

SPIT AND POLISH

PATRON

His Excellency General The Honourable David Hurley AC DSC (Ret'd)
Governor of New South Wales

The Journal of the VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC.



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They are not necessarily the opinion of the editor or the committee
nor are they any indication of club policy.

SPIT AND POLISH

WEB PAGE: www.vccansw.com

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All letters, advertisements, articles are to be sent to "The Editor Spit & Polish" preferably by

Email: nevpreston@gmail.com or by **Mail:** 18 Byron St. Wyong, NSW 2259

Articles to be received by the **First Wednesday** of the month.

Cover Photo:-

***Doug Marshall with the 3 F.N's., he restored
over a 30 year period.***

***A Type 1950, a Type 1500 and a Type 2400.
at Cams Wharf March 2019.***

Photo courtesy of Catherine Strutt

Committee of Management

OFFICE BEARERS:

		HOME	BUSINESS	FACSIMILIE
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		Email: president@vccansw.org		
VICE PRESIDENTS	Phil O'Loan		Mob: 0439 223 031	
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LIBRARIAN	David McCredie	9653 2592	
WEB CO-ORDINATOR	Abbey Newman	4392 1035	Email: webcoordinator@vccansw.org

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	Neil Martin	9632 5047	Mob: 0417 236 495
	Max Roberts	6545 3410	6545 1045
	Ian Streatfeild	9457 8449	Mob: 0488 248 177
	Neville Preston	4352 1533	

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			Email: hupmobile@bigpond.com	
SECRETARY	Graeme Newman	4392 1035	Mob: 0412 138 063	
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MaSH CHAIRMAN	Doug Fulford	4654 5432	4655 7944	
			Email: dougf@people.net.au	
SECRETARY/TREASURER	Kevin Boardman	4654 5499	Email: kboardman13@bigpond.com	
LEGAL ADVISOR	Andrew Aitken	8987 0000	8987 0077	

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

134 Queens Road, Canada Bay, 2046

PATRON:

His Excellency General The Honourable David Hurley AC DSC (Ret'd)
Governor of New South Wales

Minutes of Monthly Meeting of VCCA (NSW) Inc.

Minutes of Monthly Meeting of VCCA (NSW) Inc held on Thursday 25th April 2019

ATTENDANCE

Committee: 7 Members: 13 Family members: 2 Visitors: 1 (Sam Movizio)

APOLOGIES: Dennis Ballard, John Fryirs, Doug Fulford, Don Liddle, Peter Martin, David McCredie, David Norton, Phil O'Loan, Michael and Marilyn Threthowen.

MEETING OPENED AT 8:20 PM.

PRESIDENT'S OPENING REMARKS

In the absence of the President and Vice-Presidents, the Treasurer chaired the meeting. He welcomed all members especially as it was Anzac Day and many members had attended dawn services.

MINUTES PREVIOUS MEETING

Matters arising: Nil

Moved: Neil Martin Seconded: Robert Fordham

INWARDS CORRESPONDENCE

Invitations:

Soar and Roar

All French Day – see website for details

2019 Shannon's Melbourne Classic Auction – 29 April

Other Club publications:

The Edwardian (online)

Early Auto

Brass Notes

Cough and splutter

Torque

Veteran Torque

Other:

National Trust of Australia – re Paul William Butler Bequest

Government House- application for patronage from new Governor

OUTWARDS CORRESPONDENCE

David Perry – membership

Guy Langford – membership form

Group emails- Spit and Polish

Moved: Laurie Garrod Seconded: Bruce Kinnear

TREASURER'S REPORT

Balances of Accounts as presented to the meeting.

It has been a relatively quiet month with payments to the cleaner and printer and income received from rent. The Blue mountains Rally broke even.

Moved: Darren Grant Seconded: Graeme Newman

MAGAZINE

Robert Fordham ran out of plastic sleeves to post *Spit and Polish* and has a new supplier.

EVENTS

Graeme Newman reported on some past events: Doug Fulford report on the Blue Mountains Rally is in *Spit and Polish* and the line up of cars looks spectacular on the website. Everyone enjoyed the rally. He thanked Peter, Sue, Neil and Lynette Martin for organising the event and hopefully it will build in the future. Newcastle Branch visited Fighter World. The Coffee Run will be held tomorrow. The next Sydney North Breakfast Run will be to David McCredie's so please let him know if you plan to go. *National Motor Heritage Day* will be held on 19 May and Newcastle Branch has a run. It is organising the Singleton Tour from Friday 14 to 16 June. The entry form is in last month's Spit and Polish. Details of all invitation events are in Spit and Polish and are on the website. Darren Grant attended the pre-World War Day at Cronulla and the Betts were there raising money for the charity by encouraging people to wear period dress and to pose in the Renault.

Geoff Yeomans added that he had enjoyed the Blue Mountains Rally. It was great to have the Steer's Wolseley on the run. There were no problems on the highway with plenty of opportunities for people to pass and the traffic was not too heavy. On Sunday he was home in 2 hours with only one red light between Katoomba and Chatswood!

PERMIT TO MOVE/REGISTRATION Nothing to report

LIBRARY Nothing to report

DATING Nothing to report

MEMBERSHIP

An application has been received from Sam Movizio.

CMC Nothing to report

HALL

Robert Fordham was pleased to announce a new tenant starting in June. The accounts have been sent out for the first quarter. The key to the trophy cupboard has been located.

WEBSITE

The provider has changed the blog part of the website where events reports are posted. There appears to be some difficulty in accessing this section so Graeme requested that members check and let him know if it doesn't work. Graeme is slowly adding slides from the Peter Simms slide collection. He acknowledged the dedication of Alan Foy in compiling and identifying the slides.

GENERAL BUSINESS

Constitutional changes

Barry Shinfield queried the process. The secretary outlined the process. The changes are to be made comparing the present rules to the Fair Trading model. Any changes will be clearly identified and presented to the members for discussion before being finalised and sent to Fair Trading.

Zochy Magnetos

John Fryirs asked for the Secretary to inform members that Zochy has moved from Seven Hills to Harrington. His mobile number is the same. Robert Fordham has his new address.

Techie Talk

This moth Techie Talk took a nautical twist on how ships reverse. Barry related two methods of reversing ships - one where the ship had to stop then disengage and rotate the cam shaft to a new position then the engine would restart to reverse the ship. The other method was demonstrated in an icebreaker towing an oil tanker. The ship with 4 engines driving a DC motor that could change directly from forward to reverse.

The raffle was drawn.

MEETING CLOSED AT 8:50 PM.

