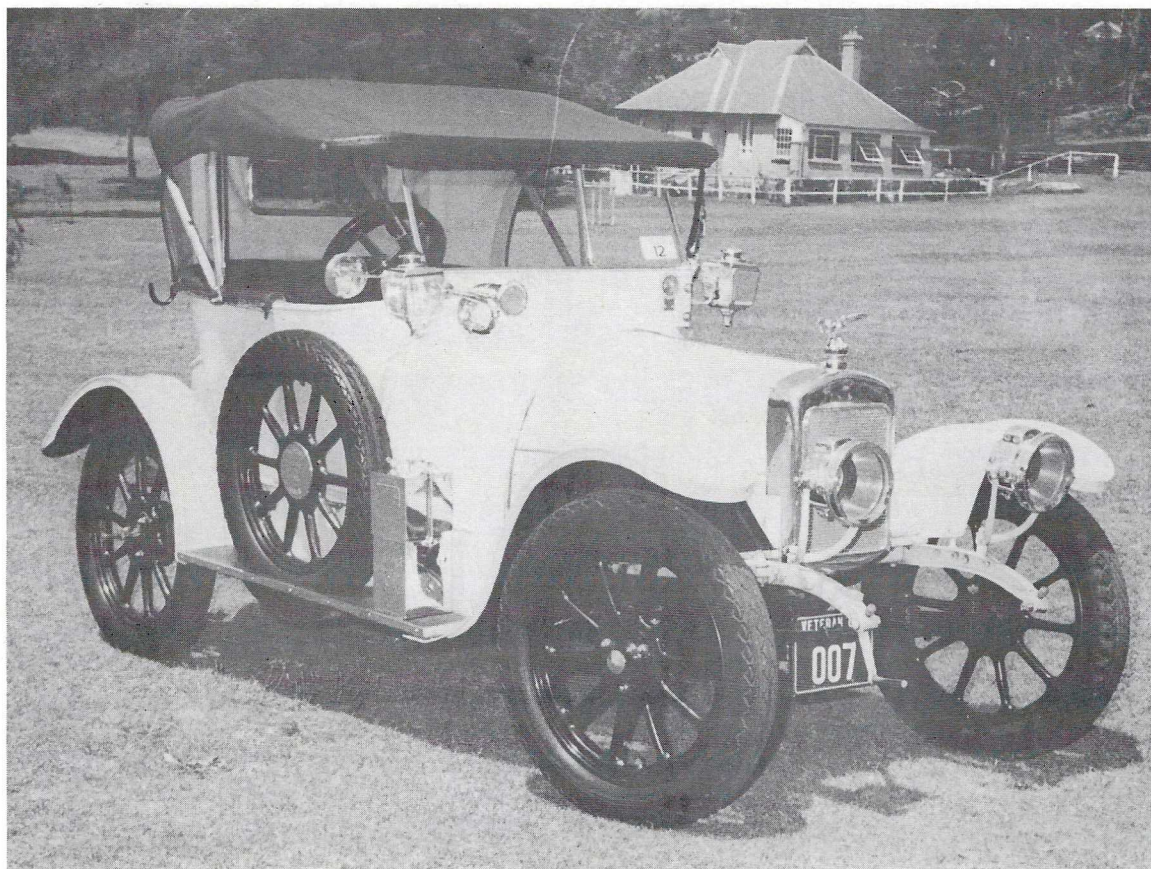


NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

# SPIRIT AND POLISH

## CAR OF THE MONTH



GEORGE ROBERTS' 1912 CALTHORPE



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

Registered at the G.P.O. Sydney for transmission by post as a periodical

**Patron:**

His Excellency the Governor of New South Wales,  
SIR RODEN CUTLER, V.C., K.C.M.G., C.B.E.

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EDITORIAL

New Faces

So we start another year!

Very few new faces - mostly the old (we mean 'well-known') ones, some to be found sitting at a different desk - to coin a phrase.

Old faces, we said! Well, not so far from the truth, either. Take the Hon. Secretary, for instance. Like the Talbot, he could probably do with a new top cover. The present one has worn a bit thin as it were! But it still has at least a vintage look to it, being Pepper and Salt.

The President can probably tick off more summers than he would care to announce.

