

# SPIRITS & POLISH

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● PRICE 40 CENTS







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

134 QUEENS ROAD, FIVE DOCK, 2046

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D. Pearce

R. Petersen

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### CLUB MEETING DATES 1973-74

1973

AUGUST Thursday 23rd

SEPTEMBER ,, 27th

OCTOBER ,, 25th

NOVEMBER ,, 22nd

1974

JANUARY Thursday 24th

FEBRUARY Thursday 28th

MARCH ,, 28th

APRIL ,, 25th

MAY ,, 23rd

JUNE ,, 27th

JULY ,, 25th



# SPIT & POLISH



PATRON:

His Excellency,  
The Governor of NSW  
Sir Roden Cutler,  
VC, KCMG, KVO, CB.

NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (NSW)  
Vol. XV, No. 7

FEBRUARY 1974

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The February General Meeting will be held at 8 p.m. on THURSDAY, 28TH FEBRUARY, 1974, at the V.C.C.A. (N.S.W.) Clubrooms, 134 Queens Road, Five Dock.

Jim Cross, Secretary of C.A.M.S., will explain the function of C.A.M.S. and the relativity of the Vintage and Veteran movement to its operations.

NOTE: It is not the intention of Mrs. Burton to sell the Napier or Dodge etc., and members are requested to refrain from making any such overtures.

Management Committee.

ADDRESS ALL CORRESPONDENCE TO

SPIT AND POLISH 134 QUEENS RD, FIVE DOCK

2046





# OPINION

With Christmas and New Year celebrations a fond memory and the school holidays over, we can settle down to the business of enjoying to the full everything that 1974 has to offer. The prospect of Katoomba at the Carrington with fog, cold, petrol fumes, confusion of veteran cars, starched table cloths and bric-a-brac galore, must be sufficient fuel for one's enthusiasm to immediately dash out to the garage and give the brassware some treatment.

Are you going to come along to the 1974 Katoomba run? Veteran cars, like life itself, are meant to be enjoyed and used where prudently possible. Not all of us harbour a secret desire to emulate Victor Jacobs by driving to Perth and few have the necessary time, money and sheer dedication to restore a conglomeration of rusty parts into an immaculate veteran car. Veteranarians who hide their cars away in garages and sheds and find it impossible, for a number of illegitimate reasons to do the small thing they all say they enjoy the most - that is driving the car to Katoomba, they are the ones that should make a special effort to attend this year's rally as it has all the hallmarks of being an extraordinary happening.

It will be nice to see again such characters and sights that are synonymous with this great club and Katoomba - George Sevenoaks with clock, classy car and friendly conversation to start you on your way - Mr. Veteran himself, Len Masser, lucid and taciturn as ever - Ken Moss and Cadillac charging up the hill in full throat - George Green with badge-infested beret - Max Chapman and that winning Wolseley - Geoff Vanstone driving the glamour car of the fleet, Metallurgique - Jim Simpson, enjoying it to the full with Beeza, spare parts and some "faith, hope and charity".

Have doubts about going? You must be joking!

Happy Katoombarings.

Ed. Panel.

\* \* \* \* \*

## THE 1974 ANNUAL KATOOMBA TOUR

CONDUCTED BY THE V.C.C.A. (N.S.W.)

will be held on 23RD & 24TH MARCH, 1974. Entry forms will be posted to all members, and visitors are invited to contact JOHN BURKE, 533.5625, or GEORGE KING, 522.7108 for all details.

EVENTS COMMITTEE



Minutes of the meeting of the Veteran Car Club of Australia (N.S.W.) held at the Clubrooms, 134 Queens Road, Five Dock, on Thursday, January 24th, 1974, commencing at 8.20 p.m.

Chairman: L.K. Sheen.

Present: 78 members and 3 visitors.

Apologies: K. Moss, T. Bent, J. Lewis, F. Rossiter, A. Foy, C. Burke, V. Jacobs.

Minutes: Minutes of the meeting held on Thursday, November 22nd, 1973 as circulated, were confirmed on the motion of J. Pickup seconded R. Jones.

Correspondence: Letters had been received from the Glenorie Scouts Group Committee, Newsletter of the Newcastle Branch, Dawson Waldron Solicitor, Victor Jacobs, Lions Club of Vacluse, and Parramatta Foundation Week Committee. Moved W. Spraggon, seconded J. Simpson, the correspondence be received.

Investigation: The following cars had been inspected and passed for acceptance by the Club:

Mrs. Beatrice Adams, 1912 Hudson.

Mrs. Neryl Adams, 1913 Studebaker.

L.C. Benham, 1912 Krit.

**New Members:**

Mrs. Beatrice Adams, 314 Warners Bay Rd., Mt. Hutton.

Mrs. Neryl Adams, 93 Violet Town Road, Belmont North.

L.C. Benham, 48 Bright Street, East Lismore.

L.A. Baxter, 5 North East Crescent, Lilli Pilli (Associate).

Peter Matthews, 32 Clontarf Street, Seaforth. (Junior).

