

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

● DECEMBER, 1974, VOL. XVI, No. 6

● 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

OFFICE-BEARERS

PRESIDENT: L. K. Sheen, Ph. 42 4198 (Home)

VICE-PRESIDENTS: R. A. Foy, Ph. 449 1524 (Home); G. A. Roberts, Ph. 371 8626 (Home)

HON SECRETARY: J. Dance, Ph. 634 1336 (Home)

HON. TREASURER: W. McCarthy, Ph. 798 6941 (Home)

COMMITTEE:

R. C. Baxter

J. Burke

D. A. Berthon

S. H. Goodman

R. Petersen

EVENTS COMMITTEE: J. Burke (Chairman), Ph. 533 5625 (Home)

BUILDING COMMITTEE: S. H. Goodman (Chairman), Ph. 50 8550 (Home)

INVESTIGATIONS: G. A. Roberts, D. M. Roberts

REGISTRAR: D. M. Roberts

REGISTRATIONS OFFICER: M. Bendeich, Ph. 639 5897

INSURANCE OFFICER: V. Jacobs

VEHICLE RECORDS: J. Thorpe

C.V.V.T.M.C. DELEGATES:

L. K. Sheen, R. A. Foy, G. A. Roberts (Alternate)

SOCIAL SECRETARY: Mrs. G. King, Ph. 522 7108 (Home) MEETING ENTERTAINMENT: D. Berthon

LEGAL OFFICER: E. L. S. Hall

"SPIT AND POLISH" PANEL: R. C. Baxter (Chairman), Ph. 522 9661 (Home); E. Lang, Ph. 579 5790 (Home);

J. and F. McGowen, Ph. 50 8536

CLUB HISTORIANS: A. Rose-Bray, R. A. Foy, G. A. Roberts

RESEARCH HISTORIAN: G. A. Roberts

PHOTOGRAPHER: J. Thorpe

MINUTES SECRETARY AND LIBRARIAN:

R. Petersen, Ph. 639 8233 (Home)

AUDITORS: W. V. King & Associates

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. 6

DECEMBER 1974

A CHRISTMAS MESSAGE 1974

Once again I would like to thank the members of the Management Committee for their support during the last year. All members have carried out the tasks allotted very well indeed.

The Club has been very unfortunate this year in the passing on of so many active members, and all our sympathy is extended to the families.

Allan Foy has been most successful in procuring the new Third Party Insurance from the Government Insurance Office for all Clubs on special club plates at a very acceptable rate. As you all know, Law Union and Rock gave all the clubs away with this insurance, and all clubs' thanks go to Allan for his effort.

The Club Hall is a very successful venture now being self-supporting, and with the Committee Room being a separate unit, it allows us to let it on same night as the main hall is in use for committee meetings, at an extra \$5 per night.

All members with mobile cars should consider the installation of a suitable blinker system and stop lights. Some of our cars already have these installed for safety reasons as most NEW drivers are not aware of the old style hand signals and think if you put your hand out you are waving to a friend, not turning or stopping.

Would like to see all mobile cars out to our outings during 1975, and feel sure members will enjoy themselves with their families and others at all outings.

I will take this opportunity to wish all members and their families a Very Happy Christmas and a Prosperous 1975, and bigger and better outings with Veteran Cars.

LEN SHEEN,
President.

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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

Registration is becoming more expensive every year - like most other things but thanks to lots of hard work by those concerned we still have - at higher cost - Third Party Insurance - but we must remember those who play golf probably pay more money for annual participation in their sport than we do, and don't forget, we still have an asset which increases in value annually.

#####

It is important that we pay our registration fees with a minimum of delay as the club has to pay interest on monies paid out for registration and this will cost the club overdraft rates on our bank account. Let's pay up quick and save the club further unnecessary expense.

#####

In this coming year let's help the club by supporting the Events Committee - remember all veteran cars on club plates should be supporting charity events which are backed by the club. So how about it - you pay the registration so why not have some fun with your money.

#####

Wasn't it great to see Jack Garwood at the last meeting? Still the same Jack and nice to see him get Life Membership after 10 years as Treasurer. It was probably late in coming, but appreciated by Jack.

#####

Don't forget to supply names of tradesmen who can do work on veterans to Vic. Jacobs who has volunteered to make up a Register.

#####

The Magazine Committee - Bob Baxter, Eric Lang, Falmai and Jock McGowen - will present a trophy for this year, a perpetual trophy in lasting memory of Laurie Sykes, probably one of the most regular attenders to all events. This trophy is to be the Laurie Sykes Memorial Attendance Trophy, to take into account all events, the score to be kept by the Events Committee.

#####

Finally, the Committee of the magazine - and there are three others beside Bob Baxter - wish you all a Happy Christmas and Prosperous New Year.

#####

Minutes of General Meeting of the Veteran Car Club of Aust. (N.S.W.) held at the Clubrooms, on Thursday, 28th November, 1974.

Chairman, L.K. Sheen, opened meeting at 8.20 p.m. Present 53 members, 3 visitors.

Vale by Chairman: Laurie Sykes. Minute's silence observed by meeting.

