

SPIT AND POLISH

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



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PATRON:

His Excellency

The Governor of N.S.W.

Air Marshal Sir James Anthony Rowland

KBE, DFC, AFC, K.St.J.



BICENTENNIAL RALLY - 1988

Volume XXIV No. 6

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Other Veteran Car Clubs have permission to copy

NOTICE OF MONTHLY MEETINGS

Regular monthly meetings of the Association will be held at 8.00 p.m. at the Clubrooms on:

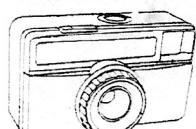
THURSDAY	MAY	26	1988
THURSDAY	JUNE	23	1988
THURSDAY	JULY	28	1988

The business of the meetings will be:

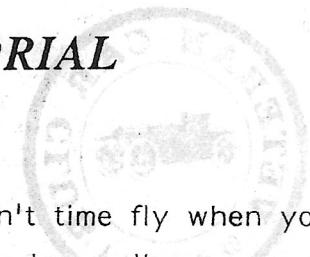
- * to receive and act on reports from Committee of Management
- * to raise issues for the attention of Committee
- * to discuss matters relevant to the interests and activities of the Association

KEN QUARMBY - HON. SECRETARY

COVER PHOTO:



ALISON & BOB LAMOND, PETA EDWARDS, "MABEL", 1912 FRANKLIN AND "MIDGET" 1911 ROLLS ROYCE BALLOONING TOURER. WHILST THE SUBJECT MATTER OF THE SLIDE DOES LOOK LIKE AN EXERCISE IN EDITORIAL SELF-INDULGENCE, I THINK THAT IT DOES CAPTURE THE ESSENCE OF VETERAN MOTORING.....A PEACEFUL PICNIC STOP EN ROUTE, COFFEE AND BICKIES WITH GOOD FRIENDS HAVING SIMILAR INTERESTS AND A FEELING OF ESCAPISM TO AN ERA FULL OF CHARM.

EDITORIAL

Hi! Doesn't time fly when you're having fun?

I guess we have all recovered from what must have been for all of us a once-in-a-lifetime experience. To those who were unable to come along, I am sorry that you missed the Bicentennial Rally and ask that you forgive the editorial bias of this issue.

Our thanks must go to Castrol and the Bicentennial Authority, plus the lengthy list of co-sponsors and Rally Directors from all states, but particularly Terry Cook for a job well done, on the N.S.W. leg.

Other club members were seen assisting at all times during the rally - our thanks to them all. Notable among them were Peter Adams, who always seemed to be there at the right time, Arthur Garthon for the use of his Towmaster Landrover.

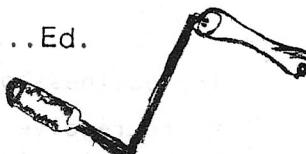
It is always difficult to thank people in this way because inevitably one will be left out. Because they give of themselves unselfishly, working behind the scenes without the recognition they deserve....this is for you.....a heartfelt thanks for contributing to a most successful and enjoyable two weeks from me personally, but I am sure that I can speak for all of our members who went.

This issue has - by design - been mainly devoted to a report of the rally as seen through the eyes of the entrants from this club, however the response to my request for news items and photos of interest has not brought avalanches of mail. In fact I have had to coerce some of our stalwarts to become scribes of the "press gang ilk". Only 10 members out of 111 starters supplied articles or comments.

I received a letter from Valda Cross, tendering her resignation from our club for personal reasons. This has been passed on to Secretary Ken. Whilst space precludes me reproducing her letter in full, she is obviously very involved in golf at the Tevin Course and sends greetings to all members, hoping that they will make contact if in the area. Valda has been a stalwart of the club and the Veteran movement at both Federal and N.S.W. levels and regrets severing ties but "feels it is time". We wish her well and at least one hole in one!

I hope that you enjoy reading the Bicentennial issue. If what you read jogs your memory about something of interest that you would like to share with us, it's never too late to contribute - send it along.

Cheers.....Ed.



Members please note:

We are having some breakage problems with plastic name badges being broken when sent in the mail. Please arrange for your badges to be collected from the clubrooms, either on General Meeting nights or by a committee member from Treasurer, Bob Lamond.

NEXT COPY DEADLINE will be June 2 for May/June issue.

P R E S I D E N T ' S M E S S A G E

The southern hemisphere F.I.V.A. Rally, our Australian Bicentennial Castrol World Rally, has been driven by competitors coming from all points around our country to Canberra. Let us not forget that this was a truly international event with entrants from overseas joining all the different state routes.

As our National body V.C.C.A. is a member of F.I.V.A., the rally was included in the international calendar, so it did not clash with other major veteran or vintage events in the world, resulting in many interesting cars and their owners joining us. Yes, we do live in a world, and I personally enjoyed talking to our visitors and learning about their cars and their clubs' activities.

The gifts of friendship of a wooden Fiord horse from the Norwegian Club and a fine picture from V.C.C. of Great Britain to V.C.C.A. also help cement international club relations.

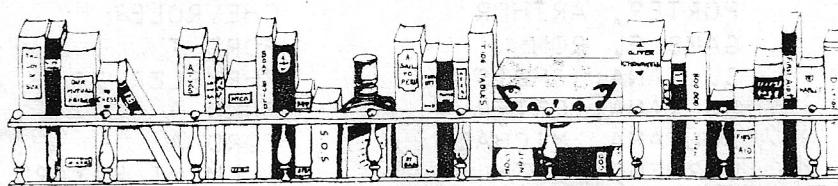
The rally was more relaxed than previous ones held, with the competitive side, except for concours d'etat, being deleted. Everyone enjoyed themselves; there are many stories to relate - I can tell you that when a fan blade lets fly it sounds like the whole engine has 'blown up'.

Terry Cook, assisted by Bill Maunsell and all the officials on our N.S.W. route, are to be congratulated on a job well done and as for the N.R.M.A. boys - they were terrific.

It certainly was a wonderful experience to remember in our Australian Bicentennial year.

SANDY ROBERTS

LIBRARY



THE LIBRARY WILL BE OPEN FOR MEMBERS' USE ON THE SECOND THURSDAY OF EACH MONTH.

LIST OF STARTERS FOR THE CASTROL BICENTENNIAL WORLD RALLY

S 1	MAUNSELL, BILL	STUDEBAKER	1927
S 2	MARTIN, NEIL	FIAT	1913
S 3	MARTIN, JOANNE	FORD T	1911
S 4	MARTIN, LINDSAY	FORD T	1918
S 5	JOHNSTON, NEIL	TALBOT	1909
S 7	MARTIN, PETER	FORD T	1912
S 8	INDER, BRYAN	ROLLS ROYCE	1921
S 14	DONNELLEY, DICK	ROLLS ROYCE	1925
S 15	BAXTER, BOB	ARMSTRONG WHITWORTH	1910
S 24	VORMISTER, MAX	DODGE	1918
S 25	BISHOP, BILL	DODGE FAST 4	1927
S 30	COOK, TERRY	DE DION BOUTON	1914
S 31	SHEEN, LEN	HUMBER	1914
S 34	TOOTH, HINKLER	FORD T	1920
S 38	CHAPMAN, MAX	WOLSELEY	1913
S 42	QUARMBY, KEN	HUPMOBILE	1913
S 46	ROWE, ALAN	FORD A	1929
S 48	HUGHES, JOHN	TALBOT 12 HP	1914
S 49	SEWART, BETTY	DODGE	1929
S 51	TURNER, JIM	ROLLS ROYCE 20 HP	1926
S 57	HOBSON, BOB	FORD T	1915
S 58	HOBSON, PHILLIP	FORD T	1913
S 62	KING, GEORGE	F.L.	1909
S 65	GERDTZ, JOHN	BUICK ROADSTER	1918
S 66	TROLLOPE, BILL	FORD T	1920
S 69	PEARCE, DOUG	BENTLEY	1923
S 70	WILLIAMS, GEORGE	ROLLS ROYCE	1920
S 72	LAMOND, BOB	FRANKLIN	1912
S 79	SIM, PETER	DODGE STANDARD 6	1928
S 82	CHERRY, JOHN	CHEVROLET	1916
S 87	WARDS, JOHN	BENZ	1916
S 89	LILIENTHAL, NOEL	RUGBY	1926
S 91	NISSEN, PETER	CADILLAC	1915
S 92	PETERSEN, BOB	HOTCHKISS	1911
S 98	BEBBINGTON, HOWARD	STUDEBAKER	1913
S102	BARKER, ALAN	OVERLAND	1922
S106	PORTER, ARTHUR	CHEVROLET	1927
S107	GAMBLE, RON	FORD T	1918
S109	SULTANA, CHRIS	CHRYSLER 77	1930
S110	SULTANA, PETER	FORD A	1928
S111	SULTANA, MICHAEL	FORD A	1928
S114	CARDEN, KEITH	CLEMENT BAYARD	1914
S133	WRIGHT, DON	LANCIA LAMBDA	1925
S134	ROBERTS, SANDRA	AUSTIN	1912
S135	WARDS, PETER	HUPMOBILE	1916
S136	WAKEHAM, NORM	VAUXHALL 14/40	1924
S142	FORBES, BOB	BUICK	1916
S148	JOHNS, MALCOLM	ROLLS ROYCE	1928
S149	BURKE, TONY	OLDSMOBILE	1929
S150	FOSTER, TERRY	CHEVROLET	1927
S151	KNIGHT, BRUCE	FORD T	1916
S152	JONES, REG	CEIRANO	1920