Moved L. Sykes, seconded J. Burke, the above be accepted to membership of the Club.

Events: R. Jones would represent the Club at the Lakemba Chamber of Commerce Procession. The Annual Concours would be held on Sunday, February 17th at the West Pennant Hills Bowling Club. Blue Mountains Tour March 23rd/24th. Moved J. Pickup, seconded W. Spraggon that the Tour start from the Sydney Tech. High (Hurstville). An amendment was moved by G. Green, seconded D. Cawthorn, the start be on the North side. On being put, the amendment was carried, 25 to 15). Burwood Centenary Procession on 30.3.74. A week's display of cars at Wright Ford, William Street, was declined. South Australian and Tasmanian Rally Entrance Forms are available.

Magazine: An appeal for articles on your own car and a lot more letters would be appreciated. A reminder that unfinancial members will no longer receive SPIT AND POLISH. Moved E. Lang, seconded J. McGowen, that any member three months or more in arrears with their subscription, will no longer receive the Club Magazine and their membership be terminated.

Social Secretary: A Progressive Dinner will be held on March 2nd, \$3.00 per head.

(Cont'd. on P.4....)



Registrations Officer: Expressed thanks to all who assisted on the Inspection Days. A "T" Ford had been registered for P. McGrath. The Registrations will be mailed this week.

Club Premises: A working bee will be held on February 10th for numerous jobs around the Hall.

General Business: G. Roberts reported on a 6 h.p. De Dion engine, circa 1904, the owner Mr. Brown wishes to sell. "Restored Cars", a Victorian publication, is available at bookstalls.

Questions were raised concerning advertising on our cars. Movef G. Green, seconded D. Berthon, that the Management Committee give a ruling on the above matter.

Moved G. Green, seconded M. Chapman, that 50 new yellow car badges be ordered.

The panel beating course at the Tech. College is restricted to members of recognised car clubs.

As there was no more business, the meeting closed at 9.40 p.m.

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## S O C I A L

Congratulations to Terry Cook and Lois Lawson who have announced their engagement.

Rita and Bill East celebrated their 49th wedding anniversary in January.

Hope Ken Moss is well again after his recent illness.

Our sincere sympathy to Judith and Eddie Giesaitis on the loss of their baby son who survived only one half hour. Judith is the youngest daughter of Cecile and Frank Craze of Bowral.

Our sympathy goes out to Pam Roberts who recently lost her father, and to Laurie Sykes at the loss of his mother, also Lionel Jones at the loss of his father.

Our progressive dinner will now be held on Saturday, 2nd March.

### Locations:

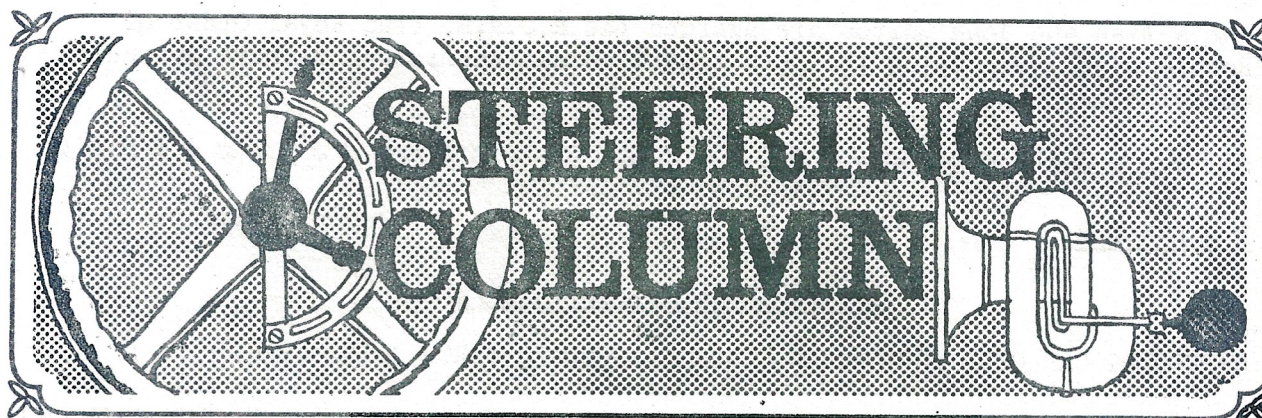
6.30 p.m. Sherry and Savouries at Victor Jacobs, Unit 22, 95A Ridge Street, North Sydney. (Please park cars in street, not in unit site).

8.00 p.m. (Approx.) Main Course at Hilda and Len Sheen's, 1 Cumberland Ave., Lane Cove.

Coffee and Sweets at Pam and Max Roberts', 10 Anatol Place, Gordon. Please let me know by February meeting if you wish to come; there is a limit of 50. \$3.00 per head.

Hope Julie Baxter is feeling better after the removal of her tonsils. Julie can usually be found on a control point during rallies.





Robert McCarthy and new wife have taken up residence at Balmoral - the Beach, that is, not the Castle.

