

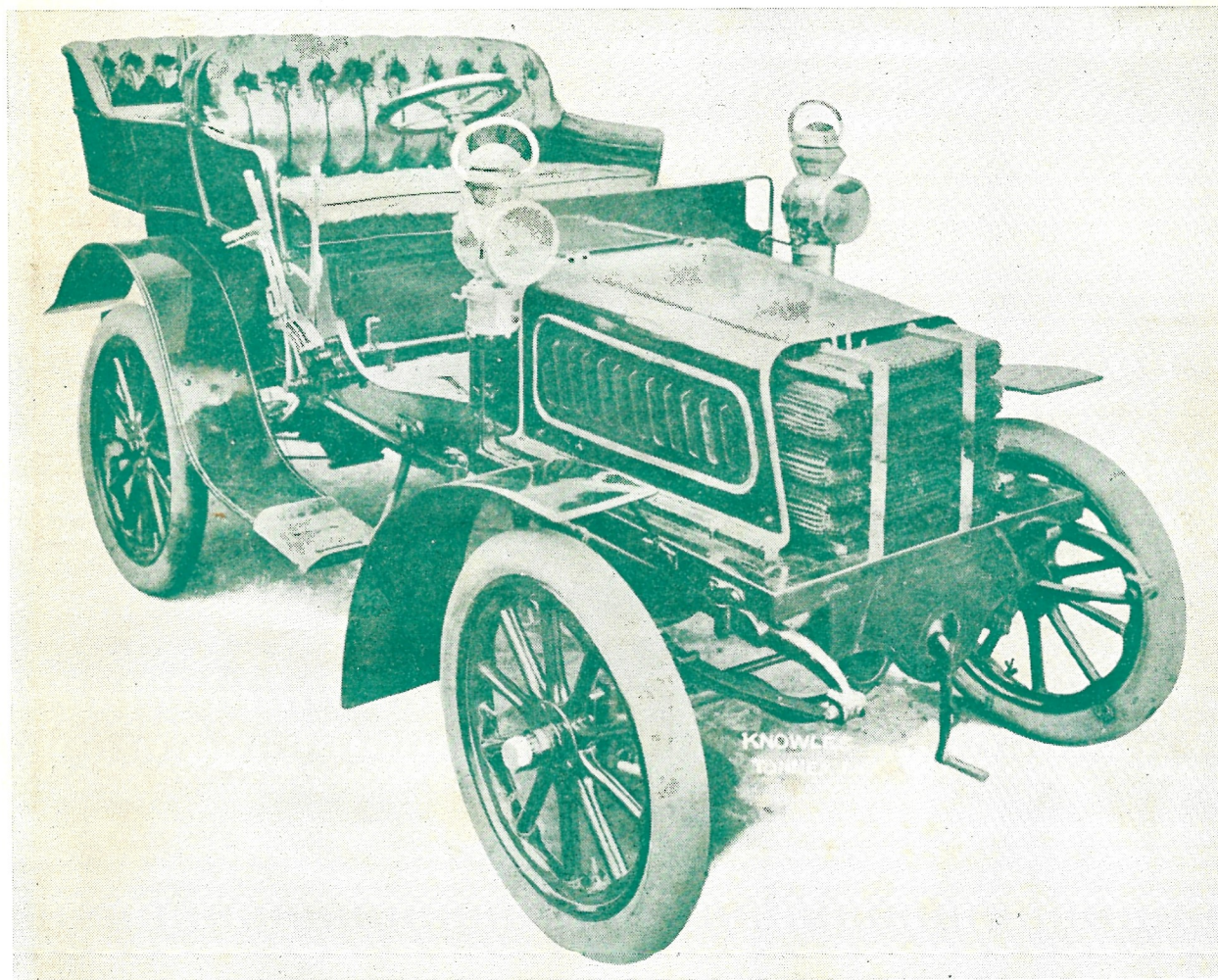
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