S153	CORBY, JOHN	CADILLAC	1918
S154	VANSTONE, JEFF	METALLURGIQUE	1908
S155	PICKUP, JOHN	RENAULT	1910
S156	HOLMES, MARTIN	VAUXHALL A TYPE	1914
S157	STEER, DON	WOLSELEY	1914
S159	HUNTER, RON	AUBURN 8-120	1928
S163	BENDEICH, MICHAEL	CHALMERS	1913
S166	BIRD, NOEL	CLEMENT BAYARD	1911
S167	CLIFF, BARRY	WOLSELEY-SIDDELEY	1909
S168	PIGGOTT, KEVIN	DODGE DA	1929
S170	LIDDLE, DON	VAUCHALL 20/60	1930
S172	GRELLMAN, AUSTIN	CROSSLEY	1912
S173	GRELLMAN, AUSTIN	CROSSLEY	1913
S182	STANBRIDGE, CYRIL	VAUXHALL 20/60	1929
S196	LEWTHWAITE, JOHN	LANCIA LAMBDA	1928
S197	STEER, GRAHAM	ARGYLL	1911
S198	ADAMS, GEORGE	STUDEBAKER	1918
S207	GILLINGS, BARRIE	ROLLS ROYCE S.G.	1910
S208	GILLINGS, JOHN	ROLLS ROYCE PHANTOM II	1930
S210	IRISH, WARREN	FORD T	1915
S211	EISENHAUER, BRETT	FIAT	1908
S212	EISENHAUER, JIM	ROLLS ROYCE P1	1926
S225	MAUNSELL, ALAN	CHRYSLER 66	1930
S232	ROBERTS, GEORGE	FORD T	1927
S240	DAVIS, PEDR	BUGATTI	1926
S245	MANHART, DAVID	VAUXHALL 23/60	1926
S254	JACOBS, VICTOR	FORD FRONTENAC	1913
S296	WOLFGANG, JEFF	SUNBEAM 12/16	1913
S299	WHERRY, KEITH	AUSTIN 7	1927
S304	GARDINER, KEN	AUSTIN	1913
S310	HILL, RAY	RENAULT	1912
S318	RUMBLE, STAN	CADILLAC	1903
S322	SHINFIELD, BARRY	TALBOT	1911
S326	FULLER, LINDSAY	HUPMOBILE	1911
S328	JACOBS, ADELE	FORD A	1930
S333	MILVERTON, JOHN	RENAULT	1911
S347	ROSSITER, FRED	STUDEBAKER	1917
S400	GARTHON, ARTHUR	DELAHAYE	1914
S402	EDWARDS, KEITH	ROLLS ROYCE	1911
S403	ADAMS, PETER	FIAT TRUCK	1915
S404	DALEY, GREG	PLAYMOUTH	1928
S405	HAMILTON, GRAHAM	BUICK STANDARD TOURER	1928
S413	GODFREY, JACK	ROLLS ROYCE	1926
B 16	TREVAN, BOB	FORD T	1910
B 59	ROSS, KEITH	AMERICAN UNDERSLUNG	1911
B 89	NEWMAN, GRAEME	TALBOT	1914
F 20	MC REA, KEITH	DODGE	1917
F 49	COX, RON	FORD T	1915
F 65	SARKIS, MICHAEL	FORD T	1915
F 72	MC CARTHY, MARTIN	VAUXHALL	1926
M 22	COX, STAN	CHEVROLET	1917
M179	BURROWS, BILL	HISPANO SUIZA	1913
M100	BOURKE, OWEN	BENTLEY	1930
P 18 (DARWIN)	WEIR, JIM	ROLLS ROYCE	1912
P 19 (DARWIN)	MACINTOSH, NOEL	VAUXHALL	1913

P 37 (DARWIN)	COLLINS, NEIL	CADILLAC	1924
A130 (DARWIN)	MERTON, WAYNE	VAUXHALL	1925
P 55	QUATTROCHI, JOE	FORD A	1929
P 57	THEW, BARRY	HUPMOBILE	1929

(E. & O.E. - ED.)

FROM THE CAPTAIN'S TABLE -

Many thanks to all who have expressed their thanks for an enjoyable tour - we tried hard - believe me. Seriously though - if you have any genuine complaints or suggestions I would like to hear them as we can't fix things in future if you don't tell us! Ring T.C. on 888-7927.

There were a few problems - mainly because yours truly printed the wrong veteran route lunch file and some were omitted - but we were able to fix this quickly en route. Because of a couple of late changes in accommodation there were a few minor hitches but again we were able to correct these to the satisfaction of those concerned. Thanks for your patience.

I'm sure all would agree that the standard and format of the lunches was without a doubt amongst the best we have had on any rally - so we do learn by experience - and look - NO QUEUES!

The one thing I would change is to have a formal check-in and afternoon tea on each day - this becomes a socialising point and was missed by many entrants - however the non-regimented start each day was definitely the way to go - get up when you like - leave when you like - no bunch up of vehicles and NO QUEUES!

The assistance and involvement by the NRMA boys was a joy to behold - I don't know who had the better time - them or us. Ask them about "The Wretched Wrenault" and the uses you can make of a barium enema bag - it's the only car I've seen with an intravenous drip - but what the worry - everyone had a good time and John Milverton was going to make it to Canberra come hell or high water (which he did!) - not bad considering the car had not been tried or tested before the run.

Thank you to all for the birthday surprise at Yass and particularly the presents - for those of you who don't know - they were a lovely Bicentennial fob watch and a briefcase both of which I really appreciated.

FROM THE CAPTAIN'S TABLE (CONTINUED)

In regard to Yass - when I came around the corner in the De Dion and saw the cars along the roadside I thought the Canberra crowd had organised a procession into the the National Capital and as I had specifically instructed them not to, I was going to get stuck into them - then I saw the flashing lights - oh no! not another accident! then this flashing blue light - and horrors - pulled up by THE POLICE! I really wasn't sure what was going on, but it soon unfolded with a large card and a mass of signatures then morning tea served off the tailgate of the NRMA service van - this made up for it all. They tell me the NRMA boys had morning tea this way every day during the rally (without the birthday cake).

Thank you to those who took things in hand during the unfortunate accident in Tumut - I'm sure everybody wishes Beatrice a speedy recovery and that we will see the Studebaker on the road again soon (and Beatrice in it!).

You had better get Peter on the job, George!

My sincere thanks to all who assisted in one way or another - you're too numerous to name but every bit was appreciated.

SOME INTERESTING STATISTICS.