The Committee has at least one member who commands respect by his paucity of hirsute adornment, as the "poor old fellow" is considered to be older than he really is. Not that he is anywhere near being a teenager. He's just an "ager". But the bright demeanour which all of them present puts some would-be young big business executives to shame.

Although the movement is of veterans, there is a pleasing preponderance of youth, which is a good thing.

Every year has the promise of more and better. We feel, though, that the Events Committee must soon strike a meteorological snag. It has been a long series of dry weather events, and we have almost forgotten about the necessity to listen to 2GB for a possible cancellation. However, we need not worry about crossing that bridge till we reach it. As far as we can see, we shall have to condition ourselves to seeing no more rain.

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NEXT MEETING: The next meeting of the Club will be held at the Community Hall, Great North Road, Five Dock, on THURSDAY, 27TH AUGUST, 1970, at 8 p.m.

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REPORT OF JUNE MEETING

The President was in the Chair.

Visitors Mr. and Mrs. Jim Cross were welcomed.

The Treasurer reported a credit balance of \$935. The International Rally Committee has refunded the \$2000 lent to its Fund by the Club, reported in SPIT AND POLISH May 1968, together with an amount of \$221.65 for interest.

Events Committee report by Max Roberts reminded the meeting that the next outing is to be to Old Government House Building, Parramatta, on Sunday, 19th July at 12.30. It was announced that at the Castle Hill Show-ground, the greatest number of passengers driven round the area was achieved by Ross Marshall, the follower-up being Reg. Jones.

The Investigations Committee, per George Roberts, announced that two cars had been examined since the last meeting, and both were proved to be outside the Veteran era.

Four new associate members have been gained, in the persons of: K.J. Catford, Wallsend; Alexander Petersen, Jr., Leichhardt; J.E. Thorpe, Rockdale; Mrs. Sylvia Webster. In addition we have five new 'mini-members', that is, Junior Members, as follows: Alistair Reid, Andrew Crebbin, Samuel Point, Jonathon Point, Simon Garrett - all of Castlecrag. One full member has been accepted with the ex-Arthur Phillip's 1913 Overland Tourer. He is A. Johnson, of Taree.

The P.R.O., Warren Irish, pointed out - and we quote - that "inadvertently the magazine is late" - unquote. (We have spoken to the P.R. since the June Meeting and he has requested that we put in an apology to members on his behalf. Due to misdirected action on the part of some junior labour, an irremediable error was made, resulting in the lateness of delivery increasing out of all proportion.)

Allan Foy, as Registrar, reported that he is still awaiting an answer to his request for interstate co-operation with the Register.

Jock McGowan moved that the newly-appointed Committee set about immediately to take such action as will ensure that the Club reinstate itself at the Drummoyne Rugby Union Club. The motion was carried. (Was it Jock who commented that there is a bar at Drummoyne R.U. Club? Ed.)

Vic. Jacobs said that in his estimation the Club should organise a night run, and celebrate it with a cracker night. He pointed out that many vehicles are fitted with lights already. Allan Foy stated that acetylene lights are acceptable to the Motor Traffic Branch, provided that they conform with the regulations as they apply to luminosity. Laurie Sykes assured the meeting that that was so, but that the glass must be sanded or fluted in order to prevent the emission of a direct glaring beam. The Editor asked Laurie (in a biased way, as you might say!) whether or not lamps must be the product of a recognised lamp manufacturers. Laurie's answer was 'brilliant'. His lamps, for instance, were made by the big firm of Jardin, and the lamps were named Jardinaires.

John Corby's raffle was responsible for sending Max Roberts home grasping a bottle of whisky. That's the spirit! Aye!

\* \* \* \* \*

THE ANNUAL GENERAL MEETING

A series of ballots produced the following results:

President:	Allan Foy
Vice-Presidents:	Arthur Garthon and Len Sheen
Secretary:	Jack Dance
Treasurer:	Bill McCarthy
Committee:	David Berthon, John Corby, Warren Irish, George Roberts, Jim Weir

The first official act of the new President was to convey the thanks of the meeting to Mrs. Val Cross and a visitor for their assistance with the scrutineering of the ballots.

\* \* \* \* \*

We have produced herein the Treasurer's Report and the accompanying official figures of the results of the Club's finances over the last year. We act for the Treasurer when we point out that the healthy state of the Club is greatly assisted by prompt payment of annual subscriptions. Should this thought convey something to any of our readers, please pay attention to this detail now. It helps the Club and it helps the Treasurer.