* JANUARY, 1977, VOL. XVIII No. 7

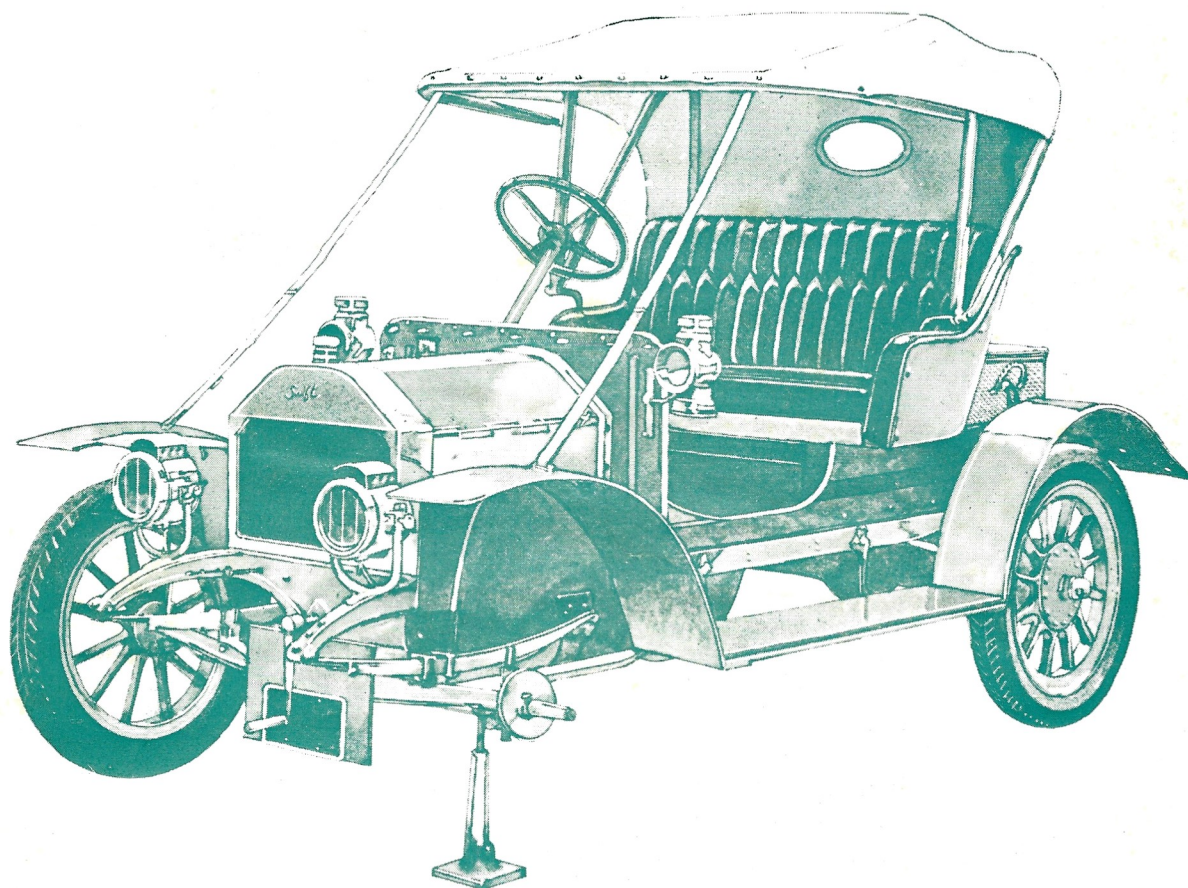
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SPIT & POLISH



PATRON:

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

NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (NSW)

Vol. XVIII No. 7

January, 1977

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Have you forwarded your \$2.00 to cover the unexpected increase in Motor Transport Department Registration Fee? If not, see the notice in December SPIT AND POLISH Page 8.

The next General Meeting of the Club will be held at 8.00 p.m. in our Clubrooms on THURSDAY, 27TH JANUARY, 1977.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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



A HAPPY 1977 TO ALL!

The queues at the few operating petrol stations towards the end of 1976 made one aware of our dependence on this liquid fuel. "Expert" appraisals of the extent of petroleum fuel reserves seem to vary considerably, but all agree that the reserves are finite so that at some future date only those whose usage is officially justified or permitted will be allowed the privilege of pulling in for a tank fill.

In any case, the pricing of petrol, already obviously on an upward trend, is likely to deter non-essential usage and thereby act as a form of rationing.

What of the future of our veteran cars? Will they become static museum pieces or be relegated to the metal recycling processes? Should our Club be concerned now with this future prospect? Over to you, readers, for views for publication in these columns.

Editor.

* * * * *

E V E N T S

January Australia Day holiday weekend. Saturday 29th to Monday 31st.

CAMPING AT COLO RIVER. Turn left off Putty Road just before Colo Bridge. Continue along surfaced road for about 1½ miles. We will be camping on the right just before the road goes to gravel. Arrive Friday if you wish.

AMAROO PARK RACING. Sunday 30th by invitation from the Vintage Sports Car Club of Australia.

SYDNEY FESTIVAL ROCKS DISPLAY. Monday 31st. We have promised cars for this, but to date there are no details of assembly, so information will be given at the January meeting.

(Continued on P.3.....)

EVENTS (CONTINUED)

February 1977 BLUE MOUNTAINS TOUR. Saturday 26th and Sunday 27th. Entry forms were in both November and December issues. Entries to Peter Wards by January meeting - before if possible to ensure accommodation.

March LADIES' BRIGHTON RUN. Sunday 13th.

1977 CONCOURS. Sunday 27th.

Details of these in the February issue of SPIT AND POLISH.

April EASTER TOUR TO ROBERTSON. Friday 8th to Monday 11th. Details later - keep the dates free for a marvellous weekend in the Southern Highlands with the landed gentry.