Geoff Yeomans
Acting President

Louise Yeomans
Secretary

Events Calendar - Club Events

MAY 2019

- 21st Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm. *See Page 6 for extra details*
23rd Committee Meeting starting at 6.30pm
23rd Monthly Club Meeting at Club Rooms, Fivedock at 8pm
24th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

JUNE 2019

- 14th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
14th-16th **Newcastle Branch Singleton Run**. Meet at Max & Joan Burke's at 9.30am. *See Page 6 for details.*
18th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
27th Committee Meeting starting at 6.30pm
27th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
28th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

JULY 2019

- 7th **Sydney North Breakfast Run** *Details to follow*
12th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
16th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
25th Committee Meeting starting at 6.45pm
25th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
26th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*
28th **Newcastle Branch Social Day**. Lake Macquarie Cruise. *See Page 7 for details*

Events Calendar - National Rallies

SEPTEMBER 2019

- 17th - 23rd **2019 National Veteran Vehicle Rally**. Bundaberg/Bargara, Qld. *EOI Form in October 2018 S & P*

APRIL 2020

- 1st - 7th **1 & 2 Cylinder National Rally** - Charleville Qld. Hosted by the VCCA (Qld) Inc.
Expression of interest form in May 2018 Spit and Polish.

OCTOBER 2020

- 11th - 17th **VCCA National Veteran Rally 2020** - Swan Hill. *See January Spit and Polish for further details*

Events Calendar - Invitation Events

AUGUST 2019

- 18th **Shannons Sydney Classic**. Hosted by the Council of Motor Clubs at Sydney Motorsport Park.
For further information go The Council of Motor Clubs Website: www.councilofmotorclubs.org.au

AUGUST - SEPTEMBER 2019

30th August - 6th September 2019

HCCA International TOUR 2019 BATHURST, NSW, AUSTRALIA

For Petrol, Steam & Electric, Veteran Cars & Motorcycles produced prior to December 30th, 1916.

Hosted by the HCCA 5th Eastern Australia Region Invitation to ALL Veteran Car Clubs worldwide.

Rally headquarters will be the famous Mt Panorama Raceway Pit and Corporate area. With Hotel accommodation adjacent to the raceway.

Any questions, please contact: **Russell & Chris Holden (Rally Directors)**

Ph 61 422 219 911 or email: russell@oldworldlamps.net

Further information and Entry Form in October 2018 Spit and Polish

Events Calendar - Invitation Events (cont.)

SEPTEMBER 2019

21st - 22nd 2019 “Clarendon Classic” Rally. The Sydney Antique Machinery Club extends an invitation to members of your club to display at our annual “Clarendon Classic” Rally on 21st and 22nd September. The event is being held at the Hawkesbury Showground, Racecourse Road, Clarendon, opposite the Richmond RAAF Base. Setup is on Friday 20th. See the Registration and Booking form on our website, which you are encouraged to complete and send in beforehand. The event will feature all kinds of antique and vintage machinery including stationary engines, tractors, trucks, cars, motorcycles, boats, steam power, and model and hobby displays. We are again co-hosting the “Kenworth Klassic” truck display of historic and working Kenworth trucks. This year’s themes are “FIAT” and “Machinery Over 100 Years Old”, but of course all exhibits are most welcome. Please feel free to contact our Event Organizer, Steve Muscat, on 0418 453 203 for additional information, or visit our website: www.sydneyanquiemachineryclub.com.

Coming Events

Newcastle Branch Meeting

21st May 2019

Presentation by representative from Loctite & CRC to attend to talk about their vast range of products - many of which are very useful to us.

Newcastle Branch - June Tour Singleton

This year the event will be held on the Weekend of the **14th to 16th June**. (Friday, Saturday and Sunday) which is the weekend after the long weekend.

Motel

Charbonnier Hallmark Motel, Singleton.
(02) 6572 2333

mention the Veteran Car Club when booking

Dinner and Breakfast available in motel Restaurant

Any queries contact John Burke
Ph (02) 4991 1806 (AH) 0412 821 945 (M)

Entry Form in March Spit and Polish on Page 19

Coming Events (cont.)

Newcastle Branch Social Day

Sunday 28th July 2019

In July we are having a social event which is a cruise on Lake Macquarie which includes a hot lunch at the Wangi Wangi Workers Club. Once again, John will need to know numbers a week or two before, so give it some thought and let him know A.S.A.P. to assist. Again, family and friends are welcome to join us.

If you have any further questions about it, give John a call.
Ph: 4991 1806 Mob: 0412 821 945

A flyer about the cruise and cost is on page 18.

CHRISTMAS PARTY - ADVANCED NOTICE

To be held on 23rd November 2019

A site has been booked in Lane Cove National Park - further details will follow.

Application for Membership

Samuel Rocco Movizio
71-73 Brolen Way
CECIL PARK NSW 2178
Associate
Nominated: David McCredie
Seconded: Graham Weekes

Voting for the above membership will take place
at the meeting on the 23rd May 2019

General Information

Retroautos Publication
is available *free* on line at
<http://issuu.com/retroautos>
or go to www.retroautos.com.au

CMC WEBSITE

www.councilofmotorclubs.org.au
January edition of The Preserve on the link below
<http://www.councilofmotorclubs.org.au/images/preserve/January2017.pdf>
Members can now access CMC meeting minutes.
Log into the CMC web site <councilofmotorclubs.org.au>
From the side panel select "Document Centre",
From the choices select Minutes of AGM's and GM'sm
Select the desired meeting date.

Do you have an email address?

For the last 3 months the club has trialled sending out *Spit and Polish* by email. You have the magazine in glorious colour. Members who have received the magazine are very enthusiastic. However, some members have missed out as we don't have their email addresses.

If you would like to receive *Spit and Polish* by email and other messages from the club could you email me with your current email address.

It will not be used for any other purpose except club communication.

Louise Yeomans
Louise.yeomans1@gmail.com

Editorial

Again I would like to thank the members for the articles, supplied for this edition of **YOUR** Spit and Polish. The more I get from the members the less I have to look for and copy from other sources.

Unfortunately this month I do not have any reports on actual events that the club has had in the last month. But I do have a few article from members the first one being from Dianne Gotley on the 60th anniversary of her Talbot attending the Blue Mountains Rally, her dad participated in the Talbot in the 1959 event. From Graeme a history of the Newman clan 5 Talbots and a story of the restoration of the 3 F.Ns., by Doug Marshall from Chris Duncan. A reprint from the Daily Mirror on the 1965 Blue Mountains Rally supplied by David Crisp. Hopefully I will have a report on the Sydney North Breakfast outing to David McCredie's next month.

Coming events for the next month or so are: Newcastle Branch Birthday run and the Newcastle Branch June tour to Singleton. The MaSH Branch's Morning tea run and their Northern Coffee run. Also the Newcastle Branch are having a social Day with a boat cruise on Lake Macquarie. (See page 18)

Just remember that if you wish to compete for the Hattersley' Cup, articles on outings and a list of those attending must appear in Spit and Polish.

At the moment I have a **very small** supply of material, but it is always handy to have a little extra just incase things get quiet. I would prefer to get more reports on outings attended. So if you have something it would be appreciated.

Just remember a short article can be made into a page presentation with a couple of photos as I have stated before.

Remember this is **"YOUR MAGAZINE"**.

Enjoy your Veteran motoring

Nev Preston



Light-hearted Humour

Murphy, a furniture dealer from Dublin, decided to expand the line of furniture in his store, so he went to Paris to see what he could find.

After arriving in Paris, he visited some manufacturers and selected a line that he thought would sell well back home. To celebrate the new acquisition, he decided to visit a small bistro and have a glass of wine.