STARTERS ... 292 VEHICLES - 88 ON VETERAN ROUTE - 204 ON VINTAGE ROUTE.

FINISHED ... APPROXIMATELY - 285. MAIN FAILURE WAS BEARINGS.

DISTANCE COVERED WAS APPROXIMATELY 1100 MILES - VINTAGE (INCLUDES)
(RETURN TO)
1000 MILES - VETERAN (SYDNEY)

THERE WERE 788 ON THE RALLY - 692 ADULTS AND 96 CHILDREN.

THE ACCOMMODATION COST AROUND \$150,000 - 90 MOTELS & CARAVAN PARKS USED.

3,000 MORNING AND AFTERNOON TEAS WERE SERVED - COST \$3,000

2,300 LUNCHES WERE SUPPLIED - COST APPROXIMATELY \$14,000

SOCIALS ACCOUNTED FOR 1,200 PEOPLE AND AMOUNTED TO SOME \$20,000.

SOME INTERESTING STATISTICS (CONTINUED)

ROUTE PLANNING FOR THE RALLY COST \$4,500,

FUEL FOR BACK-UP VEHICLES WAS \$3,000

PRINTING OF BULLETINS, ENVELOPES, TICKETS AND POSTAGE - \$6,000

PHONE BILL OVER FOUR YEARS - \$3,000

THE CARS CONSUMED SOME 115,000 LITRES (25,000 GALLONS) OF FUEL COSTING AROUND \$70,000

THERE WERE APPROXIMATELY 350 PEOPLE INVOLVED IN SOME WAY OR ANOTHER WITH THE ORGANISATION THROUGHOUT NSW.

CORRESPONDENCE IN AND OUT AMOUNTED TO SOME 7,000 ITEMS.

THIS WAS THE FIRST MAJOR NSW RALLY TO BE ADMINISTERED COMPLETELY ON COMPUTER.

COST OF HAIR RESTORER AND NERVE PILLS - \$20. (cheap aren't they?)

TERRY COOK,

FORMER RALLY DIRECTOR (NSW)

FOR SALE - ONE WELL WORN RALLY DIRECTOR - ANY OFFERS?

RAILWAY DATA BANK - 100,000 entries, taken two months to enter

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A Few More "Rally" Facts :

Alan and Melba Rowe drove their 1928 "A" Ford into Canberra on their honeymoon 41 years ago. Anniversary Day was 8th March, Day 1 of the rally and they were in Canberra on the exact days in March as they were 41 years ago.

Another well-known Ford "T" punter, Irish by name, but not by birth (although to read some of the MINDSTRETCHERS he gives us, maybe!!!).

Ron says it seems rare these days that soap is provided at all in most public facilities. How pleasing (and appropriate) it was then to see (and use) a cake of "Solvol" at the Temora Rural Museum!!

If Canberra was too far for you, then you may like to attend the GOULBURN FIRST ANNUAL SWAP MEET to be held on 23rd and 24th July, 1988. A show will also be mounted with Vintage as well as Veteran, Classic cars and motor cycles. It will be held in the Wool Selling Complex. Enquiries to (048) 487137; (048) 214535 or P.O. Box 630, Goulburn, N.S.W. 2580.

Yet another piece of paper I brought back with me, but have only just found tucked under the seat of "Midget":

The Second Pan Pacific Rally to be run by the Vintage Car Club of New Zealand, for all types of vehicles to 1960, running from 8th to 21st February, 1992 (Bob Lamond better start getting ready now!) Info from:

Rally Director Rob Knight
P O Box 1363
PALMERSTON NORTH
NEW ZEALAND

N.S.W. RALLY ROUTE
WAS AS SIMPLE AS A.B.C.

- A. for ACCLAMATION to Terry Cook our Rally Director.
- B. for BATHURST lunch stop and night at the trots!
- C. for COOTAMUNDRA - a display at 5.30 p.m. and plenty of chinese supper at local club.
- D. for DUST STORM at Parkes telescope, was it better to drive back with the hood up or down?
- E. for ENTRANTS - without them there isn't a rally.
- F. for FLAT TYRES, which did occur occassionly for some.
- G. for GUNDAGUI - lunch tucker box stop.
- H. for HANDSIGNALS, that confuse modern motorists.
- I. for INTERNATIONAL VISITORS, we were pleased they joined our run.
- J. for JUDGING to select finalists for Concours d'Estat.
- K. for KATOOMBA, the first day out!
- L. for LONGEST DAY OF DRIVING - turned out not to be so long, or the distance kilometer signs were wrong.
- M. for MANILDRA - damper and cocky's joy with morning tea.
- N. has to be for N.R.M.A. and the boys in their restored vehicles.
- O. for ORANGE -visited by both veteran and vintage routes on consecutive days.
- P. for PARKES - 2 nights stay - boy wasn't it cold when we left!
- Q. for QUEANBEYAN - if you had forgotten to do a postal vote !!!
- R. for RUNNING BOARDS - some really loaded with luggage.
- S. for START at Parramatta Park- The Governor really enjoyed flagging off the cars.
- T. for TEMORA RURAL MUSEUM - a great display, Cook leading the drivers of the day.
- U. for UMBRELLAS - needed to keep off the sun, no rain on N.S.W. run.
- V. for what else then VETERAN & VINTAGE VEHICLES- what the Rally was all about.

N.S.W. RALLY ROUTE WAS AS SIMPLE AS A.B.C. (CONTINUED)

W. for WAGGA WAGGA - land of the crows - didn't see any on 2 day stop over.

X. for xxxx drunk by some

Y. for yes, YASS and then onto Canberra.

Z. for ZIZZZZZZZZZZ when you returned home.

SANDY ROBERTS.

HERE ARE SOME SNIPPETS

One thing - in the first bulletin, the 1906 Kiwi veteran was never "stretchered", a new and very apt term to me. Translated into Strine it means that the car was never trailed.

Now to business - we were all saddened and concerned by the news of the Adams' accident with the hospitalisation of Beatrice. Fortunately her progress has been excellent with the help of her loving family. Everyone's best wishes go to her and George, both enthusiastic and regular rally attenders and we hope the experience will not keep them away from us for too long.

It's a really idiosyncrasy but frequently we met up with people we thought had not entered their cars. However, all the veterans seemed to gather at Nangus School where the tiny hamlet must still be talking of the event, especially as some cars arrived for breakfast! While waiting for morning tea these drivers took children for rides and concluded that it could only be a large regional school until it was realized that enterprising kids were rejoining queues after rides. Incidentally there were only about 30 children enrolled and their mothers' morning tea was of true sumptuous generous country variety.

It was at Nangus that Mrs. Tour Director dobbed in Jean Chapman for an autographing session of her books in the library, and a proud Dad dobbed in his son, a primary school captain, who made an off-the-cuff speech we were proud to hear.

Terry's much-publicised birthday had its results with all the veterans, plus vintage companions lined up around a corner out of Yass. There was to be a presentation but whirlwind Terry would have rushed past, no doubt thinking his charges were eating again, yet it was hardly ten o'clock! However, a trailing policeman pulled him over, demanding to see his licence. He checked his birth date, verified silently that it was his birthday, and waved Terry on to a chorus of "Happy birthday, dear Terry!" Ah yes, the police and the N.R.M.A. boys co-operated in so many ways.

SOME SNIPPETS (CONTINUED)

Maybe they applauded the large numbers of veterans who pulled over when they could to let traffic past. The gesture was often acknowledged by modern cars and it does help public relations. Could these good manners have been the reason why Glad and George King were directed to turn left at Yass and then welcomed to a Vintage long-legs afternoon tea?

Earlier, true old vehicle fraternity spirit was manifest in Parkes-of-the-dust-storm. Word went round for generator parts needed for a certain "official's" Plymouth. Many generators were offered, including a suitable one, and a local auto-electrician fixed the job. More fraternity spirit was evident when loaded veterans transported those without lights to the dinner at Gracelands. Did anyone ever find out the connection between Elvis Presley and Parkes?