Apologies: J. Wilson, R. Thomas, K. Moss, W. Spraggon, D. Pearce, J. Weir, B. Thew, F. Nissen, B. Bronk, J. Corby, B. Petersen, J. Burke.

Visitors: A. Tester, P. Lamb, M. Garwood.

Minutes of Meeting 24/10/74 as published, accepted on motion of M. Chapman, seconded B. Forbes. CARRIED.

Arising: Chairman reported on Third Party Compulsory Insurance being accepted by G.I.O. at \$25.00/car. Circular confirming this is going out.

Treasurer: W. McCarthy submitted Treasurer's Report (copy attached).
RESOLVED (J. Dance/J. Thorp) that this be received.

Correspondence: Return thanks from Trollope family. Letters received from Lions Club of Vaucluse, Northcott School for Crippled Children, Mothers Club of Canterbury District Clinic and School for Spastic & Crippled Children and Crealy Auto Auctions P.L. - all thanking VCCA for invaluable assistance entertaining crippled and spastic children. VCCA/NCle Minutes of Meeting of 11/11/74. Letters from Law Union and Rock Insurance and Sporting Car Club of S.A.

Outgoing correspondence to VCCA State Branches and N.S.W. Car Clubs re change of address, also letter to J. Caskey.

Moved R. Baxter, seconded J. Cooper, that correspondence as read be received. CARRIED.

V. Cross introduced to meeting and welcomed to position of Secretary.

Investigation & Dating: (By George Roberts).

Cars for investigation 1913 Renault (owner now Oscar Joseph), and N.A.G. circa 1909 (owner P. Lamb).

Dating Certificates: Ray Hill 1914 Overland Coupe and Frank Illich 1910 Daimler.

Letter to W. Ellis re Maxim (circa 1903) asking him to join our club; also article about this car in VCCA (G.B.) magazine read. Report made on Veteran and Vintage Vauxhall investigation and dating. Ben Bronk on the way to recovery.

New Members:

Full Membership - Peter Lamb,
37 Kelsey Road, Noraville. 2263
1909 N.A.G. under restoration.

Minutes (Continued)

Full Membership - Oscar Joseph,
145 Dover Road, Dover Heights.
1913 Renault, Reg. No. 056 ex Jim Cooper.

Wife Membership - Norma Heath,
175 Canley Vale Road, Canley Vale. 2166

RESOLVED (D. Berthon/J. Pickup) that applications be accepted.

Chairman introduced new members to the meeting and welcomed them to the club.

Events:

7.12.74 Saturday, at Floridale Centre, Liverpool, for procession and display of minimum of 10 cars. (\$250/10 cars agreed upon.) Volunteers' names listed by Chairman.

Rocks' Australia Day Celebration, on Monday. Procession from Parramatta to Rocks area and then display.

S.C.V.C.C. Bowral Branch "Dahlia Festival" Rally 15/16th February, 1975.
J. McGowen volunteered to organise VCCA/NSW starters.

Concours at Vaucluse on Sunday, February 9th.

Katoomba Rally entries out early December, return end January. Robinson Run entries to go out with Katoomba event.

1/2/75 Rockdale/Brighton Le Sands area. Kogarah Lions Club Procession.

Magazine: No report.

VOTE ACCLAMATION for work and presentation in SPIT AND POLISH.

Social Secretary: Lane Cove National Park, Children's Picnic, Saturday, 30th November. Kamahl on 18th December.

Registration Day: Chairman reminded members of December 8th, final day of inspection.

Registrar: Max Roberts reported that the Roster of Members should go out shortly. Business telephone numbers required from members.

MOTION: V. Jacobs that this club cease contracting with other States to produce a directory of members, only print our own directory of members, and only ten copies to be sent to other States' Secretaries for exchange of similar number of theirs.

POINT OF ORDER (A. Foy), referring to previous decision on Roster of Members.

MOVED V. Jacobs, seconded E. Lang, previous motion be rescinded in order that we may discuss matter at this meeting.

Minutes (Continued)

After lengthy discussion, during which it was noted that at the A.G.M. of the V.C.C.A. Resolved "we continue Roster Book and N.S.W. review the cost of production." Cost was discussed. Moved A. Foy/J.McGowen, motion be put. MOTION LOST.

Clubrooms. No report.

Librarian. Apologies.

C.V.V.T.M.C. R.A. Foy reported on G.I.O. insurance and that the vintage federation in our state now has name "Vintage Car Clubs of Australia, N.S.W. Division."

Insurance & Plates: Noted same procedure for insurance as previously, pay direct to G.I.O., but preferably with one cheque from club. Treasurer reported that we would need to use overdraft facilities to meet cost.

MOTION A. Blevens, seconded J. McGowen, that all members pay their registration by a specified date, and if it is not in and paid by that time, too bad. Date nominated as 31st December.

AMENDMENT J. Pickup/D. Berthon that we defer the deadline for twelve months.

AMENDMENT A. Foy that for this year we still put, because of the fact that we are going to use overdraft, penalty of, say, \$1.00 per month or part thereof for late fee. (Accepted by J. Pickup and D. Berthon as part of their amendment.)

