



Spit and Polish

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

Hon. Editor and Editorial Address—

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EDITORIAL

This year the Club has proved that it can run a major event without sponsorship. The annual Blue Mountains Rally must be considered a most successful event. The termination at Parramatta Park, which came under heavy fire before the outing, also seemed to prove acceptable. This year this event was run without juvenile irksome sub-events and the Events Committee have said that they found no difficulties in finding winners without resorting to sub-events. It made the Rally much easier to run, requiring less officials and it certainly relieved the participants on what can be a heavy day.

- GEOFFREY LEHMANN

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MEETING NOTICE

The next General Meeting will be held in the Amenities Room, H.C. Sleigh Ltd., 190 Clarence Street, Sydney, on THURSDAY, APRIL 22ND, at 8 p.m. sharp.

After this meeting films of the Blue Mountains Rally will be screened.

- JACK DANCE,
Hon. Secretary.

PLEASE NOTE: Change of address for Veteran Car Club correspondence:
17 High Street, Epping. (Residence of Secy., J. Dance).

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THE BLUE MOUNTAINS RALLY

This year the Blue Mountains Rally was held on the weekend, 27th and 28th March. The cars started at Centennial Park and the Rally terminated at Blackheath.

The Rally was unsponsored this year, but this made only a slight difference in the number of entrants. In addition, the Rally has had to compete against the recent New Zealand International Rally and the forthcoming Australian National Tour.

At the Rally there were 60 car entrants and 7 motor cycles. The start from Centennial Park was again in the charge of George Sevenoaks. It was a smooth and particularly pleasant start. I think the innovation of having clerks to place the numbers on the cars and to fix up the baggage is a great relief to the driver. No driver expressed any dissatisfaction when he found himself not pitted in a desperate struggle against Saturday morning shoppers and traffic in Parramatta Road.

The journey from the time of reaching the Cahill Expressway onward could be considered a reasonable one and a suitable one for the vehicles.

The check point between Westmead and Penrith seemed a little close at hand, but after lunch the stop at Lawson was a pleasant distance between Glenbrook and Blackheath.

The lunch facilities were quite good and the assembly at Blackheath was quite pleasant. The local Rotary had managed to get quite a fair crowd and they went about their business of exploring people's pockets with reasonable alacrity. The stay at Blackheath was, as usual, a pleasant one and although the Guest Houses are very old, they provided all the necessary comforts. The evening at the Blackheath Community Centre allowed plenty of friendly fellowship and dancing.

This year, Mrs. Bricknell, the wife of a local bus proprietor who has always been so generous in accommodating the cars, was presented with a travelling rug.

The return journey on Sunday was again a pleasant and easy run and the final assembly in Parramatta Park proved rather more acceptable than had been anticipated by many entrants. It is actually true that we ended up in the wrong area which caused some degree of cramping. It is also true that we did not have to pay a two-shilling entry fee. No one has produced an explanation.

This year's Rally must be voted a particular success. Only one car failed to return, having crown wheel and pinion trouble. There was not much tyre trouble. We did hear about a very noisy gear box and some ignition trouble on a previously unseen red Austin.

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BLUE MOUNTAINS RALLY

27TH & 28TH MARCH, 1965

POINTS SCORE

<u>Car Number</u>	<u>Driver</u>	<u>Car</u>	<u>Year</u>	<u>Total Points</u>
1	K. Lober	Oldsmobile	1901	58
2	R. Griffiths	Swift	1905	101
3	Mary Yabsley	De Dion Bouton	1906	41
5	A. Rose-Bray	Brush	1908	51
6	M. Welch	Brush	1908	591
10	L. Sykes	Humberette	1913	134
11	J.R. Cooper	Renault	1913	188
12	F. Nissen	Humber	1906	40
13	A. Foy	Reo	1906	36
14	J. Vanstone	Metallurgique	1908	76
15	W. Spraggon	Renault	1908	162
16	K. Moss	Panhard Levassor	1909	135
17	L. Jones	Hupmobile	1909	129
18	R. Hill	Hupmobile	1909	158
19	W. Dudley	N.A.G.	1909	241
21	F. McGowen	Armstrong Whitworth	1910	62
26	N. Robinson	Ford	1911	161
29	G. Burton	Napier	1911	688
30	L. Masser	Hupmobile	1911	370
32	G. Roberts	Calthorpe	1912	171
33	R. Sheen	Humber	1912	317
34	R. Craze	Buick	1912	562
35	T. Cook	Rolls Royce	1912	273
36	J. Naylor	Austro Daimler	1912	141
37	F. Craze	F.N.	1912	553
38	N. Preston	Clement Talbot	1913	591
39	S. Hall	Minerva	1913	390
40	B.H. Cummings	Ford	1913	261
41	A. Garthorn	Delahaye	1914	304
42	W.E. Hardman	Oakland	1914	498
44	R. Corlett	Oakland	1915	64
45	J. Godfrey	Ford	1915	324
46	D. Pearce	Benz	1911	199
47	C. Bryson	Empire Eagle	1911	305
48	A. Rowe	Fiat	1912	141
49	D. South	Overland	1912	71
50	A. McLeod	Star	1912	64
51	V. Jacobs	Ford	1912	97

