, tells me they had some delay at a control which was obscured by a truck. After apologies by the truckie, considerable time was lost and the little twin pressed on regardless with Leadfoot Willie winging her to 40 m.p.h. plus. At the pub I saw Bill urging George (The Snozz) Roberts to "Get it into you," not knowing that George is the slowest imbiber this side of the Black Stump. Incidentally, Bill's family crest is a dehydrated tongue rampant on a field of Masser Molars with bar sinister. Well-stocked of course.

#

(more revs. to Page 10.....)

Revs. and Backfires Cont'd.

Met John Thompson for the first time with spouse Noeline and the De Dion. Noeline was on controls but had a car trailer in tow, just in case, she said. Have you no faith, my girl? This is a De Dion Bouton! Is nothing sacred? Bah! Totally un-British or un-French, whichever it is. Wee Johnnie (he's all of 6'4") offered me a drive of the old girl (the car of course) which I enthusiastically accepted and paddled up Lapstone Hill in fine style. Like all Ding Dongs it goes like a dream, but this one needs some attention which I'm sure it will get albeit with loving care from its owner. Keep that blasted Ford T away from it John or we might spawn a hybrid like a T Dion Bolt-on.

#

Der Fuehrer, George Green, his usual urbane self, slumming it in Regina the 14 Rolls with Dorothy, all smiles as usual, and two grandchildren lounging in the patio behind the front seat. His other drivers, or "Green's Mob" as we used to call 'em, seemed to have quietened down a lot. Either they're getting older or George has waved the Swastika at them because the high jinks seem to be missing these days. Love that electric blue coat George! Does sumpun to me.

#

Mustacostapackit for that super glamorous striped gown that sheathed the lovely body of Anne Baxter. C'mon Bob, you must be floggin' foreign orders from the Tech. College to afford that lot. What a shame you had to take such a beaut girlie up to Katoomba in such a heap. What's the name of it? A Catshorpe or Cornwarp. Ar well, it doesn't matter, its of no consequence. The best of British to you too, Bob.

#

Didja see that supercilious extrovert Jock McGowan kicking the gong around as usual? He sickens one. The oldest child delinquent in the club. Why can't he emulate me? Quiet, introspective, all the nice traits of a gentleman. One good thing, tho', how did that female Welsh import grab you? I could drop all those nice traits etc. etc. etc. Wow! Another first. I believe the Armstrong got up Bodington Hill under its own steam. Bravo!

#

I see that there Hilda Sheen has been doing her own thing again. What a bobby dazzler of a shiner she hung on young Len. I believe it was a right to the chin then Pow! a straight left to the eye and he's up, he's down, he's out. Seriously, Len, I was very sorry to hear about the prang. Thank goodness it was no worse.

#

Mc two favorite sheilas, Joan Moss and Pauline Jones, accompanied by a couple of slobs who trotted along behind like the dutiful husbands they claim to be, looked, as usual, beaut! Sometimes I suspect these boys think I have ulterior motives about the girls. Man, I'm no square when it comes to these cats, so if I ever make the scene in True Confessions you'll have the lot man, the lot.

#

(Continued on P.11.....)

The nicest car after the De Dion was the fabulous Type C6 16/20 torpedo-bodied 1913 Wolseley owned by one Wilson, Tom of that ilk. If you want to hear a fascinating story on how he acquired it, fasten on to his ear and you'll get the real drum. I'd even buy the damn thing myself if he'd chop down a little on the asking price of \$200. I think even the minister for Bulsh and Beezas, the Right Hon. James Simpson, would admit its not a bad heap for a Pom car.

#

How could one man be loaded with such a burden? Here's Ray Farrell, inoffensive, loves his beer, only fault is, he drives a wog car and then his daughters up and marry a couple of bushrangers namely Kelly and Hall. Can you imagine Ray and his two henchmen, masks on, muskets loaded and primed, holding up a coach and yelling "Stand and deliver". They'd think he was a comic opera obstetrician! Strangely enough I do know a holdup man. He's Max Roberts, another Ford T man, who manufactures buckles for bra straps. Oops!