During very lengthy discussion on this subject, noted that full cost of insurance for the club would be approx. \$3500.00, fifty per cent of which pay on time. AMENDMENT CARRIED

Holding Fee Plates: After discussion re holding fee of \$1.00 p.a. for plates (viz.: for members not wishing to renew registration, but having particular plate numbers reserved on their behalf).

RESOLVED J. McGowen/J.Wards, that the committee look into the matter of number plates.

Late Payment Registration: Noted Events Circular (and) SPIT AND POLISH to announce penalty of \$1.00 per month. Also noted that total cost is now \$28.00 represented by \$25 insurance, \$2 registration and \$1 club fee.

P.R. Officer. No report.

Official Photographer: asked for co-operation of members whose cars have not yet been recorded.

Entertainment: National Tour in Adelaide - film. Norm Harwood of Museum of Arts and Sciences invited to attend a meeting. Ladies' Night suggested and favourably received.

General Business: Life member, Jack Garwood, presented with photograph and during his thanks to VCCA/NSW, he presented a photo of the first Katoomba Run.

Minutes - General Business (Continued)

VSCCA Presidents' Board - Placement in main hall discussed.

MOTION D. Berthon, seconded G. King, that the committee give consideration to the existing fittings on the wall before consideration of the placement of the V.S.C.C.A. Board.

Considerable discussion took place on this motion. V. Jacobs moved motion be put. MOTION CARRIED.

D. Steer announced availability of 881 x 20 tyres/rims @ \$28.00 each. Those interested to contact D. Steer.

Directory of Parts and Repairers. RESOLVED V. Jacobs/K. Carden, that this club compile a directory of parts' suppliers and/or repairers, and keep a copy of this directory to be held on club premises for reference.

V. Jacobs volunteered to do the job, and requested format to be put in SPIT AND POLISH.

National Rallies. RESOLVED V. Jacobs/B. Hobson, that the National Rallies be held each year not earlier than 1st October and not later than 15th April in order to obtain best climatic conditions.

"Long Distance" Trophy. Motion V. Jacobs that the "Long Distance" Trophy should be allocated in preference to veteran cars, irrespective of a vintage car travelling a further distance, because of the rugged conditions of travel etc.

During discussion, AGREED this be recommended to the Australian body for future V.C.C.A. promoted events.

Jack Garwood spoke on articles for SPIT AND POLISH.

Meeting closed at approx. 11 p.m.

A. GARTHON is a man who hold the door open whilst his wife carries in the groceries!!!???

SOME WIVES have terrible memories. They never forget anything.

REGISTRATIONS

Members are reminded that all 1975 registration monies must be paid by 31st December 1974.

Please forward your cheque for \$28.15 made payable to V.C.C.A. (N.S.W.), to:

MICHAEL BENDEICH,
26 Reily Drive, Castle Hill. 2154

VALE

For a long time there have been very few events which have not included Laurie Sykes and the Star or the Pope.

In this respect the Club has lost a very valuable member. Valuable, not so much for any achievements on the organising side, but as a member who loved his Club and entered into the practical life of the Club by his enthusiastic preparation of his vehicle, then his consistent use of it.

His genial attitude towards everyone, his almost perpetual cigarette and his amiable humour - these are lost to the Club. In fact, their existence may not have been thoroughly observed by many, till now, when it has been decided by a greater authority that all this must end.

It would seem to be an act of justice that what was probably his last bit of real pleasure was the run to Adelaide in his trusty and beloved Star, and that his final travail was in his own city, and not many hundreds of miles away.

On occasions upon which odd ones of us, with children, see the words 'Twinkle, twinkle little Star' we will experience pleasurable memories of Laurie. At least he leaves behind a bright reminder.

JIM SIMPSON

* * * * *

THE TRUTH ABOUT MODEL "T" COLOURS

This is copied from the July/August 1961 edition of the Horseless Carriage Gazette:

"In the early years of the Model T - that is from 1908 to 1911 - the bodies were of wood and as many as 14 coats of varnish were applied, each coat being carefully rubbed down after drying. As a result it sometimes took up to 30 days to finish one auto body.

The use of metal bodies were introduced in 1911, making a priming coat necessary. This was applied by spray guns situated in spray booths. The varnish finish was flowed on through nozzles attached to flexible hoses. Small parts, fenders, windshield, braces and the hood were finished in black dipping enamel, which was baked dry in gas-fired ovens. Wheels were dipped in varnish and then spun dry. This process continued right until 1924 and in 1925 Ford changed over to pyroxylin lacquer as a body finish.

In 1909 the Model T Roadsters were pearl grey, with black striping, the tourers were carmine. Came June of 1909, the Ford Company changed the colour to Brewster Green with black trimming and red striping for all models.

With the introduction of metal bodies in 1911, all cars were painted midnight blue (sprayed on). Fenders and splash aprons were black, wheels were blue with french grey striping. This colour continued until 1914, when the company started painting all cars black and nothing but black. This continued until

1925, when probably due to a decline in sales, Ford cars were once again offered in colours such as brewster green, black, gun metal, blue or Phoenix brown with no striping. Coupes, four-door and tudor sedans were coloured highland green with cream stripe, also royal, maroon and vermillion stripes."