\* \* \* \* \*

PRESIDENT'S REPORT 1970

This is the Sixteenth Annual Report by the President of your Club's activities. What a year it has been! With all our visitors from overseas and interstate starting from Sydney in the largest car Rally ever held (despite what Ampol claims!). It is indeed an honour to have been a member of the organising committee.

I would like to thank our own Club's Committee members for the wonderful support and co-operation they have given me during the year. Most of them have had at least some part to play in organising the International Rally, as well as the Club's activities.

Membership has risen to 297, including our 7 junior members. We have gained 26 new members but have lost approx. 22 through resignations and failure to pay fees. There are now 168 cars carrying Club registration, with 16 being registered this year, and there are 3 cars fully registered.

Secretary Len Sheen deserves the highest commendation for a job well done. The correspondence this year has been particularly heavy and Len also did a wonderful job on the 1970 Rally records.

Treasurer Bill McCarthy has kept the Club solvent in a most efficient manner. Our auditors are most pleased with the work he has done. Thanks Bill.

The Newcastle Branch has had another successful year and the following members were elected to office at the Annual General Meeting: Chairman, Ray Thomas; Vice-Chairman, Don Barker; Secretary, G. Adams; Treasurer, P. Adams; Editor, Max Burke; Liaison Officer, P. Adams; Events Committee, L. Macey, C. Broadbent, D. Maher; Investigation Committee, H. Thomas, R. Newman, J. Riley.

Our Events Committee this year was Barry Thew and John Corby led by Max Roberts. They have done a great job in a difficult year with the International Rally interrupting our normal routine.

The Committee organised 13 events during the year, at which 78 cars took part. There were 24 cars which only appeared once and 15 which appeared twice. 30 cars started in the Blue Mountains Rally, which was a one-day event this year because of the International Rally. The best attended outing was Sunday, 21st June at Castle Hill Showground with 38 cars participating. We had requests for 14 charity outings and supplied a total of 30 cars for these.

The Children's Christmas Party was held again and was an outstanding success. There seem to be more children and grandchildren each year. Perhaps these are some things that go with Veteran cars. John Corby has been conducting the raffle at meeting nights to defray the cost of the Children's Party. Many thanks to John Barry and Max for an excellent effort.

The Investigation Committee has been George Roberts and Robert McCarthy who have inspected 32 cars. George would like to see a few more applications for Dating this year. This must be a good committee to serve on as Bob McCarthy is overseas at the moment and will shortly be followed by George and wife, Pam! I would like to wish George a happy and long retirement.

Registrar Allan Foy has had a busy year with Registrations and also Insurance for all our competitors in the 1970 Rally. Allan is again indebted to David Berthon for the help he has given this year.

Our Social Secretary, Hilda Sheen, with her small band of helpers, has done an excellent job of organising our Christmas Dinner, Presentation Night and night at Canterbury Tales and many others. We all are deeply appreciative of their efforts. Many thanks Hilda.

Warren Irish has been busy with the new covers of SPIT AND POLISH and has done very well at the business of Public Relations.

Magazine Editor Jim Simpson has again carried on with the inside of SPIT AND POLISH and has given us good coverage of events. Thanks Jim, and carry on the good work.

Our Library at the moment is at the Sheen household and we are thankful that Hilda and Len have the Club so much at heart as to give up part of their back verandah for this purpose.

Peter Kable has again acted as Vehicle Records and Badge Officer, and whilst the new car badges have been received with mixed feelings, he has had to order more and they are now available.

The report on the Club's activities cannot go by without mentioning Vice-President George Green and the outstanding effort he put into the International Rally. We are deeply grateful to George and his committee for a wonderful run. I think Lord Montagu summed it up nicely at the final Dinner in Melbourne when he said he had a "Beaut. time, with Beaut. people and Beaut. cars." So it is fair to assume the Rally was organised by "Beaut. people".

I have been President for 2 years now and feel that this position should be held by as many members as possible, so I am not standing this year, but will be willing to serve on the committee. I am a firm believer that the

enjoyment you receive from your Club is only equal to the effort you put into your Club so I am hoping for a lot of nominations for the Committee.