DAHLIA FESTIVAL RALLY

The Bowral branch of the South Coast Vintage Car Club have invited us to participate in this Rally which is being combined with the Dahlia Festival celebrations in Mittagong on 19th and 20th February 1977.

There will be an array of trophies to be won by entrants, and accommodation can be arranged. The invitation is open for either day for those unable to attend both days.

ENTRIES CLOSE 1st February 1977 and enquiries should be directed to:

Rally Secretary,
Mrs. Robyn Betts,
P.O. Box 341,
MITTAGONG. 2575

Telephone: 048.71.1332

BACK ONE DECADE

(From SPIT & POLISH January 1967)

Our inimitable J.S. on evolution (of cars, mostly): 'It is fairly certain that future generations will not find - by design or accident - a discarded missile, work on it for a time, and travel out into space.'

Refutation of this is at hand in the form of Vic. Jacobs' Nullarbor Nutcracker.

The 1965-66 Roster listed 180 members owning 234 cars and 57 Associate, Junior and Honorary members. Anybody volunteering to research the current Roster, please?

(Continued on P.4.....)

BACK ONE DECADE (CONTINUED)

There is a very interesting letter from Mr. W.H. Lober regarding the early Ford agents in Sydney and some side stories - worth digging out if you have the January 1967 SPIT AND POLISH.

NOTHING NEW UNDER THE SUN

We have been reading a book which traces all sorts of achievements of the centuries, and we have been surprised to have shown to us again that there is, virtually, nothing new under the sun. It would surprise many to learn that hundreds of years B.C. there were parking restrictions, caused mainly by the narrowness of the streets, and by the fact that official chariots used these narrow streets.

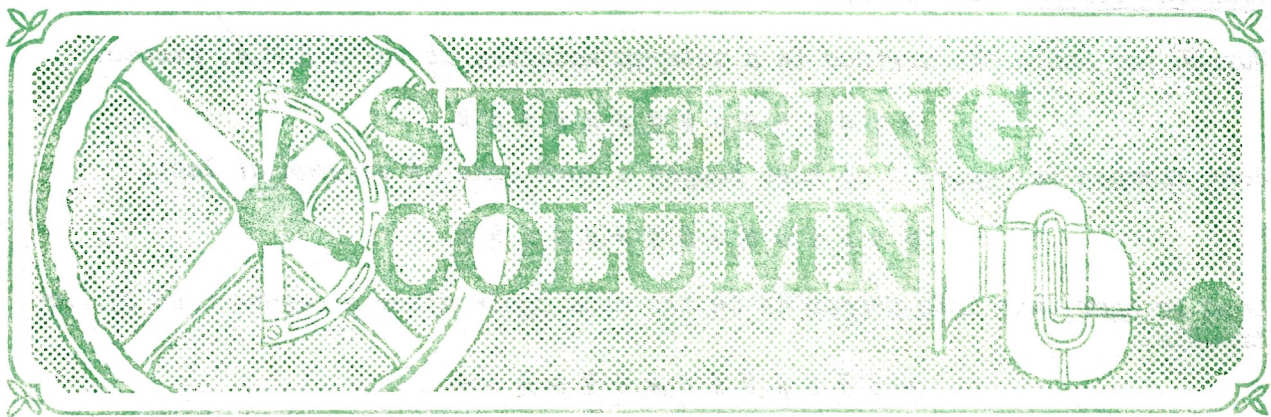
Our modern parking restrictions and penalties look peacefully tame in comparison with those old days. It seems that an offender could be killed and his body fixed to a stake in front of his house. Presumably, in those days names were doubtful and not registered anywhere, so that to identify the offender, the best way was to 'fix' him at his own place of residence, where other possible offenders would certainly be able to pin point him. Rather drastic, but we bet that it worked!

About the middle of the 16th century, in a town in France, there was a ruling against U turns. The reason here was the possibility of bumping pedestrians. In lots of towns there was no defined footpath as we now know it, so that such accidents were always possible. Suffice it to say that no U turns were permitted, such turning having to be made at an intersection. We feel that in those days there was no need of, and hence no thought for, one way streets.

And while on the early days, the derivation of words proves interesting. We have seen how the term 'motor car' came into being. It was obviously an abbreviation of 'motor(ised) carriage'. We have seen the beginning of the word 'coach'. In the middle of the 15th century a vehicle with four wheels, presumably with a pole, and drawn by a pair of horses, was built and upholstered in a way to give comfort to the passengers. This occurred in a town called Kocs, in Hungary. The correct pronunciation of the word - in Hungarian - is Kotch (with the 'o' as in Pope - the car, more than the Pontiff), so it easily became 'coach' in the English language.

AUSTRALIA'S OLDEST CAR

From a copy of "Wheels", August 1955, we read that Keith Lober's 1901 Oldsmobile, featured in an article, was considered worthy of the title. Absolutely no denigration of that delightful vehicle is intended here, but at least one older drivable car comes to mind - the Vinal 1898 Benz in South Australia. Perhaps readers may be able to recall others and submit details. One may be excused for suspecting the authenticity of such sensationally presented articles in motoring magazines and the research practised by their authors.