#

As a passenger I had a nice carefree trip with John Pickup with two charming girls, his mother and a friend. No disclosure on ages but we were described as three senior citizens. Made me ponder awhile. The Studebaker's pistons were talking a lot but it didn't seem to affect its performance, but what I was happy about was the change down to a lower gear on the downhill sections. As quiet old Johnnie says, "They arrest its progress." Seemed like the Hesitation Waltz to me.

Arrividerci.

#

FOLLOWING LAST MONTH'S STORY ON THE CHADWICK'S HILL CLIMB RECORD, WE BRING YOU THE STORY OF THE CAR'S MANUFACTURE.

THE CHADWICK

By Willie Haupt

Chadwick was the first American race and stock car to have a supercharger, and I am also sure the first in the world to race and deliver cars so equipped.

Mr. Lee Chadwick was chief engineer of the Searchmont Company, builders of the Searchmont cars around 1900-1903, located at first in Philadelphia, then moved to Trainer, near Chester, Pa.

When the company went out of business, the John Wanamaker store bought the finished Searchmont cars for sale in their Philadelphia store; I helped to drive them up from Trainer to Philadelphia.

Mr. Chadwick then started the Fairmont Engineering Co. in Philadelphia, later changed to Chadwick Engineering Co., starting first with a 4-cylinder car, later bringing out a 6-cylinder; the cylinder bore was 5 inches and the stroke, 6 inches, 590 cubic inches displacement. The four was brought out in 1904, the six in 1907.

I went with Chadwick about 1907 to develop and drive the race car first in Philadelphia, and then we moved to Pottstown, Pa. Incidentally, about 1903, I had delivered a single cylinder Cadillac to Mr. Potts of the Potts family for whom the town was named.

(Continued on P.12.....)

The Chadwick, Cont'd.

The Chadwick was a chain drive, but had the chains enclosed in metal cases. I think Chadwick was original in this. He also employed two bevel gears in the transmission, so, in the low and intermediate speeds you did not drive to the countershaft and then back again to the main shaft, as cars do today. This made a very quiet transmission on the lower gears. The high gear ratio was 1.9 to 1; second was 3.9 to 1.

Chadwick cast their twin cylinders without the conventional water jackets so we had uniform cylinder walls and clean passages around the valves; then used a circular copper jacket, but this had one fault, in that it limited the size of the valves. As explained later, this led me to conceive the supercharger.

The single-cylinder Cadillac had copper jackets, as did the early four cylinder Cadillacs and the first real aviation engine, the German Mercedes had the same.

In driving the six, I came to the conclusion that it did not have the speed it should. Owing to the immense size of the engine, its speed had been taken for granted, but on checking, we found that a good four could keep up with a six (we did not have or use speedometers then).

I came to the conclusion that the carburettor was too small for a six, as the suction strokes overlapped, as did the power strokes. This was a mistake they all made. You could and did use the same size carburettor for a one, two, three or four cylinder engine, as the intake strokes did not overlap. The Engineering Department did not agree with me, so, to prove my point I eliminated the intake manifold by using three carburettors, one to each pair of cylinders. This jumped the speed from around 65 to 85 mph.

Even with larger intake manifold and carburettor, I was still not satisfied, and decided the valve area (1 7/8 inch diameter) was too small for that size engine, but due to the cylinder and copper water jacket construction they could not be enlarged, so decided that the only answer was a blower (we had not as yet used the term 'supercharger'). This brought the speed up over the 100 mph mark.

We started with one supercharger, but on the race car used three chargers in series. This unit ran at six times engine speed, and was driven by a leather belt from the flywheel. Increased power was not the only advantage gained, but the better atomisation of the gasoline increased the mileage and gave perfect distribution by the intake manifold. This was a point not recognized for a long time.

Before the advent of the supercharger, the steam cars held all the hill climbing records, as they could increase their steam pressure and boiler capacity for the short run of a hill climb, but we started to break their records, thanks to the supercharger.