(Article by Harry Edmonds, Research and Information Dept., Ford Motor Company of U.S.A.)

* * * * *

GIVE AWAY PRICES FOR MODEL "T" FORDS!!!

This was the death blow for the Model "T". A price list dated August 1927:

TWO SEATER	£120
TOURER	£125
COUPE	£170
TUDOR	£190
FORDOR	£215
ONE TON TRUCK	\$137

* * * * *

S O C I A L

To Eileen Sykes, Jan and Roly Coulcher we extend our very sincere sympathy at the sudden passing of Laurie.

Believe Les Deimel has been in hospital - hope he has fully recovered.

Peter Wards can smell the flowers again after his nose operation.

Alby Frost, and Arthur Phillips, both recently married off a daughter each - congratulations to the newlyweds.

Our sympathy to Denise Bendeich who recently lost her father.

We had 42 children come along to our picnic day at Lane Cove National Park, the weather was perfect, and I think they all enjoyed it. My thanks to the parents and grandparents for bringing them all along.

First event for 1975. Saturday 15th February, 7 p.m. A western barbecue at Glad and George King's home at Sylvania.
Presentation Night. Saturday 19th April, 8 p.m. at Kogarah Bay Progress Hall. Entertainment, tea and coffee provided. Bring along a basket supper. \$4.00 a double.

George and I wish one and all a very merry Christmas and a happy healthy New Year.

GLAD KING

* * * * *

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

"Dear Mr. Secretary:

While recently cleaning up under trees on a property I am disposing of I located -

- (1) both rear and front ends - axle wheels (in not good order) of a Star Wolverhampton Co. car. This I understand to be about a 1914 model. Attached to this - evidently it had been used as a stationary engine at some time - is a 1914 Oakland engine - no radiator, but most of the balance is there.
- (2) the front axle and disc wheels - rusty - of a, I think, Citroen - this has brass nuts holding the axle housing.

You will obviously glean I am not a knowledgeable person pertaining to these sort of cars!!!

I write to enquire if these items have any demand from interested persons and what would be an appropriate value for them.

Thank you,

REEVE WAUGH,
'Jerome Park',
Dorriggo, 2453."

Library Ramblings

The library system is progressing to the stage of having all books listed on cards, but unfortunately a number of books appear to be missing. It is obvious that the librarian of the time has been a little lax, in not ensuring that every book loaned out was entered into the appropriate register.

It also appears that some of our members have short memories and have put these books to one side and forgotten them. I urge one and all to explore their personal archives in the hope that some of the books listed below may be restored to their former position in the library. In this way all members will have an opportunity to benefit from their contents.

The Missing Books are as follows:-

- (1) A Picture History of Motoring by L.T.C. Rolt.
- (2) Henry Ford by Cy. Caldwell.
- (3) The Magic of a Name by Harold Mockolds.
- (4) Three Pointed Star by David Scott-Moncrieff.
- (5) Rolls: Man of Speed by Laurence Meynell.
- (6) Genevieve by James Dillon White.
- (7) Bright Wheels Rolling by James Melton.
- (8) Wolseley by C. St. John Nixon.
- (9) Classic Cars and Specials by Robert J. Gottlieb.

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

- (10) Antique and Classic Cars by Joe H. Wherry.
- (11) Historical Motor Scrapbook by Floyd Clymer.
- (12) Motor Racing Sketchbook by Carlo Demand.
- (13) Henry's Wonderful Model T by Floyd Clymer.
- (14) Home Study Course No. 2 - Home Mechanic by General Motors.
- (15) The World's Automobiles by G.R. Doyle.
- (16) The Sports Car - Development and Design by John Stanford.
- (17) Great American Automobiles by John Bentley.
- (18) Veterans of the Road by Elizabeth Nagle.
- (19) Veteran and Vintage Public Service Vehicles by David Kaye.

PLEASE LOOK CAREFULLY AS THERE IS NO PENALTY WHEN BOOKS ARE RETURNED IN A PLAIN WRAPPER.

R.A. PETERSEN

* * * * *

SEVENTY YEARS OF MOTORING UNDER ONE ROOF

Australia's most ambitious car museum has opened within an hour's drive of Sydney. Located on the Hume Highway, 8 km south of Liverpool, Green's Motorcade Museum Park follows overseas trends where the aim is to satisfy a wide range of interests and provide a relaxing barbecue area for family picnics.

Three years of planning have gone into the 15 acre complex. Sixty of the display vehicles are owned by the museum's director, Mr. George Green. Other well-known collectors, including Mr. Frank Illich, have loaned a further eighteen vehicles. The total display has been conservatively valued at close to a million dollars.

Up to sixty vehicles can be displayed at any one time, and the exhibits will be rotated.

The N.S.W. Minister for Transport, Mr. Milton Morris, officially opened the museum on November 1st. The exhibits then ranged from a 1903 'Merry' Oldsmobile to the futuristic Force 7 coupe - the brilliant never-to-be-produced design of Leyland Australia.

The emphasis of the Motorcade is on cars built during the veteran and vintage years with a few more modern classic cars to round off the collection.