Missed in the December issued. One VCC type covetously eyed the carpet on the floor of the Ba'hai Temple. Whether for furnishing a Studebaker or a Calthorpe was not stated by the informant. Presumably a "Quiet Please" notice would also be needed to facilitate meditation in transit.

#

What has Laurel in store for Fred Rossiter following his imminent retirement? Painting, gardening, globe-trotting ----- can you imagine the list?

#

Dilemma for the Martins. Where to fit both an air conditioner and an original oil painting in the Ford T. We all know that Henry's cars were often called "tinny", but what of the owners of this particular one?

#

Have you noticed the charmer with the Chalmers lately? Very pleased with himself having started No. 2 car whilst checking compression AND for another very good reason.

#

Frank Nissen rang the editor especially to request the return of the original Nudist Camp Rally Entry Form (details in December SPIT AND POLISH). To ensure safe custody of the Form or in order to use it to enter?? Goulburn Valley mosquitoes are by repute both voracious and ferocious so don't forget the well advertised pressure spray if you go, Frank.

#

It is not true that Don Steer's stories finally got the better of Dorothy - she went to New Zealand to attend a wedding only and not for refuge. Reports are that the dishwasher operated 24 hours non-stop just prior to her return.

#

Did you work out Warren Irish's 'What Am I' from last month. Shame on you as VETERAN Car Club members if you didn't.

#

(Continued on P.6.....)

STEERING COLUMN (CONTINUED)

Hurrah for Santa who arrived in a veteran Wolseley at the N.R.M.A. picnic.

#####

John Thomson is reported to have bought a good make of veteran at last.

#####

Good to hear that Iris Cooper is on the mend again after a severe bout of ear trouble.

#####

Another Tech. teacher from the VCC. Peter Wards is going to take up forming students as well as panels in February - good luck, Peter.

#####

If a report that we read is at all accurate it would seem that milkmen on the North Shore are having their vans fitted with horns that "moo". Before members rush to unwarranted conclusions, please feel that those responsible for the report are on the wrong Steer! (Watch out for your horns, Vic.)

#####

A daily paper printed this headline: BAXTER ATTACKS ANTI-NUCLEAR POWER LOBBIES. Another startling statement, surely! We thought that any power in which he would be interested would be confined mainly to veteran vehicles but there it is! One never knows.....but wait a minute. Further through the article we discerned the title, Sir Phillip Baxter. Our mistake!

#####

Some of the Ben Bronk stable has been sold. The beautiful Fiat which went to its first Blue Mountains Rally last year now keeps company with the Eisenhower collection and a vintage Lancia (about 6 metre) is going to keep Allan Blevins busy with its restoration.

#####

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

Barry Saward was away on holidays when this was prepared so information is scant. (Ed.)

Progressive Dinner, Saturday 5th February. As set out in December SPIT AND POLISH this will start at Mike and Denise Bendeich's and progress via the Saward's to the Thomson's. Starting time: 6.30 p.m., tickets \$5.00 per head (bring your own drinks). Names and money at the January meeting when full details will be announced or ring Barry on 629.2232.

Our sympathy to Alan Rowe and family on the death of Alan's father.

THE COLIN PARKER PAINTING RAFFLE

An original oil painting entitled "The Outstation Track" Norley Station, Western Queensland was donated by the artist, club member Colin Parker F.R.S.A. (Lond.) F.R.A.S., as the prize in a raffle to assist in the Club's purchase of the property 136 Queens Road, Five Dock.

Mr. Michael Maher, M.L.A., State Member for Drummoyne, drew the prize on 20th December in the presence of the Club's President, Treasurer and three other witnesses. The winning ticket, No. 3138, was held by Lynette Martin, wife of club member Neil. Congratulations Lyn on your good fortune.

The raffle was an outstanding success and the Club's thanks and appreciation are extended to Colin for his generosity in donating such a valuable and appealing prize. Our thanks are also conveyed to all those members whose co-operation and zeal resulted in the sale of 2135 tickets and the consequent reduction of our debt to the Rural Bank of N.S.W. by \$1,018.

Detailed financial results are summarised below:

Number of tickets issued		2,500
Number sold @ 50 cents each	2,135	
Tickets returned unsold	<u>365</u>	2,500
Proceeds of sales		\$1,067.50
Less: (a) Cost of printing tickets	\$31.74	
(b) Insurance (including transit Warwick Farm & Wheels of Yesteryear Exhibition)	<u>17.76</u>	<u>49.50</u>
Net Profit		<u>\$1,018.00</u>

Bill McCarthy,
Hon. Treasurer.

