

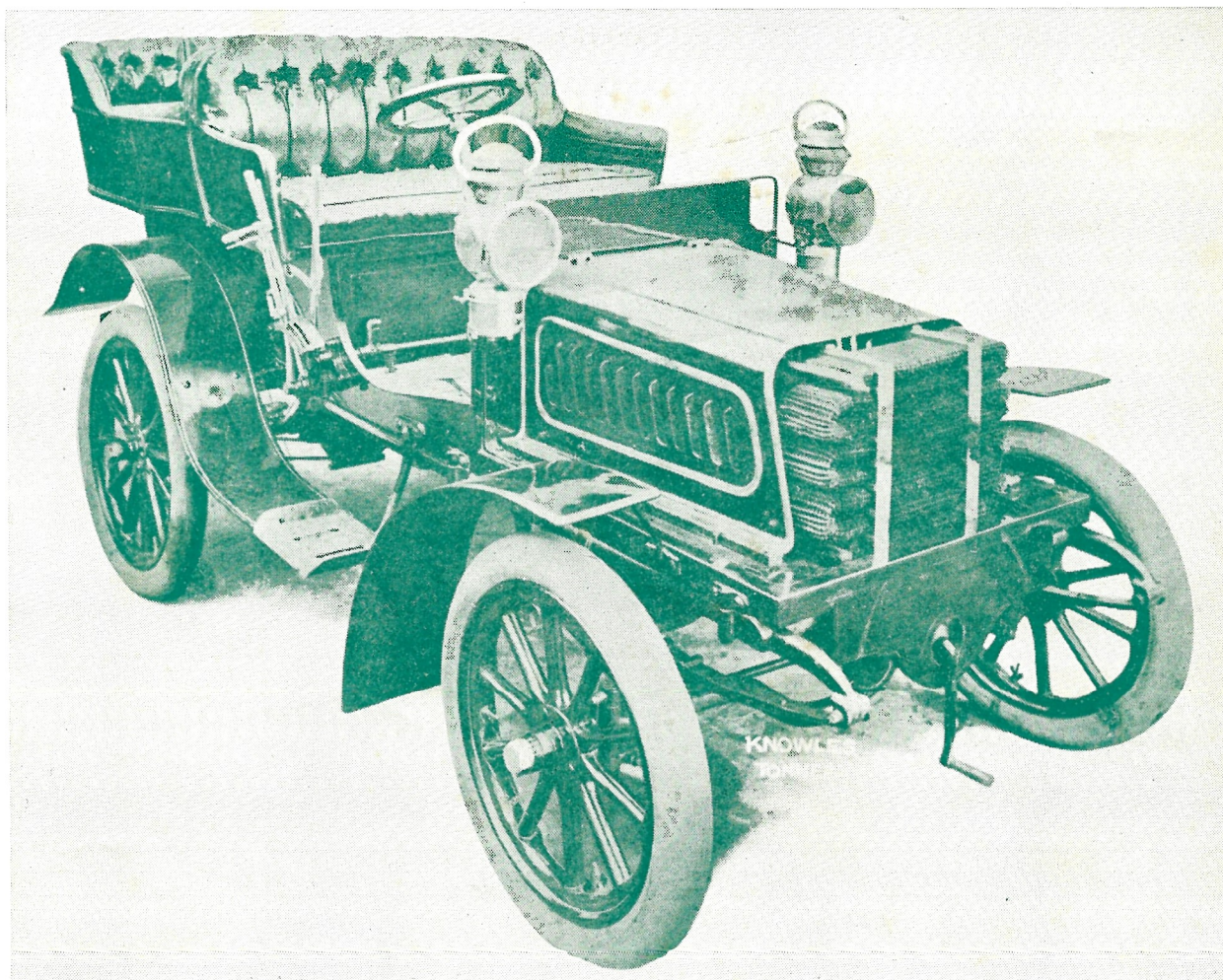
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