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53	R. Jones	Oakland	1913	71
54	J. Jeffery	Locomobile	1914	129
57	J. Dance	Rolls Royce	1910	140

ALL CARS NOT LISTED LOST 1000 OR MORE POINTS.

13	A. Foy <u>Outright Winner of Rally</u>	Reo	1906	36
3	M. & E. Yabsley <u>Winner 1-Cylinder</u>	De Dion Bouton	1906	41
13	A. Foy <u>Winner 2-Cylinder</u>	Reo	1906	36
12	F. Nissen <u>Winner 4-Cylinder</u>	Humber	1906	40
54	J. Jeffery <u>Winner 6-Cylinder</u>	Locomobile	1914	129
5	A. Rose-Bray <u>Winner W.T. Coggins</u>	Brush	1908	51
27	D. Cawthorne <u>Winner Hard Luck</u>	Austin	1911	1500
14	J. Vanstone <u>Winner Concours D'Elegance</u>	Metallurgique	1908	
1	K. Lober <u>Winner Concours D'Etat</u>	Oldsmobile	1901	

The Events Committee wish to thank all officials who helped us on this Rally.

R. Farrell
L. Sheen
K. Moss

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MEETING REPORT

The monthly meeting was held in the H.C. Sleigh Amenities Room on Thursday, 25th March. Visitors were welcomed. These included Mr. R. Griffiths and his friend from Queensland and Mr. and Mrs. R. Pryor from Western Australia.

John Naylor, who acted as relieving secretary during the absence of Mr. J. Dance, reported on the activities of the Management Committee. This report included mention of an outing sponsored by the Cronulla Rotary, the outing at Warwick Farm, C.V.T.M.C. on April 11th, the Waratah Festival. It was also suggested that it was time that members of the Management Committee again visit Newcastle to discuss certain mutual activities, including the question of monies and officers.

There was further discussion concerning C.A.M.S. who have once again sent in their bill. They will be referred back to previous correspondence.

Len Sheen reported on behalf of the Events Committee. Most of the time was taken up with regard to the Blue Mountains Rally. There was also mention of an outing at Epping for the 1st May and an outing sponsored by Apex at Parramatta on 29th May. The Vaucluse Lions again are organising an outing in October.

Concerning the Warwick Farm outing of 11th April, three marshalls were selected and the cars representing the Club will be those of Reg. Jones, Geoff. Vanstone and W. Spraggon. These members were very willing to be outspoken so they were appointed the task of representing the Club. This should be a very good day.

The Investigation Committee reported that three cars had been inspected for registration. These were the Rutenbar of J. Hochstadt, the Brush of Allan Rose-Bray and the Austin of D. Cawthorne.

During the meeting, President George Green and Secretary Jack Dance both spoke about the New Zealand Rally and this will be written up separately.

There was further discussion concerning fire extinguishers and it was pointed out that the Fire Underwriters Association accepted nothing less than a quart size extinguisher. However, it was stressed that the small one pint extinguisher that has been offered by Ray Hill would well be a very valuable asset where a small fire was concerned. It was also pointed out that the contents of the extinguishers could be checked on by weighing the extinguishers when new and periodically afterwards.

Mr. George Green was asked concerning the future meeting place and he pointed out that he expected the next meeting to be held as normal in the same Amenities Room.

The meeting closed after some general discussion concerning the Blue Mountains Rally.

NEW MEMBER: Malcolm N. Johns,
10 Kallista Avenue, St. Ives. Minerva Roadster 1912.