#####

We would like to report on the activities of Joe Heath but alas! there has been none!!

#####

By the way  
Wendy and Ray  
Are you still Muddelling around with the Veteran Rover from W.A.

#####

And say  
How's History  
Alan Rose-Bray

#####

PRESS REPORT: 3 Rolls Royces missing from Alexandria. It is a well known fact that V.J. has always had a hankering to possess an R.R. - wouldn't they back trade the T Fords?

#####

Hey J.K - where do you find all those "goodies" you advertise?

#####

Neil (motor cycle) Lewry - have you finished that side-car yet. Better hurry up, the Katoomba Run is looming!!

#####

It has been drawn to our attention that Col Parker has donated two paintings to the Richmond Hospital - must be after some real country hospitality.



Belated New Year Honours List

Bob Newman and John Gorton are awarded the R.O.R.B. (the Royal Order of Ronald Biggs) for being the most travelled and consistent members attending our club meetings.

#####

E V E N T SINVITATION TO V.C.C.A. CARS

CHEVROLET CAR CLUB INVITATION OUTING = SUNDAY, MARCH 10TH, 1974.

Start: Ken Sam Motors, Davies Road, Padstow. 9.00 a.m. Lunch, Woronora Dam, then calling in to Tram Museum, Loftus.

Members wishing to take part in this outing, please be at Start about 8.45 a.m.

\*\*\*\*\*

Events for 1974

On receipt of this magazine, our Annual Concourse Judging Day and the Progressive Dinner will have reached a successful conclusion.

March 23-24

20th Annual Blue Mountains Tour. Entry forms, which you received by mail, must be returned by February 28th, together with your cheque for the amount payable. For all persons, other than those covered by entry fee, cost of supper must also be included. Full instructions will be mailed to each member with entry forms. Booking plans for the Carrington Hotel are now open and rooms occupied by entrants last year will, as near as possible, be allocated to the same people this year.

March 30th

Saturday. Burwood Centenary Procession. 20 members have indicated their wish to attend this Procession. We could use many more, particularly since it is the desire of the Mayor of Burwood that we dress in costume of the year of our vehicles. 30 or perhaps 40 entrants would make a wonderful sight and really give our club a good deal of publicity. So, members, give this some thought with the view of a good roll up. Starting time and place will be publicised as they come to hand.

April 12-15th inclusive Easter Invitation Tour to Canberra.

Members wishing to participate in this weekend of Veteran Motoring should be giving some thought and attention to their cars in preparation for this activity. Entry Forms will soon be available.

(Continued on P.7.....)



Events Continued

South Australian Hub Rally will commence in Adelaide on Sunday, 22nd September, 1974 and continue until 29th September. Entry Forms are available and may be obtained by contacting J. Burke, 533.5625 or at the February Meeting. ENTRIES CLOSE ON MARCH 31ST IN ADELAIDE.

May 11th

Presentation Night. Our Social Secretary, Glad King, will keep the members informed regarding this night.

Events Committee

J. Burke, G. King, J. Stanley

\* \* \* \* \*

HOW TO PUT THE CORRECT MEANING TO TERMS COMMONLY USED BY CAR SELLERS IN S.M.H.

Vintage	Pre 1950
Veteran	Pre 1940
Unique	Only one in the street.
Immaculate	I've painted over the rust.
Original	I've not painted all the rust.
Concours	I've chromed all the rust.
Ready for Restoration	Dustman wouldn't take the bits away.
Restoration Almost Complete	I've taken it to bits and lost some of the parts.
Could be Restored	I last saw the chassis at the bottom of the garden in 1949.
A few minor defects	It caught fire.
Special	Body has fallen off.
Marriage forces sale	My fiancée wouldn't be seen dead in it.
Stork forces sale	Wife is pregnant.
A must for an enthusiast	Only an idiot would pay the price asked.

\* \* \* \* \*



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

"Dear Sir:

I read with interest your article entitled 'How to Learn in 20 Easy Miles' and (being one of the much-maligned females) I must compliment our chauffeur on his good memory and attentive listening device - I thought he was silent because he was preoccupied with the immensity of the project he was carrying out - instead he was drinking in our words of wisdom, and I'm sure the knowledge he gained will be of great value to him in the future.

However, I should like to make one or two points clear. In the first place, we were all most self-sacrificing and gracious in giving up our places beside our loved ones and riding in a brand-new modern car, and I know our sisters in the Club will understand our great disappointment (Hilda Sheen please note.) If we were unduly garrulous, it would be due entirely to the fact that for once we were relaxed on the trip, and not occupied in navigating, holding on to instruction sheets which threatened to blow away, as well as hats, scarves, things blowing off the seat, etc.