My only regret over the past two years is that we are still without permanent meeting rooms. Not that we haven't tried, but if all the C.V.V.T.M.C. can get together in the near future I think this situation will improve. Once again I wish to thank the Committee and Members for the support they have given me during my term and hope that our Hobby of Veteran Cars and the Club itself will prosper in the years to come.

\* \* \* \* \*

#### TREASURER'S REPORT - YEAR 1969-70

The 1969/70 financial year has revealed an overall surplus of \$394.72 compared with a surplus of \$1138.66 for the corresponding period last year. However the result is mainly satisfactory as the figures were influenced to some extent by factors which are referred to in detail hereunder.

#### Income and Expenditure Account

An analysis of the individual items of Income and Expenditure reveals minor decreases in Affiliation Fees, Depreciation, General Expenses and Printing, Stationery and Postage while charges for Insurance, Travelling Expenses, Trophies and Presentations have risen in accordance with general trends. Rallies have shown a deficiency of \$16.85 compared with a surplus of \$73.02 last year, consistent with the Club's decision to exclude overnight events in view of the impending International Bi-Centenary Rally which commenced on April 4th.

SPIT AND POLISH constitutes a major item of Expenditure. The actual cost of production of the magazine was \$1660.48 towards which members' magazine subscriptions contributed \$429, however the former total included \$344 worth of covers on hand at 31/5/70 which will be brought forward into next year's figures. Advertising space worth \$690 was sold and our thanks are expressed to the Public Relations Officer, Warren Irish, for his attention to this aspect of the magazine. The overall result, following the change in cover format, is a deficiency of \$197.48 compared with a profit of \$3.91 last year. As a matter of interest the cost of the overprint "Car of the Month" averages \$24 per issue.

Donations totalled \$493.26, which is \$268.62 lower than last year, but having in mind the Club's decision to limit the attendance of cars at weddings to members' own families and friends, the result is gratifying. The Club's thanks are extended to the following donors, listed alphabetically, who have contributed towards this total: Castrol Aust. Pty. Ltd. (per T. Bent), K. Carden, Mrs. V. Cross, A. Garthon, J. Godfrey, G. Green, R. Jones, Mrs. Leresche, R. McCarthy, A. McLeod, M. Roberts, L. Sheen, L. Sykes, W. Spraggon, J. Vanstone, J. Wards and J. Webster. Also Paramount Pictures Pty. Ltd. for the attendance of several cars to assist in promoting the release of a new film. Should any member's name have been inadvertently omitted, please accept my apologies.

Once again we thank the Social Secretary, Hilda Sheen, whose efforts have led to a very satisfactory result in this sphere. We also thank John Corby for conducting the raffle at each monthly meeting to raise funds towards the annual Children's Christmas Party.

Treasurer's Report, Continued:

A deficiency in Trading amounting to \$49.81 is somewhat disappointing, perhaps an increase in the selling price of accessories would merit consideration.

Balance Sheet

The position is substantially the same as last year, the value of Assets having increased by \$422.27 to \$8986.73. The major item is the Club's Interest Bearing Deposits, held by the Rural Bank of N.S.W. Earlwood, and totalling \$6299.92, including interest accrued to date.

Four of the deposits are currently earning 4<sup>3</sup>/<sub>4</sub>% interest, and one, amounting to \$1235, has been renewed at 5%.

The Club's current account is conducted at the Rural Bank of N.S.W. Rockdale Branch and shows a credit balance of \$79.86. Following a change in legislation, the Club's cheques ceased to be exempt from Stamp Duty as from 1/1/70 and after 1st April 1970 our Current Account ceased to bear interest and became liable for ordinary bank charges in accordance with a decision by all banks.

Sundry Debtors at \$395.36 includes \$150 owing by an advertiser in SPIT AND POLISH and the major item in Sundry Creditors is \$100 owing to the International Rally Committee for a trophy donated by this Club.

The Loan of \$1000 to the V.C.C.A. 1970 Rally has since been repaid and will be brought to account in the 1970/71 figures.

The Club's books and records have been audited by W.V. King and Associates and a copy of the Income and Expenditure Account and the Balance Sheet will appear in the July issue of SPIT AND POLISH.

May I extend my thanks and appreciation to Committee members and all other office-bearers for their assistance and support at all times during the past year.

- BILL MC CARTHY,

Honorary Treasurer.