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DATES TO REMEMBER

April 24th Start National Tour, Centennial Park 9. 0 a.m.
May 1st Epping Primary School Fete
May 16th Invitation Two-lap Display at Warwick Farm
June Economy Tour

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NATIONAL TOUR ENTRIES

SYDNEY, MELBOURNE, ADELAIDE

24TH APRIL TO 8TH MAY, 1965.

<u>No.</u>	<u>Year</u>	<u>Car</u>	<u>Owner</u>	<u>Club</u>	<u>Tour Section</u>
1	1904	De Dion Bouton	P. Wien-Smith	S.A.	Syd. Ad.
2	1902	Crestmobile	H.W. Clisby	S.A.	Mt.G. Ad.
3	1904	De Dion Bouton	L.E. Vinall	S.A.	Mt.G. Ad.
4	1908	Metallurgique	J.A. Vanstone	N.S.W.	Syd. Ad.
5	1908	Darracq	S.R. Bloyd	S.A.	Mt.G. Ad.
6	1903	Oldsmobile	E.R. Rainsford	S.A.	Mt.G. Ad.
7	1903	De Dion Bouton	E. Rainsford	S.A.	Mt.G. Ad.
8	1909	Rolls Royce	H. Markoff	Vic.	Alb. Ad.
9	1910	Talbot	T.C. McManamny	Vic.	Syd. Ad.
10	1910	Rolls Royce	R. Hunt	Vic.	Alb. Ad.
11	1910	Schacht	F. Henty Silvester	Vic.	Syd. Ad.
12	1910	Armstrong			
		Whitworth	A.J.C. McGowen	N.S.W.	Syd. Ad.
13	1910	Rolls Royce	L.E. Vinall	S.A.	Mt.G. Ad.
14	1911	Ford T	W.H. Barker	N.S.W.	Syd. Ad.
15	1911	Talbot	R.W. Marshall	N.S.W.	Syd. Ad.
16	1912	Vauxhall	N. Tishler	Vic.	Syd. Ad.
17	1912	Ford T	R.O. Jamieson	S.A.	Syd. Ad.
18	1912	Rolls Royce	G. Green	N.S.W.	Syd. Ad.
19	1912	Vauxhall	E.R. Rainsford	S.A.	Syd. Ad.
20	1912	Humber	L. Sheen	N.S.W.	Syd. Alb.
21	1912	Ford T	V. Jacobs	N.S.W.	Syd. Ad.
22	1912	Buick	L. Southward	N.Z.	Syd. Ad.
23	1912	B.S.A.	R. & E. Craze	N.S.W.	Syd. Ad.
24	1912	Star	A. McLeod	N.S.W.	Syd. Alb.
25	1912	Rolls Royce	F.M. Robinson	Vic.	Alb. Ad.
26	1912	Flanders	R.M. Poland	S.A.	Mt.G. Ad.
27	1923	Cadillac	H.J. Formby	Vic.	Syd. Ad.
28	1913	Ford T	M.C. Grant	Vic.	Syd. Ad.
29	1913	De Dion Bouton	A.G. Clegg	Vic.	Syd. Ad.
30	1913	Hispano-Suiza	J. St.Clair Berry	Tas.	Syd. Ad.
31	1913	Hotchkiss	V.C.C.A. Vic.	Vic.	Alb. Mt.G.
32	1913	Oakland	R.L. Jones	N.S.W.	Alb. Ad.
33	1913	Rolls Royce	L.R. O'Neil	S.A.	Mt.G. Ad.
34	1914	Ford T	G.A. Roberts	N.S.W.	Syd. Ad.
35	1914	Hupmobile	D. McClelland	Vic.	Syd. Ad.