Secondly, on the question of "interesting operations" I have not a single thing to report, so it should be noted that at this stage I could only "take a back seat" in sullen silence, and the same applied to the subjects of "cheap groceries" (there aren't any), and as for "relaxing during the day" - well, living in a "mad house" (veteran and otherwise) there's no relaxing for me. And we all know veteran cars and hair-do's don't go together. I must own to having a few views on "how the Government should run the country", "women's Lib." and how plain most of the devotees are (wasn't I lucky to catch a man?), but when your reporter mentioned that ungenteel word "sex" I was shocked, as any ladylike "veteran" wife would be, and it was only with great difficulty I stopped myself swooning away.

Finally, to save our marriages - mine in particular - I must make it quite, quite plain that the references made to our husbands are quite erroneous - at this stage the chauffeur must have been dreaming of other things. We are all married to the most Generous, Considerate, Loving, Unselfish, Affectionate, Well-mannered, Clever, Hard-working, Handsome, Dashing, Even-tempered Paragons whom we absolutely adore, and count it a privilege to polish and clean cars for, and I can't imagine how those other sentiments referred to in your article could ever have crept in.

I notice that our chauffeur is anxious to contact other groups to further his education, and I can only say that any prospective 'takers' can expect to ride in comfort with an excellent driver at the wheel ('T' Ford trained) and at least they will have been warned that he probably has a tape recorder planted somewhere in the 'farm' gear.

Thanks for a great day, Vic., you Cad.

Yours, etc.

ANON. FOR OBVIOUS REASONS."



Correspondence Continued

"Veteran and Vintage Car Magazine,  
96 Queens Road,  
FOUR DOCK, SIDNEY.

Run-A-Muck Station,  
WEE WAA.

Dear Sirs:

Thank yuse fur ritin to me. Wel wez (me sun and me) wondad  
doun tha padok ta take anutha look at the car. So hers me ansus to ya  
cwestyuns:

1. Wheel Base - Rusty Mettle
2. Track - Wide enuf for tha tracta
3. Number of Silindas - sex
4. Transmission type - Musta been good cauz the springs was gon and  
wot duz yuse want me frunt and side picsurs fur.

Wez was lookin at tha car an saw the nam Rolls on the rodia  
frunt so I rekun she could be wurth tha fifteen quid youse thawt she mite be  
wurth.

Yours sincilly,

ALBERT BULLA.

P.S. Shees rainen cats and dorgs in Wee Waa now and the back padok is  
fluded on the car shees missin.

Big Al. Bulla."

\* \* \* \* \*

PART ONE OF ARTICLE TAKEN FROM "MALAYSIAN AND SINGAPORE VINTAGE CAR REGISTER"  
JUNE 1973.

THOSE GLORIOUS THIRTIES (OR PONDERINGS FROM A PLANTATION, ED.)

By H.A. Stoner

One day I'll wake up and find that it has all been a dream:  
the Twist, bubble cars, the daily drudgery to earn one's bread, the dreary  
war years whose austerity we've never really thrown-off. All these will fade  
away and life will continue where it left off in the glorious thirties.

Of the twenties, I have only dim memories, I was but three  
and a half years old when they ended. There was the Overland, circa 1924,  
which we sold just before my third birthday and I can still recall the  
delicious smell of the interior upholstery mingling with that of the  
celluloid sidescreens and petrol fumes.

(Continued on Page 10



My grandmother had a Straker-Square but this was further back than my memory will stretch and the only other car I recall was Uncle Gordon's blue Morris Oxford. The 1928 11 h.p. Fiat which took its place was not nearly so exciting, but I suspect my father found the Overland altogether too sporting and required something more staid. This had aluminium stripes down it's behind which I thought terribly smart. It was in this car, driven by old Davis, that we travelled from Caernarvon to Chester when we moved house on my father's death in 1930. The journey I recall vividly, for, taking a corner near Drws-y-Coed, we hit a charabanc. Not hard, but we crumpled a mud-guard and old Davis shouted like anything in Welsh. That I think was the end of the matter, nothing so vulgar as insurance was discussed and the fact that Davis had given the charabanc driver a piece of his mind, was the only recompense my uncle received.

We were car-less in the early thirties and to collect the newspaper from the Egerton Arms, my sister Stella and I would walk down with the nurse, pushing baby sister Anne in the pram. It was on these walks that I remember the nurse reading out to me the daily bulletins concerning the kidnapping of the Lindberg baby. I was filled with horror when the poor little mite was eventually recovered dead. The world seemed to be changing daily, and on the wireless the strains of the rather pedantic B.B.C. Dance Orchestra led by Jack Payne, gave way to much more lively music under the new leader Henry Hall.

To visit my elder sister at school, we were loaned a splendid Sunbeam sedanca-de-ville by a neighbour, Miss Gina Barbour. This car, complete with chauffeuse, Nesta, had silver flower vases like ice-cream cones in which sprigs of lily-of-the-valley gave off a delightful scent.

The rich food at the picnic taken in Llangollen had disastrous effects on my five year old tummy and I'm afraid I had a slight accident. The journey back was agony for me and I blessed the scent of the lily-of-the-valley while I endeavoured to conceal my shame.