DECEMBER, 1976, VOL. XVIII No. 6

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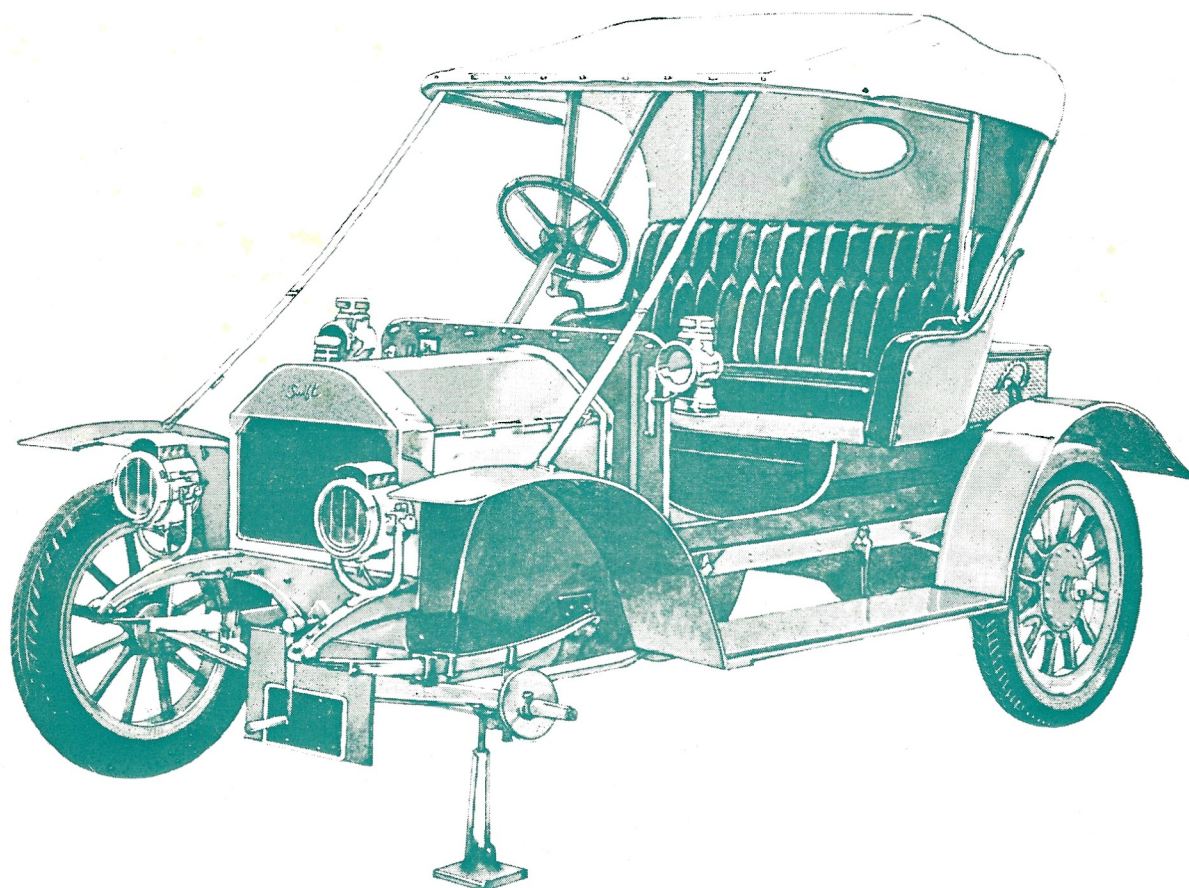


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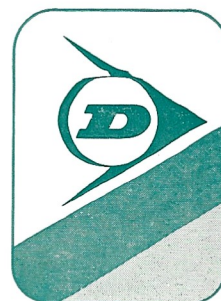
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SPIT & POLISH



PATRON:

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

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

Vol. XVIII No. 6

December 1976

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IMPORTANT: See Page 8 regarding Car Registrations

There will not be a General Meeting in December. The next General Meeting will be held at 8.00 p.m. on THURSDAY, 27TH JANUARY, 1977.

NOTE: On P. 2 "Opinion" please insert "8" in reference to Ray Lindsay's letter which is reproduced on Page 8.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH, 134 QUEENS RD, FIVE DOCK. 2046.

The Magazine Panel offer to readers the wishes for a Happy Christmas and the very best in all ways for 1977.

Thanks to the many contributors who have made the Magazine interesting and the Editor's job easier.

1976 has been a momentous year for the Club - a point previously belaboured in this column - may 1977 prove to be even more so in these times of rapid change. (More apt than "advance" or "progress" when one considers the turmoil locally and internationally ?)

The letter from New Zealander, Ray Lindsay, to Vic. Jacobs, reproduced on Page , conjures up possibilities. Members' comments on the concept would be appreciated.

Copious, safe and happy veteran motoring for 1977.

Editor.

MINUTES OF THE MONTHLY GENERAL MEETING OF THE V.C.C.A. (N.S.W.) HELD ON THURSDAY, 25TH NOVEMBER, 1976, AT THE CLUBROOMS, 134 QUEENS ROAD, FIVE DOCK.

PRESENT: 50 members, 3 visitors.

Meeting declared open at 8.15 p.m. by Chairman, L. Sheen, and visitors welcomed.

APOLOGIES: S. Holmes, T. Bent, J. Heath, J. McGowen, P. Lamb, B. Bronk.

VISITORS: Heather Sherbon, Trevor Bell and Roger Roberts.

MINUTES: The minutes of the General Meeting of 28th October, 1976 having been circularised in SPIT AND POLISH, were confirmed as a true record on the motion of G. Roberts, seconded by G. King.

CARRIED.

ARISING: The matter of valuation of vehicles has been clarified. Our legal advisers have stated that cars may be valued provided that it is made known that the club is in no way liable. A circular has been received from CVVTMC advising that they have appointed 3 valuers, G. Green, G. Williams, G. Sevenoaks. It was moved by M. Chapman that valuations be left in the hands of the CVVTMC valuers. Seconded W. Maunsell.

CARRIED.

TREASURER: There are still some unpaid annual subscriptions. Raffle proceeds and ticket butts still coming in; request all outstanding tickets and money be given back to the Treasurer so

Minutes 25/11/76 (Continued)

that raffle can be drawn. Some sets of pictures were donated by R. Paddle to help club funds. Treasurer's Report accepted on the motion of L. Baxter, seconded A. Blevins. CARRIED.

CORRESPONDENCE:

A "Highly Commended" certificate received from the City of Parramatta Foundation Week Committee for our entry in their recent procession.
Letter requesting our participation in the opening of the new Hoyts entertainment centre.
Letter from Willys Overland Knight Registry re use of hall.
Agenda received for the CVVTMC Meeting.

Moved M. Roberts, seconded P. Wards, that correspondence as read be received. CARRIED.

INVESTIGATION & DATING:

The following two cars have been investigated by G. Roberts:

1910 Fiat of R. Matheson.
1914 Ford of R. Roberts.

G. Roberts spoke of letter and photographs received from J. Ryder of Coonabarabran. Photographs thought to be 1911 Hotchkiss.

NEW MEMBERS:

Rodney Thomas Roberts, 17/5 Jersey Road, Matraville. 2036
Full member. 1914 Ford.