36	1914	Delaunay Belleville	G.W. Green	N.S.W.	Syd. Ad.
37	1914	Minerva	B.K.A. Sawers	S.A.	Mt.G. Ad.
38	1914	Clement Talbot	R.J. Newman	N.S.W.	Syd. Alb.
39	1914	Delahaye	A. Garthon	N.S.W.	Syd. Alb.
40	1915	Maxwell	I.W. Heyme	Vic.	Mel. Ad.
41	1916	Ford T	Dallimore, F.A.	Vic.	Syd. Ad.
42	1916	Buick	C.W. Anderson	Vic.	Alb. Mel.
43	1916	Studebaker	J.A. Akers	Q'ld.	Syd. Ad.
44	1916	Buick	L.W. Hart	S.A.	Syd. Ad.
45	1916	Buick	J.A. Turner	N.S.W.	Syd. Mel.
46	1916	Studebaker	C.L. Wagener	S.A.	Mt.G. Ad.
47	1921	Isotta Fraschini	I.F. Parfitt	Vic.	Syd. Mel.
48	1924	Rolls Royce S.G.	V.G. Stocks	Vic.	Syd. Ad.
49	1925	30/98 Vauxhall	R. Heher	N.S.W.	Syd. Ad.
50	1925	Studebaker	D. Middleton	N.S.W.	Syd. Ad.
51	1925	Bentley	E.J. Nagle	U.K.	Syd. Ad.
52	1925	Bentley	G.P. McKaige	Vic.	Mel. Ad.
53	1926	Rolls Royce	J. Crouch	N.S.W.	Syd. Ad.
54	1926	Ford T	G.H. Cox	Vic.	Syd. Ad.
55	1926	Austin	D.G. Lipsham	S.A.	Mt.G. Ad.
56	1926	Vauxhall	O.G. Roberts & Co.	S.A.	Alb. Ad.
57	1926	Hispano-Suiza	H.D. Dale	Vic.	Syd. Ad.
58	1927	Ford	I. Todhunter	S.A.	Syd. Ad.
59	1928	Bentley	A. Roper	N.S.W.	Syd. Ad.
60	1928	Ford	A. Rowe	N.S.W.	Syd. Ad.
61	1929	La Salle	J.S. Freeman	N.S.W.	Syd. Ad.
62	1930	Bentley	J. Murcott (Driv. L.Southward's car)	N.Z.	Syd. Ad.
63	1928	Buick	C.C. Tyre Serv.P.L.	N.S.W.	Syd. Ad.
64	1927	Ford T	J. Hearn	Vic.	Syd. Ad.

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FOR SALE

1909 Single Cylinder Sizaire et Naudin. Highest Offer Over £1000.

Will trade for larger car:

1916 "Twin Six" Packard - not restored.

Car Trailer.

Contact - Jack Smith, 88 Constitution Rd., Dulwich Hill, N.S.W. 51/9796 (Bus.)

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FOR SALE

30 x 3½ beaded edge tyres - £5. New. C.T. Lumley, 152 William St.,
Bankstown. 709/1849.

2 old Daimlers. Particulars: M. Sorensen, 48 Wick St.,
Merewether West. Newcastle MF2075.

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WANTED:

Suit 1913 T Model Ford - Acetylene Lamp.
2 Burners.
Brass Horn.

Will pay cash or swap other parts. Vic Jacobs - 69/6666 (Bus.) 30/6868 (Home)

WANTED:

1909-10 Ford T Front axle and stubs.

Head Lamps and Park Lamps for 1909-10 Ford T.

Or will swap the following articles for the required parts:

Vauxhall 6-Cyl. short motor Eng. No. A0988 (Approx. 1904).

De Dion engine less Carb.

1916 Studebaker radiator. W.R. Trevan, 217 Keen St., Lismore, N.S.W.
Lismore 2551.

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REMEMBER !!

Change of address for Veteran Car Club correspondence:
17 High Street, Epping. (J. Dance's address).

ALSO: Screening of Blue Mountains Rally following meeting
on 22nd April, 1965.

Vith INTERNATIONAL VETERAN AND VINTAGE RALLY

NEW ZEALAND 1965

Saturday 6th March probably saw collected in Christchurch, New Zealand, the most varied collection of Veteran and Vintage cars yet seen. The veterans ranged from 1902 Crestmobile to a 1912 Cabriolet Rolls Royce. The vintage cars also were numerous and varied from Ansaldo to 9 litre Renault.

The largest number of cars present, of course, came from New Zealand and the great majority of these were Vintage Americans; even so, the variety of New Zealand vintage and veteran cars surprised the overseas visitors.

The Australians formed the biggest overseas contingent and included George Gilltrap's "Genevieve" - 1904 Darracq - Eric Rainsford's South Australian 1912 A-type Vauxhall and Jack Dance in the Talbot. Vintage entrants included George Green in his Austro Daimler, which after a few pre-rally unfortunates, the Kiwis called the "Aspro" Daimler and Jumbo Goddard in a 30/98 Vauxhall.

The sole competitor from America was Dr. Shafer in a 1914 Dodge. The Doctor said he brought a "black iron car" over because of the bad roads!

