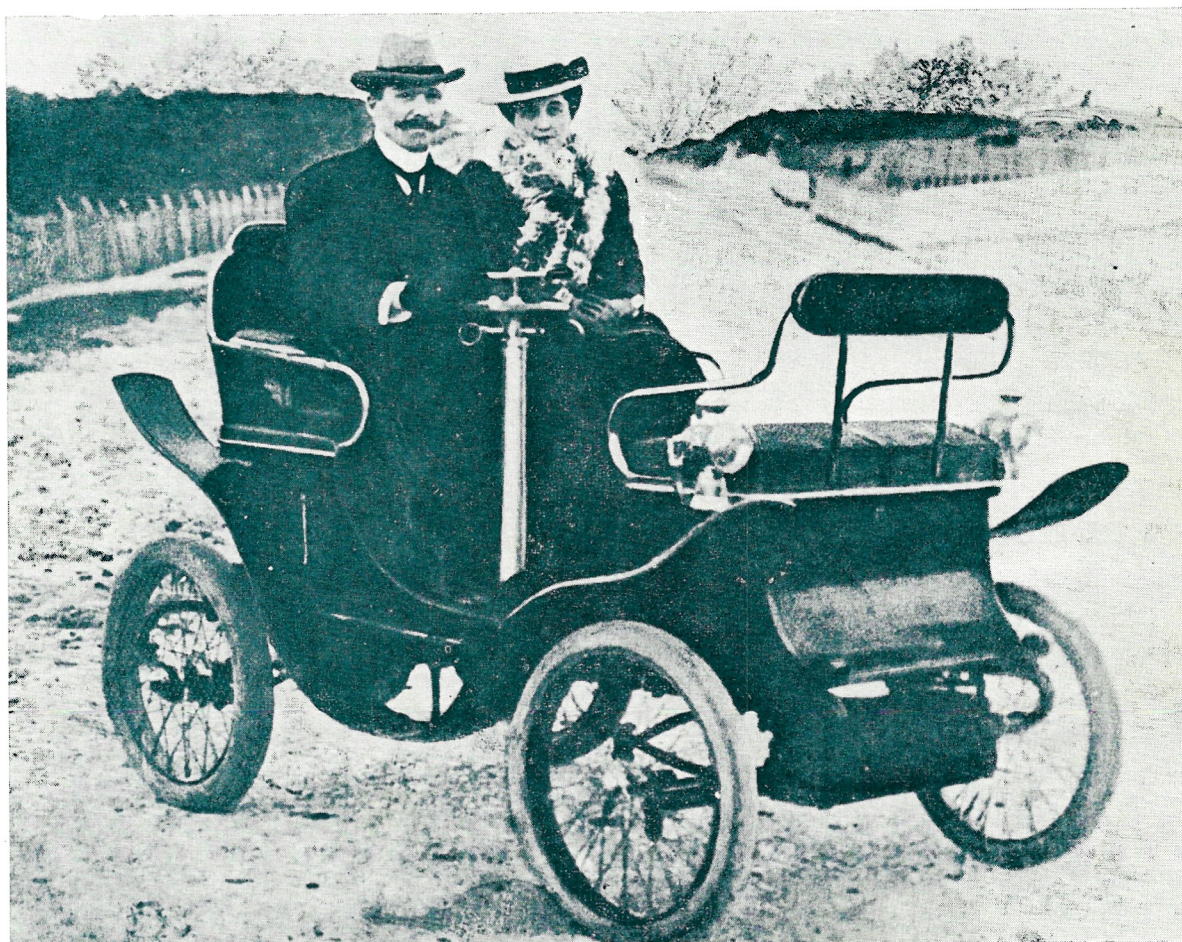


NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)
Registered at the G.P.O., Sydney for transmission by post as a periodical—Category B.

SPIT AND POLISH

● SEPTEMBER, 1974, VOL. XVI, No. 3

● PRICE 40 CENTS



This is the very first motor car to have run on the roads of Australia, a 3½ H.P. De-Dion Bouton Voiturette purchased in Paris in 1899 by Mr. W.J.C. Elliott and landed in Sydney off the M.M. "Ville de la Ciotat" on April 27th, 1900. In the car, Mr. and Mrs. W.J.C. Elliott.

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

134 QUEENS ROAD, FIVE DOCK 2046

1974-75

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PUBLIC RELATIONS: R. A. Foy

1974-75

CLUB MEETING DATES

1974

SEPTEMBER Thursday 26th

OCTOBER " 24th

NOVEMBER " 28th

1975

JANUARY Thursday 23rd

FEBRUARY " 27th

MARCH " 27th

APRIL

Thursday 24th

MAY

" 22nd

JUNE

" 26th

JULY

" 24th

AUGUST

" 28th

SEPTEMBER

" 25th

OCTOBER

" 23rd

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. XVI, No. 3

SEPTEMBER 1974

TABLE OF CONTENTS

	Page
Opinion	2
Minutes 22/8/74	3
V.C.C.Federation	4
Social	5
"Illawarra Vintage" - National Rally	6
Missing....	7
1975 National Rally	7
1978 International Rally	8
Events	8
The Big Picnic	9
Judge Speaks Out	10
From Jim Wilson	11
The Front Page Story	11
Mr. Harold Elliott of Gosford	12
Steering Column	15
1914 Delahaye	16
Correspondence	18
Woman Invents Windshield Wiper	18
Advertisements	19

The September General Meeting will be held at 8 p.m. on THURSDAY, 26TH SEPTEMBER, 1974 AT the V.C.C.A. (N.S.W.) Clubrooms, 134 Queens Road, Five Dock. Guest Speaker, Evan Green tells of London-Sydney Drive in P.76.

NOTE: Cover caption is reprinted as typed below the photograph that was from the Elliott Family album. It is far from being the first car in Australia!