Highly prized marques abound - Australian Six, Bentley, Bristol, Bugatti, Cord, Daimler, De Dion, Delahaye, Ford Model T, Hurler, Hispano-Suiza, Lagonda, La Salle, Mercedes SS, Napier, Packard, Rolls Royce and Stutz. Also on display are vintage motor cycles, old fire engines, a London Cab and a 1919 char-a-banc, the forerunner of the modern bus.

A focus point of the display is a re-creation of a fully equipped turn-of-the-century blacksmith's shop. The modern garage has evolved from the blacksmith's shop, evidence of which can be seen on one of the display cars, a 1913 Vulcan. The British makers chose as their radiator emblem a badge

showing a blacksmith standing beside his anvil.

The majority of cars are fully restored and in perfect working order.

Of special interest will be the six-wheeled Delaunay-Belleville, used as a French staff car during World War One. Another is one of the first V-8 models ever put into production - a 1913 De Dion Bouton. The original 'one lunger' Oldsmobile, famous for its tiller steering and curved instrument panel, is flanked by a magnificent Bugatti Brescia. Several historic Rolls Royces are on exhibit, all worth more than the price of a spanking new Rolls. Possibly the pride of the exhibition is a Rolls Royce SilverGhost with a replica of the body used by Charles Rolls for his ballooning activities. There is also a 1909 Rolls Royce shooting brake - ancestor to the modern station waggon.

Rare and valuable is the 1937 Cord - the first American design to gain acceptance with front-wheel drive. Reputed to be the most advanced car ever put into production, it is equipped with a 4.7 litre V-8 engine, retractable headlights and aerodynamic styling. Another unusual U.S. exhibit is a 1912 Franklin, with an air-cooled six cylinder engine and non-rust aluminium body.

The 10,000 square foot exhibition hall has a Colonial facade designed as a replica of the 1900 period. The sandstock bricks date to the 1840's; the cobblestones in the forecourt originally came to Australia in the 1850's as ballast in sailing ships. Plans have been approved to build a series of period buildings, including an early garage, funeral parlour, general store, art gallery, barber's shop and railway station.

The station will serve a 24 inch gauge track, already constructed with an initial length of one kilometre. A three ton miniature locomotive pulls up to seventy visitors at a time.

One section of the 15 acre site has been set aside for use by car clubs. The rest is being landscaped as a picnic and recreational area for visitors. Some 600 native Eucalyptus gums have been planted - a fitting backdrop to a Motorcade spanning Australia's motoring history.

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THE PIONEER MOTOR CAR TRIP OF AUSTRALIA - from the Thomson Motor Car Limited.

A Record of the Pioneer Trip of the Thomson Motor Car, Driven by H. Thomson (the Inventor) accompanied by E.L. Holmes.

Introduction

In issuing this account of the first Australian motor car long distance journey, a brief history of the motor phaeton and the events leading up to such a severe journey being undertaken by it, would be interesting.

Pioneer Motor Car Trip of Australia (Cont'd.)

In 1896, Mr. Herbert Thomson, a clever young engineer at Armadale, Vic., was fully convinced that motor cars would become the vehicles of the future, and in order to give the matter thorough investigation, resolved to build a car in his spare time. Having no recognised data to work upon, progress was slow, each part having to be well studied. However, the vehicle grew apace, and in 1898 the first trial run was made successfully. Naturally, in such a new invention, there was always room for improvement, and by this time, having a practical, as well as a theoretical experience to work upon, the car quickly became an "article of commerce". Early in 1900 a strong syndicate company was formed to procure patents throughout the world, and introduce the car generally, with a view of establishing large manufacturing companies throughout Australasia.

Although the car had been exhibited at the Melbourne, Bendigo, and Maryborough Agricultural Shows, and had run upwards of 2000 miles on its experimental trials, no authentic record existed of its adaptability to the Australian colonies, and its enduring powers. It was with the object of proving these to the public that the Thomson Motor Car Syndicate despatched Messrs. H. Thomson and E.L. Holmes to Sydney to exhibit the car at the Easter Agricultural Show, and return to Melbourne by road. However, so attractive was the car in Sydney, that the arrangements for return direct were amended by an invitation to visit the Bathurst Agricultural Show. This invitation was accepted, and it was then decided to return overland from Bathurst to Melbourne, the distance being only a few miles shorter than from Sydney to Melbourne.

To attempt a "record" with such an experimental car, over roads quite unknown to the drivers, was out of the question, and the objects aimed at were to give publicity to the car, and return safely. The pace therefore was moderate throughout, but for purposes of reference, and general interest, Mr. E.L. Holmes kept a close record of times of running, stoppages, mileages etc., and the fact that in no case were "hay motors" brought into use, proves beyond doubt the entire suitability of the car for long distances, rough roads, and Australia.

It is true that the car was assisted by the personal exertions of the drivers at times, but for no other reason than to prevent overstraining the belts and chains - obviously good reason too when it is considered that 16 cwt., including car, luggage, tools, drivers etc., had to be transported 500 miles, and than an experimental vehicle was being used for the purpose - the car "risked all to gain all", and a break-down would have meant failure. The whole thing now lies in degree of strength, the main principles being proved beyond doubt, for fuel - kerosene and water - were obtainable throughout the whole journey.