The Giant's Despair Hill Climb, on Decoration Day, 1908, was our first record-breaking hill climb. I do not think we did any hill climbing after 1908, as the "stancars" quit. At Wilkes-Barre we used the second gear up to the bad turn (I think it was called the "Devil's Elbow"). Then the third gear. The course was sort of rough and we jumped around a lot, often going up with all the wheels off the ground.

(Continued on P.13.....)

The Chadwick, Cont'd.

I forgot to mention that the race car had a shorter wheelbase than the standard car, 112 inches as I recall it, and that we used twin Bosch magnetos, and of course twin plugs, which gave quite an advantage with a large T-head engine. We also used a large air scoop to force air into the carburettor and supercharger.

The high compression engines required cool or cold spark plugs and these would often foul in starting and warming up in those cylinders that were over-rich, but when using the supercharger this did not occur, due to the perfect distribution in the intake manifold resulting from better breaking up and vaporization of the fuel.

* * * * *

FOLLOWING IS A LIST OF MEMBERS AND THEIR CLUB NUMBERS. IF THERE ARE ANY OMISSIONS, PLEASE CONTACT THE TREASURER IMMEDIATELY:

<u>NAME</u>	<u>M'SHIP NO.</u>	<u>NAME</u>	<u>M'SHIP NO.</u>
Ackland, F.J.	432	Cadman, R.S.	325
Adams, G.E.	227	Campbell, Alfred	570
Adams, P.G.	213	Campbell, Graham	571
Bailey, J.	239	Campbell, G.F.	25
Barker, D.H.	107	Campbell, J.S.	534
Baxter, M.C.	557	Campbell, P.S.	532
Baxter, R.C.	208	Carden, K.E.	272
Bazzano, C.F.	526	Caskey, J.	27
Bazzano, H.S.	525	Chapman, M.B.	297
Bendeich, M.J.	317	Cherry, J.C.	441
Bent, K.J.	465	Clay, A.B.	182
Berthon, D.A.	394	Clifford, J.E.	282
Best, I.	565	Coggan, C.R.	393
Bird, H.	220	Coles, J.A.M.	316
Bisley, H.M.	86	Collins, G.	299
Blevins, A.	308	Collis, L.	551
Bliim, C.F.	522	Colman, A.	559
Blythe, A.E.	285	Cook, T.G.	264
Bors, F.H.	553	Cooper, B.A.	362
Bourke, C.O.	198	Cooper, J.L.	268
Brighton, R.	459	Cooper, J.R.	267
Broadbent, C.	350	Corby, W.J.	228
Bronk, B.	183	Coulcher, G.R.	450
Bryson, C.L.	50	Cowan, J.L.	275
Bryson, P.	51	Cox, S.E.	379
Buggie, G.J.	494	Crauford, P.C.	150
Burke, Colin	254	Craze, B.F.	418
Burke, J.P.	258	Craze, F.	153
Burke, M.	364	Craze, R.	120
Burrell, I.J.	428	Crebbin, A.	512
Burrows, W.I.	538	Daley, G.	168
Burton, G.	62	Daly, K.A.	2
Butcher, J.H.	22	Dance, J.	119
Butler, P.	481	Davis, P.L.	177

LIST OF MEMBERS AND CLUB NUMBERS (CONTINUED):