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FOR SALE: 1911 Bedelia Cycle Car

1909 Sizaire Naudin Victoria Phaeton

1912 2-cylinder Renault Roadster

1912 T-Ford Roadster

- BEN BRONK - 337.4396

HENRY FORD AT MUSCLE SHOALS

By David L. Lewis
Professor of Business History
The University of Michigan

Perhaps the only place in the world where one can pick cotton or feed cattle while strolling along a city sidewalk is tiny Muscle Shoals, Alabama, which, because of Henry Ford, once had high hopes of becoming a "Little Detroit".

In 1921 Ford offered to pay the U.S. government \$5,000,000 for two inactive nitrate plants, a quarry, and a steam plant in or near Muscle Shoals, all built during World War I. To produce the electricity to run the Tennessee River facilities, the auto king later proposed to complete two federal power dam projects on the river and then lease the dams for 100 years.

Ford's offer was public-spirited. He wished to make a good fertilizer available at lower costs to farmers than they were paying, and to maintain the larger of the two nitrate plants in constant readiness for war work. At the same time, he hoped for a certain amount of personal glory from the enterprise. He expected to create at Muscle Shoals a development that would be a memorable object-lesson to the nation. The 75 mile long city of 100,000 people that he talked about would really be (as he ultimately made clear) a chain of industrial towns illustrating his idea that workers and their families should live in small communities and enjoy the benefits of a semi-rural life.

Ford intended to show how efficiently waterpower could be harnessed to run factories, lighten household work, and operate farm machinery. Within 50 years, he expected his company to turn the project over to the people of the community or the government in such a way that no private interest would deprive profit from it.

"If Muscle Shoals is developed along unselfish lines," said Ford, "it will work so splendidly and so simply that in no time hundreds of other water-power developments will spring up all over the country and the days of American industry paying tribute for its (coal) power would be gone forever. I am consecrated to the principle of freeing American industry. All I want is a chance at Muscle Shoals, and if it's the last thing I do on this earth, I'll fight for that chance."

A hot debate broke out over Ford's offer. On the one hand it was described as a constructive act of rare statesmanship and generosity; on the other as the most brazen plan since robber baron days.

Favouring the plan were agricultural groups, Southern realty and industrial interests, and all believers in Ford as a miracle-worker. The opposition, equally powerful, was led by Nebraska Senator George W. Norris, chairman of the Senate's Agricultural Committee, and Gifford Pinchot, ex-chief of the U.S. Forest Service. Norris was opposed on principle to the private development of electric power on navigable streams; he favoured federal development. Pinchot was indignant because Ford asked for a 100-year lease, which ran counter to legislation which limited federal waterpower leases to 50 years. (Cont'd. P.9.....

Henry Ford at Muscle Shoals (Cont'd.)

In addition, the War Department's Chief of Ordinance and Chief of Engineers threw cold water on Ford's proposal, claiming that the motor magnate would be getting too great a bargain for his purchase price and terms.

Ford's offer was locked up by Norris in the Senate's agricultural committee in 1922 and 1923. On March 24, 1924, the House, by the decisive vote of 227 to 142, passed a bill authorizing acceptance of Ford's bid. But Norris continued to fight the measure to a standstill in the Senate. Of Ford personally, Norris spoke kindly, while declaring that he would hold firm for government development of the Tennessee Valley. When the Nebraska legislature passed resolutions asking Norris to change his stand, he simply became more adamant.

Seeing that Senate approval probably could not be obtained, Ford on October 15, 1924 withdrew his bid. He would consider a counter-proposal from the government, he said, but this he knew would never come. Ford's withdrawal gave him a sense of relief rather than disappointment. "We are not in politics," he said, "and we are in business."

Meantime, Muscle Shoals' townsfolk had been carried away with Ford's plans. They figured that if Ford was interested in Muscle Shoals, the community would greatly prosper. At one town meeting every man present stood to show he favoured Ford's proposal.

By mid-August of 1921, Muscle Shoals' real estate market was booming. "Slickers from up North moved in," recalls Cecil Whitlock, a production superintendent at Ford's Sheffield, Alabama Aluminium Castings Plant, a youngster at the time of the Muscle Shoals controversy. "Speculators from Detroit, Chicago, and New York came down to cash in on a good thing and 25 foot lots as far as five miles away were selling for as much as \$3,000."

In December, 1921, Ford brought Thomas A. Edison to visit Muscle Shoals and the townspeople's interest in the project was spurred anew. While touring the area, Ford advised the citizenry not to become victims of outside land speculators and to hold on to their real estate until the issue was settled.

"It was too late," remembers Whitlock. "Everyone wanted to invest in a dream. The people had jumped the gun and land had been subdivided; curbs, sidewalks, and fire plugs installed. The main street in Shoals was called Woodward Avenue - just like Detroit. Roads were paved and named Lafayette, Jefferson, Michigan and Grand Boulevard like other streets in Detroit. Today they're boundaries for corn and cotton fields."