Holland produced a two-cylinder 1911 Peugeot owned by Mr. S. Ten Cate. The hotels became confused either with the cylinders or their owner because even though he was travelling with his navigator only, accommodation for ten people had been reserved.

South Africa had two cars present - a Barker Cabriolet Rolls Royce of 1912 owned by G. Huddleston and a vintage 1919 Overland of D. Baumann.

Great Britain was represented by a brace of 30/98 Vauxhalls, Lord Montagu's Prince Henry Vauxhall and Elizabeth Nagle's $4\frac{1}{2}$ engined 3-litre Bentley.

The first day's run was from Christchurch to Mount Cook, a distance of 240 miles. The terrain, for the most part, was undulating and slowly rising to 3,000 feet, and combined with a hot day, caused many American cars to have radiator trouble. The long sustained relatively fast speed necessary to cover the distance also took its toll on many cars, but all managed to complete the distance. The rally section ended for the day at Pukaki, which is about 40 miles from Mount Cook. We had covered 20 miles of gravel on arrival at Pukaki and after the long hot drive, the hotel overlooking the lake - at the head of which stood Mount Cook, clothed in a shawl of perpetual snow - was a thankful sight.

The entrants took their own time to Mount Cook itself. Sunday was a free day and drivers repaired the ravages of the previous day's run, prepared their cars for concours judging or went sight-seeing - glaciers etc.

Monday morning, we all drove back to Pukaki to commence the next section to Omarama. This was over dirt roads and taxed the veterans and their drivers' endurance. At Omarama, Dr. Shafer's Dodge was towed in with its near side front guard much the worse for hitting something hard and the front wheels were at right angles to each other, still on the axle. Apparently out of Mount Cook the Doc. argued with a grader at work on the road. He had a torch and hydraulic jack on the axle within minutes of arrival at Omarama and that night after dinner at Wanaka, we saw him cheered in with the axle repaired and the near side wooden wheel in a metal brace.

The Doctor commented that the steering was still a bit strange but he was definitely mobile.

The next day the rally route took us up to the Haast pass, which in 70 miles passed through undulating sheep country, rain forest and alpine lake country. We returned to Wanaka that evening to see Graham Crittendon and Col. Parker very worried about their Stoewer's differential. A bearing had given out but despite its odd size and type, the New Zealanders soon had a replacement.

Wanaka overlooked a beautiful lake and was the scene for a quarter mile sprint. The veterans were quite sedate in this event, but when the larger vintage cars covered the course, the times really became smart. The outcome was that the 30/98 Vauxhalls trounced the Bentleys and George Green in the Austro Daimler surprised everyone with a time among the leaders despite giving the Vauxhalls over a litre start.

After the sprint, competitors drove onto Arrowtown through deep gorges, beautiful English trees and English weather. Arrowtown was a gold mining centre and after inspecting the Museum containing relics of those adventurous days we continued onto Queenstown, which is also a lakeside township. The weather was clearing on our arrival in Queenstown and next day dawned clear and warm.

Competitors pleased themselves all day, either taking a trip on the lake to an isolated sheep station which can only be approached by water and where devonshire tea and scones were served amid idyllic gardens and deer, or busing around the local mountainous terrain and being frightened out of one's wits by the daring of the drivers. Quite a few of the roads are closed to public traffic, being left to the expert bus drivers who really show their prowess. The scenery is quite worth the fright.

That evening, the Railway Steamer (The New Zealand Railways run everything that moves) "Earnslaw" carried just on 1000 people from the rally on an evening cruise. The original intention was a barbecue but the organisation of such would have taxed even the Army, so a cruise after dinner was substituted and proved a great success judging by the noise. I believe that the quieter people on the lower deck saw the upper deck beams move under the weight of the stomp but really I think it was the ship moving up and down in the water under the regular beat.

The "Earnslaw" is a gem. It is a twin screw, twin engine, triple expansion coal burning steamer of 1912 in which, I am sure, even the light globes are original. The engines and their appurtenances were inspected by many very critical amateur engineers and voted fine, though Jumbo Goddard felt that they should have been much cleaner. The stem of the ship was perpendicular and the slim high funnel was leaning astern in the best approved "flying in the teeth of a gale" manner of some 212', the "Earnslaw" is a very large ship to have on an inland lake 2000' above sea level. Despite her age, there is no mention of retirement due to the purity of the lake water, which is pumped straight into the boilers.