As he sat enjoying his wine, he noticed that the small place was quite crowded, and that the other chair at his table was the only vacant seat in the house.

Before long, a very beautiful young Parisian girl came to his table, asked him something in French (which Murphy could not understand), so he motioned to the vacant chair and invited her to sit down.

He tried to speak to her in English, but she did not speak his language. After a couple of minutes of trying to communicate with her, he took a napkin and drew a picture of a wine glass and showed it to her. She nodded, so he ordered a glass of wine for her.

After sitting together at the table for a while, he took another napkin, and drew a picture of a plate with food on it, and she nodded. They left the bistro and found a quiet cafe that featured a small group playing romantic music.

They ordered dinner, after which he took another napkin and drew a picture of a couple dancing. She nodded, and they got up to dance. They danced until the cafe closed and the band was packing up. Back at their table, the young lady took a napkin and drew a picture of a four-poster bed.

To this day, Murphy has no idea how she figured out he was in the furniture business!

Thanks to Ron Hattersley for the above story

Blue Mountains Rally Sixty Years On 1959 – 2019

Dianne Gotley

It has now been sixty years since the Talbot that I drive, went on its first club event. In 1959, my late father Bob Newman entered what our family calls “The Roadster” in the annual Blue Mountains Rally.

Dad had started restoring the car in 1957; he had acquired the remains from a local property. It consisted of basically the front half of the chassis and components, which was fairly complete. Dad managed to acquire the remaining parts and on the 13th March, 1959 a “**Permit to operate unregistered vehicle**” was obtained.

The car was quite a way from being finished, from looking at the photos; the rear section of the body was of a temporary nature and in undercoat. It had a pair of makeshift bucket seats. Also no hood and it had the wrong size wheels. The car doesn't have any sidelights, or rear hubcaps. One can only assume the axles were tied with wire to the wheel studs. The spare wheel is also missing.

Despite the state of the car, Dad completed the event with no issues. His navigator was a dear friend, Ron Hepworth, affectionately known as “Heppie”. Our late Mum was chaperoned by her parents (modern) as Mum and Dad were only engaged at the time, (married September 1959). Also Mum's sister Evelyn and future sister-in-law Dorothy attended the rally.



Dad and navigator “Heppie”

16 and had my “L’s”. That was the case until Graeme's first Talbot came onto the road in 1993.

In the 60 years the car has been on the road, it has participated in veteran car rallies in NSW, Queensland and Victoria, always been driven (not trailered). Only last year coming home from the National Rally in Forbes, our first day driving home was 325 km. That was nothing compared to Dad and Graeme's effort of driving for 14 hours in one day to reach Brisbane, for the start of the Bi-Centennial Rally in 1988.

When Peter Martin announced that he would organize a Blue Mountains run this year I was thrilled. 60 years on, 13 cars attended compared to 69 cars and 15 motorcycles in 1959, how times have changed! This year's event was most enjoyable.

I had arranged that on the way home from the mountains, Mum's sister, Evelyn Gorton (also Uncle Neville's sister) to meet us at Dorothy Morgan's home (Dad's sister) so I could have photos taken, as they had both attended the rally 60 years ago. I was grateful to them both for making this happen. I also have a photo album that Auntie Dorothy had started with the first photo of the chassis on wheels; it also contains some photos of the cars that attend the 1959 Blue Mountains Rally.

It is nearly 21 years since we lost our Dad, and I wonder if in 1959 when he first drove the car up the mountain, it would do it 60 years later. The one thing I am certain of is that he would be very proud that all of his children and grandchildren enjoy driving the cars and our involvement in the club.

Form No. 88A

DEPARTMENT OF MOTOR TRANSPORT, N.S.W.

PERMIT TO OPERATE UNREGISTERED MOTOR VEHICLE

Permission is hereby granted for the unregistered motor vehicle described hereunder to be driven/used by the shortest practicable route from TAGGERS FALLS, SYDNEY to TAGGERS FALLS, SYDNEY on 13/3/59, 1959.

This permit is issued subject to the condition that the vehicle, whilst upon a public street, is driven by a licensed driver and to any other condition(s) set forth hereunder.

This permit must be carried on the vehicle and produced upon demand to any member of the Police Force or Authorized Officer of the Department of Motor Transport.

CONDITIONS: For Veteran Car Club Ratanaba Rally 1959.

Date: 13/3/59.

For Commissioner for Motor Transport.

Motor Registry: H.O.

Name of Permittee: Robert Newman.

of: Pacific Highway,

TUGGERAH.

AMOUNT PAYABLE	
Permit Fee	£ 20/- 0
Penalty	£ 1/- 0
Surcharge	£ 1/- 0
Stamp Duty	£ 1/- 0
Total	£ 23/- 0

No. of Interim Label Issued: Interim Receipt No. X99253 Date of Issue: 12/3/59.

DESCRIPTION OF VEHICLE—

Make: Slavent-Talbot 1914 model Type of Vehicle: Car

Type of Body: Roadster Engine No.: 408x164

Motor Power: Colour:

OPERATOR'S COPY.

MS 1921 & N. 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 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Dorothy and Evelyn



60 years on Evelyn and Dorothy.



The "Roadster"



The "Roadster and "Annie" at the BMR 2019

A Brief Tale of Five 12HP Talbots

Graeme Newman

This is a bit of a history of the five Talbots currently owned by the Preston/Rose/Newman/Gotley clan, all of which the late Bob Newman had some significant involvement with.

On Saturday 23rd of March 2019, all five cars appeared at a V.C.C.A (NSW) event for the first time when they attended the Newcastle Branch outing at Cams Wharf which also featured the three F.N.s restored by Doug Marshall.

Unfortunately our father was not one for taking photographs, nor was he one for formally documenting such things as how or when he came to acquire the cars. It was one of those topics that was discussed from time to time and it was agreed he/we should sit down and record it at some point, but unfortunately he passed away somewhat unexpectedly before it was done.

Elsewhere in this edition of S & P is a story penned by my sister relating to the first of these vehicles, the 1914 model 'Roadster' which has been on the road and used by various members of our extended family since 1959.

According to the Talbot Factory records, details relating to 'The Roadster' are:

Chassis number: 7239 Type: 4CBX Engine number: 39

Chassis assembled: 16th February 1914

Date ordered: 23rd November 1913

Date delivered: 23rd April 1914

Purchaser: Watkins & Doncaster

It is not known how this particular vehicle made its way from England to Australia, nor do we know anything about its previous owner/s in Australia.



The second vehicle acquired was 'The Tourer' (Dad wasn't one for giving the cars names either). This later become known as 'Pa's blue car' when Ben Rose first started talking and he took a shine to it. Again, we don't know much about its history, although it was sold by Phizackerleys in Sydney, so if we were to track down the current owner of those records we could most likely identify the original owner in N.S.W. I believe it spent its early days in the New England area on a property in the Armidale/Uralla Region. I am also given to believe that Dad acquired it from another Club member, Ross Smith in about 1961, in a quite complete state.

It was restored during the mid 1960's, participating in its first event, the National Rally to Albury in 1967. Neville tells me he and Dad were busy putting the finishing touches to it the night before heading to the event.