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BATHURST (N.S.W.) TO MELBOURNE (VICTORIA) 493 1/4 MILES ON THE
THOMSON MOTOR CAR

Our trip to Sydney, the awfully rough time on the "Allinga", and our arrival at midnight at the Pyrmont Wharf, interests nobody but Mr. Thomson and myself. The 10 days' exhibition at the Royal Agricultural Show, finishing up with a day's outing on the car through the busy Sydney thoroughfares, and our subsequent visit to Bathurst may be interesting to many,

but being compelled to keep within reasonable bounds, I must confine myself to a record of our overland trip.

BATHURST

The Bathurst Show finishing up on Friday, enabled us to make all preparations for starting on our trip on Saturday, but the rain came on in torrents, forcing us to postpone our departure till Monday, April 30th, 1900, at 10 a.m., when, notwithstanding the biting coldness of the south wind that was blowing, Thomson and I bade farewell to the mayor (R.M. Gilmour, Esq.), Messrs. W.G. Thompson, A. Rigby, and a host of well-known residents, and commence our long and eventful journey, leaving Hall's Park Hotel, where we had been staying, at 10 a.m. sharp.

EFFECTS OF 2 INCHES OF RAIN

We found on leaving the town that considerable havoc had been wrought by the heavy downpour (which registered 2 in. in 15 hours), all the binding being washed out of the road, leaving rough metal, and as we began to ascend the mountains that surround Bathurst, we made very slow time. Twelve miles out two creeks, without bridges, had to be negotiated, and the heavy sand banked up by the recent rains, made them exceedingly dangerous and difficult to cross, more especially as the beds of both were covered with large stones. After serious consideration, we gently lowered the car into the first creek, then with a mighty shove, and with the motor almost tearing itself out of its bearings, we climbed the short sharp rise. The next, however, was even more difficult to cross, but an extra application of manual strength successfully overcame it. By this time it was 1 o'clock, and not anticipating such a delay we brought no eatables, so felt awfully hungry and exhausted. Bathampton station was, however, close at hand, so Thomson and I went to the homestead, where Mr. Gilmour (the proprietor) treated us splendidly, so well in fact that it was 3 o'clock before we continued our journey. On starting we were faced by a curly hill, about 150 yards long, with a gradient of quite 1 in 6, and water-worn ruts running in all directions. Notwithstanding the beautiful manner in which the motor had hitherto been climbing, this hill, with its awfully rough surface pulled the car up several times.

FITZGERALD'S MOUNT

We eventually surmounted it, and after a few miles of downs, reached the foot of "Fitzgerald's Mount", "two miles long and too steep to ride down", so said the "Cyclist Guide Book"; but we quickly changed the sprockets, reducing the gear about one-fifth, and climbed it splendidly, notwithstanding the rough metal road. At last reaching the top, we almost immediately entered upon one of the famous New South Wales red clay patches. The tyres began to increase in size with every revolution, slowing the car down a little, but even the worst of roads have an ending, and right glad were we when we commenced a steady descent into Blayney, which we reached at 6.15 p.m., downhearted with the extraordinary rough surface of the road. Only 24 miles were covered during 4 hours 25 minutes actual running, and had we not received favourable reports of our future road it is more than likely that the trip would have been abandoned, but a good tea and comfortable bed made us eager for more.

BLAYNEY

The sight that greeted our eyes when we awoke was both pleasant and otherwise, everything being white with frost, even the car in

places. Leaving Blayney at 9.30 a.m., freezing cold, we proceeded to climb about 1½ miles on good quartz road. Progress was slow and steady, the demand on the generator being very heavy indeed. Once this rise was over we entered upon good undulating country till on the outskirts of Carcoar, when the road began dipping to about 1 in 10. Not only was the grade so steep, but we had to negotiate three right angles, which the car did successfully. Like many country townships, Carcoar is built in a hollow, and a very steep hill had to be ascended out of it; so, having said "Good day" at 11 a.m., we continued our journey. We were soon in good undulating country - firm gravel roads - and good time was made till we reached Mandurama at 11.35. Usual sleepy country township (no one to be seen till we pulled up), with hotel, blacksmith and store, so having replenished our water tanks, we left at 11.45 a.m.

FORDING LIMESTONE CREEK

After an early lunch at Lyndhurst (as the next stopping place was too far), the roads seemed better than on our first day's ride, yet they were heavy for about six miles, when we met with the first serious obstacle on our journey, viz., "Limestone Creek", the bridge having been washed away by the flood water. About one chain from the broken bridge was an old ford and so after lengthy examination and consultation, we decided to cross it. Being too dangerous to take at any speed, and with the assistance of two road repairers, who arrived during our examination, we lowered the car gently down some 1 in 1 grade into the creek, which the car, with a short, sharp spurt, cleared, sticking firmly in the banked up sand and clay on the opposite bank, from which, after a good deal of trouble, we finally extricated it.