Miss Gina's mother, old Mrs. Barbour, had a glorious 40/50 Napier which lay next to the Sunbeam in the motor house, but I never saw it go out. All through the thirties, the cars of the twenties always seemed the proper ones, and at school all modern cars were labelled "tin cans" by my schoolmates.

Other neighbours who supplied us with transport were the Davies family. Each Sunday old Mr. Davies would collect us for church in his enormous Daimler of about 1929 vintage. After church we would be given a billiards lesson (on a full size table) which was boring, but when that was over we were allowed to play walking stick hockey which was enormous fun.

The game always ended with John Davies in tears complaining to his grandmother that one of us had hit him and broken his leg. Today he sits blowing his trombone with the Temperance Seven, his feet tapping to the beat, so I don't think we can have done any lasting damage.

In 1933, it was obvious that "Daunders" my governess had lost the last vestige of control over me and I was packed off to Miss Giles'

(Continued on P.11.....)



Abbey-gate school, Chester. This entailed going daily by train; the carriages and engines were the old LNWR and still had 1st, 2nd, and 3rd class painted on the doors, though 2nd counted as 3rd by this time.

The regular monotony was broken when I had a tooth extracted, for on these occasions I was lifted sobbing into the cab of the locomotive before we set off for the ten mile journey to Broxton. This favour was granted partly on my account but helped no doubt by my sister Pam, who at seventeen or so, made soulful eyes at the engine driver!

My best friend at school was Bobby Fisher whose father was then Bishop of Chester (later to be Archbishop of Canterbury). A game of 'catch-me-if-you-can' with Bobby round the Cathedral tombstones led to the two of us receiving a most awful reprimand in front of the whole school.

Miss Giles - quite erroneously - believed that I had led Bobby astray. Sometimes I was fetched from school by my uncle Guy who had a very early dilapidated Amilcar. This machine had no floor-boards and I never ceased to wonder at the things that went round below me. My mother was once persuaded to travel to Chester in it, but she refused the ride back and took the train instead.

But my favourite uncle was Stuart, who at the age of 12 had been left a small amount of money. It was enough however for him to purchase a gigantic mustard coloured Isotta-Fraschini tipo 8, and in this splendid machine he duly rolled up the drive one day to spend a weekend. At once the other uncles and aunts held a family conference. What the outcome was I never knew, but the next time Uncle Stuart arrived he was sitting, duly mortified, at the wheel of a Morris Minor.

Though I loved motor cars, I had some horsey cousins who forced me to ride. My pony 'Flit' - named after the then new fly spray - was a grey and a little devil to boot and although I loathed riding I somehow won the All-Cheshire pony clubs' "Under 9" riding competition. This had dire results and I was now forced, cajoled and bribed to go through hours of purgatory in the saddle. The climax came about a year later when I was asked to ride a cousin's pony at Olympia. This terrified me and I had hysterics for days until my mother finally had to write and decline the invitation. The rather cowardly display on my part eased the situation however: I was labelled a "rotten little cad" by my Uncle Hamil "and not worth bothering about"; my pony was taken away and I breathed a sigh of relief. Talking of horses, the name on everyone's lips was "Golden Miller" who won the Cheltenham Gold Cup year after year. I remember hearing a wireless broadcast in which he was beaten by "Blue Prince"; and in the two Nationals which followed it was not "Golden Miller" the favourite who won, but "Reynoldstown".

The next big event was the wedding of Princess Marina to the Prince of Kent. How smart all the ladies were! In fact from now until the end of the decade was the golden age of fashion, and though the fair sex have tried every gimmick under the sun since the war, they've never been able to recapture the really "smart" look which was the vogue.

I can see it all now, and hear my sister Bet humming "Mr. Hemingway". Remember the song?

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



'I can understand when you hold my hand  
 When you steal a kiss it's O.K.  
 I don't mind you when you're gentle,  
 But when you get sentimental,  
 Please! - Mr. Hemingway.'

1935, and of course that date will always recall the Silver Jubilee and to me the first visit of my cousin Lavender, Fabulous Lavender, who had been offered a film career in America to rival Shirley Temple, but the British Government, I believe, stepped in and put a stop to the scheme. Lavender was nevertheless a film star in my estimation, so that when she arrived, climbed all my favourite trees and got higher than ever I had dared, I was considerably shaken.

There was also a memorable bicycle ride when we set off on my elder sisters' bikes. Mother, fearful for the valued 'Star' at once phoned the police. We were discovered cycling miles from home down a leafy lane, and were surprised by all the fuss.

Mention of Shirley Temple brings to mind the new packet which bore the legend "This is my cereal says Shirley Temple". Yes 'Puffed Wheat' was all the rage and poor 'Sunny Jim' on the 'Force' packet had to take a back seat. There were lots of new things on the market; Radio Malt was "the" thing, too divine, and the sales of Virol and Keepler Malt took a nosedive. Fish and Chip Shops and Milk Bars were also beginning to appear and were visited despite parental disapproval.