The Talbot records for this vehicle are:

Chassis number: 7246 Type 4CBX Engine number: 45

Chassis assembled: 24th February 1914

Date ordered: 29th October 1913

Date delivered: 28th April 1914

Purchaser: Tozer, Kemsley & Fisher (London) who then exported the car to Australia where it was sold by Phizackerlys.

This car has done tens of thousands of miles on V.C.C.A events including trips to Queensland, Victoria and South Australia. This car is now owned by Wendy Rose with the most regular driver being her son Ben, with daughter Kate also being seen behind the wheel at times.



The third vehicle to come along was the 1913 4CT which is owned by Neville Preston. This car is very well known to members having participated in more events, and done more miles in the last 55 years than probably any other car in our Club.

Neville and Dad acquired the quite sad remains of this car from Berrima in late 1962. They then set about restoring it, seemingly at quite a frantic pace as it was sufficiently complete to participate in its first event, the Newcastle Annual Rally of 1964. So although it was third vehicle acquired, it was the second one to be back on the road.

Neville has rallied this car extensively throughout NSW and has also attended many interstate events in Queensland, Victoria and South Australia. There is a more detailed account of the restoration available on the Club website in the 'Articles' section.

The Talbot records tell us:

Chassis number: 3932 Type 4CT Engine number: 528 (392 fitted)

Chassis assembled: 6th March 1913

Date ordered: 13th May 1913

Date delivered: 23rd June 1913

Purchaser: Tozer, Kemsley & Fisher (London) who then exported the car to Australia where it was sold by Phizackerleys.



The original NSW registration number for this car was 8869 with the owner being Henry Kater of 'Borthamel' Darling Point.

The fourth car acquired was my 1913 4CT. Dad purchased the partially restored remains from fellow enthusiast Ray Thomas of Waratah. Ray had earlier purchased the remains from George Green who had possibly decided he didn't really need the remains of an unrestored 12HP Talbot taking up valuable space!

The restoration of this car commenced around 1980, however dragged on for way too long as I dedicated too much time to other things, including work. The fact that I was also able to use 'The Roadster' meant it was easier to use and maintain it, rather than be restoring another car.

Karyn and I took it to its first event, the Newcastle Rally in 1993 in a not quite complete state (I think there's a bit of theme here). A year or so later it was fairly complete when we took it on its first long run, the National Rally in Burra in September 1994. We continued to use the car for the next ten years or so before it was given a rest for about 14 years. This car is known as 'Emma' – because we thought it was a nice old fashioned name for an English car.

The Talbot records in relation to this car are:

Chassis number: 7123 Type 4CT Engine number: 724

Chassis assembled: 6th March 1913

Date ordered: 10th October 1913

Date delivered: 16th January 1914

Purchaser: Tozer, Kemsley & Fisher (London) who then exported the car to Australia where it was sold by Phizackerleys.

Talbot made a total of about 667 4CT model Talbots with 499 being made in 1912 and early 1913 and another 168 being made with considerably later chassis numbers in 1913. It appears my car may have been slightly modified when it was assembled to make it appear more like the 4CBX which was the newer model being advertised at the time.



The final car in the collection is my 1914 4CBX. This car was quite well known by Talbot enthusiasts as it was owned by the Boden family in Maclean from 1914 until 1975. When the original purchaser, William Boden passed away in 1939 he left the car to his daughter Elsie. Elsie never married, but retained the car until the time of her death in July 1975. The car was sold at auction on the 21st of November 1975 for \$10,000. Quite a considerable sum at the time.

Dad and I bought the car in 1994. Unfortunately by the time we got hold of it, it had undergone some 'restoration' work that had detracted from its appearance and condition from when we had last seen it a couple of years beforehand. Very little was done to the car prior to Dad passing away. I began to restore it in about 2002, with it being (almost) finished when we took it on its first event in 2005, the National Rally in Toowoomba. In true Newman fashion, I got it registered about a week before and drove it about 150kms before we set off to drive to Toowoomba. Thankfully I was travelling with Neville who was in his car, and Kevin Ryan in his 1913 Fiat. Neville and Kevin were able to help me iron out a few bugs along the way, there and back.

The Talbot records in relation to this car are:

Chassis number: 7279 Type 4CBX Engine number: 76

Chassis assembled: 4th March 1914

Date ordered: 29th October 1913

Date delivered: 4th June 1914

Purchaser: Tozer, Kemsley & Fisher (London) who then exported the car to Australia where it was sold by Phizackerleys



The original registration number of this car was 12197. Since 2005 this car has been used quite a bit on events run by the V.C.C.A in NSW. This car is known in the family as 'Annie' being named after Annie Boden, the wife of the original owner.

My 4CT underwent a rather rushed, partial re-restoration last year in order for it to be sufficiently finished to take part in the National Rally in Forbes. Again being registered a few days and only a few miles before we set out to drive to Forbes.



The 5 Talbots and drivers, Dianne, Nev, Ben, Graeme and Lauren

Doug Marshall's F.N's.

Chris Duncan

Fabrique Nationale d' Armes de Guerre (F.N.) is a Belgian engineering company that still exists, and luckily for us it produced cars in it's early days. Our interest is in the vehicles manufactured before WW1. The plant in Leige is very close to the German border. FN manufactured armaments so in 1914 when Germany invaded Belgium the factory was taken over for armament manufacturing, and motor car production ceased during the war.

In Australia the cars survived mostly because of the economics of the scrap industry. It was just not worth it to cover the vast distances required to recover and scrap the cars.

Long time club member and restorer, Doug Marshall, had previously restored a vintage Chev, and by 1980 had an interest in veteran cars. Doug bought the FN type 1600 in 1988 and commenced its restoration. This car returned to the road in 1994. In 1998 Doug bought the type 2400 and commenced its restoration. This car returned to the road in 2004. Just in case he might get bored he also acquired a type 1950 in March 2000. This restoration commenced after 2004 and this car returned to the road in 2017. A remarkable accomplishment!

Doug estimates the 2400 has done 50,000 miles since restoration, and the 1600 about 30,000 miles!

Also Doug found time to research and restore a 1913 GWK friction drive car that now lives in Tasmania.

In between his restoration projects he also spent many hours researching and assembling his excellent book entitled "The Fabrique Nationale Survivors". In researching for the book, Doug and his wife, Dianne, made trips to Leige, Belgium to search factory records for the car information, including the date the cars left the



F.N. Type 1600 (Newcastle Annual Tour 2010)



1913 G.W.K. (Newcastle Rego Day 2011)



F.N. Type 2400 (At Neville on Western Tour 2012)

factory. This book was self published in 2011, and is the best reference book to find accurate information on the surviving FN cars around the world.

My involvement in veteran cars started in the mid 1970's when I met Peter Adams via our shared musical interest. Peter used to let me drive his Paige, and then his Renault as my family expanded. I first met Doug and Dianne in the early 1980's when they would "swaggie" with us in the Renault. No doubt Peter's enthusiasm for his FN 2400 had an influence on Doug's decision to also acquire FNs.

Peter gave Doug access to his 2400 during the restoration process which resulted in the body on Doug's car being a direct copy of Peter's car; the most original FN2400 existing in the world.