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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



OPINION

What a delightful sight it was on Sunday to see all those enthusiasts with their own piece of history coming along in glorious weather to show their ability as restorers or cheque signers.

Some cars were young and some old - very old - some professionally restored, some not, but one must agree behind it all is enthusiasm for old machinery and love for the days gone by.

How many of us have stopped to think and reflect on just how much money goes back into the economy of this country from the Veteran and Vintage car restorer?

Today a hood at \$500, upholstery about the same, engine overhaul depends, anything from \$400 to \$1000 or more, professional painting, tyres - you name it - the movement is good for a lot of people.

A quick look at Warwick Farm and some 1000 cars - looks to me like nearly \$500,000 not too bad really and we still have our ever-increasing value asset. And when we Rally somewhere we spend money for petrol, oil and accommodation, and of course there are some occasional rare ones - like me - who drink the odd drop of booze on a Rally - which helps someone else.

The 1978 International Rally will inject over a quarter of a million dollars into the accommodation economy of our route - not counting the incidental side bits like running expenses etc. By the time we finish, over \$500,000 will be spent.

Surely it is a movement that we can be proud of and deserves some merit in higher places.

J. McG.

#####

EVAN GREEN - MOTORING EDITOR OF THE "SUN-HERALD"
WILL SPEAK AT THE SEPTEMBER MEETING ON THE 1974
WORLD CUP RALLY.

Minutes of the meeting of the Club held on Thursday, 22nd August, 1974:

Chairman: R.A. Foy.

Present: 50 members and 4 visitors.

Visitors: Dale Budd and Laurie Williams from Rail Transport Museum.

Apologies: W. East, M. Roberts, J. Weir, T. Bent, A. Garthon, B. Thew,
B. Garth, J. Throp, F. Ehlert, B. Bronk, G. Green.

Minutes: Minutes of the meeting held on Thursday, July 25th 1974 as read,
were received on the motion of R. Jones, seconded E. Lang.

Correspondence: Letter of resignation from Ian Best, letter from "Manly
Daily", change of address Armstrong Siddeley Club, Minutes of the
Newcastle Branch, new Officers of Victorian and South Australian
Clubs. Moved J. Lewis, seconded J. Godfrey that the correspondence
be received.

Investigation: Dating Certificates presented to B. Bronk, 1912 Renault and
A. Frost 1918 Cadillac. Letter to Bruce Wong, Queensland, re his
Chalmers car.

Events: Wollongong Rally, August 24th.
Lions Outing September 1st - 14 cars will attend.
Warwick Farm September 8th.
Manly Daily Event September 29th. Cars assemble Brookvale Oval
9.30 a.m. Period costume if possible.
Parramatta Procession November 2nd. 10 cars will attend.
K. Quarmby and J. Heath will attend the Campbelltown Celebrations.

Moved E. Lang that admission charges to parks etc. be paid by the
Club. The motion lapsed for want of a seconder.

Magazine: Having some delay with the new covers. Appeal for more articles
and adverts.

CVVTMC: Motor Show, two events, Concours de Elegance and Static Display.
M. Bendeich and G. Green for the Static Display. J. Thomson Club
Entry. 9 cars had entered for the Concours. G. Roberts will be the
Judge. A. Frost new secretary, C.V.V.T.M.C.

Insurance: V. Jacobs outlined new policies available from the Law Union and
Rock and pointed out they were not interested in Club cover for
big rallies.

Social Secretary: There will be an outing to the Opera House on September
13th.

General Business: G. Roberts displayed a map of the revised route for the
1978 International Rally.
L. Sheen reported that the Federal A.G.M. had been called off
because of the fuel situation.

Minutes of Meeting 22/8/74 Cont'd.

R. Paddle had made a further donation of 8 savoury plates.

As there was no more business, the meeting closed at 9.27 p.m.

* * * * *

Letter from Federation of Vintage Car Clubs, Australia to Secretary of Veteran Car Club of Australia, Mr. Barry Forryan:

"Would you please convey to your national meeting the following issues that are of mutual concern to both the national veteran and vintage movement.

1. Insurance. Listing of insurance companies capable of giving national coverage to vehicles on restricted permits.
2. Permit Legislations. An examination of state by state legislations relating to vehicles on restricted permits with a view to not necessarily changing any individual state act but to add or amend clauses to give free interstate movement.
3. Tyres. Ian Cartwright has had a remarkable response to one insertion in the V.D.C. Newsletter and will report to a future Federation meeting on a proposal for setting up an organisation to acquire and distribute tyres.
4. National Rallies. Combined veteran and vintage national rallies alternating from state to state (possibly each two or three years.)

The Federation will be holding a national meeting in September at the South Australian National Rally and the above will be agenda items. We would be pleased if your President and Secretary could attend this meeting after we have disposed of the meeting agenda so we can discuss these issues and any others the Veteran Car Club care to raise.

The need for national liaison is of both car movements is important in these complex times. I look forward to making contact with your members in S.A. in September.

(Signed) G. COX
National President."

Report from Ian Cartwright, Secretary, Federation of Vintage Car Clubs:

VINTAGE & VETERAN TYRES

Have you tried to buy a tyre for your car lately? The chances are that you did not succeed and at this stage have made do with an old one or at this point have nothing - just a car on rims.

The situation in Australia is hopeless for due to the restricted supply of tyre raw materials coupled with the fact that Veteran and Vintage tyres are unprofitable to produce, there has been no Australian production for some time.

The Federation of Vintage Car Clubs of Australia of which our club is part of, has been investigating the problem which is a serious threat to the continuance of our hobby and the Federation is at present awaiting the advice of their solicitors as to the structure of a company or trust that in association with the Veteran Car Club will import and distribute tyres to member clubs on a non-profit basis free of import duty and sales tax.