STUCK IN A RED CLAY BOG

We then entered upon some rough up-hill country for about two miles, when we came upon another New South Wales red clay bog. We tried it quietly, but stuck firm half-way up to our axles, so tucking up our pants and getting on a billet of wood, we assisted in the reverse of the motor, and backed on to dry ground. Seeing that the only way to negotiate the obstacle was by speed, we got well back and set the motor racing. I kept up a running shove up to the edge of the mud, and with the momentum of an express engine the motor tore through in great style, splashing everything on board. I now found myself stranded, the road being quite impassable anywhere, but the fence was "high and dry", so I made a bridge of it.

COWRA

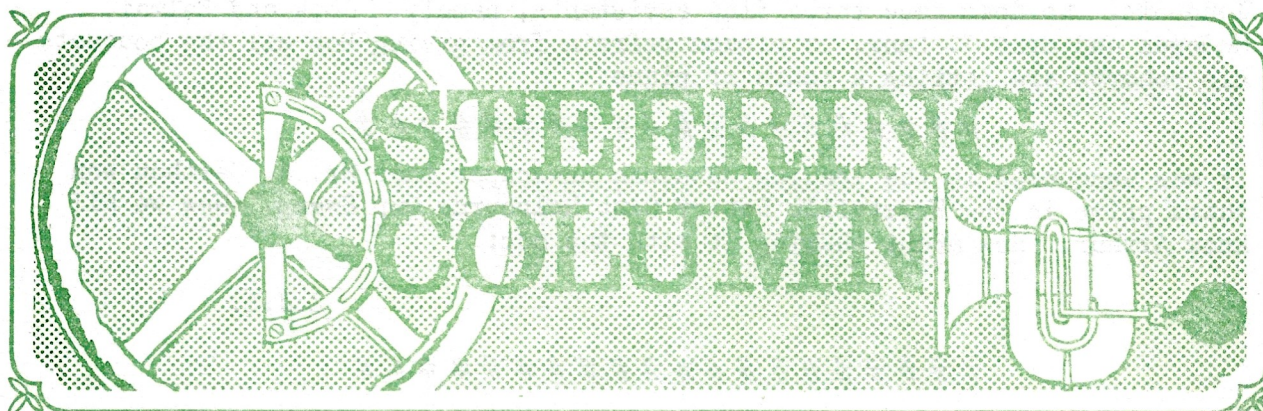
We now had a good run on unmade road for a few miles, clearing three red mud patches in great style. The road then began to improve for four or five miles, and we made good time, reaching Cowra at 5.10 p.m., having journeyed the last 25½ miles in two hours fifty minutes, including the obstacles referred to. We decided to rest here for the night, after a very enjoyable day's ride, notwithstanding a head wind, "Limestone Creek" and the red mud bogs.

ROADS THAT WERE NOT ROADS

We left Cowra at 9.26 a.m. with the thermometer near freezing, but the sun soon made the day the loveliest we had so far experienced.

(Story will be continued in January 1975 issue of SPIT AND POLISH.....)

* * * * *



Happened to be up Kurrajong way last week, and I took the opportunity to call into Col. Parker's "pleasant" establishment - seems Col. has disposed of both the Napier and the Steamer and is engaged in collecting "Polython" music machines (veteran ones at that). They are marvellous to listen to and look at. Colleen also has an unusual hobby collecting china dolls and has a beautiful assortment. So members, if you have any veteran nickleodeons and china dolls lying about, please contact Col. & Co.

#####

Hey, Committee! What's happened to the handy Events Calendar we used to get each year???

#####

This year the Katoomba Run will be held in the first week of March - so don't tell us you won't be ready in time. This year is the 19th anniversary of this great event (I think) so be there!!!

#####

Overheard at Roselands by J.W. - wife of prominent club member to Sales Assistant: "Have you a toy suitable for my grandson, his father is much too fat to get down on his knees to play with him". (Weightwatchers please call).

#####

SPIT AND POLISH does not recognise Bankcard.

#####

Heard a few whinges about too many Ford articles in this chronicle. Well chaps, let's face the facts. Without Model T's this club would founder. Next time you attend a club even (that is if your continental bombs will start) count the Fords.

#####

Strange to see Jack Dance sitting with the mob at the last club meeting - just doesn't seem right - and R. 'Allan' Foy please sit in the 'stalls' next year and not in the 'gods'. We all went home with bad cases of twisted necks.

#####

There is no truth in the rumour the "Leyland" are giving the club a truck load of P.76 hub caps to hang up on the walls of the club rooms - we could use some obsolete P.76 body panels (Al.pal). The roofing iron needs replacing.

MEMBERS PLEASE NOTE: Robert C. Baxter does not do SPIT AND POLISH on his lonesome. He does have three fine assistants, namely: Jock and Falmai McGowen and Eric J. Lang, so please refrain from giving Bob all the bouquets - his cohorts are getting a touch of pique.

#####

It was announced in the leading suburban newspaper that Mr. A. Garthon won third prize in the Hurstville Rotary Club Melbourne Cup Sweep. Now we all know Arthur. How about sharing it with the mob!

E.J.L.