<u>NAME</u>	<u>M'SHIP NO.</u>	<u>NAME</u>	<u>M'SHIP NO.</u>
Davis, R.	409	Hewett, J.G.	388
Dawbney, P.F.	355	Higgison, A.F.	203
Deimel, L.	243	Hill, J.	542
Donovan, H.G.	230	Hill, R.A.	74
Doyle, R.L.	154	Hoad, R.J.F.	507
Doyle, Mrs.	155	Holmes, W.M.	10
Dudley, M.	528	Hopkins, R.J.	476
Dudley, W.G.	116	Howard, G.G.	178
Dunbar, J.A.	530	Hoy, E.J.	574
Dunglison, P.	453	Illich, F.D.	535
East, W.H.	63	Irish, W.K.	446
Ehlert, F.	452	Jacobs, D.	253
Eisenhauer, J.W.	412	Jacobs, V.	152
El-Ousta, J.	407	Jaquet, C.B.	124
Enright, R.M.	547	Jeffery, J.A.	128
Erratt, L.	89	Johns, M.N.	340
Farrell, R.M.	98	Johnson, F.E.	426
Featherstone, J.	429	Johnston, J.D.	518
Follan, L.	539	Jones, L.P.	136
Forbes, R.	561	Jones, R.L.	217
Ford, L.T.	357	Jones, W.A.	202
Foulcher, T.	390	Joseph, O.	548
Foy, R.A.	105	Joseph, P.	556
Frost, A.W.	82	Kable, P.D.	307
Garrett, A.	110	Kable, S.	464
Garth, B.	483	Kay, D.	469
Garthon, A.W.	114	Kay, J.	462
Garwood, J.	6	Kent, P.R.	314
Gillings, B.R.	294	King, B.	521
Gillott, G.V.	310	King, G.W.	420
Goddard, J.	257	Klein, F.	5
Godfrey, J.	318	Knodler, G.	144
Goldman, N.	43	Lang, E.J.	473
Goodman, S.	536	Lee, G.M.	527
Gorton, J.	303	Lehmann, G.	158
Grant, R.K.	1	Lewis, B.J.	173
Gray, G. Mrs.	467	Lewis, J.	161
Gray, L.W.	414	Lewry, N.	345
Green, G.W.	49	Lober, K.	17
Green, D.M. Mrs.	106	McCarthy, R.	295
Gregory, P.A.	164	McCarthy, W.H.	470
Gregory, R.	30	MacDonald, R.B.	368
Grellman, A.F.	118	McGowen, A.J.C.	104
Guthrie, R.H.	315	McKeown, G.	564
Hall, E.L.S.	76	McKewon, P.J.	291
Hardman, E.E. Miss	311	McLeod, A.	209
Hardman, W.	298	MacMillan, K.C.	443
Harwood, N.	279	Macey, L.D.	408
Heath, J.E.	361	Manhart, D.	474
Helsham, J.	506	Marr, D.	376
Hepworth, R.	132		

LIST OF MEMBERS AND CLUB NUMBERS (CONTINUED):

<u>NAME</u>	<u>M'SHIP NO.</u>	<u>NAME</u>	<u>M'SHIP NO.</u>
Marshall, R.W.	249	Robinson, R.J.	458
Martin, N.A.	502	Rose-Bray, A.E.B.	21
Masser, L.F.	31	Rose-Bray, D.B.	45
Matthews, K.M.	360	Rossiter, F.	482
Maunsell, W.	392	Rowe, A.	78
Michaels, P.	531	Rumble, S.W.	129
Miller, D.	545	Ryder, J.	568
Moffat, D.	370	Sandy, J.M.	537
Mordue, S.W.	497	Scott, J.	375
Morrow, W.J.	402	Selig, R.F.	457
Mort, C.P.L.	58	Sevenoaks, G.	100
Moss, K.	36	Sheen, H. Mrs.	347
Muddell, R.	549	Sheen, L.K.	69
Newman, R.	115	Sheen, R.K.	302
Nissen, F.	81	Sim, P.J.	403
Nissen, J. Mrs.	492	Simpson, J.B.	24
Nixon, R.J.	575	Small, J.P.	404
Nutt, K.N.	90	Smith, G.S.	487
Nutt, Mrs.	149	Smith, John	405
Paddle, R.J.	167	Smith, L.H.	199
Palfreyman, F.A.	444	South, D.	250
Palmer, R.A.	246	Spraggon, W.	222
Parker, Colin	399	Steer, D.	293
Parker, C.C.	103	Steer, G.V.	300
Parkinson, B.L.	430	Steer, I.D.	301
Parry, L.W.	148	Stelling, G.	448
Pearce, D.G.	197	Stelling, V. Mrs.	493
Perdriau, K.L.H.	41	Stewart, L.A.	212
Perry, B.	425	Stewart, P.J.B.	210
Petersen, R.A.	346	Stone, C.L.	485
Pickup, J.	196	Sullings, R.R.	221
Piggott, A.	445	Sundell, G.	179
Piggott, K.A.	508	Sutton, B.	573
Point, J.C.	514	Swaine, D.	567
Point, S.	513	Sykes, L.	186
Pope, M.	455	Thew, B.T.	320
Pratt, D.M.	195	Thomas, H.	165
Preston, N.	304	Thomson, J.S.	563
Price, W.	188	Thorp, J.E.	516
Pye, K.F.	396	Trevan, W.R.	240
Quarmby, K.J.	438	Trollope, W.A.	439
Radford, C.J.	505	Trollope, W.W.	477
Raines, L.D.	555	Tudgey, B.J.	276
Riley, J.W.	322	Tunbridge, B.E.	554
Roberts, A.S.O.	471	Turner, R.	326
Roberts, B.L.	111	Valentine, A.	381
Roberts, D.M.	338	Vanstone, J.A.D.	75
Roberts, G.A.	26	Veness, J.J.	187
Robertson, C. Mrs.	558	Wards, J.	384
Robinson, B.C.	541	Wards, P.	383