Honours are deserved by those entrants with recently-completed restorations who persisted with "debugging" on the route and were able to complete the course. Two names come to mind - Bob Lamond and John Milverton, but there were many others, including Barry Cliff. Anne Baxter too - Bob needs to discover the cause responsible for her black and blue arm.

Is there to be a change of body in the Steer menage? Don was seen trying the Stanbridge Vauxhall Hurlingham seating, whether for a dare, Cyril's salesmanship or transport is not known. However Don thought that getting out was even more of an exercise.

The people staying overnight at the Thunderbird Motel at Yass had a pleasant surprise in the form of biscuits and chocolates, both made by the generous lady of the house. A beautifully presented yummy gesture of welcome.

Has Sandra's Autobear come clean? He (it) led a busy rally life which made for travel stains towards the last days and the fearsome threat of a dry cleaning.

How many people at a Canberra motel were blasted from deep sleep or dreams by a radio? One bloke accused a veteran wife of arguing all night. She was blameless and without a B.B.C. accent anyway, but the automatic broadcasts seemed to happen at random, usually after midnight. The worst continued from 2.00 a.m. until 5.30, in spite of polite pleas and not-so-polite bangs on the wall. The office was locked up so it was a case of endure. Actually the culprit room was unoccupied so was it Canberra ghosts, gremlins or some beknighted kid's revenge?

Some of our mob successfully toured from Darwin but early this century Geoffrey Dutton's father drove from South to North when the country was roadless. That S.A. car was in Canberra and I guess that's history. Another historical car, a royal car, was driven by two girls from Adelaide. The little square box had carried the Queen's parents to open parliament in 1927 and it will be used again for the same function in 1988 and surely far more comfortable than a royal coach.

And speaking of parliament, were you in the cavalcade that supposedly was to drive up the ramp to the new parliament house? Or did you end up near Woden? And that brings another political recollection. The election results were announced at the final dinner, interrupting a speech. The reaction was thunderous and confused some visitors. One disgruntled person announced, "I knew they'd bring politics into it," and he left, so he missed hearing the results of two bi-elections that came later. Overseas visitors must believe we take our politics seriously.

SOME SNIPPETS (CONTINUED)

One such visitor had much to say about Don Wright's car. Don earned an award and we congratulate him, even though it was not a veteran car, but his little Italian job of elegance and fast wheels. Maybe the Italian would have liked to have taken it home.

Everyone will have rally memories, but the smooth organization is perhaps the best. It may be said elsewhere but Terry and Lois Cook et al deserve the gratitude of our entrants for an enjoyable time. They almost created ten days of fair weather - the dust story and two freezing days are just normal veteraning. However, they were not responsible for the behaviour of everyone's kids - they were all terrific. Michael Nissan, Jo's grandson, even won a car!

I think we'd better have another Cooks' tour soon. And girls, take care of those veteran drivers. Their cars are worth thousands if put into a Sotheby's auction.

JEAN CHAPMAN

BICENTENARY BEARING BASH

Once upon a time in 1981 our hero, Bob, gave his life savings (and a Power of Attorney) to his old buddy Keith and left for America (home of all good vets.) and to do a bit of bizz and perve on the Harrah collection.

The intrepid Keith and comely Peta sortied out to the west (a strange area of Sydney full of Simmonses and Froggie types) to attend a garage sale. After making several rude gestures, as he often does, he found he had bought our hero Bob a unique piece of American iron and wood, complete with dry rot!

On Bob's return our two heroes planned to change "Cranky Franky" into "Marvellous Mabel" and join the 1988 Bicentenary World Rally 7 years is plenty of time!!

Time passed

Bob and Keith pulled it all apart and with the help of a small army of kind and enthusiastic experts in various parts of "Mabel" Neville Shute the diff. and gearbox, Harvey the paint job, Colin the new chassis rails, Dr. Reg Jones the well-known brain surgeon scalped the cylinders. Max the magneto and Barry the clutch and flywheel.

We put it all together again - only 5 bits left over, so 4 of these we sent to Jack Prior to reset, giving "Mabel" a real lift in life. "Mabel" fired up at Christmas 1987.....much joy and many photos but alas in January (still unregistered, Big Foot (Bob) the Bearing Basher struck. Doing about 80 kmph down Tumbledown Dick that tappet noise amplified somewhat. The eternal optimist Keith said "It sounds like a broken crankshaft". So 6 hours of sweat and toil later we found funny slivers of white stuff in a very neat line around the crankcase under No. 3 cylinder.

"We've run one," said Bob. "Damn," said Keith, "I've always wanted to run up a seven bearing crankshaft on the lathe!" (Normally one would view a run bearing as a major catastrophe, but if you are expecting a broken crank, it suddenly doesn't seem so bad!)

Enter Bob, the new bearing bloke who pours a mean metal.....lives south west of Sydney in a suburb of Melbourne called Mir An Da.

To and fro from Wah Roo Nga, hero Bob has several retreads on the Jag and after mixing up a cocktail of Red-X, Wynns and Nulon, throws the lot at Mabel and bolts it all together.

Gledswood Day. Our intrepid heroes set out, Keith driving that well-known tow truck with a basket on the back and Bob tenderly encouraging "Mabel".....past Parramatta, then Liverpool. Bob's confidence grows.....so unfortunately does the pressure of his right foot!

What a sight! Two of George's old cars roaring past the old Green's Museum.

But alas and alack, once again becomes "Big Foot Bob the Bearing Basher".....along the straight, up the hill, over the crest.....Gledswood in sight.....that bloody tappet has worked loose again - and how!

Optimist Keith says, "Broken crankshaft at the flywheel." Bob mutters most unpolite words mixed in with "so near and yet so far".

"Midget" wins the prize for the best-presented tow truck as she tows "Mabel" to her first event after so many years. Tuck the tow rope out of sight Bob.....walk like a man.....hide the disappointment.

Only two weeks to "that rally", which was once seven years off. Another line of that funny white stuff around the crankcase, opposite No. 6 this time. And still no reason? Indecision.....

The Brush gets an oil and grease, decoke and valve grind, adjust brakes and she is ready to go. Sunday night and only 8 days to go. Damn it! We've come this far and we've got to give it a go.

Lonely Alison waves Bob off to Mi Ran Da - Bob the bearing bloke is a beaut. - does a bulk discount on the other 5 big ends. Does the job in lightning speed - who needs sleep anyway?

Saturday morning, off to Macquarie Street.....mustn't let Terry down. "Midget" fronts up to tow-start "Mabel". Hasn't fired a shot since her ignoble return from Gledswood. Oil pressure O.K. Start her up - won't start - better to turn on the petrol cock! Beauty! Firing on all six and no nasty knocks.....had a great day. Nice and easy there and back. Good to see old four wheel friends again.

THE BIG DAY - the Castrol Bicentennial International Rally. The reason for all the work and heartache.....small problem starting due to lots of upper cylinder in the petrol.....a quick tow by the longest wheelbased Laser in captivity.....lonely Alison was even smiling, all the kids aboard and mother-in-law in the back. The Governor flags us off.

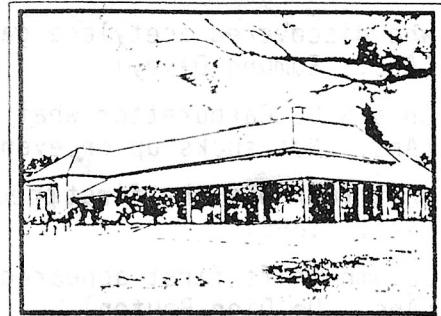
We made Canberra thanks to much help from friends, perseverance, Valiums, caffeine and 4 gallons of Redex Cocktail. Yes it was worth it. YES! YES! YES!

VETERAN MARQUE DAY

The V.C.C.A. (N.S.W.) Inc. was the host club for the VETERAN MARQUE DAY on the Australian Bicentennial Castrol World Rally in Canberra.

Careful planning by Ken Quarmby and Arthur Garthon made this a day our club could be proud of organising.

Cars met at Mundaring Drive at 9.30 a.m. on Friday, 18th March, '88. First cars were off at 10.00 a.m. with a route map and trivia quiz sheet to drive some 30 kms to Lanyon Homestead.