And so, with Roy Fox and his band and vocalist Al. Bowlly at the height of their fame, the demise of the great motor car firm Sunbeam, and the yo-yo craze, we had reached the middle of the decade. Unbeknown to me a relative, Sherman Stonor, was backing a small car which unfortunately also died soon after, the 'Squire'."

(PART TWO OF "THOSE GLORIOUS THIRTIES" WILL APPEAR IN MARCH "SPIT AND POLISH").

\* \* \* \* \*

For your information:

#### FOR A PARTY FOR 2,000 PEOPLE

(This recipe was actually used by a millionaire host in the Victorian days in Trinidad):

Build a marble pool specially for the occasion in the garden. Pour in: 1,000 bottles dark Demerara rum, juice of 2,000 lemons, 100 pounds cane sugar, 500 bottles sweet Spanish Malaga wine, 200 ground nutmegs, 300 quarts boiling water. Now launch onto the surface of the pond a miniature Venetian gondola carrying a small boy in appropriate (?) costume (and preferably wearing a gas mask). Let him stir the mixture for a while with his paddle, then glide to the side, take up a silver ladle, and serve the punch to the guests. When the gondola is grounded on the bottom of the pond, the party is about over.

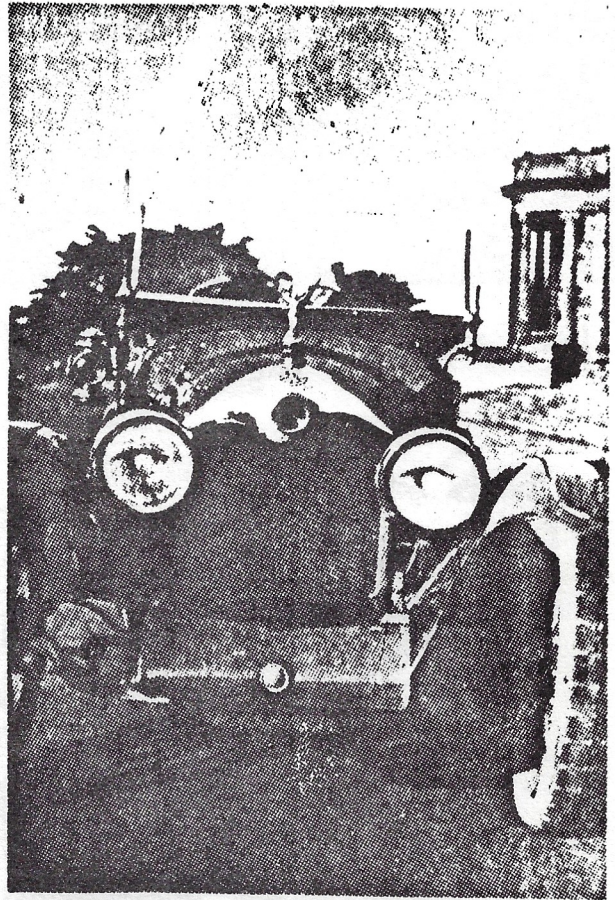
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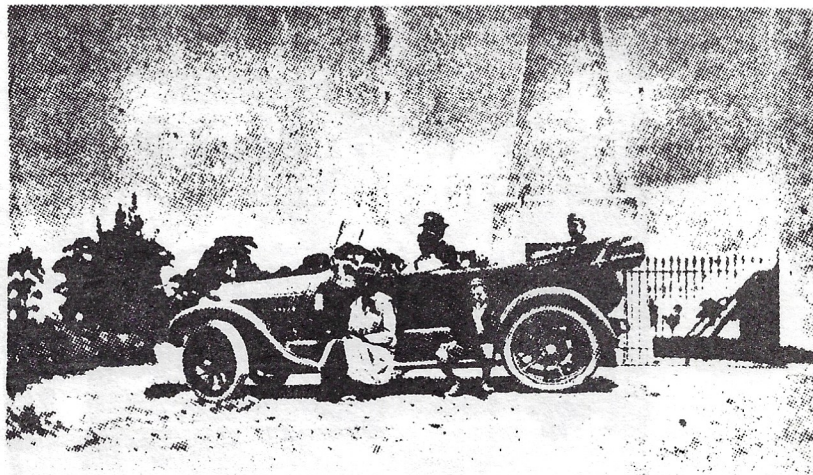
# DOUG PEARCE'S 1911 BENZ