From Queenstown we drove along the lake, averaging 21 m.p.g. in my Twenty Rolls, just to prove to the critics that she could do it. Needless to say the drive was flat but it was twisty, as it followed the shore line.

Lunch was taken at Kingston at the lake head and we struck south to Te Anau, again a lake shore township. Next day most people forsook their cars for the 74 mile trip to Milford Sound in a Railway Bus. I took the Twenty into Milford with six on board and the car did not miss a beat. The road strikes west from Te Anau and climbs for about 64 miles to just on 3000', through good sheep country, rain forest and rugged alpine country. The road follows a river and the climb never seems to end. The mountains seem to close in more and more, especially with the hood down. Just as what would appear to be the summit of the range is approached, the road seems completely blocked by a barrier of granite some 500' high. On arrival at the barrier, the road led straight into the Homertunnel, by which the wonders of Milford have been opened to the visitor. The tunnel is $\frac{3}{4}$ of a mile long and passes through solid granite and cost £6,000,000 in 1936, so it is an engineering feat in any language. Water finds man's efforts convenient too as we found out with the hood down. We climbed into the tunnel at the appointed time - it is only one way - and were greatly surprised, especially with two-wheel brakes on the rough surface, when the gradient became a steep descent. Once in daylight again the nine miles to Milford brought us down to sea level for lunch at the Hotel standing at the head of the Sound.

After lunch we saw the remains of the veteran Sunbeam racer which had been discovered by the road just hours before our arrival. We then boarded a launch and headed towards the entrance of the fiord. The vastness of the work of nature started to dawn. Sheer cliffs of 5000' rising straight off the water with a depth of 1900' under the boat's keel are really impressive, added to which were spectacular waterfalls crashing down into the Sound.

Overnight, Milford had a brief shower of 6" which sent thousands of tons of water cascading down the sheer cliffs into the Sound, with the noise of hundreds of locomotives. No wonder the undergrowth at Milford is lush, 29 fine days a year with a rainfall of just on 300" combine to keep the ducks happy.

Climbing out of Milford the next day was quite a feat for the car and I am pleased to say that it did not boil as did most others on the way back through the tunnel to Te Anau.

The following day's trip headed south with some 100 miles to cover to Teretonga race track where three laps of the race track were to be covered at a given speed. Needless to say, the Bentley and Vauxhall boys didn't worry too much about the given times and provided true vintage entertainment. Mr. Green was lucky enough to have two attacks at the track as, in his first three laps, in which he enjoyed himself, the officials messed things up so then he did the thing properly. I was over-cautious and went too slow, even so, I was told that the Twenty looked ridiculous on a race

track. Peter MacKeown in Mr. Green's father's Rolls Royce was overenthusiastic and managed to drown the motor in petrol just before the start, but luckily was able to rectify things in time enough to compete.

We stayed overnight at nearby Invercargil and while the Twenty and the Aspro and other "selected" cars were on show to raise money to defray costs of organisation, we barracked for the unfortunate competitors in the oyster-eating competition. This was won by a heavily moustached local, while Lord Montagu entertained everyone with his deft unloading of his oysters onto other competitors' plates. The Kiwis were horrified that Australia was not represented, but none of us had the stomach for it.

Pressing on north next day some 88 miles to Balclutha we were met by brass band, boy scouts and a stiff garaging test. After lunch we sped onto Dunedin where light rain greeted us. This is the southernmost stronghold of Scotland and is definitely ten sheep to the acre country. The city is full of hills and was to be the scene of a hill climb next morning but organisation went astray so it was skipped. This really was the first and only break-down in organisation and I believe not the fault of the club but the local authorities.

Again the road headed north to Timaru where the overnight stop was called. The sight of the sea certainly was a change from the mostly alpine country we had seen.

Thursday, 18th March was the last day of the road section of the trial and included a hill climb which all enjoyed, except Mr. Green, who in trying to better Bentley times, caused some clutch slip and had to potter up the hill. The Twenty drifted beautifully round a hairpin and surprised its owner-driver.

The return to Christchurch covered much of the ground of the first day, but variations kept the navigators busy right until the tumultuous welcome at the finish.

The following evening, the final dinner for all who attended the Rally was held in a vast hall and the various class awards presented. George Gilltrap and Jumbo Goddard won their respective sections and the rest of the Australians won their bronze plaques for completing the Rally. The only sadness of the evening was the realisation that the event was over and all our new friends, like us, had to return home.

- DAVID DAVIS