The Ford Company finally got to Alabama--not in the 1920's but in 1957 when it opened its casting plants. Today this factory, employing 1,100 workers, is one of the largest plants of its kind in the world. As for the old Muscle Shoals development, it remains to this day a ghost of a dream town down south, with decaying street signs, fire plugs, curbs and sidewalks - and a weedy overgrowth everywhere.

* * * * *

CAR OF THE MONTH - RENAULT

It seems that Louis Renault must have had ideas of making cars, but he baulked at making engines, for his original vehicles, in 1898, were powered by 1 3/4 h.p., 273 c.c. air-cooled De Dion Bouton engines. They had what has been known as 'meat safe' bonnets. There was a shaft drive and differential rear axle, a 3-speed and reverse gear box which incorporated a direct top gear drive, all on a tubular chassis. The direct drive top gear was a new idea, and was a patent of Louis Renault. Although this car was wheel-steered, the earlier ones had tiller steering.

The three brothers - Louis, Marcel and Fernand - delivered 60 cars in the first six months. By 1900 their experience had improved their cars, and they now made them with water-cooled 500 c.c. De Dion Bouton engines, with lateral radiators. These were sold in England as M.C.C. Triumphs. (Motor Construction Company, Nottingham). In all, 179 cars were sold in 1900.

One and two cylinder De Dion Bouton and Aster engines were still fitted, powering the touring models in 1902. Light racing cars were made for the 1903 Paris-Madrid Race, having a 6.3 litre engine with mechanically operated side valves in an L head, and by 1904 the design of the cars had settled down to a form which held till 1928. As stated, they were L head, with cylinders initially cast in pairs. H.T. Magneto supplied the electrics, and the cooling was thermo syphon. The cars were well known by their sizeable dashboard radiator. The bevel drive and the direct drive in top gear were carried through from 1898, and the sliding type gearbox was controlled via a quadrant.

The year 1905 ushered in the 1100 c.c. 2-cylinder models (Types AX and AG), the company's pre-1914 best sellers, and the ancestors of the celebrated "Taxis de la Marne".

In the 1906-1908 era, compressed air starters were available on the bigger models. There were then 2.1 l. 4 cyl., 3 l. 4 cyl., 4.4 l. 4 cyl., and 7.4 l. 4 cyl. engines available. Over 3,000 cars were sold in 1907, only minor changes occurring up to 1914.

The first 6 cyl. car appeared in 1908, a 9.5 l. 50/60 h.p. This was followed two years later by a smaller 18/25 h.p. car.

Pressure lubrication was achieved in 1911, and by 1913 they were fitting detachable wooden wheels of their own design and manufacture on all but the two cylinder models.

Renault did not concern themselves with bodywork, but they did list standardised open styles on the smaller and cheaper chassis.

The 1914 range listed the twin cylinder in two wheelbases, 4 cyl. cars of 2.1 l., 2.6 l., 3.6 l., 5.1 l. and 8.5 l., and two sixes of 5.1 l. and 7.5 l. The bigger cars used a transverse helper spring in conjunction with semi-elliptics at the rear, and had electric lighting as standard equipment. The 15.8 h.p. also had an electric starter.

* * * * *

W.O. BENTLEY - RUNNING TESTS

"....Rolls-Royce.....put me onto testing the early 3½ Rolls Bentleys; and this car provided me with many months of pleasant motoring. It also gave me a few nasty moments, because I was supposed to do things with it that no private owner would contemplate attempting. I used to take this 3½ out from Derby and round a private circuit of my own. The main purpose of these runs was to test the brakes. It is necessary only to drive fast any quality car of the 1930's on the roads today to realize what tremendous advances have been made in brake development in the past quarter century. Most modern drivers, with their disc-braked, 80 m.p.h. saloons, would be surprised by the brakes of a 1935 Rolls-Bentley by modern standards, although their servo system was about the best that could be had at the time.....The one serious drawback was that it was prone to very sudden fade if the brakes were used continuously.

It was a combination of axle tramp and brake fade that combined to finish my testing days once and for all. One day some time in 1936 I was putting the 3½ saloon through its paces, which meant testing the brakes unmercifully at corner after corner on my own special route to London.

Unfortunately, someone had dropped a brick at the side of the road and on the apex of a rather nasty left-hand corner. I caught it with my nearside front wheel, and was at once subjected to the most appalling axle tramp. This meant I had no steering at all. So I tried to use the brakes, and found that I had none of these either, as they had faded quite away. With neither steering nor brakes, I calmly awaited my fate, curious to learn what I was going to hit. My victim was a Wolseley Hornet, approaching innocently and on the correct side of the road.

The little Wolseley was quite pulverised by the impact, which made an ear-splitting noise, hurled the owner harmlessly aside and threw me against the steering column. In a remarkably short space of time I was standing in the road beside the mass of rubble, finding my hand being shaken by the Wolseley owner, who was congratulating me on my merciful escape, and, instead of showing any hard feelings, helped me to replace a piece of the end of my nose that had almost been severed.