Attached to this newsletter is an order form for the first batch to be imported. Naturally until some funds are made available to the Federation for this project tyres will have to be paid for prior to ordering with overseas. The first consignment would be due here within six months and members requiring tyres at this stage should complete the form in this newsletter and send it to myself together with a deposit of \$10 (as proof of serious intent).

As all clubs are being circularised, a delay of two months is expected until a suitable size order is received so as to get the tyres at the discounted prices listed below. (These prices are approximately 32 per cent lower than those last charged in Melbourne.) The prices are of course subject to alteration without notice but should include freight per ship.

Sizes available:

<u>Well Based Type</u>		<u>Beaded Edge Type</u>		(* This figure is 3/4 poss. Copy not clear.)
450 x 18	\$25.70 each	26 x 3	\$18.00 each	
500 x 18	\$19.70 "	28 x 3*	\$56.50 "	
550 x 18	\$22.40 " (4-ply)	30 x 3 1/2	\$36.00 "	
600 x 18	\$35.70 "	710 x 90	\$36.00 "	
350/400 x 19	\$15.80 "	730 x 130	\$29.60 "	
450 x 19	\$16.20 "	760 x 90	\$36.00 "	
475/500 x 19	\$20.50 "	810 x 90	\$40.00 "	
550/600 x 19	\$31.50 "	815 x 105	\$47.50 "	
450/475/500 x 20	\$28.80 "	875 x 105	\$50.50 "	
525/550/600 x 20	\$49.20 "	820 x 120	\$50.50 "	
700 x 20	\$54.70 "	880 x 120	\$55.00 "	
450/475 x 21	\$29.40 "	895 x 135	\$67.50 "	
500/525 x 21	\$35.50 "			
600 x 21	\$50.50 "			
700 x 21	\$56.50 "			
500 x 23	\$53.00 "			

As expected tubes are available for all the above and average \$3.90 each. When an order complete with \$10 deposit is forwarded, on completion of the full preparation of all orders, an invoice will be sent to the member requesting payment in full. The member could then expect delivery in four months, provided the order form is sent in within a couple of weeks.

I. Cartwright,
Secretary,

Federation of Vintage Car Clubs of Australia,
42 Dehnert Street, Doncaster East. 3109.

* * * * *

S O C I A L

Congratulations to John Thomson, with the Concours Win at Warwick Farm. The day was perfect, weatherwise, and so nice to have a chat to so many of the ladies.

A reminder of coming events:

Feature Film Night - Saturday, 26th October, 8 p.m., "Half of Sixpence" and a cartoon, \$1.00 per head, 50¢ for 16 years and over. Supper

provided. (No thank you, ladies, we do not require any plates to be brought along. Many thanks for your previous help.)

Music Hall, Neutral Bay. For our Christmas Night, Monday 18th November. \$5.80 per head. Opens 6.30 p.m. - show commences 8.30 p.m.

Children's Day - Saturday, 30th November. Area 6, Lane Cove National Park, 2 p.m. Games, treasure hunts etc. Ice cream, drinks and sweets provided. Come in your modern car if you wish.

GLAD KING.

* * * * *

From "Illawarra Vintage" - August, 1974:

The enthusiasts of this State, through the Combined Council, have expressed a desire to hold a National Rally for Veteran, Vintage (and selected Post-Vintage) vehicles, in their own right; this "dream" having been voiced over some years.

One of our member clubs, namely the Antique Car Club of Nambour, has recently indicated that they are willing to go ahead with such a proposal. I have thus been directed to write to all other State and Federal bodies requesting advice and/or approval for this scheme.

The basis for the proposal could best be outlined as follows:

1. Queensland has well over 1,000 enthusiasts represented by this Council.
2. The AAN has experience in this type of event, and has the backing of the rest of the Combined Clubs.
3. The ACCN ran a very successful "mini-National" in 1972, and this was attended by many southern visitors, who enjoyed every minute.
4. The ACCN has the services of an extremely generous sponsor, should they run such a rally. In the past this has amounted to considerable ease of accommodation bookings, good trophies, and all round assistance, enabling the local club to organise events and tours with maximum efficiency and minimum costs.
5. The time envisaged, i.e., August/September 1976, would be determined so as to coincide with NSW and Victoria school holidays, allowing for enthusiasts with children to take part. This also seems to be the best season in the area, with good weather, Queensland children at school, and largely open roads available for old-vehicle drivers.
6. Although at this stage this Council has no knowledge of proposals put forward by southern clubs, or councils, we feel that it is about time Queensland was put on the Australian "enthusiast's map" by virtue of hosting a National Rally.

The Antique Car Club of Nambour have indicated that they would be ready to "go" in 1976, but if other major events are already proposed, they would then seek 1977 as the date for such an event.

(Continued on P.7)

We trust that the above proposals for a 1976 National Rally, to be centred on the Sunshine Coast of Queensland, will be acceptable to your organisation, and that we will receive your reply to these proposals in the near future. Regardless of your feelings about this rally proposal, we would greatly appreciate any advice you are able to provide in regard to projected large-scale open rallies in Australia, until 1978, of which you have any knowledge.

Barry Neville,
Hon. Secretary,
Combined Council Veteran,
Vintage & Classic Car Clubs,
P.O. Box 7, Darra, Queensland.
4076.

* * * * *

MISSING.....

How about that!!

Warwick Farm on Sunday and there was "Top Hat" Alby Frost and wife. How wonderful - thanks for coming, Alby.

We did not see Allan Rose Bray, though - obviously no handle for the brush.

The other day in Macquarie Street I saw Campbell Jacquet - so at least we know he is still moving. Now Campbell, how about the 1978 Rally - we have organised it to go as close as possible to your place. Come on now, get out the Overland and start polishing or pushing, but be there - lots of us would like to see you again.