Beverley Elizabeth Roberts, 17/5 Jersey Road, Matraville. 2036
Wife Associate.

Ronald P. Matheson, 32 Young Street, Annandale. N.S.W.
Full Member. 1910 Fiat.

Heather Anne Sherbon, 15 Yasmar Ave., Haberfield. 2045
Associate Member.

Moved W. Maunsell, seconded G. King, that these nominees be accepted as members of the club. CARRIED.

New members were welcomed and those present were introduced to the meeting.

EVENTS:

28th November - Vic Jacobs' Lions Club Day at Manly.
15th January - Long Legs Tour to Peats Ridge.
Long Weekend - January - Display in the Rocks Area.
Camping Weekend at Colo River and Amaroo Park outing.
25th & 26th February - Blue Mountains Tour.
Request for car to carry Santa at Gladesville on Sunday, 12th December for children of "Parents Without Partners".
G. Sevenoaks volunteered.

Minutes 25/11/76 (Continued)

EVENTS (CONT'D.)

V. Jacobs spoke of Lions Club outing and assured members that petrol would be available, but at Dee Why, not Manly.

Request for cars for Sydney Hospital on 24th December.

V. Jacobs and P. Butler.

MAGAZINE:

The changes in format and type can be attributed to the fact that Mrs. Dunn has an expensive new typewriter. New style a popular change. More copy wanted.

SOCIAL SECRETARY:

Christmas Dinner at Drummoyne Bowling Club, Hinkler Crescent.

Pre-Dinner drinks 6.30 p.m., Dinner 7.30 p.m.

Film Afternoon, Sunday 12th December, 2.30 p.m.

Progressive Dinner in February.

REGISTRATIONS:

70 have been paid to date.

A letter received from G.I.O. advising that all Third Party is to be paid in one lump sum. For this year only, two such bulk payments will be tolerated and it will be possible to register new cars throughout the year.

REGISTRAR:

No report.

INTERNATIONAL RALLY:

There are now 300 official entrants and the entries are coming in very rapidly.

CLUBROOMS:

G. King and B. Garth have offered machines for cleaning and levelling yard at 136.

LIBRARIAN:

No report.

PUBLIC RELATIONS:

Wheels of Yesteryear, \$108 profit. Thanks conveyed to specific members for their help in setting up and running of show.

Disappointing lack of co-operation from other car clubs. The 44 gallons of petrol organised by K. Moss and raffled was donated by the Cadillac La Salle Owners Club.

PHOTOGRAPHER:

J. Thorpe praised the quality of the show at North Rocks and displayed some photographs of the show. Copies are available at cost.

INSURANCE OFFICER:

V. Jacobs gave a vivid account of reasons why Veteran cars should be insured.

GENERAL BUSINESS:

Congratulations conveyed to Sue and John Wards on the birth of their son.

Minutes 25/11/76 (Continued)

GENERAL BUSINESS (CONT'D.)

Bendigo Swap Meet - A. Blevins gave a report and advised that \$1,300 was taken at the gate. It was a good show and well run. A quantity of 6-volt globes donated by A. Garthon were on display, proceeds to aid club funds. The Chairman thanked G. Roberts for chairing the meeting in October.

As there was no further business, the meeting closed at 9.55 p.m.

* * * * *

A CHRISTMAS MESSAGE 1976

Yet another year has passed and they appear to go more quickly with each successive year, with more things to do and less time to do them in. (I think I will have to get Hilda out of bed earlier in the mornings.)

We are still able to have "firsts" each year - this year the "Wheels of Yesteryear" at North Rocks, for Veteran and Vintage, Classic Cars. The Sunday Afternoon Matinee for children of all ages with cartoons and wild life films.

Again I would like to thank the members of the Management Committee for their support during the year, also all club members who in no small way have been a great help in the successful running of the club.

The minutes of the Federal Meeting in Melbourne now to hand and will be discussed at the January club meeting. One of the main items is the inclusion of VINTAGE Cars into the Veteran Car Club of N.S.W. to bring us into line with other states who have Vintage sections. Something to think about over your holidays.

Like to see more Veteran cars out to our outings in 1977. If you have not put your entry in for the 1978 International Rally do so now as list is fast filling and this promises to be the best Rally of them all.

I will take this opportunity to wish all Members and their families a Very Happy Christmas and a Healthy and Prosperous 1977, and may our Club continue to prosper in the years to come.

LEN SHEEN,

President.

* * * * *

E V E N T S

Saturday January 15th, 1977

LONG LEGS TOUR. The venue is Max Houston's Vintage Motor Garage at Central Mangrove and all cars, including vintage and modern, are welcome.

Meet at the large HIGHWAY 1 sign with a map of Australia near Berowra at 10.30 a.m. or proceed as follows: Left off State Highway at Peats Ridge to Central Mangrove. Right into the cross road at Central Mangrove, then about 2 km along on the left watch for the mail box on a vertical standing crankshaft at the entrance to the property.

Max Houston will be away but has kindly allowed the use of his bushland setting complete with toilets and barbecue facilities. Club member, Peter Lamb, will be Max's stand-in as host.

Note: SATURDAY Run - not Sunday.

Sunday January 30th, 1977

AUSTRALIA DAY.

More details in January SPIT AND POLISH.

January 29th to 31st, 1977

CAMPING WEEKEND AT COLO RIVER.

Directions in last month's magazine.

We would like to see as many caravans, tents or bark lean-tos as possible.

Don't forget to bring swimmers, cricket bats, footballs and plenty of food.