There was a police case after this episode, however, and for a time Rolls-Royce were anxious that there might be something more serious than the 'without due care and regard' summons that was eventually issued. I said, in perfect truth, that a tyre had burst, and was duly fined a modest ten pounds. But I thought the magistrate gave me one or two curious glances during the proceedings, and on the way out of court he took me aside and asked me in a confidential tone: 'Tell me, Mr. Bentley, what did really happen? I know you use that road for testing your cars.' I gave him an enigmatic smile and passed on.

The Wolseley owner, by the way, got a new car from Rolls-Royce; there was never any argument about that. And I never did such strenuous testing again; I found I had become rather thoughtful."

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

These are a few paragraphs from W.O. Bentley's "The Cars of My Life", published in 1961, so that his comparison of brakes of "the 1930's" would be taking our minds back 40 odd years! And we thought that brakes were good in those days.

The "pulverising" of the Wolseley brought a "modest ten pounds" fine! That was in 1936. We hate to think of the dire "justice" that would have been meted out to him had this episode taken place 35 years later!

RIPLEY OR GUINNESS?

Ever heard of a 4 cycle motor with no camshaft?

Sounds incredible, doesn't it? But it has been done.

After a bit of thought, how would you do it?

It was achieved on the GAS-AU-LEC, built by the Vaughan Machine Co., Peabody, U.S.A., way back in 1905 and 1906.

The car was basically a petrol-electric one and they contrived to operate the valves electromagnetically! The timing of the valves could be controlled by the driver. With what advantage? Was it a method of controlling the gas intake? If so, was an accelerator-controlled throttle also in the circuit?

Storage batteries were used for reserve and for very slow running. It was known as "The Simple Car". Or was it the designer who was 'simple'?

1956 BLUE MOUNTAINS TOUR

Both "Wheels" and "Modern Motor" carried articles on veteran cars in their respective June 1956 issues; both reported on the VCC annual event.

"Wheels" emphasised the low intrinsic value of unrestored vehicles, whilst "Modern Motor" described the run and some of the participating vehicles. The "MM" scribe was Bill Daly and his navigator was George Roberts in the FL now owned by George King. Sandy Holmes was photographed as the winner in the cockpit of "Fifty Bob". Two thoughts are prompted by these articles - firstly that there seems to be a dearth of VCC events reported in the motoring press and secondly that it will be marvellous to see Sandy and his swift steed at events again.

UNDER THE HAMMERRESULTS OF CHRISTIE'S AUCTION, JULY 8, 1976

* denotes sold

<u>YEAR</u>	<u>MAKE</u>	<u>MODEL</u>	<u>TYPE</u>	<u>COND.</u>	<u>EXPECTED</u> \$U.S.	<u>HIGH BID</u> \$U.S.
1922	Royal	225 c.c.	Motorcycle	5	360	505 *
	Enfield					
1930	Sunbeam	350 OHV	Motorcycle	5	500	360 *
1956	A.J.S.	7R	Racing Motor-			
			cycle	1	2,500	1,980 *
1955	Vincent	Black Shadow	Motorcycle	1	3,000	3,060 *
1960	Matchless	G50	Racing Motor-			
			cycle	1	1,800	1,800 *
1962	Morton	Manx 348	Racing Motor-c.	1	2,000	2,520 *
1914	Scott	532 c.c.	Motorcycle	4	1,200	1,260 *
1921	Wall	Auto-wheel	Sociable Cycle	3	300	540 *
1922	Economic	2 h.p.	Motorcycle	3	550	540 *
1925	Ner-A-Car	249 c.c.	Motorcycle	4	650	505
1930	Scott	298 c.c.	Motorcycle	3	650	720 *
1937	Scott	Flying Squirrel	Motorcycle	4	1,350	1,170 *
1906	Lagonda	12 h.p.	Tricar	2	4,500	5,760 *
1909	Argyll	10 h.p.	Roadster	4	5,700	6,640 *
1914	Stellite	9.5 h.p.	Runabout	2	5,400	5,040 *
1919	Le Zebre	D-type	Chummy Roadster	2	5,000	3,960 *
1922	Bentley	3-litre	T.T. Racing			
			Replica	1	32,000	28,800
1923	Rolls-Royce	Silver Ghost	Limousine	1	25,000	15,300
1924	Delage	DIS	4-pass. speedster	1	9,000	8,640 *
1925	Bentley	3-litre Red				
		Label	Sport Touring	3	14,500	13,500 *
1925	Bentley	3-litre Green				
		Label	Sport Touring	2	25,000	19,800
1929	Graham-					
	Paige	621	Sedan	4	2,500	2,160 *
1929	Riley	9	Treen Replica			
			speedster	1	4,300	3,420 *
1930	Alvis	Silver Eagle	4-door Sedan	1	3,200	3,240
1932	Lagonda	3-litre Special	4-door Sport Sedan	3	3,200	3,060
1933	Aston	1½-litre Le	2/4-pass.			
	Martin	Mans	speedster	3	9,000	9,900 *
1934	Maserati	4CM -1500	Monoposto Racer	2	25,000	19,800
1934	Mercedes-		2-pass. sport			
	Benz	290	cabriolet	3	5,400	9,900 *
1935	Rolls-Royce	20/25	Limousine	1	9,900	10,800 *
1935	Mercedes-					
	Benz	500K	Roadster	3	31,000	32,400 *

(Continued on P.14.....)