"LANYON HOMESTEAD"

The corrugated dirt road into the property was a trifle testing on the veterans but I guess they were built for roads like these. Maybe more testing on the drivers!

The 120 odd cars were parked under the trees on the drive up to the homestead.

Trivia quizzes were handed in and competitor's choice of cars forms handed out.

Time to view the cars or the homestead or both before lunch, which was efficiently prepared and served by the Parents and Citizens from Tharwa Village School and was delicious.

At around 2.00 p.m. winners were announced and books awarded as prizes kindly donated by Hobby Books. Then everyone was free to leave at their leisure to return to Canberra.

COMPETITOR'S CHOICE WINNERS:

1st	1906 Cadillac	R. Officer	N.Z.
2nd	Panhard Levassor	M. Lindher	S.A.
3rd	Lanchester	J. Kimbler	U.K.

TRIVIA QUIZ WINNERS:

1st	Murray Lindher
2nd	Matthew Anderson
2nd	J. Treloar

The questions and answers for the Trivia Quiz were as follows:

1. Who discovered acetylene gas in 1896?
(Ans. Edmund Davey)
2. On a S.U. Carburettor what do the initials S.U. stand for?
(Ans. Not sucks up or even stuffed up but Skinner's Union)
3. What year was the first pneumatic car tyre introduced: 1894, 1895, 1896?
(Ans. 1895)
4. Column shift first appeared in 1900 on which make of car?
(Ans. De Dion Bouton)
5. Klaxon comes from the French word 'klakson' describing the horn's noise.
Where was the 'Klaxon Company' located?
(Ans. New Jersey)
6. What was the name of the wheel designed in 1904 by T.M. & W. Davies to make punctures less of a problem when travelling?
(Ans. Stepney spare wheel)
7. What does F.I.V.A. stand for?
(Ans. Not Fools In Veteran Automobiles, but as you should know, Federation Internationale Vehicules Anciens)
8. What was the early term for the prop that was used to stop a car from running backwards downhill?
(Ans. Sprag. Shame on the man who answered 'wife')
9. The origin of magneto design is attributed to scientist Michael Faraday.
Pioneer work for automobiles was conducted by two men. One in Germany and one in Britain. Name these two men.
(Ans. Robert Bosch and Frederick Simms)
10. What is the opposite body style to a "vis-a-vis"?
(Ans. Dos-a-dos)

Note:

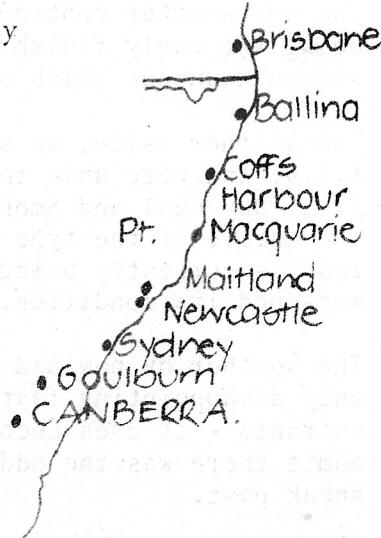
No correspondence will be entered into about these answers. The Macquarie Dictionary of Motoring was reference book used.

Day Trip to Brisbane...

An account of our experiences on the Castrol World Rally would be incomplete if I didn't first tell you of our journey to Brisbane for the start.

Father and I had planned to leave home from Wyongah (110 km north of the G.P.O.) early on Thursday, 3rd March, 1988 to enjoy a leisurely trip - over two days - to Brisbane where we had organised to stay for a couple of nights with Lyndon and Margaret Benham and their family.

Our plans were altered, however, when the engine which we had reconditioned for the event was still sitting on the shed floor on Wednesday morning (2/3/88). However, after burning a little midnight oil on both Wednesday and Thursday nights we were ready to leave by the time we hit the sack about 11.30 p.m. Thursday. In view of the fact we were supposed to be in Brisbane by Friday evening, we decided we would leave early Friday morning.



The weather on Friday morning was certainly on our side. We left home at 3.40 a.m. with clear skies and a full moon to assist the veteran lighting. We enjoyed an almost trouble-free run, the biggest problem being a slipping clutch which was overcome by adjusting the toe board clearance. Other than the clutch we had a couple of very minor problems which we corrected by Brisbane.

The weather was very good until we neared Queensland (the Sunshine State) by which time it was raining steadily. When we hit the Gold Cost the weather was downright miserable. We arrived at the Benham residence, which is about 15 km south of Brisbane about 9.30 p.m. Overall the trip had taken about 17 hours 50 minutes - about 14½ hours actual travelling time. We reckoned that wasn't a bad time; it's about 890 km (535 miles).

If nothing else, it proves the roads have certainly improved in the last 65 years. I believe it took Norman Smith 18 hours 45 minutes to travel 630 miles from Sydney to Brisbane in 1923. We averaged a very similar speed, even allowing a couple of ours for meal breaks, which shows they must have been real goat tracks they called roads in those days.

After that little jaunt, I can tell you we both slept well on the Friday night. Saturday was spent doing some cleaning of the car and some relaxing before the start on Monday. On Sunday we drove into the Expo site at Brisbane to have the safety check done; I might add the officials did a both thorough and sensible job when checking the cars. Our efforts cleaning the car were wasted when we were caught in a torrential downpour returning from the inspection.

The weather in the 'Sunshine State' was determined to leave its mark on the Brisbane leg with Monday dawning overcast. By the time we left the start about 9.20 a.m. the clouds were looking ominous and not far down the track it was raining. We managed to find our way out of suburbia without too many problems and headed for the Gold Coast for lunch. The people of Brisbane certainly turned out to cheer us on, and the school kids seemed to love us.

The wet weather continued to hound us for a couple of days with the grand finale being the early finish to the display at the Coffs Harbour Showground due to a sudden downpour which sent everyone home - entrants and onlookers alike.

The weather aside, we still enjoyed motoring in some very nice parts of northern N.S.W. and were able to have a look at Byron Bay, Lennox Heads, South West Rocks, Trial Bay Gaol and Smoky Cape Lighthouse. I think the road to Smoky Cape may be indicative of the type of road Norman Smith and his contemporaries used! The road is currently being rebuilt, which for the time being would only seem to have worsened its condition.

The weather by now had improved and we were enjoying some very good motoring, the only disappointing feature of the Brisbane leg being the small number of Veteran entrants - it does become boring overtaking Vintage cars all day, although I must admit there was the odd Bentley, Rolls Royce, Vauxhall etc. that did manage to sneak past.

Although the Veterans were not large in number, we had quite an interesting assortment including two Model 'N' Fords, an Underslung of 1911, 1913 Morris, as well as representation by Crossley, Austro Daimler, Daimler, Talbot, Ford, Rolls Royce, Hupmobile and numerous others. There were also some interesting and not-so-common Vintage makes in our numbers.

Our journey then took us to Port Macquarie where we had a rest day and then to the Maitland/Newcastle area and another rest day. The day from Port Macquarie to Maitland was the longest of the trip and there was much discussion about the need for an early start. I think many of the entrants may have been surprised with how easily they completed the day. The worst feature was the hot westerly wind which greeted us as we neared Maitland.

A display was held at Morpeth in conjunction with the other Newcastle Clubs on Saturday, March 12, which proved to be very successful. I headed home Saturday afternoon where I spent Saturday and Sunday night before heading for the start in Sydney on Monday morning. I changed passengers at this point, swapping father for sister Dianne. The trip from Sydney to Goulburn was pleasant indeed, staying off the freeway most of the journey and enjoying the sights on the old road, including a look at the Steam Museum at Thirlmere.

The final day from Goulburn to Canberra was brief; we all gathered for our final meal together after which a number of presentations were made to both the organisers and to various entrants.

I thought the stay in Canberra was possibly a little drawn out. The Marque Day I attended was very enjoyable and the display was indeed spectacular; it was a pity that it was not possible to organise the display so that the entrants were able to have a private look, but I can appreciate the problems in trying to do so.