ALSO

Sunday January 30th, 1977

VINTAGE SPORTS CAR CLUB OF AUSTRALIA'S invitation to attend a day at Amaroo Park, Annangrove Road, Annangrove.

February 25th & 26th, 1977

ANNUAL BLUE MOUNTAINS TOURS.

Entry forms again available in this magazine.

Accommodation is at Everglades Motel, Leura.

Don't forget there is a heated swimming pool, sauna, squash courts, tennis courts, putting green and billiard room. Be sure and get your entry in early.

March 1977

CONCOURS DAY. Details to be announced.

* * * * *

GOULBURN VALLEY MOTOR VEHICLE COLLECTORS' CLUB2ND ANNUAL RALLY TO SUN VALLEY NUDIST CAMP

on the Goulburn River near Echuca, Vic.

SUNDAY, 13TH FEBRUARY, 1977

Entrants must be driving a pre-1942 vehicle. Entry Fee: \$3.00 per vehicle.

This is a normal undress day at the camp. Entrants and their families are not required to undress, but may do so if they so desire. If you feel you or your family may be offended or embarrassed, this rally may not be for you.

Barbecue facilities and a shop are on the site.

Rally leaves Civic Centre, Welsford Street, Shepparton at 9 a.m. on Sunday, 13th February - if more convenient, entrants may travel direct to camp by prior arrangement with our club.

Entries close on SATURDAY, 22ND JANUARY, 1977 with the Secretary, J. WEBB, P.O. BOX 704, SHEPPARTON. 058.29.9418 (after hours).

As experienced by this club last year, this is a good family day. There is a ten acre area catering for Swimming, Trampolines, Barbecuing and a generally excellent picnic area.

THE VINTAGE SPORTS CAR CLUB OF AUSTRALIA LTD. will conduct its Second Annual Vintage and Historic Car and Motorcycle Race Meeting at Amaroo Park, Annangrove on 29th/30th January, 1977. The inaugural one-day meeting in January 1976 was a great success, well-supported by competitors, by members of one-make, special-interest clubs, and by the general public. The 1977 event will occupy two days, involving races, regularity events and social gatherings over the Australia Day weekend.

1978 INTERNATIONAL RALLY

Entries total 322 to date, including motor bikes. There has been a marvellous response to requests for help from car clubs and duties such as marshalling, catering, organising sub-events and such other essentials have been taken up so it will truly be a Nationally-operated event.

Max Roberts urges would-be participants to nominate without delay due to limits on entries which can be accepted. The organisers need a good quality photograph or slide of the scene at the start of the 1970 International Rally - please contact Max Roberts or John Thomson if you know of such a photo.

CAR REGISTRATIONS

The Department of Motor Transport Registration Renewal Forms, just received by Registrations Officer, Michael Bendeich, carry a \$4.00 fee instead of the previous \$2.00 fee - no other notification of an increase was given. Please complete the tear-out and return with the additional \$2.00 in order to receive your certificate and sticker.

NAME:

CAR MAKE V.C.C. PLATE NO.....

??	??	??	??	??
??	??	??	??	??

TOTAL AMOUNT @ \$2.00 per vehicle \$

"WHEELS OF YESTERYEAR"

Whilst most Club members now know the details of our recent Display, I feel I should elaborate on some aspects of it. Whilst very disappoint from a fund-raising point of view, the show did achieve results in many other ways.

- (a) A general revival in Club interest by everybody associated with it, being indicated to me by the willing help I received and by comments expressed to me during and after the Show.
- (b) A consensus of opinion from the paying public who indicated it was one of the best displays of its type they had seen assembled in Sydney.

(Cont'd. on P.9....)

"Wheels of Yesteryear" (Cont'd.)

- (c) The opinion of several enthusiasts who had visited displays and collections overseas, that the cars displayed at the exhibition were generally of a higher standard than those seen overseas.
- (d) Comments from Trade Exhibitors who, whilst disappointed by the lack of paying public, were impressed by what a basically amateur club could stage in the way of a professional display.

As the main problems in getting a display of this type off the ground were firstly space and secondly expenditure, I would like to make the following post-mortem.

Whilst it was initially agreed that "Westfield North Rocks" was not the most ideal location, it was however offered to us free of charge, and wired at a cost of \$2,000 to enable it to carry the extra load of Display lighting. No charge was made for electricity consumed during the week and in addition Westfield paid for the Security Guard at a cost of \$450 plus 50% of banner printing and flood-lighting hire, \$230 and \$430 respectively.

In addition they provided a telephone at no charge for the week and allowed us the right to charge rent to Trade Exhibitors. The Management Committee's main objective was to stage the display with the least amount of financial risk, hence every effort was made to cover all expenditure with Trade Rents before gate takings were accounted for. This was extremely difficult to achieve, with trade exhibitors proving very difficult to pin down to a definite commitment after acknowledging verbally their intention to participate.

Our lack of takings I feel sure was largely due to two factors - location and the petrol strike. The petrol strike reflected badly on the Shopping Centre, it having one of the quietest weeks on record. Most shoppers appeared to leave their essential shopping to the Saturday morning, which was reflected in our best daily take of \$366.99.

As well, any free advertising promotion proved very difficult to obtain, not helped by the strike at "The Sun" who had promised me a centre page feature on the Thursday, having spent several hours taking photographs on the Tuesday.

However, as a result of the Display we have been approached by several large organisations with bigger and better things in mind for next year and I feel sure that the Club, as a result of our recent Display, has made many valuable contacts. Also we now own a lot of valuable display material which will be an asset at any future Display.

I would like to thank all those helpers, too numerous to list, who offered their time and in some cases donations in the staging of the Display, not forgetting of course the exhibitors themselves. These efforts all helped make my job a lot easier.