LIST OF MEMBERS AND CLUB NUMBERS (CONTINUED)

<u>NAME</u>	<u>M'SHIP NO.</u>	<u>NAME</u>	<u>M'SHIP NO.</u>
Watton, L.C.	382	Wilson, D.	200
Weir, J.	387	Wilson, J.C.	520
Welch, M.D.	172	Wolfgang, J.N.	280
Wesley, D.	560	Worboys, A.L.	543
Williams, G.A.	87	Wright, R.G.	569
Williams, R.M.	46	Yabsley, E.A.	54
Willis, K.C.	544	Yabsley, M.L. Mrs.	109

* * * * *

FROM EVENTS COMMITTEE

Please make a correction to Blue Mountain Trophy sheet as sent out on last Blue Mountains Tour. Frank Klein Trophy is the 2-cylinder and not the 4-cylinder as stated. The 4-cylinder trophy is presented by Mr. G. Green each year and our apology to George for this omission on the Trophy Sheet.

DATES TO REMEMBER

EASTER	Bowral Rally
MAY 5TH	Presentation Night
MAY 20TH	Oran Park "T" Ford Day
MAY 27TH	Gymkhana

STARTERS IN THE 1973 KATOOMBA TOUR
(24TH & 25TH MARCH)

1. J. Thomson	De Dion Bouton	20A S. Campbell	B.S.A. Cycle
2. R. Baxter	Calthorpe	21. J. Godfrey	Ford
3. J. Cooper	Clement Bayard	22. W. Trollope	Renault
4. W. Spraggon	Renault	23. M. Chapman	Wolseley
5. P. Kable	Ford	24. A. Pearce	Delauney Belville
6. G. King	F.L.	25. R. Newman	Talbot
7. A. McLeod	Star	26. L. Jones	Hupmobile
8. C. Bryson	Ford	27. T. Wilson	Wolseley
9. J. McGowen	Armstrong	28. K. Moss	Cadillac
	Whitworth	29. A. Garthon	Delahaye
10. J. Dance	Talbot	30. M. Pope	Ford
10A D. Liddle	New Hudson Cycle	30A C. Spratt	Triumph Cycle
11. J. Simpson	B.S.A.	31. J. Vanstone	Metallurgique
12. J. Heath	Ford	32. G. Steer	Argyll
13. J. Wards	Ford	33. J. Eisenhower	F.N.
13A P. Wards	Talbot	34. S. Jacobs	Ford
14. R. Farrell	Fiat	35. E.L.S. Hall	Minerva
15. F. Nissen	Humber	36. S. Rumble	Maxwell
16. J. Coulcher	Star	37. E. Lang	Ford
17. M. Bendeich	Chalmers	38. W. East	Studebaker
18. R. Petersen	Ford	39. J. Cross	Rolls Royce
19. W. McCarthy	Martini	40. W. Burrows &	Hispano Suiza
20. J. Pickup	Studebaker	J. Sandy	

STARTERS IN KATOOMBA RALLY (CONTINUED)