F.N. Type 1950 (at home 2018)

Fast forward to 2012 when Doug and I were having morning tea on the Newcastle tour. FN talk revealed he was ready to sell his 2400. My ears were now pointed forward and by days' end a deal was done and I became the new owner of the 2400. A few years later the 1950 was nearing completion, and the 1600 was also sold to me. My wife, Catherine, and I decided to re paint it a darker blue, which we did. It's now ready to complete the upholstery in leather...a project still waiting to happen! (There is currently a small 1914 Grant taking up space and time in the workshop!)

as we can. The 2400 has become our major touring car, driving it to and from National rallies in Goulburn, Ulverstone and Forbes, as well as a three week jaunt around north west New South Wales using the registration 60 day scheme. Catherine has driven the 1600 to and from Forbes and we use it regularly for local runs.

Catherine and I both really enjoy "life in the slow lane" and have driven both cars as much



F.N.'s, Type 1950, Type 1600, Doug the restorer and Type 2400

In 2018, Doug introduced me to Fred Jones from Adelaide who was 90 years old and ready to part with his FN 2400. Consequently, I acquired another 2400. The purchasing of this 2400 holds strong meaning to our (Doug's) 2400. Originally Greg Knodler bought both cars together and drove the Fred Jones' 2400 to Newcastle from Yass



The F.N.'s. with Doug, Catherine, Issac, Andy, Chris and Mick.

while another car towed the Doug 2400 behind for use as a parts car. As a result, the two cars have each other's engines and are nearly twins! Unfortunately, this car failed to start on the day of the photographs and we could not bring it to this event. Neil Adams brought along his FN 2400, so we could have a picture of the FN contingent with Doug.

Doug's tenacity and purpose has had a big influence on the number of FN cars still in this country. His book is invaluable and the first reference to find accurate information on the remaining cars. His restorations are a credit to his incredible workmanship. Go Doug!



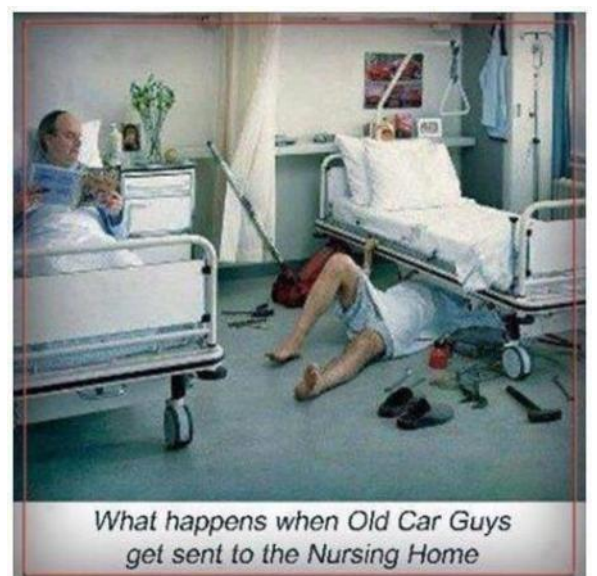
Doug's F.N's, Type 1950, Type 1600, Type 2400 and the Adams Family Type 2400

(Photos taken at Cams Wharf outing unless otherwise stated)

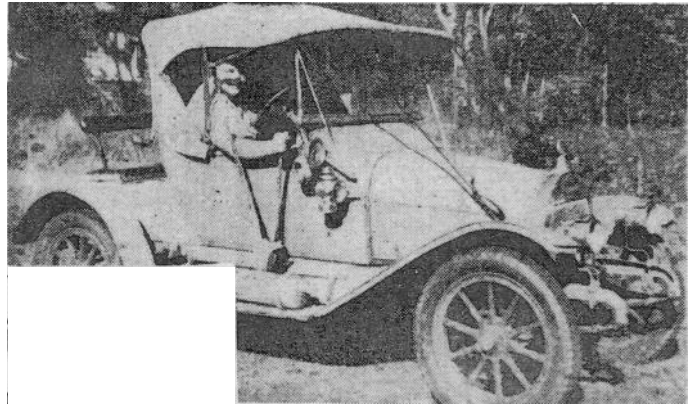
Attendees at Cams Wharf outing.

Doug and Dianne Marshall	1913 FN	Stuart, Kelly, Jack and Nick Adams	1913 Renault
Catherine, Jennifer, Helen, and Isaac Strutt	1912 FN	David and Betty Cherry	1916 Chev
Chris, Mick, Andy and Katrina Duncan	1911 FN	Max, Joan, John and Kelly Burke.....	1916 Buick
Neil, Neryl, Toni, Conrad and Alex Adams	1912 FN	Peter Nevell	1912 Ford
Graeme and Karyn Newman.....	1913 Talbot	John Brumby.....	1916 Maxwell
Lauren Newman and Will Garthon.....	1914 Talbot	John and Sue Wards	1916 Benz
Dianne and Christopher Gotley	1914 Talbot	Kevin and Narelle Spackman	1911 Ford
Ben, Wendy and Kate Rose	1914 Talbot	Brian, Christy, Hamish and Oliver Adams	modern
Nev Preston.....	1913 Talbot	Neil and Maria Heilbrunn	modern

Light-hearted Humour



AUSTRALIA'S OLDEST CARS IN BIG RALLY



A mobile workshop, a tow truck and a road tanker will follow the field in the Veteran Car Club's rally from Sydney to Katoomba and return next weekend.

But competing drivers are confident that they will make the distance without help from either the workshop or the truck.

Between 20 and 30 of the oldest cars in Australia are now expected to face the starter.

These will include a 1910 B.S.A., a 1908 and a 1912 Argyll, a 1904 De Dion Bouton, a 1908 Panhard Lavassor, a 1908 Berliet, a 1904 Clement Talbot, a 1909 Hupmobile, a 1908 Le Zebre, a 1914 Benz, a 1908 F.L., a 1912 Vauxhall, a 1912 Detroit Electric, and a 1914 Fiat.

Oldest car in the field will be a 1901 Oldsmobile which was recently air-freighted from Tasmania to Mr. Rex Turner, of Mosman.

A 1908 Daimler and a 1916 Buick will be brought from Newcastle for the rally, while a 1914 Sunbeam will be brought from Fairy Meadow.

Only one here

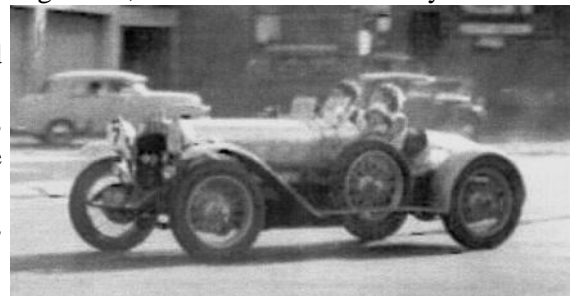
A 1911 Brennabor (pictured above), entered by Ken Bolger, of Ingleburn, is claimed to be the only one of its type in Australia.

It has a top speed- of 30-35 m.p.h., does about 20 m.p.g. and has "accommodation" for three passengers.