*As purchased 'NEW' 1911*

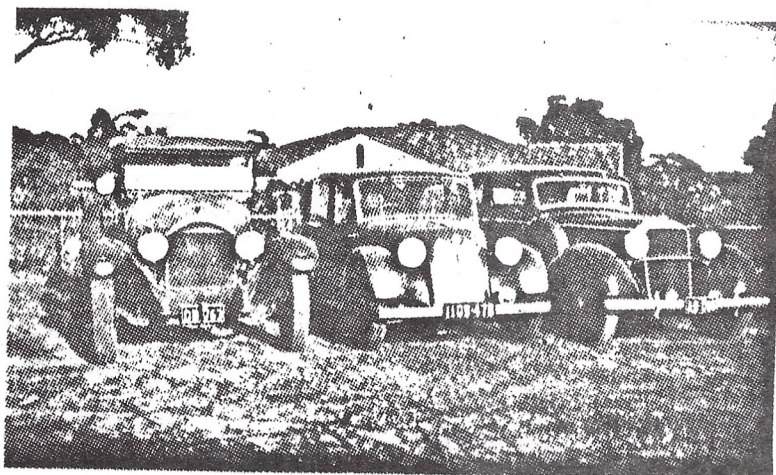


*In disguise*



*Mt York 1921*

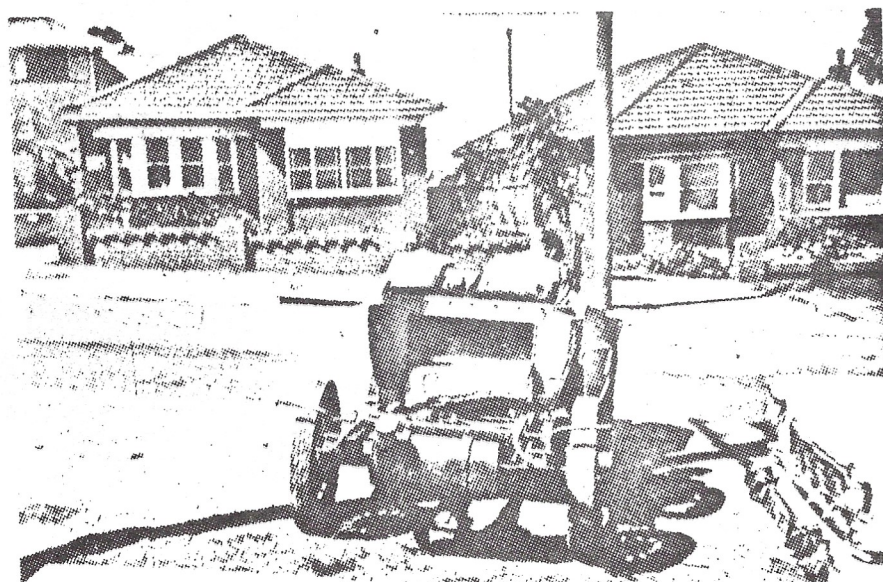
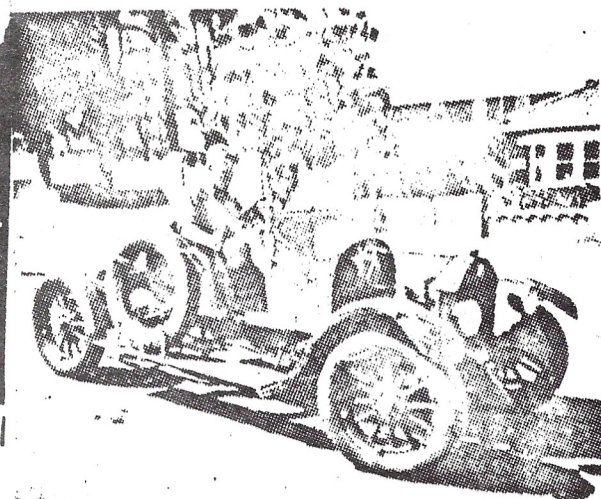




1911 Benz

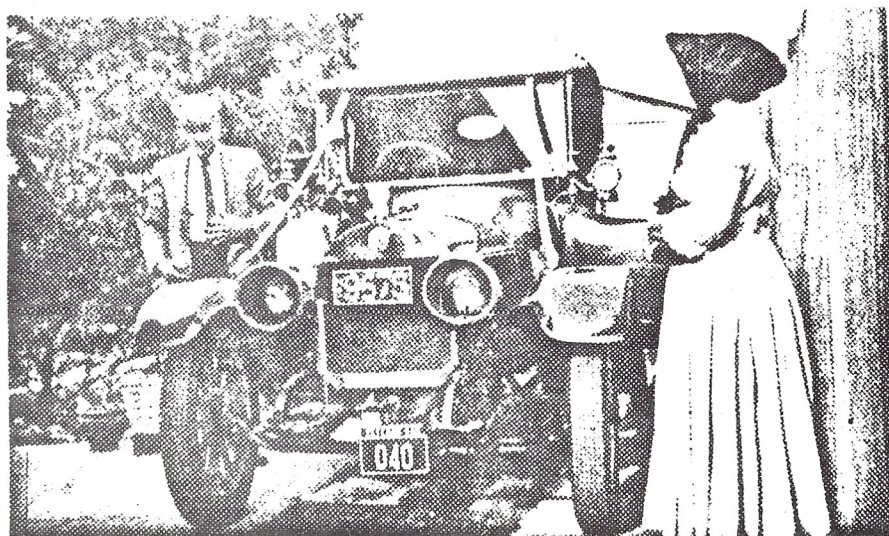
1936 Rear  
engine

1937 Diesel



↑  
← As purchased  
January 1960

As restored  
1964





HISTORY OF 1911 BENZ W3 MODEL

The Benz was purchased new in 1911 by Mr. Fred Muller, Senior, founder of the famous Motor Radiator manufacturing firm, then known as F. Muller, manufacturer in sheet metals, making Motor Radiators, Lamps, Tanks, Mudguards etc.