#####

LIST OF COMING EVENTS:

The Rocks Tour	27th January 1975, Parramatta to Sydney.
Concours Judging	9th February 1975, Vaucluse House.
Blue Mts. Tour	1st and 2nd March, 1975.
Easter - Robinson w/end	28th-31st March, 1975.

LEN SHEEN,
Acting Events.

* * * * *

BOWRAL RALLY

"DAHLIA FESTIVAL"

To be run by the South Coast Vintage Car Club - FEBRUARY 15TH & 16TH, 1975.

PLENTY OF TROPHIES FOR ALL TYPES OF CARS.

ENTRIES TO: Keith Cutting,
Rally Director,
Hoddle Street,
Robertson. 2577
'Phone: 048/85.1328

OR: Mrs. Denyse Barker,
Secretary,
Sunset Point Drive,
Mittagong. 2575
'Phone: 048/71.1161

HAVE FUN AT BOWRAL IN FEBRUARY, 1975.

VCCA HONOURS LIST FOR 1974

- O.O.L.K. The Order of the Leaping Kangaroo.
To Victor Jacobs for his hops to Perth and Adelaide
(despite blown up diff.) - all on cheap registration.
- R.O.G.D. The Royal Order of the Groaning Diff.
To Bob Newman for complaining about the increased costs
of motoring to club meetings.
- M.A.T.G. The Merit Award of the Thumping Gavel (Nite Companion)
To the "Groosom Toosum" - George and Frank.
- P.N. Papal Nitehood.
To George King and Frank Ehlert for continuous
restoration of our church.
- O.G. The Order of Gatsby
To Eric Lang for the most consistent representation of
F. Scott Fitzgerald (poor fellow).
- A.R.D. The Award of the Reluctant Digit.
To Ken Moss for not extracting it in time.

* * * * *

THE DAWN OF WINGS

Excerpts from an article on early flying which appeared in "The Automotive Digest" of 1941:

- 1903 The Wright Brothers U.S.A. in a biplane powered by a 12 h.p.
4-cylinder engine - water-cooled. Taking off from a monorail on
the second attempt it flew 120 feet in 12 seconds - the longest
flight lasted 59 seconds.
- 1909 Gianni Caproni of Italy constructed a biplane powered by a Miller
engine - this was a chain-driven two-propeller machine which
established flying in Italy. After 7 more biplanes Gianni and his
brother Frederik constructed a monoplane powered by an Anzani engine
of 25 h.p.
- 1909 A.V. Roe of Great Britain, after experiments starting in 1906 and
finishing in 1909 he constructed a triplane powered by a 9 h.p.
J.A.P. engine. This machine flew but only in straight flight. In
1910 his redesigned version powered with a 35 h.p. Green engine was
really successful. A.V. Roe built the first cabin monoplane in 1912.
- 1909 Louis Bleriot, an automobile accessories manufacturer, of Paris,
built after much modification the Bleriot XI, powered by an Anzani
35 h.p. engine. This monoplane was to make Bleriot famous, for on
July 25, 1909 he flew from Calais in France to Dover in England -
20 miles, flying time was 37 minutes.

1912 Anthony Fokker of Germany built the forerunner of many of his famous aeroplanes in 1912, called "The Spider". It was a low wing monoplane with no ailerons - it was later equipped with a 100 h.p. Argus engine and had for its day amazing performance.

The Russian aviatrix Mlle. Galanshikoff piloted "The Spider" to a women's altitude record of 7900 feet in 1912.

1913 Igor Sikorsky, in Russia, commenced experimental flying in 1908. In 1913 he built, a huge four-engined biplane called "The Grand" - with 100 ft. wingspan and each engine of 100 h.p. it was by far the largest machine of its day - weighing 9000 lbs. the machine flew at 56 m.p.h. with six people on board. In 1913 with seven passengers "The Grand" stayed aloft for 1 hour and 54 minutes.

In 1914 a slightly modified "Grand" with seven passengers did a night flight of 6 hours and 33 mins - during this time the guests were served a hot meal. This machine was surely the forerunner of modern aviation.

* * * * *

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

SWAP. 1911 De Dion Bouton engine, model C.P. complete and in reasonable order for:

One only three-tone Spartan horn for my 1935 Ford V8.

JOCK MC GOWEN,
119 Patrick Street,
Hurstville.
'Phone: 50.8536

WANTED. 4 (30 x 3½) wood felloe wheels, also brass rimmed tail and sidelamps to suit 15 Model T Ford. Will pay top dollar for mint condition.

BOB HOBSON,
C/- Phil.Ezi Garage,
Parramatta Road,
LIDCOMBE.
648.2073

WANTED: Parts for 1925 Rolland.
Parts for 1909 Twin 7 h.p. Renault.
1 set Cooling Fins for Flywheel.
1 gear box or parts.
Parts for Baby Austin 7 h.p. 1929.
1 generator and distributor.
1 carby.
1 windscreen frame or any body parts.
1 single-seater body or parts.

RON COGGAN,
68 King Street,
Inverell.
'Phone: 22.1017 (A.H.)

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There will be no General Meeting in December. Your Management Committee wish you one and all a Merry Christmas and a Prosperous New Year.

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.