The car has three forward gears, with the gear lever, as well as the brake handle, fitted alongside the driver on the outside of the vehicle

The Brennabor, which was imported from Germany in 1912, was stored away in a Leichhardt shed after logging 125,000 miles.

Recently, when it was decided to bring the car out of retirement, the roof of the shed had to be removed and the vehicle lifted out by a mobile crane as there was no clear access to the building.



Racing clock

Its present owner says the Brennabor is in perfect running order and, when it faces Saturday's starter, will be in its original condition, except for a new coat of paint and tyres.

Jack Myers is racing against the clock to get his 1912 Argyll in running order.

The De Dion Bouton, which is owned by Len Masser, of Botany, was salvaged from Gulargambone, in western N.S.W., late last year.

It was in a dilapidated state and has taken almost six months to restore to its original condition.

Public interest in the rally is mounting so rapidly that it will probably take special police to control the crowd at the start and also along the route.

First car will be flagged away from the main shopping centre on the Great Western Highway, at Auburn, at 10a.m, on Saturday.

Picnic lunch

Drivers will stop at Glenbrook for a picnic lunch before they begin the long, haul to Katoomba.

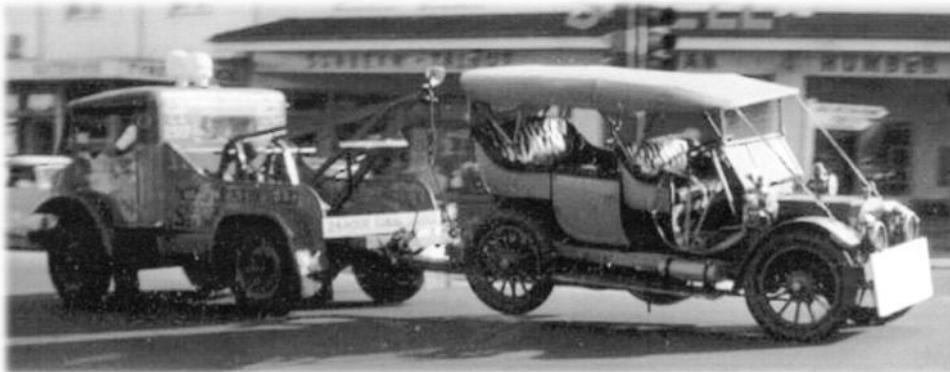


Rally officials expect the first cars to reach the Russell Hawk Park at Katoomba about 4.30p.m.

The veterans will be examined and then locked, away until the start on the home run to Auburn at 9.30 a.m. on Sunday.

The leading cars are scheduled to reach Auburn about 3.30 p.m., after a halt for lunch at Penrith.

A trophy will be presented to the outright winner and a special award made to the driver who reports the greatest number of misfortunes.



Photos taken at Parramatta at the intersection of Church Street and Great Western Highway.

The above article is copied from the Daily Mirror, Monday, March 19th 1956

Article and photocopies of photos supplied by David Crisp.

(I apologies for the quality of the photos, Editor.)



Loop the Lake Cruise

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The Pick of Stamford

By
Michael Worthington-Williams

Whilst the motor industry in Britain polarised its activities into centres like Coventry and London at a relatively early stage of its

development, it was still very much a regional - and even rural - industry until well after the Great War. Only when the combined onslaught of Austin, Morris and Ford, mass production, pressed steel bodywork and the Depression (which really started with the Wall Street stockmarket 'crash' of 1929) ushered in motors for the millions were the regional makers finally wiped out.

As in France - last bastion of the regional make - most provincial manufacturers confined their modest outputs to a purely localised clientele, and often tailored the product to suit local conditions. Thus, examples were rarely seen outside their native districts and then only as a result of owners moving house or private individuals selling to a stranger.

Despite the ravages wrought upon county registration records by the dictates of Swansea in recent years, a large proportion of the early paperwork has survived in the care of county archives and other bodies. A brief survey of a representative selection of these records will, however, throw up again and again, in all areas, the name of a car which is today all but forgotten: the Pick.

So, we must deduce that the Pick was no ordinary regional make, and research discloses that Jack Pick, the car's original creator, was no ordinary man. His origins were humble enough, however, his father being a butcher and licensee of the Welland Cottage Inn in Gas Lane, Stamford, and it was here that Jack was born.

His early career leaving school was unpromising: from brickmoulding at Turner's brickyard he spent two years as an errand boy at Young's grocery stores (an event not without significance, however, in the long run) before becoming apprenticed at the age of sixteen to Birchnall, the blacksmith at Little Byrham. Although there followed a period as Birchnall's journeyman at Clipsham, the apprenticeship was not completed, and a brief twelve week sojourn in a shoeing shop at Stone in Staffordshire was also abruptly terminated.

Young Pick had apparently told his employers that he objected to 'slave labour', and this early example of his outspoken manner was but the first of many, all of which earned him respect but at the same time contrived to keep him poor. From Scone, he returned to Stamford, and there entered the blacksmith's shop of Blackstones the famous stationary oil engine manufacturers. Here, he quickly established a reputation as the best smith in the district.

His time at Clipsham, however, had not been wasted. Here he had first met a patent agent named John Harrison whose Harrison Patent Company was conducted in Wharf Road, Stamford in premises later occupied by Charles Gray & Company. Pick worked for Harrison for a short period, during which he patented a moderately successful double-action hoe, but Blackstones later lured him back to design a rotary digger for Briggs and Holland the steam cultivator concern.

Pick became designer, draughtsman and engineer, and although the digger was not an unqualified success he decided to become his own master. In small premises at the corner of Brazenose Lane and St. Leonards Street he worked on his own, producing his hoes and a rugging needle which he had also patented. Finance was short, and some assistance was provided by T. Fountain, later manager of Charles Gray & Co.

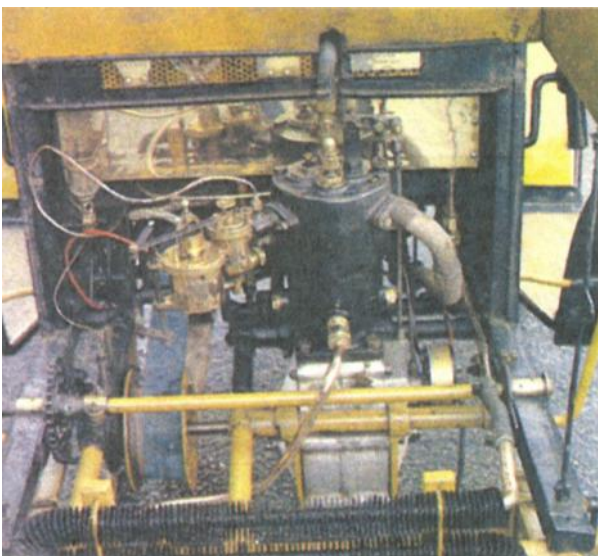
There followed a move to larger premises in Blackfriars Street, as Pick and Co. expanded into general engineering and, eventually, bicycle repair and manufacturer. The latter were highly regarded, and incorporated many features of Pick's own design, including a self-contained stand and a rim brake (at a time when spoon-type brakes were universal). With a staff of 40, output grew to the stage where it was decided to hold an exhibition of Pick cycles in The Assembly Rooms. Over 250 cycles were sold, Harold Rippin's band played to the crowd, and one of the first Panhard motorcars was on view and employed to conduct breathless locals on brief excursions.