\* \* \* \* \*



BALANCE SHEET AS AT 31ST MAY, 1970

Liabilities		Fixed Assets	
1969	1969		
Accumulated Funds		Furniture & Fittings (At Cost)	524.38
Balance 1st June, 1969	8456.71	Additions	10.00
Add Surplus for year	394.72		534.38
		Less Prov. for Depreciation	254.00
77 Sundry Accruelements	135.30		280.38
Rural Bank of N.S.W.		Equipment (At Cost)	132.25
Current Account		Less Prov. for Depreciation	47.00
30			85.25
		Current Assets	
		Rural Bank of N.S.W.	
		Current Account	79.86
		Interest Bearing Deposit	6299.92
		465 Sundry Debtors	359.36
		50 Deposits	50.00
		628 Stock on Hand (At Cost)	487.96
		1000 Loan V.C.C.A. Rally	1000.00
		- Prepayment	344.00
			\$8986.73
			\$8986.73

We have audited the books, accounts and vouchers of the VETERAN CAR CLUB OF AUSTRALIA - NEW SOUTH WALES, for the year ended 31st May, 1970 and report that, in our opinion, and to the best of our knowledge, the above Balance Sheet is in accordance therewith. A list of incomplete vouchers is attached and we have accepted a certificate from the Hon. Treasurer as to the value of stock on hand as at 31st May, 1970. The Register of Members required to be kept in accordance with the Constitution has, in our opinion, been properly kept.

SYDNEY, 24th June, 1970.

W.V. KING & ASSOCIATES,  
Chartered Accountants.

CASTLE HILL SHOWGROUND 21/6/70

Can anyone tell us where time gets to? It is surprising to realise that it was a full year since our last visit to the Castle Hill Showground. All those children that we saw running round, having rides in cars, chasing round to find bottle tops, nails, bobby pins etc. - all are a year older! So are the oldies! And the vehicles!

Would Arthur explain a few things? Was the Delahaye repainted to fit in with the Labrador? Was he (Sam) taken along for company, or is he to be a guide dog for Arthur for use at such time as either the Club will have driven him blind, or the Delahaye will have lost the use of her headlamps?

Marvellous thing, as we have said, the different types of pleasure members derive from spare time. It is scarcely credible that one who possesses one of those fine old vehicles, to wit, a B.S.A., should spend so much time under it, that even on a 'day off' he is instinctively on his back doing something underneath. We noticed that he had no tools or oily rags near at hand but was lying on a warm rug, so we assumed that it was not a position which he assumed instinctively, but that it was merely a case of Lazy Days Craze. And jolly good luck to him!

Long time since we have seen Sandra at the wheel of Pauline. Think it was in Parramatta Park - how many years ago? Rather pleasant change to switch gears with the right hand for a while - and with the lever in the correct place, too - on the floor.

Talking about the children growing up - saw Max Roberts with the right parental idea of discipline. At one stage he was making his way across the area with his right arm round one offspring's body, while his left arm had another by the neck! Nothing like putting your foot down with a firm hand, Max.

A bracket of three words that we do not see very often - Societa Pedemonte Automobili. We nearly saw them when Peter Crauford acquired one, was starting to work on it at Rosemead Rd., Hornsby, when he took on a jackerooing job at Moree. The family went, for business reasons, to Adelaide, and Peter (as per the current register) ended at Meningie, S.A. But the present 1912 S.P.A. (Bob Robinson, Gosford) has no need of a trailer, being in possession of full registration.

Some extraordinary and untoward things take place on occasions, for which we hold gremlins responsible. How could a Buick possibly experience trouble in the region of the steering? Something miraculous has very definitely taken place, John. You have our sympathy. Watching market trends, we feel that we should advise owners of orthodox vehicles, that is, those which sport the very desirable crash gearbox, to beware of the possibility of a take-over bid by the T Model. It may not be realised that almost twenty of these extraordinary - no! that sounds wrong! - we mean extra popular vehicles, are on the roll of the Club. Do not sell! Let your slogan be: "Crash box, not cash box"...

Got a great surprise at being done out of a piece of cake by a very neat fumbling trick. Should not have fallen for the old gag of a well-organised fumble. An oldie member says to us, she says: "I've got a nice piece of cake in the boot of the car. Come along and I'll give it to you." So we made our way to the car with her, doing our best not to let it be known

that saliva was running from the corners of the mouth. She fumbled with the catch very convincingly, but was unable to open it. En route out of the area we spoke to the owner of the car and was told by him: "Oh! The keys are on the front seat!" We'll have to see, probably, that we are not fumbled out of a jar of jam on some future, looked forward to, hoped for, gastronomically glorious occasion!