As shown, the original photo of factory No. 1 and staff in Parramatta Road, Annandale, showing Benz as the original Roadster model. Then, as the family grew, the car was fitted with a tourer body and since Fred was a perfectionist, the car was overhauled every 12 months and at different stages during its life, various styles of body modifications were carried out, particularly mudguards, valances, hard top as the photo shows. Apparently Benz was converted to electric lights early - also a neat camouflage was made to cover and protect the Benz laurel wreath badge during World War I with the letters V.O.V. 1911.

Like a lot of good old cars Benz finished her working life as a ute and apparently was used around the Kingsgrove factory up to the late 50's then it came to rest under a tree in the yard of the family home at Caringbah.

I purchased the car in January 1960 and full of enthusiasm, the job of restoration was in front of me so I decided to make her as a Roadster.

The usual complete mechanical rebuild was carried out to make her as near perfect as possible for reliability. A complete new body had to be made, including mudguards, hood etc.

Acetylene and kero lamps and accessories were obtained through the usual channels, some items such as petrol cap had to be cast and machined. However, Benz was on the road in 1964 and competed in its maiden run to Blackheath in 1965 and has competed in various events, including the 1970 International Rally and has proved a very reliable and soundly designed motor car thanks to the designer Carl Benz, father of the motor car industry.

Benz was dated by the V.C.C.A. in February, 1966, Certificate No. 25.

DOUG. PEARCE

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

WANTED Steering Box for T Model Fronty Ford.  
Will buy, swap or steal.

- VIC JACOBS,  
338 Botany Road,  
Alexandria. 2015  
'Phone: 69.6666

FOR SALE 1906 Humber Beeston 4½ litre. Unrestored except for motor which has new pistons and rebore. Spare motor and diff. housing. \$2,300.  
Four 23" beaded edge detachable wooden wheels. \$40.  
Will swap spark plug collection - old petrol tins and other parts for vintage and veteran hub caps not in my collection.  
Especially wanted: caps from Australian-made cars; also Darracq - De Dion - Delage - F.N. - Hillman - Lancaster Mercer - Riley - Rolls - Sunbeam - Minerva.

ALSO, ANYONE INTERESTED IN ANTIQUES:

Paillard Bros. Music Box 1850, restored	\$850
Carriage Clock with alarm 1850	\$400
Two Moonstone and saturn glass vases	\$140
Two Doulton book-ends (Sarah Gamp & Mr. Pickwick)	\$100
Collection of old bottles	\$ 60
Two brass "Johnny Walker" trays	\$ 40

- MIKE BENDEICH  
Ring: 639.5897  
Or: 26 Reiby Drive,  
Baulkham Hills.

FOR SALE (ALL STATES):

1911 Albion 16 h.p. 2-cyl. Chain Drive Roi-Des-Belges Tourer,  
Fully restored, plus spare parts.  
Will consider offers.

- JOHN RILEY,  
25 Alexander Street,  
Hamilton. N.S.W. 2303  
Phone: Newcastle 61.0411  
(Extn.235)  
Business Hours

WANTED For 1915 T Ford.  
Set Hood Bows.  
Front and Rear Springs  
Steering Column (Brass topped).  
Brass Radiator.  
Any body parts to suit.

- ROBERT FORBES,  
537 Chapel Road,  
Bankstown.  
70.2098



WANTED (ALL STATES)

Smith's rim wind clock. SWAP Smith's Mech. Tachometer 400-5000  
R.P.M. as new. Ratio 1-1.

- NEIL MARTIN,  
45 Railway Rd.,  
Guildford. N.S.W.  
632.5047

WANTED 1917-1918 Model T Magneto Powered Horn, also 815 x 105 Rudge-  
Whitworth Wire Wheel Spanner.

- NEIL MARTIN  
(As above).

SELL OR SWAP

2 - 1917 T Front Guards  
1 x LNT - 1 Hacked  
2 1923 T Front Guards, O.K. Cond.  
2 - '23 Running Boards  
1 - 1930 A Model 2 Door Cowl and Tank - XLNT  
1 - 1930 A Model Roadster Pickup Rear Body Section, as new, SOS  
The Wood (ALL FORD)

1 early 20's Hudson or Essex Grill - Louvre design and R.H. rear  
guard - both mint as Hell.

SWAP for 1928 A Model Grille Badge (must be mint) or sell to  
enthusiast.

I am not greedy. Winner must take all.

- PAUL BISHOP,  
177 Canley Vale Rd.,  
Canley Heights,  
Sydney. 2166

PLEASE SEND NO MORE VETERAN CHARCOAL BURNERS - HAVE 600  
AND STILL COUNTING.

Ed. Panel