(Continued on P.10.....)



At the November Meeting, a spate of Roberts nominated and seconded another spate of Roberts for membership. Was this a manoeuvre aimed at a take-over in dreaded multi-national style?

#####

The trio who went to Bendigo Swap Meet in a Kombi van were reported to have flown low without benefit of a pilot's licence between them. Two of them ganged up and made the other sleep in a remote room because he snored - not sure whether it was in a different motel or only in another part of the same establishment. They were unanimous in their opinion that it was a fabulous show; well organised, well stocked and well priced.

#####

At the Christmas "Do".

Some pretty nifty rug cutting by couples Cyril and Penny Stanbridge and Barry and Judy Thew.

George Roberts flogging off unsold raffle tickets from books returned to Treasurer Bill - good on you, George, did you ever try selling ice to the Eskimos? You would be very successful.

It was not true that prizes were given only to the crowd who sat at a certain table. Coincidences can occur.

#####

At the Lions Club - VCC Children's Outing.

A couple of VCC types considering adaption of the clay pigeon launchers for putting wives into orbit.

The amazing performance of the shooter who had limited use of his left arm and a brace on his left leg. Holding his gun with right arm only steadied by a sling around the back of his neck, he seldom missed the fleeting targets; one realised that perseverance can beat adversity.

Good to see Jan capably driving Twinkle Star and carrying on Laurie's traditional Santa transport role. We remembered.

A Police car literally jammed full of kids with grins ending at their ears as it proceeded with warbling horns at full blast must have been tops for P.R.

#####

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

Steering Column (Cont'd.)

Congratulations to Sue and John Wards whose 6 lb. 12 oz. 21" baby, Stephen John, arrived on 24th November.

#####

One driver of a sporty veteran showed marvellous judgment of the car's fuel consumption. He had to borrow gas to drive it away from the North Rocks Display. Perhaps it was luck or prior knowledge of the petrol strike?

#####

VICTOR JACOBS' DAY

We always assume that because we all know just what comprises a Veteran Car, then everyone else must have the same knowledge. As the cars entered the grounds of Stewart House and of the Dalwood Home, they must have been the first sightings of these vehicles by many children. (Indeed, many a grown up is fogged on the implications of the word 'Veteran'.)

Once the passengers were allocated to the vehicles it did not take long to head out onto the road, and one's mind started counting the drips of spirit as the carburettor drank them up. How unfortunate it was that petrol was in short supply. The average amount of spirit carried by each car must have been sufficient, as no one seemed to have broken down en route to the service station at Dee Why - so everyone thought! For at least one vehicle it was very much 'touch and go'.

It was a good run, with plenty of open country, and, presumably due to the petrol situation, not the usual amount of Sunday traffic.

Most drivers were not particularly attracted by the Temple, but the passengers were all interested in the drinks distributed 'in the market place' by our Lions friends.

While we did not kick up the dust at Smokey Dawson's, we certainly did surround the occupants. They probably gazed at us more in wonder than in fear.

Most of us viewed the flattest 'pigeons' we have ever met! Surely the last surviving 'wingless' birds. It looked to be a good proposition to lease the site and recover the lead thereon.

As on earlier occasions, both passengers and drivers paid mouth service rather than lip service to the usual lunch by courtesy of the Lions, who supplied also some cool refreshment to those who knew which tent to patronise!

Santa Claus arrived after lunch, with a two-car police escort, and it gave a number of the members a touch of emotion and nostalgia to see that Laurie Sykes' Star was still the vehicle that 'he chose', and appropriately, driven by Jan. Most fitting and beautiful to see.

And so, another Victor Jacobs' Day has been celebrated, and another batch of youngsters given some different pleasure.

Letter of thanks from Lions Club of Vaucluse:

"Dear Mr. Sheen:

On behalf of the Lions Club of Vaucluse and Narrabeen, I am writing to convey to you and your Members our sincere appreciation of your generosity in donating your time and cars for last weekend's outing from the children from the far west of New South Wales and children from Dalwood Home, Seaforth.

You can imagine the amount of detail in arranging a day such as this and I can assure you that your spontaneous assistance gives our members the incentive to further our voluntary work in the community for the benefit of citizens less fortunate than ourselves. Our children's day was a great success.

I believe that as each year passes, this charity outing which we both participate in, becomes more and more part of our yearly events and that your Club derives the same satisfaction as we do in helping those in our community who unfortunately cannot help themselves. It also extends the bonds of friendship and fellowship among our Clubs which is one of the main objectives of our Lions organization.

With kind personal regards,

Yours faithfully,

(Signed) GEORGE BEDIRIAN

President."

DRAWING OF THE OIL PAINTING RAFFLE

This is expected to occur before Christmas,

just as soon as the last couple of outstanding
ticket books are returned.

*These days we take the car for a tune-up
and get charged for a whole symphonic
score.*

THE RESTORATION OF AN UNUSUAL TWO-CYLINDER

The collectors of early cars are always intrigued by the unusual and my first introduction to the Car box may also be remembered by those fortunate enough to have passed through Blenheim during the 1972 International Rally in New Zealand.

Though it did not participate in the Rally (for reasons which will be obvious later) there it stood as proud as when it was new, looking very tall to a Baby Austin owner and though it was not actually in everyday use, it had been brought there by the local club as a conversation piece. I learnt that it was a two-cylinder and each cylinder had a capacity of one gallon and the piston was of brass in a brass casting but being finely machined carried no piston rings. Construction was otherwise normal with iron castings and the usual all-steel body with two nicely curved doors.