There's one thing about running to a coat of brown-based paint, like Reg's Clem. The intrastate and interstate red dust is not so readily visible.

We were treated to an exhibition of slow running which put us very much in mind of the Albion, when we listened to the idling of the Reo, and watched its starter sprocket turning, just before Allan cut off on arrival at the area.

It is wonderful, but sorry, the way the Godfrey girls are growing. Most children do not manage to stay in that young state long enough.

Ever since the early days of the Club there have been dogs attached. Remember the little black one, fitted with a knitted coat, and a passenger on the Don Hope Clement Talbot swing-seat tourer? There was Trixie Dance, who travelled many a mile in the Talbot. What about Billie, who nearly got Len Masser into a fight or two due to her pugnacity. And Arthur is accompanied by Sam. And there have been others which we cannot recall at the moment. But we have surely seen the first cat being introduced to veteran motoring at this Castle Hill event.

We were extended the courtesy of the right-of-way in the Castle Hill shopping area, and drove ahead of a 1914 R.R. It very soon gave us its dust along Showground Rd. though, till we thought that it was about to make a bulldozing mess of a fruit stall, by attacking it in reverse.

Henrietta has had a variety of skippers (and indeed has a variety of warning devices), and we should like to know whether Arthur gave advice or warning to Eric Lang for this day's event following on his driving of Henrietta while checking the Rally accommodation. Presumably Vic felt that should Henrietta "get the bit in her teeth", he could always head her off with the Fronty.

We spoke earlier of the way that the young generation moves up. There were Joan and Ken, now semi-oldies, their 'children' going their respective ways. Better change the combination to Darby and Joan.

The two Stars, as usual, were there, with Alex. and Laurie flitting about in their youthful way.

What a picture of unusual bodywork is Trevor Foulcher's F.I.A.T. Quite a narrow looking body in comparison with many others. And did you see the snazzy door handles?

The Oakland from the Hardman stable made an appearance. Marvellous the wide variation of radiators and shell shapes there were among the early jobs.

Though there is a multiplicity of Studebakers, Reta and Bill East supplied the one one of that make. We still feel a little taken aback at hearing a veteran car sporting a self-starter. Somehow, to use the stirring stick seems to be the right drill.

And so old Top Hat has another outing! Good on you, Albie! Nice to see the old girl on the go again.

Beaded Wheels (N.Z.) should be pleased to learn of the activity of the Hurtu. A most unusual Kiwi! Generally one cannot see their wings! What a combination - one can see the Hurtu's wings, and David Manhart - wait for it! - David has not a prominent beak!!

Revs., or lack thereof, were given a new twist when Max Chapman's Wolseley demonstrated her capacity for just keeping moving, with a closed throttle, and a fully retarded spark. With the spark so far retarded, it seemed impossible that any thrust could have been imparted to the pistons. Max put her back into the first cogs, which helped, but the performance still seemed nothing short of miraculous - to us, anyway!

It can be said that no event would be complete without the Spraggault Renault. They do not miss very many events.

At least Allan Foy should have little difficulty in remembering the make of Stan Rumble's latest mount, the Maxwell. And most of us should have no difficulty in picking it out in a line up. By their colour shall ye know them! We are pleased to be able to announce that Stan had a ride in at least one good motor car during the afternoon!

Wards and Fords seem to go together. One Wards and one Ford, anyway, even if it is borrowed from Ross.

And the Marshall Talbot was there, with its usual driver.

We saw under the bonnet of the Trollope Renault, and looking very hard, we are almost certain that we saw what looked like dust. Nice work, Bill.

It is not very often that the Bendeich Chalmers is among those missing. She could be cold travelling on cold days. At least there's no risk of squeaky door hinges!

The G.G. Brush had a day out with Kevin Lacey. He must be feeling quite at home behind the wheel by now, but how does he feel in front of the engine with the commencing stick in his hand? Still a bit awkward?