John Caskey, one of our real early members with one of the real old car names, The Berliet, an early name and a delightful car. Come on now John - why can't the present members see the only Berliet in the Club - with those sexy side lights.

* * * * *

1975 NATIONAL RALLY

Ballarat - April 19-26, 1975 for Veteran and Vintage Cars.

Entry \$15.00. Closes December 30th, 1974. Limited to 250 cars.

Rally will be in the form of a Hub Rally around Ballarat.

Entry Forms: The Rally Secretary,
1975 National Rally,
42 Dehnert Street,
Doncaster East. Vic. 3109

* * * * *

1978 INTERNATIONAL RALLY

On Thursday, September 5th, the first official meeting was held to organise the 1978 Rally.

Rally Director is Max Roberts; Secretary, Jock McGowan; Treasurer, Ron Hobbs and Committeemen, George Roberts, George Green and Len Sheen.

George Roberts, as we know, has done three trips to survey the Rally route so it looks like things are off to a good start.

Members are probably unaware that due to astute planning from the last Rally (1970) extensive finance plus interest is available to start this Rally.

The next meeting will be early December and a report will be issued after that meeting.

* * * * *

E V E N T S

Sunday September 1 V.C.C.A. and Vaucluse Lions Club Combined Picnic Outing. 15 veteran cars arrived at the start in Darley Road, Randwick, where they were met by the Lions Club. Alec McLeod found seats for everyone and they then proceeded to travel to La Perouse and spent a very interesting 30 minutes or more in the Museum on Bare Island. After leaving La Perouse they travelled around the Bay to General Holmes Drive, over Captain Cook Bridge and on to Kurnell, arriving around 1.00 p.m. where Vic. Jacobs was waiting with a station waggon full of beer, soft drinks (for the kids) and heaps of Charlie Chook Chicken Pieces, Bean Salad and Cole Slaw. Heavy clouds began appearing in the north west, and seeing this, Vic. broke up the happy gathering and pointed us for home. Alas, it began to rain so hard it is doubtful if any made it home without being soaked. A most enjoyable day with the Lions. Thanks to Alec McLeod and the organising ability of Vic. Jacobs.

Sunday September 8 Another fine day for CVVTMC Warwick Farm Meeting. Some 1300 odd cars attended and these included modern as well as V.V. and One Make Cars. The meeting was honoured by the presence of the Minister for Transport, the Hon. Mr. Milton Morris, who presented the prizes.

Events to remember:

Sunday September 29 Manly Daily Fund-Raising Day in aid of the Surf Life-Saving Movement. Would all who volunteered to attend, and any others who would like to be in it, be at Brookvale Oval by 9.30 a.m. dressed in period costume. Remember, a prize for the best period costume and a prize for the car travelling the longest distance to the oval. In all, 10 prizes will be divided up between all participating clubs. AMPOL have donated 10 prizes of 20 gals. of petrol. Barbecue food will be sold at the oval, or bring your own.

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

September 29th, Cont'd.

When the vehicles are on display they will be roped off and guarded by lifesavers. This cause is a good one and it is hoped a large number of our cars will do their part to make this day a huge success.

October 5, 6, 7 Camping Weekend at Colo River. Arthur Garthon has secured "Somerset" which has powered sites, where tents and caravans or sleeping bags may be set up. To get there, turn left just before Colo Road, 2 miles from the Putty Road. Host and Hostess: Des and Thel. Anderson. This is a private area. Come along and enjoy this weekend. Bring your slides or 8 mm. movies for entertainment at night.

November 10 Sunday This is one of our particularly important days.
Lions, per Vic. Jacobs, this year are taking out the Crippled Children from Belmore and Parramatta, and 50 cars are needed, to accommodate the children and nurses who must accompany them, along with some wheelchairs and other equipment. An appeal will be made at the September Meeting. Please help by lending your car. Fuel and food will be supplied, as was the case in previous years.

November 17 1st Inspection Day (compulsory).

December 1 Children's Day to be held at Adventureland, Lane Cove.

December 8 2nd and Final Inspection Day (compulsory).

Jim Wilson has joined the Events Committee and is organising a Ladies Day for October. Notice of this outing will be advised by circular. Thanks, Jim.

John Burke,
Events Director.

* * * * *

CAN YOU BEAT THIS? Nobody took up Jock McGowen's challenge.

Does he win by default?

* * * * *

THE BIG PICNIC

There are very few occasions in this world when 600 Veteran, Vintage, Classic and other cars get together, but every year we have the pleasure to witness such an event at Warwick Farm. The mind just goes blank when you are called up to pick the outstanding cars - George Green's 30/98 aluminium-bodied Vauxhall, then heaps of Rolls Royces, sprinklings of Lancia, the Riley's stood out, 30 plus veterans and multitudes of Chevs., Chryslers, Packards and a wonderful display of motor bikes.

(Cont'd. on P.10.....)

The Big Picnic (Cont'd.)

When walking up and down numerous rows of fantastic cars one sees a glorious Silver Ghost Rolls being by-passed by the crowd who were looking intently at a 1935 red Ford Tourer and the 30/98 standing lonely while 10 or 15 people were viewing a Super Six Hudson - it was all crazy. Needless to say the veterans drew more than their share of devotees, with Jim Cooper's 1913 Wolseley (ex Tom Wilson), George King's F.L. and Carl Bliim's massive truck attracting the crowds.

R.C.B.

* * * * *

JUDGE SPEAKS OUT

YOU are GUILTY !!

I've lashed out and condemned the drinking drivers, called manufacturers to order over their loathsome ill-fitting seat belts, but now I'm talking to nearly everyone - those that give motoring the occasional nod.

By this I mean those among us, and for this I have to look no further than my bootlaces, who drive when tired.