40A. N. Bird	Indian Cycle	51. G. Biesmann	Triumph Cycle
41. G.W. Green	Rolls Royce	52. L. Thearle	Hispano Suiza
42. F. Rossiter	Overland	53. R. Collins	Crossley
43. D. Pearce	Trumbull	54. F. Heming	Franklin
44. R.A. Foy	Vauxhall	55. T. Cook	Delauney Belville
45. V. Jacobs	Ford	56. D. Manhart	Hurtu
46. A. Rowe	Buick	57. R. Thomas	Straker Squire
47. D. Kay	Napier		
48. R.L. Jones	Clement Bayard		
49. K. Quarmby	Hupmobile		
50. M. Gillings	Rolls Royce		

RESULTS will be announced at the Presentation Night - May 5th. We wish to thank all officials who so ably helped run the Tour as without them it would not have been the success it was.

EVENTS COMMITTEE -

Len Sheen
Jim Wilson
John Burke

* * * * *

1974 NATIONAL RALLY

This even will be held in Adelaide between 22nd and 29th September 1974, conducted by the Veteran Car Section of the Sporting Car Club of S.A. The event will take the form of a Hub rally with tours to all the well-known spots around Adelaide.

The full prospectus and entry forms will be available in the near future.

* * * * *

WANTED: More members to make use of this magazine's FREE classified advertising.

* * * * *

WANTED: Photos old or new of veteran cars. The Vehicle Records Department needs a photo of your car.

SPIT AND POLISH would like to use more photos - could members please supply a photo or negative (as this will allow us to make pictures the right size for the S & P pages). Please send to club address.

"FIFTY BOB"

From Sandy Holmes, who writes:

"The following I hope will be of interest to those old members who know the car personally and also to those who have yet to view it.

For those with long memories, "fifty bob" means £2/10/- Australian from which it is an easy step to A210, the chassis number of one of the best known Vauxhall cars in this country. The serial number of the engine fitted to the car was, and is, A207C.

On 9/11/1921, N.S.W. Vauxhall Agent, Boyd Edkins, of Boyd Edkins Ltd. (later, and now, Boyded Ltd.) wrote to Laurence H. Pomeroy, chief designer of Vauxhall Motors Ltd. until World War I, a self-explanatory letter. It reads as follows:-

'My dear Pomeroy:

Thanks for your letter of September 9th. Since last writing you we have had another Vauxhall victory in the A.C.A. Hill Climb held last Saturday, 5th inst. when A210 pulled off one event, and I secured the speed event with the 30/98, beating an 80 h.p. Itala. This Itala is merely an Itala chassis, fitted with 8-cylinder V type Hispana Suiza Aviation Engine, 200 horsepower.

Of course, it was only the nature of the Hill that gave it to me with the 30/98, which is capable of doing the distance in much better time than was actually recorded.

While on this subject, owing to the great number of wins I have had with A210, there is great consternation among the trade and talk amongst the public about A210 not being one of your standard productions. I have informed the officials of the Club that it is standard in every respect with the exception of a lightened flywheel. The club officials seem satisfied, but in order to bear out what I have told them, I would be glad if you, as the maker of the car at that time, would write me a letter stating that A210 was one of your standard productions for 1914. You will know the kind of letter I want. Write it separately so that I can produce it to the Club and settle all their talk.

The consternation, of course, arises from the fact that there is nothing here yet to beat A210, although it is surprising how close the Essex get to it. In order to keep our end up I have always got to take special pains that A210 is up to concert pitch.'

Pomeroy replied on 9/12/1921:

'My dear Boyd Edkins:

I was very pleased to receive your letters of October 4th and November 9th.

The way you keep the old A-210 going is perfectly marvelous and I extend you my heartiest congratulations. I am sure you will think I have lost nothing of my old time obstinacy when I tell you that there still must be something else to account for the difference between the boiling

(Cont'd. on Page 19.....)

"FIFTY BOB" CONTINUED:

propensities of the 25's and the 30/98's. My view is that the new pistons you fitted to the 30/98 in some way are better conductors of heat from the inside of the cylinder to the water jacket, thus allowing for a transference of heat which would otherwise be dissipated in the exhaust. As you probably know, a sleeve valve engine rejects a much larger percentage of heat to the exhaust than normal type engine with a corresponding reduction in the heat to the cooling water. This is due to the fact that in the sleeve valve engine the water jacket is as it were insulated from the internal heat developed in the engine.