Thus commenced Jack Pick's involvement with the motorcar and, although there are conflicting accounts concerning the actual date, it appears that in 1898 he purchased a French engine (probably a De Dion) and experimented with various designs of chassis and bodies. His first car, a motorised dogcart, carried its engine mounted vertically on the rear axle (rather in the manner of the 1899 Clement voiturette) and was steered by tiller. It was sold, for £85, to a Doctor Benson of Market Deeping. Rated at 3½hp and fitted with candle-powered coach lamps this modest vehicle nevertheless aroused the interest of local landowner The Marquis of Exeter from nearby Burghley Park, and a second car on similar lines was then constructed for him.

1899 appears to have been the turning point, and in that year two Pick cars were exhibited at the Stanley Show and the Marquis of Exeter offered to form a company in Stamford to manufacture Pick, cars. The board of directors of Pick Motor Co. Ltd., formed in 1902, included Charles Gray, who we have already mentioned, and who later became a prominent steel merchant in the town. Pick himself does not appear to have held a seat on the board, but contented himself with the position of works manager.



Prior to the invention of electric starting transversely mounted engines always presented the problem of arranging access for the starting handle - on the 1901 Pick the handle passes through the spokes of the front wheel.



Drive from the conventional single cylinder engine is take by belt to a counter shaft amidships and then by chain to the rear axle.

New Pick Racer, capable of 50mph. Henceforward Pick were to concentrate upon medium sized cars and the longer stroke engine remained in production until 1915.

In addition, however, the bore was increased to 95mm in 1912 for the new 360lcc 16/18 model, a three speed gearbox having been adopted with the longer stroke already, and the same engine powered the 20hp types of 1913/14, one example of which still survives in its native Lincolnshire. A Doctors Coupe, it was originally found in a semi-derelict condition although basically complete, and is now in the collection of Reg Long of the Veteran Car Club who lives in Crowle.

The Blackfriars Street premises were enlarged at the rear (the premises eventually passing into the hands of Porters the printers who, coincidentally, printed many of Pick's later catalogues). and production initially was standardised on a 2¾hp air-cooled rear engine two seater. By 1900 a sprung frame was also advertised, the springing being provided by lamination of the chassis between the steering head and the rest of the frame.

In 1901, the engine was enlarged to 5 hp and moved to the front of the vehicle and the Pick car evolved from a voiturette into a true light car. Fortunately one example of the 1901 type has survived and is now owned by Mrs Mary Garrett, a member of the Veteran Car Club. Registered CT 174 and carrying engine number 73, it is a single cylinder car fitted with two seater bodywork, and a regular entrant for the London Brighton Run.

By 1903 a wheel steered 6hp flat twin, a 10hp and a 12hp had joined the range, the latter boasting capacities of 1432cc and 2957cc respectively, and having chain drive to the gearbox and single chain final drive. The Edwardian period was not, however, without its difficulties, and the decision of the directors to cease production of the popular Pick bicycle ("The Pick of All") in favour of cars angered Jack Pick, and he left the company in 1904.

Tooling up for the twin engines had also left the company short of capital, and failure to control patent rights lost them revenue from a double cam braking system and they failed soon after Jack's departure. The financial recession of 1907 affected many other companies too, including Pick's new company J. H. Pick & Co. now at 11 and 23a High Street, St Martin's.

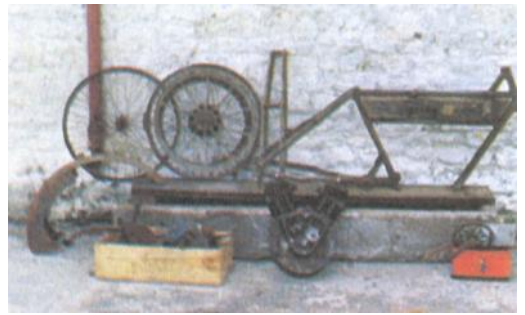
In 1908, a new limited company was formed under Jack Pick's direction and, significantly, re-named The New Pick Motor Company. From that time until the Great War halted production of private cars, all models were known as New Picks, and the first of these was a conventional four cylinder (separately cast) shaft-driven car with two forward speeds (direct drive on top) designated the 14/16hp.

This type was offered with a choice of 102mm or 127mm stroke, providing engine capacities of 2532cc and 3232cc and the shape of things to come was announced in 1910 with the

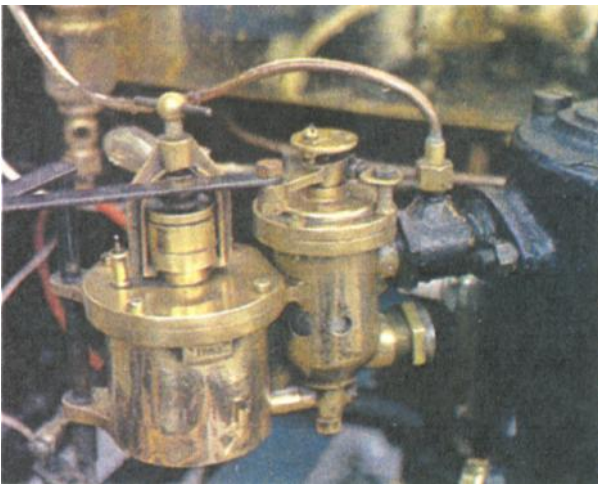
Apart from the cars, however, there were various excursions into sidelines, and one of these which is shrouded in mystery is the Pick motorcycle. No contemporary records appear to exist concerning this machine, and we would perhaps have doubted the veracity of its manufacture had it not been for the fact that Phil Smith discovered a derelict example some years ago. It was subsequently owned and researched by Tim Rhys-Roberts, also of the V.M.C.C. and is now owned by Rowland Weeks.

Registered BC 6412 (a Leicester C.B.C. issue) it still carried a 1920's tax disc in the holder which proclaimed it to be a 5/6hp Pick, but the legend and transfer, the remains of which can still be seen on the tank, indicate that its makers were Leicester Cycle Company, the words arranged in a circle around a wheel. A Vee-twin, fitted with Dalm barrels on a crude (home-cast?) crankcase it carries a blacksmith made magneto platform forward of the engine, and the magneto chain cover is a massive aluminium sand casting some 1/2 inch thick.