You know the feeling. Your concentration slips, you lapse at the lights and you wander from lane to lane. Or at the serious end you doze off completely, leave the road, or perhaps end up in the face of oncoming traffic.

Most people regard dozing at the wheel a minor offence over which they have no complete control, but the law does not see it that way.

Whack into something and you will be up on a dangerous driving charge; wander a little and you could get the careless driving rap. It's serious. And it is also criminal in the same way as drunken driving.

Of course you can avoid being tired and sleepy at the wheel.

If you are driving in town, have a stiff cup of black coffee, stop every so often and walk about. If you are on a country haul, stop for an hour's sleep - that's all it takes.

Alternatively, keep a good supply of fresh air coming into the car, make sure your driving position is comfortable, wear comfortable clothes, and eat light sustaining meals.

Excessive yawning, blinking or the onset of a headache are the warning signs which should not be ignored.

Of course, it is possible that your drowsiness is really not your fault. Drivers who are on courses for various ailments should check with their doctor about driving under such treatment. Many drugs have a dangerous energy-sapping effect, particularly if combined with the smallest amount of alcohol.

I can recall the example not so long ago when the highly regarded columnist Paul Higgins returned from the doctor smiting the curb at regular intervals. He rang the doctor, who then told him: "Oh, I should have told you not to drive after that injection." Clever. (Cont'd. on P.11.....)

The point is that the onus is on you to find out whether the drugs are dangerous, not vice versa. If you don't believe me, ask the Judge.

(Submitted by DOROTHY WILSON.)

* * * * *

FROM JIM WILSON:

OLD TIMER is a person who remembers when it cost more to run a car than to park it!

DOUBLE TROUBLE is that the car of tomorrow is being driven on the highways of yesterday by the driver of today.

PHILOSOPHY Pay as you go, but not if you go for good.
Do others before they do you.

WOULD YOU BELIEVE: I have never, ever seen a bargain in an Antique Shop.

And for the record -

Don't be troubled if the temptation to give advice is irresistible - the ability to ignore it is universal.

* * * * *

THE FRONT COVER STORY

Do you approve of the change? When it was decided to revert to the previous front cover format a series of decisions were required and resolved in the following sequence:

1. Should we change the cover? Yes, providing the costs were reasonable and the cover acceptable.
2. Should we have a centrepiece photograph? Yes - but there were so many variables that the selection was difficult until George Roberts produced a photograph of Mr. Elliott and his 1899 De Dion. Even though the caption "the very first motor car to have run on the roads of Australia" is far from being correct, it would be fair to state that it is the first four-wheeled, petrol-driven motor car to be imported from overseas and be used around the streets of Sydney.
3. Can we fill up the back page? We formerly had a blank back page which offered little benefit for would-be advertisers, so we have filled it with photographs that were to be used for some calendar that did not eventuate. Some may say that the selection of cars was slanted towards certain members! where in fact the students at the School of Graphic Arts were given sixteen photographs and told to compose the layout - and that is my story, and I am sticking to it and if you can get the "plates" made any cheaper, elsewhere, then....!

It could not be more appropriate to have the following story or transcript of a recorded interview on the A.B.C. with the son of Mr. Elliott Snr. who appears in the cover page photograph. Maybe you will, like myself,

constantly visualise Mr. Elliott Snr. in various poses as the story progresses.

MR. HAROLD ELLIOTT OF GOSFORD - BORN 3RD OCT., 1896

- Interviewed by Mr. Peter Magregor,
Australian Broadcasting Commission.
14th January, 1971.

Mr. Harold Elliott of Gosford, son of Mr. W.J.C. Elliott who imported the first petrol-driven motor car into Australia back in 1900, of which further details follow. Mr. Elliott describes the arrival of that first car:

"The arrival of Australia's first car caused a near riot in Sydney in 1900. My father bought the car in Paris in 1899 and it landed in Sydney on the 'Ville de las Kyota' on April the 27th, 1900. The circumstances which led to its coming here were as bizarre as they were romantic. Rumours were being published of strange mechanical monsters taking to the roads of Europe accompanied by a man walking in front of them waving a red flag. My father the late W.J.C. Elliott's imagination was fired with what he heard and during a business trip to England for the Austral Cycle Agency, he crossed to the Continent and met those famous early pioneers of motoring, amongst them the Marquis de Dion and the Renault Brothers. Marcel Renault taught him to drive in Paris and helped him to obtain the first vehicle from the Marquis de Dion. The car's arrival in Sydney and its subsequent taking to the roads caused a sensation that had to be seen to be believed. The vehicle was driven from the wharf to the headquarters of the Austral Cycle Agency by my father which was situated in the building Kodak now occupies in George Street. Its passage up George Street was a signal for every horse to go mad and bolt. People gaped at it. As it stopped it emitted a loud 'bang' which accentuated the fear of the bolting horses. I have a very clear recollection of a man rushing out of the crowd, spreading his arms and advising the people to keep back because if this new-fangled monster blew up they might all be killed.

My first ride in this car was with my father in Centennial Park the following Sunday evening, about sunset. We were followed by a crowd of excited cyclists. The Park Ranger was Mr. Thompson. His horse took one look at it, let out a squeal of fear, and took to the scrub at full speed, Mr. Thompson hanging on for 'dear Life'.

The machine was driven by a three-and-a-half horsepower, single cylinder, gas engine run on naphtha, and using what was known as a 'surface carburettor', dry battery and coil ignition. As they knew nothing about chokes in those days, starting was a matter of chance. The handle was cranked vigorously, whilst the compressor lever was held down, and everyone uttered a silent prayer that it would start. Control was by spark and throttle lever on the steering column and as the engine was comparatively slow revving, there was no need of an accelerator. Gear-change was two-speed epicyclic. This was also on the steering column and the cooling was by pump, the radiator was under the front seat.