Now to come down to the point mentioned in your letter of November 9th. It has been on my mind for a considerable time past to write and tell you the genesis of A-210. As a matter of fact the engine fitted to A-210 was one which had been fitted to a customer's car who was so disappointed with it that we had to give him a new car. About that time you were yelling for an engine for competition work and it so happened that this old rejected engine was on the test bench undergoing an inquest. We found that the compression was very low due presumably to a defect in the cylinder casting, so we planed $\frac{1}{4}$ of an inch or so off the bottom of the cylinder and hollowed out the inside of the top of the cylinder to give adequate clearance between the piston and the cylinder head. The result was, I think, that we rather inadvertently stumbled upon a development which is to give much better combustion chamber in the region of the valves at the sacrifice of something round the top of the piston. I do not know whether your observations will verify my theory, but if the latter is true you should find considerably less carbonization in the middle of your pistons than in the standard "A" type engine owing to the fact that the temperature of the pistons in this region is kept down through their proximity to the water cooled cylinder head at the moment of explosion and maximum gas temperature. With this alteration we put the engine on the bench and got about 65/68 maximum brake horse power therefrom which was certainly the best result I have ever known on the 20 horse power engine and one which was inexplicable until I started out on my new car and went again through the development work of a somewhat novel engine.

Although of course the above is interesting it does not in my view make A-210 other than the standard engine of its period, as in the construction thereof there were no alterations to my knowledge in the design other than that required to compensate for defective foundry work.

I trust the enclosed letter will deal with the situation you have described.'

The letter enclosed by Pomeroy read:-

'My dear Boyd Edkins:

I was very pleased to get your letter of November 9th and note with great satisfaction that your old veteran A-210 has again slipped it across some of the super-efficiency products of the last 2/3 years.

I can quite understand that A-210 must be the object of considerable suspicion, and it is indeed an implied compliment that I should have been able to introduce into such an innocent-looking engine some seven years ago qualities which have enabled it to hold its end up ever since. In fact the

(Continued on P.20.....)

argument goes still further that I can think of no change made in this engine which was not a standard Vauxhall practice, design and construction in 1909 or 1910. We may, of course, have altered the design of the exhaust pipe, but broadly speaking the engine is as it always was. It certainly was a standard engine for 1914.

I can only think that you must have been muttering weird incantations over it, or what is probably the real truth, that you have looked after this engine, observed its peculiarities, compensated for them by skilfully tuning up so that yours really represents a standard Vauxhall some 5-10% better than the average, whilst the ordinary car driven in competitions is probably some 20-25% short in the fulfillment of the hopes of its designer.

Once more I congratulate the car upon having such a skilful nurse and can only regret that such a happy state of affairs has not arisen more times in my experience.'

At that time the car, already known as 'FiftyBob', had accumulated an impressive list of competition successes. These were to be added to over subsequent years as the car continued to be used in competitive and/or everyday motoring.

During the time I have owned 'Fifty Bob' I have gathered together a considerable amount of written and photographic material relating to the car and its exploits. In this regard I am indebted to many people but in particular to Bill Chadwick of Bathurst, former owner of the car who has passed on to me the originals of the above letters and other correspondence between Boyd Edkins and Laurence Pomeroy as well as various spares and information relating to it.

With the Editor's and Publisher's permission, I will from time to time in future issues provide a "Continuing Story of 'Fifty Bob' from the first reference of which I have record (Motor in Australia) issue of 1/12/1915 report on Automobile Club of Australia Motor Racing at Victoria Park 13/11/1915) until the present time.

Should an article bestir old memories in the reader or should he have, or know of, further material including photographs etc. which could be copied, a note to the Publisher or to me at 5 Pearce Avenue, Belmont, N.S.W. 2280 giving details would be most appreciated. In this way a fully documented record of a slice of motoring history of Australia can be completed for the Archives.

Sandy Holmes."



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