Overall the event was quite enjoyable; I think many people were a little disappointed with what they appeared to receive from the sponsorship, but I don't know of anyone who didn't enjoy themselves. It is therefore safe to say the organisers all did a great job.

I hope the event may inspire a few people to get their cars out and use them a bit more often. Remember it's only six months to Morpeth!

Regards,

GRAEME NEWMAN

FUNNY HAPPENINGS ALONG THE WAY

I was driving along slowly on the way to Parkes and I noticed that a certain Metallurgique was parked on the side of the road. I stopped and said to Geoff "What's wrong mate?" He said, "Not a thing...the baby turned the switch off and stumped me." I said, "I'll crank for you," he said, "No, just give us a push," - off she went "Tick, Tick, Tick".

Who was the member who claimed that the cut on the head that he sported in Wagga was the result of an encounter with a towel dispenser in the Services Club of Young? A good one - navigators can be quite vicious!!! (Anon.)

The Editor had several public announcements thrust into his typing hand during the Rally. Here's a quick summary:

WAGGA WAGGA VETERAN & VINTAGE MOTOR CLUB advises the 21st Annual June Rally - Queens Birthday Weekend - June 10, 11, 12, 13th June 1988, for Veteran, Vintage and Classic Motor Vehicles and Motor Cycles, pre-1958. Details from PETER FITZPATRICK, 40 Mitchell Road, Wagga Wagga, 2650.

'Phone: (069) 224 882

(The Editor has further details if you are keen to go bush again.)

THE GOLD COAST ANTIQUE CLUB is running the "Dreamworld Veteran Vintage Classic Rally" - starts September 21 in Melbourne, finishes September 30 at Dreamworld on the "Gold Coast". Closing date: July 1, 1988. HAROLD ARNOLD is the organiser, 10 Andamooka Ave., Nerang. 4211. 'Phone: (075) 581 151. The club is keen to get as many early entry indications as possible and if plenty are forthcoming, the sponsor may agree to sponsorship on a continuing basis. Sounds like a good drive after your rebuild after the Bicentennial!

THE 5TH NATIONAL 1 & 2 CYLINDER RALLY, down under down under ---- Devonport, Tasmania, from January 7 to 14, 1990. Plan your overseas trip now!! A Hub Rally centred on Devonport. Transport package being organised, but book early as it will be peak tourist season. The Editor has entry forms, or enquiries directed to: The Rally Director, A.F. Ransley, 6 English Street, Wynyard, Tasmania, 7325.

More Rally Publicity collected during the Bicentennial Rally:

The Bicentennial Bay to Birdwood Run - Sunday, September 25, 1988. Entries limited to 2000 and only 450 may enter the Concours d'Elegance. Entries close on June 30, 1988. The Editor has only one entry form or contact: The Entry Director (Ian Hunter), 236 Cross Road, Kings Park, 5034, S.A.

WOLLONGONG "LEISURE" HUB RALLY - September 27 to October 2, 1989. The South Coast Vintage Car Club (Veterans, Classics and Bikes welcome). Rally Director, Max Vormister, 70 Langson Ave., Figtree, NSW, 2525 'Phone: (042) 288 970

Observed during the Bicentennial Rally:

A large crowd dispersing very quickly.....our intrepid reporter not to be put off, gamely ignored the popular direction of the crowd and much to his dismay found the cause of the sudden exodus.....Bill Trollope changing his baby's dirty nappy!

Also observed at Parkes - the only time we saw rain - even then it was just a shower, but it was interesting to see the frustration on the face of Ray Hill, when the Renault would not fit through the door to his motel room!!

(Cant' blame him - it IS a lovely car.)

Bill Delaney from N.Z. seemed to be saving his energy by trailering his nice little "Crestmobile" quite regularly. It all came clear at Parkes when he serenaded the crowd with this saxophone.....he was saving his "puff" for a grandstand performance.

That wasn't the only grandstand performance of the rally either. Who was the other well-observed "trailer artist" who parked his "Scotswaggon" in a newly-formed front row for the "telescope" photo???

That well-known "Metallurgique Kid", young Geoff, was reluctantly "rescued" from a motel roof by young Corey Daley, who suffered a cut on the nose for his efforts. (Maybe young Geoff is giving notice of his intention to climb to great heights in the future? How did this 2-year old get up onto a motel roof?)

No names - no pack drill - but did anyone hear of a well-known Treasurer driving a wooden chassised, air cooled car - ran out of petrol. Not a lot of budgeting done there.

Then there was a presidential Austin which was driven from start to finish, despite thrown fan blades, flat tyres and numerous other 'events' whose navigator was stoically tight-lipped regarding the days' events.

Did you hear about:

The New Zealand couple who brought out their entry, a "Baby" Austin, as excess baggage!!!

Mr. Betco, who was kept so busy for the first three days that he didn't get to lunch because of entrants' tyre troubles. To his credit the incidence of tyre troubles seemed to decline as the rally progressed. Well done, Peter, we appreciated your presence and help.

Did you hear about some members discovering "Fawlty Towers" in Cootamundra? One member had car trouble and elected to rebuild his smart American monster in the carport of the motel. Fine until it got dark and he needed a lead light. He asked "Basil", the Prop., if he could plug in through his window to "Basil's" power point. Next morning found a power consumption charge on his bill!!!

Nice to see and meet Dale and Lindsay Fuller on the rally. Dale's Mum and Dad, Ken and Estelle Nutt have been enthusiasts for years, following in the wheel tracks, eh?

The Editor thinks that this was a serious request, but the night was getting old and the lubrication was running low, but a local in Wagga asked if we would promote something called the "Bucka Duck" event, which he said was part of the "Guni Festival of Wagga". Maybe it was all a dream! Or maybe I got my ducks and ears mixed up?

Quite a gaggle of cars stopped to cool their brakes at the bottom of Victoria Pass, at the Little Hartley Courthouse. Pity it was closed on Wednesdays! However some good natured banter, a cup of tea, really made a nice impromptu stop. One of many we enjoyed due to the relaxed pace that was built into the days' runs.

Lett River Hill proved difficult for some cars and it was pleasing to see the "Presidential Austin" chugging up past the Rolls and Franklin Equipe (joined by a tow rope) who were taking morning coffee. The water was no doubt boiled in the six glowing heads of the Franklin!

The same Equipe members were also observed later partaking of cucumber sandwiches in the gazebo of "Gleneagles", the McIvor property where sundry small and not-so-small "children" were taken for rides around the paddock, before pressing on to Orange before dark. John Wards was heard crowing about the economy of the large "German" tourer - filled her for the first time at Orange - only took \$36.00. Much muttering heard from a large driver of a large British make. His car had already used over \$100.00 worth.

Jim Eisenhauer related over lunch at Eugowra that he had been chasing a major electrical fault in the lovely, newly-restored Yellow Phantom. It was apparently a real "phantom" problem too! Normally the car runs on a charge of 5 amps on the gauge but all of a sudden it was showing a discharge of 7 amps. After the usual "hot and cold" flushes, he calmed down and did all the usual checks (you know, like pulling wires off everything and putting them back again - scratching the cranium in true veteran motorist style). No result....so he turned his attention back to the gauge, only to find that his small "fidgety-fingered" passenger had turned the glass bezel around. Yes, the numbers were etched on the glass!!

A FEW NOTES ON THE BICENTENNIAL RALLY OUT OF VICTORIA

In a moment of mental aberration I decided to join the Bicentennial Rally in Melbourne. Keith Edwards, our editor, has asked me to write something about the goings on in the Deep South. Well, my first sentence tells it all.

The organisation up to the start was unbelievably haphazard. We were advised of our route and accommodation on the evening before starting - this was to prevent anyone from advising their families where they could be contacted thus ensuring all drivers had a quiet run through the rain unencumbered by offspring.

The drivers had no pre-rally getting-to-know-anybody meetings and there was no advertising or advice to the press. In general, up to the start it was a non-event. I am sure had the First Fleet gone to Melbourne instead of Sydney there would have been no Bicentenary as the Melbournians wouldn't have got around to advising the rest of Australia. Maybe they don't know themselves.