Later I was to search through Georgano's comprehensive book but could not find any reference and recently seeing that George Green did not list one in his wide selection I think I have come upon a rare machine.

Later in our N.Z. tour, staying with new-found friends in Hastings, I could hardly appreciate my good fortune in seeing one on an orchardist's property and when approached, he said he was glad to sell for the price he had given for it, eight pounds ten, so seventeen dollars was quickly handed over before he might change his mind. I put the transport back to Sydney in the hands of a Napier carrier, but not before noticing a tarnished Manufacturer's Plate bearing the address Rue de la Paix, Paris.

I was later to see one or two in our travels but they were either behind wire enclosures or bolted down so I only collected the one, though I was given a version less body the following year in Auckland and this has proved handy for reference in reassembly.

Being uncrated, it did not travel well but some welding to the castings and panel beating soon had it mechanically sound, after which it was sandblasted, under-coated and re-enamelled in the bright red that I had seen in Blenheim. Across the Tasman both its cylinders were broken and as they cannot be repaired, I was fortunate to find the mechanicals of another in Sydney and these will be used when assembly is completed.

As it occupies only about two square feet of floor space, it is easily handled though its height is a problem, so I designed my new garage with these requirements in mind and it fits in quite happily though it would be a brave man to take it on its first Rally.

And then again not everyone would want a large French manual Petrol Pump that stands over ten feet high.

PAUL W. BUTLER

LETTERS TO THE EDITOR

"129 Duke Street,
Invercargill, New Zealand.
5.11.1976.

Dear Victor,

You will be surprised to hear from me, I don't write many letters but when I do, I usually want something?

Jack Cockburn, myself and wives would like to enter for the International Rally, but it will cost \$1,000 or more for shipping over the Ford. The present quote is \$800 return; the Union Steamship Co. would not give a firm quote.

Victor, would it be possible to borrow a vintage car (Ford if possible) for this Rally? If you could arrange this, I would be prepared to loan my Ford for the 1980 Rally in N.Z. Our Rally is quite a long way off, but we must look ahead in these matters.

(The letter concludes with some details of Jack Cockburn's impending Sydney visit and Ford chit-chat.)

Yours sincerely,

RAY LINDSAY."

"Dear Sir,

I hope your readers and yourself will forgive the divergence from veteran cars in this letter but I wish to bring to the attention of V.C.C. members some aspects of another form of antique transport that is fast becoming popular.

I am writing about horse-drawn vehicles. At present Sydney supports one growing club - the Hills District Driving for Pleasure Club - whose members are devoted to the collection, restoration and use for enjoyable driving of all types of horse-drawn vehicles. At present our membership own sulkies, buggies, joggers and wagons of a wide variety. Unfortunately the number mobile is restricted by limited numbers of trained horses and restoration time. Nevertheless we feel that we have made considerable progress in 18 months, holding 2 rallies at Windsor, several training days and gymkhanas and promoting harness events at metropolitan shows.

The foregoing is a brief description of our group. The most important point of my letter is to ask fellow V.C.C. members to consider the H.D.D.P.C. or similar associations whenever they may locate horse-drawn vehicles, parts thereof, harness or related blacksmith's, coachbuilder's and wheelwright's equipment. We would also like to know of tradesmen prepared to do work like paint stripping and and especially make or repair lamps and whip holders.

We seem to have an even greater problem than motor enthusiasts with antique dealers and the like. Many of the vehicle pieces, notably the best lamps, wheels

Letters to the Editor (Cont'd.)

and harness are prized home/restaurant decoration; it is heartbreaking to see the mate to your brass candle lamp or a pair of wheels you could use stuck up for ornamentation.

Naturally our vehicles and some veterans share common features, and perhaps we can offer some help. For instance, for highwheelers:

Wheelwrights and coachbuilders - Max Mitchell, Cumberland Carriage Co.,
Box 592, P.O., Brookvale.
(02) 525.6307
Roy Spencer,
4 Bungay Road, Leichhardt.
(02) 56.3251

Re-rubbering of Wheels - Mr. Dobell-Brown, The Dene Bindery,
16/11 Lyn Parade, Liverpool.
(02) 607.4655
(Also has copies of the reprint Coachbuilder
Book of Designs \$15.00 pp.)

Finally we would be interested in displaying representative, restored vehicles at static events since the public's opportunities of seeing horse-drawn vehicles is very limited.

Trusting that you have found this letter interesting and of value.

H.D.D.P.C. office-bearers:
President, Max Mitchell as above, 525.6307
Secretary, Mrs. Maureen Fraser,
Cnr. Balmoral & Old Windsor Roads,
Kellyville. 629.1881
Treasurer, Mrs. June Clayton,
84 Speers Road, North Rocks.
630.2419

Yours faithfully,

JENNIFER TWEEDIE

Publicity Officer."

"Dear Editor,

I recently received a reply back from an avid early Ford T collector in U.S.A. re some questions I had about my 1908 Ford T restoration. In his letter he also answered about coping with present day rallying with the early Ford T.

His reply includes what seems to be his ultimate early T for rallying especially in the Los Angeles city and freeway areas.

(Cont'd. on P.17.....

Letters to the Editor (Cont'd.)

It's a 1911 T fitted with wire wheels, 4 wheel hydraulic brakes, fully pressurised engine and steen crankshaft stroked to 4 5/8", overhead valve aluminium cylinder head and also equipped with a Fairlane C4 automatic transmission.