<u>YEAR</u>	<u>MAKE</u>	<u>MODEL</u>	<u>TYPE</u>	<u>COND.</u>	<u>EXPECTED</u> \$U.S.	<u>HIGH BID</u> \$U.S.
1937	Bentley	4½-litre	Sports Sedan	3	7,200	4,500 *
1937	Buick	90	Custom			
			Limousine	3	2,300	1,800 *
1937	Delahaye	135	Competition			
			Replica	1	11,500	10,800 *
1937	Rolls-Royce	Phantom III	Touring Limousine	4	6,300	6,300 *
1937	Bentley	4½-litre	Sports Sedan	2	8,000	10,800 *
1938	Rolls-Royce	25/30	Formal Sedan	3	5,800	6,300 *
1947	Armstrong					
	Siddeley	16	2-door Sedan	3	1,450	990
1949	Triumph	2000	Roadster	1	2,900	3,240 *
1949	Bentley	Mk.VI	S.S. Sedan	3	2,900	3,600 *
1948	Triumph	2000	Roadster	4	1,800	2,160 *
1950	Lea-Francis	14	Sedan	4	1,100	805
1951	A.C.	2-litre	2-door Sedan	5	300	450 *
1951	Alvis	3-litre	Sedan	4	1,600	1,170
1953	Bristol	403	Sedan	1	4,700	3,420
1958	Ferrari	250 California	Spyder	3	6,500	6,640 *
1958	Aston	DB2/4Mk.III	Hardtop	1	7,200	6,640 *
	Martin					
1960	A.C.	Aceca-Bristol	Coupe	3	2,300	1,980 *
1961	Daimler	SP250	Hardtop Roadster	1	2,500	1,530
1961	M.G.	A-1600	Coupe	1	2,500	1,710
1963	A.C.	Greyhound-Bristol	2-door Sedan	2	3,600	3,420 *
1964	Ferrari	500 Superfast	Coupe	1	15,000	11,700

1955 LIST OF VCCA (N.S.W.) MEMBERS

From the December 1955 Circular loaned by George Roberts. Thirty three members were listed. A check of the current Roster of Members reveals that of these, only the following 13 names still appear:

R.K. Grant
K.A. Daly
F.J. Klein
S.J. Garwood
W.M. Holmes
W.H. Lober
A. Rose-Bray
J. Butcher
J.B. Simpson
G.F. Campbell
G.C. Roberts
R. Gregory
L.F. Masser

Reflect on the likely membership in 1998 if this turnover is typical.

LETTERS TO THE EDITOR

"Dec.31, 1976

Editor,

It is with deep regret that we learned today of the death in England, on December 6th, of John Pickvance. The news was received in letters from his widow Elizabeth, also from Denis Flather.

Many members will recall the stout effort of John and his son Paul when in 1970 they shipped their little 1900, 1 cyl. Darracq from the U.K. as entrants in our International Rally and performed so ably on the run from Sydney to Melbourne.

Theirs was the oldest and probably smallest car in the rally but each day they maintained their position in the field.

John's expressed desire was to be with us again in 1978, to renew the friendships he had made in Australia and in New Zealand but this was not to be.

John was a well-respected member of the Executive Committee of the Veteran Car Club of Great Britain.

Our sympathies are conveyed to Elizabeth, Paul and family.

GEO. A. ROBERTS.

* * * * *

CAR COLOUR SCHEMES

Colour schemes well established in 1912 may be found in MOTOR BODIES AND CHASSIS, H.J. BUTLER, Harper Bros. London 1912; N.S.W. Public Library Reference S629.26/8

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SEE PAGE 7 FOR THIS MONTH'S ADVERTISEMENT.

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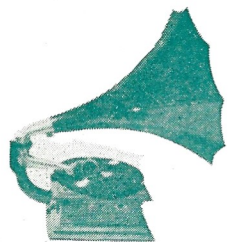
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8 Pitt Street, MORTDALE. 2223 Telephone 579 4988.

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- (b) confine our activity solely to Real Estate Consultancy, Management, Valuation and Agency Work;
- (c) remain independent commission agents in the strict sense of the word;
- (d) not become allied solely to any building development or investment group.

These conditions still apply, and in fact today we are probably the largest Real Estate Company in Australia, particularly in Sydney, that is independently owned and controlled and not involved in dealing or speculative pursuits on its own account. For these reasons, we are in a unique position to offer impartial advice and a high standard of professional service to all clients.

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