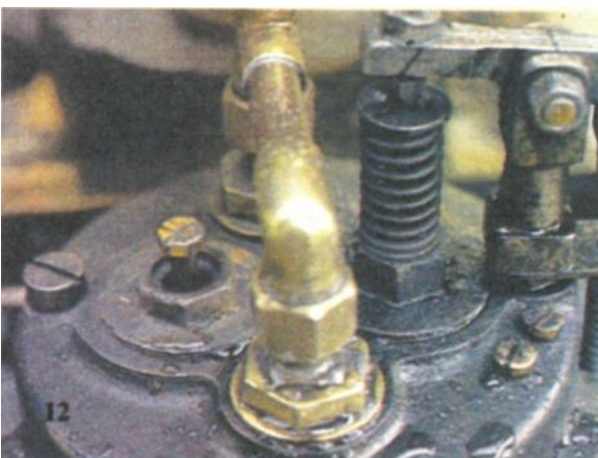
It remains a mystery and is illustrated "as found". No mystery surrounds the Pick tractor, however, which in 1920 guise was a three-wheeled cumbersome beast with a low slung 'H' section girder frame and rear-mounted engine. It was not dissimilar in layout to the Ivel of Biggleswade designed by Dan Albane well over a decade earlier, and this somewhat eccentric design eventually gave way to a very advanced, for the period, type with patent steel wheels and a layout more reminiscent of that popularised by the Fordson "Standard" and still in use today.



*The 1908 Pick 5/6hp Vee twin Motorcycle
"as found".*



It is difficult to imagine a more impressive carburettor for such a small engine. The cylinder head with atmospheric inlet and mechanical overhead exhaust valve is seen below.



By 1915, the car's earlier horseshoe shaped radiator had been replaced by a rounded vee type and in that year the name reverted from New Pick to Pick. Rated at 22hp these last pre-war designed types, in common with those made by most other manufacturers who did not have War Office contracts for vehicle construction, were then discontinued for the remainder of the war in favour of war work.

No official War Department contracts were ever signed, however, so that when the Armistice of 1918 brought an abrupt halt both to hostilities and war production, Pick received no compensation for cancellation of orders and worn out machinery and was, therefore, more badly placed to resume civilian vehicle production than were many of his war-rich competitors.

One suspects that Jack Pick may well have been the author of his own misfortunes on this question. Certainly, his belief in speaking his mind and pressing his own firmly-held views in the face of opposition had already earned him suspension from the original Pick company, and caused him to clash with other councillors when he was elected to the Town Council in 1910,

It seems clear that the company, reformed as Pick Motor Co. Ltd., in 1915, never really found its feet again after the war, and the period from 1910 up to 1914 was probably its most prolific. Reports vary concerning output, but it would seem that maximum production never exceeded 50 cars a year and it is commendable, therefore, that the cars were sold over such a wide area of the country.

Not only this, but a very respectable percentage was also sent for export - mainly to the Antipodes - and several have survived there. New Zealand appears to have been the most popular overseas market, and from Colin McLachlan of Ashburton we learn of the fate of several. A. Lewis of Arundel (N.Z.) had wrecked a New Pick No. 690 before the second war, but Colin managed to salvage ¾ of the

chassis, the radiator and brasswork, two axles and the clutch. A gearbox casing and smashed engine for car No. 677 which had originally been owned by J. Simpson of Southbridge (N.Z.), and the engine of car No. 687 originally owned by A. B. Thomas of Mt. Roskill was unearthed during a trip to Auckland. The radiator of this car apparently survives in the Museum of Transport and Technology at Western Springs.



Reg Long's 1912 20hp Doctor's Coupe

C. Ellis of Aranui has most of the parts of car No. 695 and W. R. R. Bryson now owns No. 693 - the only complete and original example in New Zealand. A circa 1914 20hp model lives with N. F. Clarke of Christchurch, however, and differs from the others in having bevel gear final drive and a gate change gearbox, whilst the other examples all have worm drive and a quadrant change.

Felix Mulligan of Moronan reports that his father owned two new Picks, the first purchased in 1912 and the second in 1920. The latter was a 1914 model which had languished in a London warehouse throughout the Great War, shipment

having been held up by hostilities, and which in 1920 was a little outdated. Both cars survived, the first being Colin's car and the second that owned by Clarke.

At least one other, a five seater tourer owned by Frank Corch of Lauriston in 1934 is also recalled and coincidentally Jack Pick's great nephew Cromwell Pick is apparently now living in Hamilton.

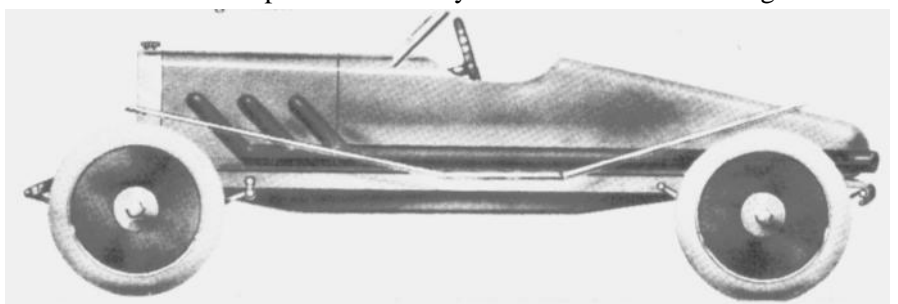
In Britain the survival rate is poorer, and apart from the two new cars already mentioned, V.C.C. Dating Committee Chairman Gordon Brooks of Gamlingay has the remains of BE 2257 consisting of chassis frame and wheels, axles etc but minus engine, gearbox and other essentials. Research reveals that this car was originally owned by a man called Smith, in Brigg, Lincolnshire and later, in 1916, was sold in a farm sale to one Ezekiah Taylor of Spridlington. Gordon's father remembered seeing it abandoned there in a garden before the war, but when found it was supporting a platform over a sheep dip!

Jack Pick's final fling came in 1923 when a large sporting two seater was introduced with a top gear ratio of 2½ to I. This model was rated at 22.5hp (with a similar 3601 cc engine to that found in the pre-war models) but the combination of a fairly large slow-revving side valve engine and the exceptionally high gearing provided 40mph at 1000rpm, 30mpg and quite effortless travel at 60mph.

Autocar were somewhat guarded in their road test report of this model, and whilst praising roadholding, steering and springing, they considered the gearbox and engine "of massive construction judged in comparison with the majority of modern small car components" - the inference to be drawn being that the Pick was not modern.

Aggressively handsome though the post-war Pick undoubtedly was, the fact cannot be escaped that its sporting lines concealed a chassis of uncomprisingly Edwardian specification, and at a time when small, high revving engined cars were proliferating, no one wanted the kind of unsophisticated heavy vehicle Pick was offering.

Available on paper until 1925, it was catalogued in two seater "Sports" form, as the "Scorching" model with outside exhaust and pointed tail, and as a full four seater Sports tourer. With the hood up on the first and last of these three, visibility must have been negligible - not a happy thought at 60mph.



The "Pick" Scorching Model.

Jack Pick lost most of his money and properties when the end finally came. All, that is, except the shop at 11, High Street, St. Martin's. Here, and with a characteristic individuality, he turned his back totally on the motor car industry and opened a fruiterers and green-grocery business which he continued to run into the late 1950's. Knowing of his early experience in grocery this is not, perhaps, such a remarkable change of course, but, when questioned in later life by L. G. Tebbutt, then Stamford Borough Librarian, he replied "Well, I'm still dealing with nuts, aren't I?"

Reprinted from The Automobile August 1983

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'Before and After' photo's of any veteran vehicles members may have restored, along with some details of the car and restoration. We want to add a section to the Website to highlight what can be achieved with the persistence and talent (or money) our members possess.

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