My father was born in Kyneton, Victoria, in 1866 and he was a great athlete from about 18 years on and he was particularly famous as a runner. Later on he took on the sport of riding cycles and his first effort was with the Penny-Farthings, those big old cycles that you see pictures of now-and-again.

Later on, when the safety cycle as we now know it came into being, he took to doing the same job as a professional and he held the same records, a quarter-of-a-mile to fifty miles. As well as that he won many other races as a professional for in those days cycling was the great thing and one of them particularly that he won was the Austral Wheel Race at the Sydney Cricket Ground.

He did not make his living out of cycling, he went into races for the prize that it offered at the time, and on account of his popularity he was eventually offered the job as management of the Austral Cycle Agency which was situated in George Street, Sydney just near King Street. Now, that would be in 1898. From there he was sent to England by the firm, the Austral Cycle Company (which was a branch of the Birmingham Small Arms Company) on a business trip and it was whilst he was in England that he heard about these monsters that were on the road, and he went across to France and bought - he was actually wanting to buy a Renault because they were reputed at the time to be slightly more advanced than anything else. However, the Renault Brothers could not give him one and as he was about to come back to England and then to Australia, Marcel Renault said, 'Look I think that I can get you one from the Marquis de Dion.' He took him over to where they're manufactured in Paris and the Marquis had one that he could let him have; and that is the car that we have discussed now as being the very first car to come to Australia. Now, whilst he was in Paris he made arrangements to take the agency for Australia for the De Dion, the Renault, the Panhard Levassor and the Daimler. Also, the Michelin Tyre Company were the people that had the best reputation for motor tyres in those days and he arranged to take the agency for the Michelin for Australia.

The early cars were either made in France or Germany, which suggests that England was behind the rest of Western Europe at that time, but they were not really behind - the impact of the motor car as a means of transport hadn't done anything else for the English except to have them experiment on it, particularly people like the Wolseleys who as early as 1896 had got a sort of quadricycle on the road and were experimenting with it. By the way, the De Dion people also turned out what they called a 'quadcar' and also a tricycle and I think about 1901 it would be, we got the first of the tricycles and the first of the quadcars out from France as well.

The De Dion, first imported into Australia, was - and this is the sort of thing that makes you laugh, £185 landed, tax-paid in Sydney. Those were the days!

My father could be called the 'Father of Motoring in Australia'. On his grave where he is buried at Botany, the Veteran Motorists recite the fact that he was the founder of the motor industry in Australia and he continued actively first with our garage in 253 Elizabeth Street, then the next one that he started was in about 1908 and it was in Castlereagh Street on the corner of Castlereagh Street and Market Street where David Jones' enormous shop now stands, and then from there at 116-120 Phillip Street. We actually built the first motor garage devoted to servicing motor vehicles and selling them.

There was a marvellous feeling of community and understanding between motorists; everybody knew everybody else and if anybody driving along the

road got stuck up, the first fellow that came along he pulled up and said, 'Well what's the matter old man, can I be of any help to you?' There was no N.R.M.A. or Automobile Club in those days to help you out.

The foundation of the first Automobile Club was in 1903 and I understand, if I remember correctly, their first offices were in Phillip Street, Sydney.

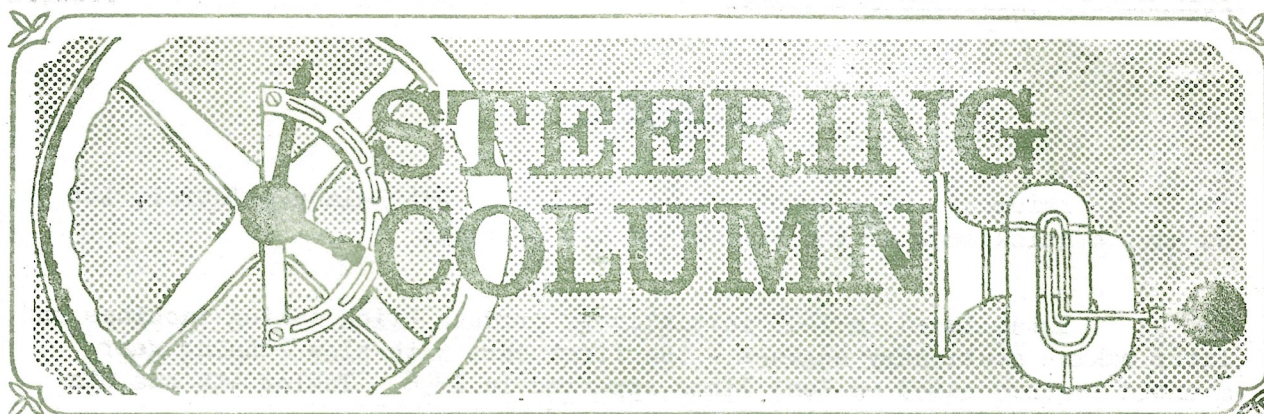
My reminiscences of first driving a car go back to Sundays when I helped mind the office for my father. When there were any cars left he said 'if you think you can drive one of them, get it out and have a go up and down'. In those days Pitt Street and Castlereagh Street were both two-way traffic arteries. Well, I particularly remember a Darrack that I learned to drive on. It was a two-cylinder job and, by gee, it took some cranking over. I was nine at the time and we used to put old dust coats on and old caps on and of a Sunday we would go up and down Castlereagh Street. I graduated to a Humber, then to a Chenard-Walcker and then later on we had a number of other vehicles.