Included in his letter were a list of early Ford T's he has for sale:

1909 Ford T Towing, completely restored Engine No. 4102	\$17,000	U.S.
1909 Ford T Roadster - Engine No. 13912	\$17,000	U.S.
1909 Ford T Towing - Engine No. 6712	\$17,000	U.S.
1911 Ford T Torpedo Body	No price given	

Any interested members could write to:

Orville Enyeart,
1965 Bellflower Blvd.,
Long Beach, California. 90815. U.S.A.

Who said Ford T's were a dime a dozen ???

Regards to all,

BOB TREVAN."

S O C I A L C O R N E R

Well, our Christmas get-together is over and I would like to thank all concerned for attending the night at the Drummoyne Bowling Club. Unfortunately very few people tasted the sherries, of which there was a fine selection.

The meal was adequate and to my mind nicely cooked; I don't recall hearing any complaints about the food except from the people who don't like prawns or oysters.

Unfortunately, it would appear we don't have a great number of dancers in our club but we managed to get a few on the floor and give away the lucky spot prizes. At this stage I should like to apologise for any embarrassment caused by my asking people to get up and dance; I just took it for granted that everybody danced.

The night ended shortly after midnight when the last of merrymakers went home, all in all a good time was had by everyone and hopefully we will see you all at the progressive dinner.

SOCIAL ACTIVITIES COMING

FEBRUARY 5TH - SATURDAY - PROGRESSIVE DINNER starting at Mike and Denise Bendeich's, progressing to Pete and Robyn Wards', thence to Barry and Mary Saward's and last stop at John and Noeline Thompson's. Dancing and bring your own drinks - \$5.00 per head.

MARCH - CHAMPAGNE BREAKFAST. Venue to be arranged. I would like all interested parties to arrive in their veteran cars if possible; men in suits and women in long dresses. Further details at next meeting.

SCENE SOCIALLY

Eric Lang walking around clucking like an old hen. It appears that Eric's absence from the club is due to a bout of chicken pox.

BILLY DURANT - CREATOR OF GENERAL MOTORS

Continued from November issue of SPIT AND POLISH.

The manner in which Durant staged a comeback with the Chevrolet car is one of the most fascinating parts of Gustin's book. Pooling the mechanical gifts of Louis Chevrolet, the managerial skills of such men as William H. Little, and his own financial genius, Durant scored striking success with the Royal Mail Roadster and Baby Grand touring car. Then in a series of brilliant financial maneuvers and with du Pont aid, he regained control of General Motors in 1916. As the press of the day aptly put it, Chevrolet's swallowing of giant GM was one of the great achievements in the history of American finance. The tail was wagging the dog.

Louis Chevrolet, whose name still spins on tens of millions of hubcaps, had departed long before the takeover. Disappointed by Durant's refusal to continue production of a big, luxurious car and fed up with The Man's incessant carping against his cigarette smaling (smoking ?) cigars would have been all right), he left the firm in 1913.

Shortly after gaining control of GM, Durant lost the services of Charles W. Nash, the corporation's highly capable president. Rather than ride the rollercoaster with his former boss, Nash bought the Thomas B. Jeffery Company of Kenosha, Wisconsin, and began producing cars bearing his own name. In 1917, Henry M. Leland, and his son, Wilfred, who had founded Cadillac, joined the suitcase parade. Miffed over Durant's refusal to let them produce Liberty aircraft engines for the World War I effort, they broke away to organize the Lincoln Motor Company. In 1919, Walter Chrysler, after repeated policy clashes with Durant, resigned. Durant, it seemed, could attract capable men, but often could not keep them.

Intoxicated with success, Durant was ready for a second whirl as an automotive Napoleon. Some of his many acquisitions during the late 'teens turned out well, putting it mildly. The Fisher Body Company certainly was worth the \$27.6 million paid for it.

(Continued on P.19.....)

Billy Durant - Creator of General Motors (Cont'd.)

Frigidaire, bought for peanuts, also proved a great buy. The General Motors Acceptance Corporation, an innovation in financing vehicles, showed a realistic appreciation of the financial problems involved in the mass marketing of motor vehicles.

With so much to his credit, Durant was entitled to some mistakes, and he made some. Several weak automotive properties were taken into the corporation, but the biggest fiasco was the acquisition of the Sampson Sieve-Gripe Tractor Company, and the manufacture of agricultural equipment including a tractor guided by reins. Durant lost \$33 million on the tractor venture.

Spending money like a drunken sailor on leave, Durant's highly de-centralized colossus cruised along until the recession of 1920, when sales of cars fell off and the corporation's stock plummeted. At this point Durant, who had made financial sacrifices to help save his friends and the corporation, personally was up to his ears in debt. To stave off financial ruin, he sold his 2½ million shares of GM stock to the Du Pont Company and resigned GM's presidency. All told, he was plucked of \$90 million.

Within six weeks of being kicked out of GM for a second time, the irrepressible Billy succeeded in raising \$7 million from a group of 67 friends to form a new company Durant Motors. Buying the huge ex-Willys factory in Elizabeth, New Jersey, he later built a large new facility in Flint, now Fisher Body Plant No. 1. In the Durant tradition, he also speedily bought a number of automotive concerns. Inevitably some were dogs; he dropped \$4 million on the Locomobile alone. Still, Durant Motors sold more than a million Stars and other cars during the 1920's, and might have become a lasting force in the industry had the founder given more of himself to its management. But Durant preferred the pleasures of European vacations and the exhilaration of stock speculation. In 1929-30, in a vainglorious effort to shore up the crumbling market and help save the country from depression, he went down the financial drain. Some estimates of his losses ranged up to \$40 million.

The last 17 years of Durant's life were tinged with sadness. After losing his fortune, he had, according to his secretary, not one happy moment. Moreover, as he confessed to this same secretary, he came to look back on his actions as those of a "blundering fool".