Now to the good bits. The organisation after the start at Caulfield Park was excellent; the Rally Directors with the aid of the Police turned all the traffic lights, from the start to the main Eastern Freeway, to blinking yellow and the Police directed all the 250 odd cars straight through. I think some of the normal 9.00 a.m. commuters may still be going around in circles, but it certainly got our slow cavalcade out of the city.

From Melbourne the route continued out across Gippsland via Morwell and Sale to Lakes Entrance up to Merimbula over Browns Mountain to Cooma, then on to Canberra.

Unfortunately the first four days were in heavy rain, to be expected down south, though after the last four wet weeks home in Sydney I may be less critical of Victoria in future.

The organisation by the Rally Committee, assisted by the local car clubs, allowed us to wander without getting lost, all over the most beautiful, if wet, countryside. Every turning had a Castrol Arrow and if there could have been any doubt or confusion, a person (often a youngster) was there to point the way as well.

Unfortunately the rain, coupled with the accommodation being spread around in various towns, didn't help the rallyists to meet each other. There was also a strong stand-off attitude which may have been my imagination, that the Victorians divide themselves into social groups judged on your type of motor car. I know that in our club here in N.S.W. nobody would speak to an American car owner but we do let them drink and drive with us and we have to be polite as they are on the Committee and are the only people that know anything.

In Victoria I am sure if you drove a red label Bentley that you would think twice before speaking to a blue label fellow, let alone some wog Hispano owner. The Speed 6 speak only to God.

To be serious, this aloofness was talked about a lot and this not wishing to be part of the total group of rallyists manifested itself in Canberra when many of these owners felt they could not be bothered even entering their cars at the sports ground.

The collection of cars and bikes out of Melbourne was a delight - some superb Vintage Americans and Vintage American cars - lots of beautifully presented Veteran cars. To mention all the motor cars I coveted would fill SPIT AND POLISH, so I shall mention some that gave me pleasure that I didn't covet. A "little" Little Midland cycle car driven by the husband - his wife drove a Brescia Bugatti - a 1923 Yellow Cab, quite the best-presented car out of Melbourne, including the winning Roller. A 1912 Coey Bear that finally made it, two Swedish motor cyclists who had come to Australia to enjoy the sunshine. Kermit Wilson driving at a constant 15 mph in his 1903 Pierce, which he could have bought new, kept pressing on even after a yacht on a trailer knocked a lump out of the front guard without stopping. The driver was tracked down a day later by a 14/40 Vauxhall, then charged by the Police - possibly he was hanged. There are far too many that I would like, to mention, but I seem to have gone on enough.

I must say, though, I didn't meet or see any organisers. I did write to thank them. With all its faults it was a great event, however next time I'm travelling with the friendly and experienced New South Welshmen, even the American car owners.

BILL BURROWS

EVENTS DIRECTOR'S REPORT

By the time you read this report the 'Vic Jacobs' Day will be over and also the Blue Mountains Tour.

The Blue Mountains Tour this year started from Prospect Reservoir with morning tea served at the start. Members not going on the tour were welcomed to attend the morning tea.

Entrants were to be advised of their rally numbers and starting times before the event.

Thank You Tour - Sunday, May 29, 1988

Starting at Lyne Park, Rose Bay at 10.00 a.m. Cars required to carry members of the RMYC plus others who have been very supportive of our club and charity days in general. Please advise me if you can attend this worthwhile event.

Presentation Luncheon Tour - Sunday, June 26, 1988

This year we are trying something different and are having a Presentation Lunch with a tour beforehand. Cars will assemble at Bicentennial Park, Underwood Road, Homebush at 10.30 a.m. The finish will be 12.00 p.m. at the rear car park Noble Terrace Chinese Restaurant, 144-148 Coxs Road, North Ryde where off-street parking is available. The cost of a 9-course banquet is \$18.00 per head for adults and \$9.00 for children, with drinks extra.

For those not wishing to attend the tour, you are welcome to only attend the banquet, and vice versa. If you would like to attend please 'phone LOIS COOK, 888 7927 or SUE WARDS 86 3430.

Navigator's Tour - Sunday, August 14, 1988. Details in next magazine.

JOHN WARDS

STOP PRESS NEWS !!!

John Simmons advises that there will be a 1 & 2 Cylinder Rally at Maitland on May 27, 28 and 29 - smokers welcome! Phone John on 78 2663

Something of Interest:

Arthur Garthon and family are celebrating 100 years of business in the Hurstville District, beginning with a partnership - GARTHON & ANGUS.... Timber Mill and Hardware, then OPEN AIR THEATRE....THE PALACE, then onto THE STRAND PICTURE THEATRE and QUEENS PICTURE THEATRE, then eventually GARTHON BROS.Produce and Fuel Merchants, and finally ARTHUR GARTHON MOTORSLand Rover and Range Rover Dealers.

Here's wishing all those concerned with the above another 100 years of prosperity and good Veteran Motoring.

And yet another.....

Alan and Melba Rowe of Earlwood were unable to complete their restoration of the 1910 Cadillac for the Bicentenary Rally but were delighted to participate and drive their 1928 Tudor Model A Ford. By coincidence, the starting date of the Rally on March 8 was the same date they went on their honeymoon 41 years ago, in the same car, and to of all places, you guessed it, CANBERRA! (We hope they had a very enjoyable second honeymoon, and also had a good time in the Rally.)

RESEARCH & DATING

The Australian Bicentennial Castrol World Rally, its planning, implications and involvement, strained the energies of many club members and cut across their normal club commitments, including those of your Research Historian, hence the delay in the issue of the following Dating Certificates, for which I apologise.

1. 1906 ORIENT Buckboard, Model B.R., one cyl. Engine No. 2479
Owner: Ron Hattersley, Beauty Point, N.S.W.

This vehicle is well known in Tasmanian veteran car circles, where it was referred to as of 1904 manufacture and operated for many years. Now, after lengthy research, assisted by annual advertisements, illustrations and technical data disclosed in early editions of the "Scientific American", the Automotor Journal of 1905 and correspondence to and from the Orient Register (Dr. Sheldon Marne) of Florida, U.S.A., we are enabled to confirm its manufacture in 1906.

The marque was subjected to major modifications from its inception, initial design and very basic construction in 1903, which did not include suspension of any kind. Full elliptic springs both front and rear were first adopted for the 1904 season. This year saw also the introduction of 2 speeds and reverse epicyclic transmission installed behind the rear axle (previously single speed) a system that was retained until late 1905, when the Waltham Mfr. Co. took control of the company.



For 1906, using the same 4 hp single cylinder, air-cooled motor and suspension, the transmission was changed radically to friction-disc and double chain drive, necessitating redesign and layout of the engine exhaust system to provide space forward of the rear axle to accommodate the transmission discs. Some small comfort from the elements was afforded the driver's feet by the addition of a pedal cover, whilst a Townsend Ring was mounted around the fan to assist engine cooling.

For 1907 the vehicle remained unchanged and the following year Waltham merged with the C.H. Metz Company.

From 1917 through 1920 a similar Buckboard type vehicle was produced, known as the Smith Flyer, using a 1 cyl. motorised fifth wheel as the motive power, a design that was marketed later by Briggs and Stratton and still later sold to the Automotive Electric Company, who named it the Auto Red Bug and exchanged the Smith Motor Wheel for an electric motor geared to the rear axle.

Part of my teenage motoring experience was a Smith Motor Wheel attached to my bicycle. It provided the rider with reasonable assistance on level terrain, but required additional pedal-power to top the hills. I might add that the Wheel is in existence and in operation today, also Tamworth member Jim Turner has on display at his Thunderbird Motel a complete "Smith Flyer".

2. 1914 WOLSELEY Type C7, 4 cyl. 16/20 hp Limousine Car No. 22280,

Engine No. 408A/1397

Owner: Mrs. Dorothy Steer, St. Ives, N.S.W.