I may not be the oldest living motorcar driver in Australia but I must be getting pretty close to it because my licence number, which I still retain and which was issued to me on 31st May, 1910, is 1577 and today there are a million and three-quarter drivers on the roads of New South Wales. It is possible that I may be the driver, still alive, who has driven the longest, that is, that no one living now drove before I drove, because I have never met anybody with a lower licence number than myself, but I was driving a motorcar in 1906 which was three-four years before you had to have a licence and I was driving..... Well, if you would like to know a couple of the experiences, I drove Hugh D. McIntosh one night in a Humber car out to Audley at National Park, and we had one small kerosene light in those days and one gas headlight, and there was no speed on but going down into Audley I tell you it was an ordeal, and McIntosh got to the stage where he stepped onto the running board and prepared to jump if anything happened to him going down. Coming back of course next day it was no trouble.

The next big trip I did was - I drove a Clement-Bayard from Newcastle up to Wingham with Arthur Ginninan when they were building the first section of the north-coast railway and it took a month to put the supplies down along the road by coach: petrol, oil, tyres and batteries. Well, we didn't require very many of the supplies that were sent along but I never passed a motorcar between Newcastle and Wingham on the way up on a Saturday morning. We left at half-past-seven and got up there at half-past-three so you can imagine that the speed was not excessive, and on the way back on the Monday we didn't pass a motorcar back into Newcastle.

Another trip I did in those early days was one from Albury. We took a car down on the train to Albury with the Railway Decentralisation Commission and we drove from Albury across through Stockinbingal up across country through what is now Griffith (only Griffith wasn't there at the time) and up through onto Rankin Springs and across to West Wyalong which in those days was a mining town, and across country then we passed through Peak Hill, Dunedoo, Parkes, Dubbo, back to Gulgong and Mudgee, across to Cassilis, and then Coolah, then up through Tambar Springs to Narrabri and across country to Burren Junction and then up to Pokataroo.

The whole idea being being that the government were thinking of putting railway lines through these parts and wanted to know the best locations for the cross-country runs." (SECOND PART OF STORY NEXT "SPIT & POLISH".....)



Congrats. to the Thompson's plus the De Dion for winning Concours d'elegance and Concours d' Honneur's, also Vic. and Lucy plus "Fronty" - runner-up (sporting class) at the 21st Motor Show. Well done, folks!! These wins prove once again that we should encourage our members to dress up in fashions that are complimentary in style to the era of their cars - the public love it, and what's more interesting, expect it. Come on all "Thespians", let's dress!

Kenny Moss and Lionel Jones are going to be grandpas. Seems we can't tell which one is the most nervous.

Strange to see Len Sheen sitting down the rear end (The Gods) of the hall at the August General Meeting, whilst on the subject of the August Meeting, how many members forgot that it is held on the 4th Thursday and not the last each month, and how many that did attend went home and dreamed of 38 class locomotives panting up the per-way? I know I did.

You may have read an article in a recent issue of this chronicle written (or ghosted) by Roberto "Warner" Baxter, about the all new town car body he is fitting to the Olde "Stude". Well our spies (ex-A.S.I.O) tell us that Roberto installed a very expensive two-piece windscreen and was standing back admiring his handicraft, when Zot!! one half drops out and crashes to it's doom onto the compression whistle.

"Oh bother" (???) says our hero, and goes off to Tech.

About two hours later, while doing the housework, Anne hears a loud crash tinkle, tinkle and investigating its source, discovers - you guessed it, that the other half had also toppled on the the compression whistle. Ho hum!!!

FOR SALE: Compression whistle, slightly damaged.

Big crowd grouped around Wolseley as the new owner prepares to leave Warwick Farm last Sunday. All family members seated comfortably, then the driver's left arm disappears towards the dash and engine smoothly starts. Crowd gasps and Jim smirks with extreme pleasure!

E.J.L.

1914 DELAHAYE

Before we talk about Arthur Garthon's 1914 Delahaye Tourer, let us have a quick look at the history of the Company.

Established in 1845 initially to produce brick making machines and later making stationary engines - the first cars with slow running gear mounted engines based on Benz lines appeared in 1896. Taking 4th and 6th place in the Paris-Marseille-Paris Race of that year.

By 1899, 600 cars had been produced and 20 cars per month were being made - in 1901 Emile Delahaye retired but the Company continued - in 1904 detachable cylinder heads were available and on the big 4.9 litre car with 4 cylinders a water-cooled exhaust system was featured.

In 1911 a 3.2 litre type 44 with an en-bloc V-6 appeared with 4 speed transmission it sold in England for 470 pounds.

In 1927 Delahaye linked with Chenard-Walcker, Ponnett and for a short time, Unic. In 1935 Delahaye absorbed Delarge and in 1937 produced some really exotic machines like the Jean Francois designed type 145 short stroke 4½ litre O.H.V. with V.12 engine and Cotal gearbox and De Dion rear end - producing 238 h.p. and capable of 165 m.p.h.

In 1954 Delahaye merged with Hotchkiss and then produced trucks only. After 1956 the name Delahaye was dropped and trucks continued with the Hotchkiss name.

So much for the history of Delahaye - an old and well respected make - now let us look at Arthur's car which was obtained in 1955.

Imported to Australia in 1914 by Henri Moreau of "Coomerah", Darling Point, he drove it round Sydney for about nine months before he was recalled to France to serve in the Services in World War I.

The car was purchased from Henri Moreau by Mrs. Tabley of Tamarama and she drove it home to her husband as a surprise - Mr. Tabley was a gold stamper.

The car was used by the Tabley family for 4 years and had the bonnet and radiator altered to make the vehicle look more modern - in 1918 the car was sold to Mr. Cox, a Newtown builder who used it as a family car until 1925 - he then bought a Dort and the Delahaye suffered a fate common to a lot of veterans - it became a home-made utility - it was used on several occasions to tow the Dort home though.

1914 Delahaye Cont'd.

In 1942 the Delahaye was put on blocks and it was in 1955 that George Sevenoaks passed the message and the car was purchased after much negotiation - it had to be a miracle that Mr. Cox kept the back end of the body when the utility conversion was made.