After declaring bankruptcy in 1936, with assets of \$250 worth of clothes and liabilities of \$914,231, Durant opened a combination food market and lunch room in Asbury Park, New Jersey. At the opening he went along with a gag photo showing him wiping a dish; and pictures of the founder of GM at this menial task were published throughout the country.

In 1940 Durant returned to Flint to open an 18-lane bowling centre; and a year later he added a drive-in "hamburger heaven". The author notes that at least one dealer enjoyed eating at the drivein, if only for the exquisite pleasure of being served by GM's founder.

Durant's hopes of opening additional bowling centers were dashed by a stroke in 1942. Removed to a New York hospital, he was never to fully regain his health. In 1946, he tried to return to Flint once more. But by the time his train reached Detroit, illness forced him to turn back. He died on 18th March, 1947 in

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

Billy Durant - Creator of General Motors (Cont'd.)

New York, leaving behind the memory of a man who had risen to spectacular heights and then inexorably fallen like the hero of a Greek tragedy.

The two-page epilogue to Gustin's book, supplied by Clarence H. Young, assistant director of the Manufacturers Association of Flint, might better have been omitted. Indeed, Young's remark lifted from a General Motors Institute publication, are at variance with much of Gustin's text. Durant, according to Young, "had no advantages at all except his own character"; Gustin suggests that Durant, the grandson of a former Michigan governor, benefitted considerably from family connections. Young says that Durant is unjustly criticized for being a gambler and a poor administrator and for failing to delegate authority; Gustin confirms each of the charges. Young correctly defends Durant's selection of executive talent, while failing to note that Durant could not keep many of his best men. Young also inexplicitly credits Durant, rather than Henry Ford, as being the apostle of mass production.

BACK ONE DECADE

The monthly meeting considered the matter of advertising on cars and rejected an application for membership as it lacked a proposer and seconder.

The Vaucluse Lions-VCC event was an outing for War Veterans. Roy Farrell was reported first in at lunch where a 27-gallon keg of beer was provided - some connection may have been inferred in the report.

Max Welch wrote a very thought-provoking letter regarding the recognition of vintage vehicles by the Club.

And advertiser offered two Jones speedometers in working order for \$4.00 each.

WHAT AM I ?

My first is in VAUXHALL and also in CHEVROLET,

My second's in HUMBER and also in DELAHAYE.

My third is in TALBOT and AUSTIN, that's true,

My fourth is in ROVER and HUPMOBILE too.

My fifth is in ARGYLL and CALTHORPE and TARRANT,

And so is my sixth, that should be apparent.

My last is in NAG - and you can be sure

That my whole describes all the above, and lots more!

WARREN IRISH.

ADVERTISEMENT S

WANTED T Ford jack lost (?) at North Rocks Display. JOHN WARDS, 86.3430

WANTED For 4AB Talbot -
Zenith carburettor 1" choke
DU4 magneto
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Set of mudguards
Crank handle and mechanism BARRY THEW, 638.1155

WANTED For 12/16 veteran Sunbeam
Rear hub (12" brake drum)
EXCHANGE FOR:
Something from a collection including -
Odd sidelights
1913 Hillman wheel (22" tyre)
Sunbeam veteran chassis
Sunbeam vintage chassis - rear half with petrol tank
Sunbeam veteran carburettor
Star wheels
14/40 front end
Austin 1910 single cylinder front end
Baby Citroen front end
Many steering boxes
Etc., etc.

JEFF WOLFGANG,
'Phone: Denman 47.2348 Mayland, Denman. 2328

FOR SALE Wolseley Siddeley 1909 4 cyl. 14 hp
Transmission has been restored as well as radiator.

BARRY SAWARD,
629 2232 (H)
858 2399 (B)

WANTED Fiat type 2 (1913) Steering box parts for Gem
Cylinder Gramophone, small square kerosene sidelight,
candlestick telephone or parts

FOR EXCHANGE:
Pair brass 'Rotax' No. 314 kerosene sidelights,
Brass 'Dietz' kerosene sidelight, Rugby enamel dealer's sign.
1 Darley Road, Randwick. PAUL W. BUTLER,
39.4786

FOR SALE 1916 Oakland Chassis front end, engine, gear box, rear end and
radiator. All in good order but disassembled. Mody body panels
available, only in fair condition. \$500.
16 Leichhardt Crescent, Sylvania. 2224 MAL BRADLEY,

(Continued on P.22.....)

Advertisements (Continued)

AVAILABLE Quantity Sizaire et Naudin parts (1 cyl.)

WANTED Sump and conrods for Series 7W Continental Motor (6 cyl.)
or will buy complete engine.

BEN BRONK,
337.4396

FOR SALE 1912 F.N. Tourer, recently repainted, super condition, had been
rebored. Many spares, this car is very original and was well
restored by the late Tiny Barlow.
It runs well, good tyres, any trial.
Price on application to

FRANK CRAZE,
20 Shepherd Street,
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Interstate journals please copy.

(Frank sends kind regards to President Len and members.)

FOR SALE 1925 Model T Coupe, rare model, excellent restoration, black
paint, grey cloth trim, mechanicals include Frontenac OHV,
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FOR SALE 2 Ruckstell axles and parts
or 1 "Moore" auxilliary gearbox/tailshaft

EXCHANGE 1 "Supaphord" " "
General Model T parts

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- (a) not deal or speculate in Real Estate on our own account;
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- (c) remain independent commission agents in the strict sense of the word;
- (d) not become allied solely to any building development or investment group.

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