Introduced as a Wolseley Siddeley type C3 in 1910, the type C4 16/20 Wolseley Tool and Motor Car Co. Ltd. (Proprietors: Vickers, Sons and Maxim Ltd.), Adderley Park, Birmingham. The company had grown to be among the leaders in the British automotive industry and by 1914, when on May 6th (as factory records disclose) this actual type C7 left the works, Wolseley's production was concentrated on the four cylinder 16/20 hp and its six cylinder companion the 24/30 hp chassis, but to a lesser degree the 9 hp Stellite and the 30/40 hp six. The 16/20 continued in production through 1915 and until Wolseley became engaged in war work, but the type was dropped from the post-war development.

So well were these vehicles received that Wolseley for the 1913 Olympia declined to exhibit their cars in chassis form, preferring to concentrate on the display of motor bodies, to which a large portion of the works was adopted.

For the 1914 season the exhibit included a Limousine-Laundaulette, very similar in design to the "STEER"mobile, at a cost U.K. of 620 Pounds.

Don Steer recalls that they owe the early history of their car to the retentive memories of the sons of the original owner, a Mr. Shakespeare, then editor of the "Canberra Times", to whom the car was entrusted and driven by, until upon his retirement it became a gift from the management. Subsequently at a date not recorded it was acquired by Mr. George Monks of Queanbeyan and later became the property of the late Murdoch McDonald, then President of the V.C.C.A. (ACT). In an advanced state of disrepair, with its dilapidated tourer body, but mobile, the car changed hands again to Mr. David Larkin of Thornleigh, who planned its restoration, but dropped the project in favour of a Rolls Royce, resulting in a further change to its present ownership.

Although driven to St. Ives, its body was relegated to the tip, and the chassis, engine etc. committed to Ron Ferguson for complete overhaul. The current Limousine-Landalette body, as I mentioned earlier (so closely related in style to a body built by the Wolseley Company and displayed at the 1913 Olympia in London) was the design and work of Bob Mackie, who probably delved into his father's archives for ideas to produce a contemporary body, born on the skills of his coach-building predecessor. Fred Hughes was responsible for the sheet-metal work, Clive Weiss the painting and Doug Nicholson was charged with the work of trimming the seats and interior.

With its current chauffeur at the wheel, complete with motoring cap and dustcoat, little doubt can be expressed from the vehicle's performance over the past twenty years of the skills of the personnel who returned this car to the road, nor of the joy displayed by so many brides when carried in luxury to the altar.

3. 1912 HUPMOBILE, Model 'H', 4 cyl. 16 hp All Steel Tourer

Chassis No. 26844, Engine No. 25009

Owners: Ken and Joan Quarmby, Campbelltown, N.S.W.

To quote from Ken's knowledge of the history of the Hupmobile, the vehicle is claimed to have been shipped up the Murray and Darling Rivers from Renmark and off-loaded at Louth, for delivery to the owners of "CAPPY TANK" Station (about 30 miles N.W. of Cobar and some 90 miles from Louth). The Adelaide agents at that time were probably Phoenix Motor Co. Ltd., 112 Pirie Street, "Hupmobile distributors" and it is understood that the car was uncrated and assembled in Louth, then a thriving river town. All vehicles at this period of manufacture were shipped crated, whether complete with body or in chassis form.

No roads were in existence between Louth and Cobar, other than the tracks that passed through one property to another, with many gates to be opened and closed en route.

The Hupmobile spent all of its working life as transport, initially to carry the owner and family and later to convey Shearing Crews, who worked from the station to other properties.

When its demise came in 1928, through a differential mishap (actually pinion failure) the car was then parked under a "Wilga" tree, where it remained until unearthed by Ken in 1964.

By this time Cappy Tank Station had itself been abandoned and amalgamated with nearby (as the crow flies) "NORWOOD" Station, owned by the Arnold family. It is revealed that when acquired, top gear only was available, first and second having stripped teeth, which accounted for the elder Arnold's recollection of the car as it took off from a standing start, quote: "leaping about like a kangaroo".

Reflecting on its station life and the locality (beyond the beaten track) it is highly probable that until Ken completed its restoration in February 1970, in readiness for the Australian Bi-Centenary International Sydney to Melbourne Rally of that year, the car had not previously run on a made road; indeed it may not previously have been registered.

It will be noted that the heading of this article reads "all steel tourer", a feature novel to those years and although American Motors of Indiana are recorded as having introduced all steel bodies on some of their models in 1907, Hupmobile must have been among the early manufacturers to adopt this principle of body construction. Its angular design and high mounted headlamps caused it to be dubbed "the praying mantis".

Known throughout the United States, Canada and Australia as the Model 'H' or '32', its English and European designation (where it was first released in September 1911) was the 15/18 Hupmobile. Sales in N.S.W. alone, along with the smaller model '20', amounted to 390 cars before the introduction of the "Hup. Model 'K'" in 1915, while the Model 'H' world sales for 1913 was 11,649 cars.

My own experience of Hupmobile, as a small boy, was to be taken for a run in a roadster version of the marque, by a near neighbour, "Gordon Greenway", whose elder brother Herbert had bought the car when new. The Model 'H' remained in the family until acquired by a member of the V.C.C.A. Qld. some years ago.

It is of interest to note that the Greenway family (the father of whom was a stonemason) are direct descendants of Francis Greenway, the famed convict Sydney architect, and Gordon at 93 years survives with keen recollections of the Hupmobile he drove for many years. He recalls that the car's only real weakness (careful Ken) was its three-bearing crankshaft, but then the flogging the car sustained from the pot-holed and corduroyed road surfaces may well have contributed to the toll. Not one, but two broken crankshafts remained as evidence until recent years.

Gordon is a retired draftsman, but I understand that two of his nephews are architects, so the tradition set on the banks of the Tank Stream 200 years ago has prevailed - the wheel has turned full circle.

GEORGE A. ROBERTS
Research Historian

Advertisers in "Spit and Polish"

Vic Jacobs has once again shown his support to the club by taking a full page, inside cover for "Vacation Village" at Port Macquarie. Not too many members have taken the opportunity to enjoy the holiday facilities there; those that have did enjoy it tremendously (see SPIT & POLISH Oct./Nov. 1987, P.5). Take advantage of his special offer and enjoy a break away from the "Big Smoke".

RON FERGUSON of "Vintage and Veteran Restorations" has a "Pandora's Box" of a warehouse at Lidcombe and he has kindly agreed to support our publication with a half page ad. It would not be possible to list all of his huge range of stock of parts and publications for "just about everything". His new line is flat section fan belts - made to order! Ron's a nice helpful guy, so if you're stuck - "TRY RON FIRST".

Another helpful fellow is DEREK MACRAE at "COPE MUSGRAVE AT EASTLAKES". He got the Editor out of a jam recently with an urgent need for "Vyback". Cope Musgrave's catalogue will feature in the library - so check it out for your trimming needs.

M I N D S T R E T C H E R

This test does not measure your intelligence or your fluency with words, and certainly not your mathematical ability. It will, however, give you some gauge of your mental flexibility and creativity. In recent years, since the test was first developed, it has been found that few people could solve more than half of the questions on the first try. Many, however, reported getting answers long after the test had been put aside, particularly at unexpected times when their minds were relaxed, and some reported solving all the questions over a period of several days.

This is a personal challenge and no answers will be given but the following example will help you to get started:

16 O in a P (Answer: 16 Ounces in a Pound)

1.	26	L of the A
2.	7	W of the A W
3.	1001	A N
4.	12	S of the Z
5.	9	P in the S S
6.	6	S on the A F
7.	32	D F at which W F
8.	18	H on a G C
9.	90	D in a R A
10.	14	D in a F
11.	3	B M (S H T R)
12.	8	P in a G
13.	24	H in a D
14.	1	W on a U
15.	57	H V
16.	11	P on a F T
17.	1000	W that a P is W
18.	29	D in F in a L Y
19.	40	D and N of the G F
20.	200	D for P G in M

Restoration Hint:

One will often find that hard rubber parts on veterans can get out of shape. Usually they can be moulded back into shape again by hand if they are heated in hot water or hot sand.

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