It took more than 18 months to complete the restoration and the car first appeared in the Second Katoomba Rally - from that time it has done many miles in many Rallies and has proved a reliable - if not somewhat noisy, with the siren, vehicle.

Information indicates that this car is the only 16-20 h.p. to come to Australia and is now the only 16 h.p. car left in the world - a 12 h.p. 1912 is in England, and France has a 6 h.p. 1906 example.

The car is a Type 43 with a 4-cylinder 16.20 engine with 85X 130 mm dimensions - side valves and up draught Claudel carburettor - full pressure fed lubrication, Bosch DU4 magneto and cone clutch.

The car has a 4 speed gearbox - open tailshaft and a bevel drive differential, 880 - 120 tyres, complete this most unusual and desirable car.

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SEPTEMBER MEETING

Evan Green - Motoring Editor "Sun-Herald" 1974

World Cup Rally.

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C O R R E S P O N D E N C E

12 Watford Close,
North Epping.

"Dear Editor:

As one of the older members of our club I find pleasure in reading articles of the history and restoration of cars which were part of our club's early days.

Jock McGowen's story on his Armstrong Whitworth is good reading, but Jock - you forgot an eventful chapter in your car's life. How about the time when the Events Committee arranged a 3-day weekend to George Green's property at Canyon Leigh. I know you have been very tight-lipped about this incident but I feel it must now be made public.

To continue my story: the start from Sydney was in full sunshine; the closer we got to Goulburn the bleaker and colder the weather became. Allan Foy, driving the Franklin, threw a rod so five of us worked through the night to repair the damage. It was the first time I ever enjoyed drinking neat whisky to keep warm. The womenfolk shared the house with Dorothy Green; the men camped with George in the large marquee tent.

It rained the whole week-end. The Paddy River rose by 24 inches. Now the question how to cross the causeway to return to Sydney. A Ford 'T' from Newcastle Branch was first to cross.

The tasty part of my story now starts. Jock said, quote: 'If a Ford 'T' can do it, my Armstrong Whitworth will eat it.' In goes the A.W. with Jock at the controls with smile from ear to ear. Having an exposed fin-shaped flywheel can you imagine the water being flung around like a windmill? Poor Jock there he was out in the middle of the stream, motor stalled and water running around the car. Me, being the proud owner of Ford 'T' (for the benefit of new members I am referring to 'Henrietta') drove the 'T' into the stream, tied a rope onto Jock's car and very easily towed the Whitworth out of the water. To prove this incident, some members have it on movie film. Of course Jock denies this; his answer? The A.W. is towing 'T' into the stream.

Members, please do not repeat this story to any newspaper. Jock will hate you.

Sorry Jock, old mate.

ALBIE

(Albert W. Frost)"

* * * * *

Extract from "Car Classics" - April 1974 issue:

WOMAN INVENTS WINDSHIELD WIPER.

Did you know that it was a woman who invented the windshield wiper? It happened back in 1902. Up until then, motorists had just rubbed their windshields with anything handy that would leave a thin film of oil -

like a hunk of carrot or a chew of tobacco. This was supposed to repel water, except that it didn't. Driving in the rain or snow was very difficult....and humiliating, too. Motorists who had parked their cars by the wayside so they could wipe off the windshield not only had to endure that inconvenience, but also the indignity of watching horses, who need no windshields, dash past, snickering.

The inventor was a Miss Mary Anderson, who came to New York City from Birmingham, Alabama (where the motorcar was apparently not yet prevalent), to spend the winter. When she returned to Alabama, she immediately - as so many out-of-towners do - started complaining about the drawbacks of life in New York. Unlike most out-of-towners, though, she actually tried to do something about one of them. She worked out a device with a moving arm that would clean windshield glass and then had a local shop make up a model. It was very simple and had to be operated by hand; still, that was better than having to get out and wipe the windshield every few miles.

It didn't catch on right away but, by the time Miss Anderson died in 1953, she could contemplate the millions of cars on the road and know that, were it not for her invention, whenever the weather was bad, each driver would have to get out every few miles and wipe down his windshield. And, since she had the forethought to patent her invention back in 1903, it's to be presumed she got more than moral satisfaction out of the whole thing.

* * * * *

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

FOR SALE: Lightweight single axle car trailer, weighs only 5 cwt., body 6 ft. x 12 ft. unsprung and on 6 ply tyres, spare wheel, ramps and over-ride brakes. \$250

15 c.f.m. automatic compressor with regulator and water trap, complete except for 5 h.p. motor. \$300.

- R.A. PETERSEN,
5 Latona Street,
Winston Hills.
639.8233

WANTED: 2 cyl. magneto (Sims) suit Renault 1909. Will pay cash or have plenty of swap material.

- GEORGE WILLIAMS,
660.2408
77.6319

Advertisements (Cont'd.)

FOR SALE (All States)

1915 T Ford unrestored. All parts to restore and build a 1915 T Ford, including 2 engines, 2 diffs., brass radiator, all body panels, 4 excellent wheels and 3 spares, windscreen supports, all lights, small parts and spares etc.

- BASIL MONCKTON,
38 Creswell Street,
Campbell, A.C.T. 2601
47.0149

WANTED: Diff. and gearbox for 1911 Brush.
Front axle and hubs for 1913 12-16 Sunbeam.
Have many veteran items for swapping. Please write and we may be able to arrange something.

- JEFF. WOLFGANG,
"Mayland",
Denman. 2328

FOR SALE:

Set of 5, 25" Rudge Whitworth wheels complete with lock rings, all in very good condition. Offers to:

- L. BENHAM
48 Bright Street,
East Lismore. 2480

LOST: One kidney stone. Finder can keep stone. Please return ermine-lined case. C/- Arthur Garthon Motors, Hurstville.