Had a look at the 'new' bodywork on the G.G. '13 Vauxhall, prepared to a photo finish for The Rally. Greg. Daley was its pilot for this event, while Terry Cook was behind the wheel of the '12 Crossley Shelsley Sports. Did we hear someone say "The Terrible Twins"? No! Surely not!

With the growing of children, which we have commented on, it seems that some day the Thew Hupp will be too small inside.

A strange number plate was seen as we made a tour of the area. It was O51, and brought to light Paula and Col. Bryson. Maybe the T Model is O.K., but for ourselves, we always have, and always will, associate the Brysons with the red Empire Raceabout. More room in the T Model for luggage - and 'luggage', of course! But Paula, what have you done to Col? He's wasting away! What a shame!

With so much dust about, caused by joy rides, the Sheen Humber's efforts at pollution were not so noticeable. We refer to the letter from our Indian correspondent, published in the April issue of SPIT AND POLISH.

The last few times we have seen the Delage it has been with the hood up. We still like to see the hood of the older types in the lowered position. In fact, in this case, it gives Diana a better chance to look round and see everything. Do you remember that you have to watch her? She writes quick notes on the palm of her hand, whether David is looking or not. Dangerous? Not really! Just dilly!

We saw Joe Webster driving round the area, but this time not in the Franklin.

En route to the Showground we received a wave on a couple of occasions from the occupants of a grey Mercedes. It is surprising how difficult it is to discern the identity of driver and passenger in a modern low-roofed glass-sided vehicle. At the Showground we identified this couple as Geo. and Mrs. Roberts, the latter now fully recovered from her protracted laying up. A good job of thorough restoration, George!

Barry Garth was round, but no sign yet of the T model.

We had a self-appointed organiser of the passengers for the free rides. Max Welch did a good job, for it was difficult to police the banditti and pay attention to the car as well. As it was, by not making a thorough screening, we found we had on board some striped socks and football boots.

The Oldie McCarthys (pas de gateau) did it in proper style during Bob's absence abroad, by turning up in the 1100.

We saw no Argyll this run, but a yellow A Model - a good steer by Don Steer.

As is inevitable, the 'quick round' free trips in the Veterans produced some "Rings in". But that is a big part in the life of most small boys, and it is hard to be hard on such an occasion.

The outgoing Events Committee must be congratulated on their management of the weather. They must have those Observatory boys right under their thumbs! For ourselves, we beat the rain by approximately 15 minutes.

As events go, that is, as fellow members interest themselves therein, it was a good day. We made a total of 43 members' vehicles, being 38 Veterans and 5 modern. To be able to run round the area was something quite different. Some gravel and irregular surfaces, which demonstrated The Besa's soft riding with spring shocks at the rear. Yes, Events Committee, as John Corby remarked, this day was a good bow out for the year, as was their bow in twelve months ago.

The Roll Call (or Parade State, more like it) listed the following vehicles, quite an impressive display:

1908 Clement Bayard	Reg Jones	1913 F.I.A.T.	Trevor Foulcher
1914 Delahaye	Arthur Garthon	1914 Oakland	Bill Hardman
1906 Reo	Allan Foy	1916 Studebaker	Bill East
1914 T Model	Jack Godfrey	1912 Humber	Albie Frost
1914 Rolls Royce	George Green	1909 Austin	Warren Irish
1912 Fronty Ford	Vic. Jacobs	1913 Hurlu	David Manhart
1912 T Model (Henrietta)	Eric Lang	1912 Wolseley	Max Chapman
1912 Cadillac	Ken Moss	1915 Buick	John Corby
1912 Star	Alex. McLeod	1915 T Model	Max Roberts
1908 Renault	Bill Spraggon	1912 Renault	Bill Trollope

1917 Ford	Bob Petersen	1910 Chalmers	Michael Bendeich
1914 Buick	Jim Weir	1911 Brush	Kevin Lacey
1910 Maxwell	Stan Rumble	1913 Vauxhall	Greg. Daley
1915 T Model	Peter Wards	1912 Crossley	Terry Cook
1911 Talbot	Ross Marshall	1916 Hupmobile	Barry Thew
1916 T Model	Paula Bryson	Napier	Colin Parker
1912 S.P.A.	Bob Robinson	1910 Star	Laurie Sykes
T Model	Joe Webster	1912 Humber	Len Sheen
1912 Delage	David Berthon	1908 B.S.A.	Jim Simpson

Six members attended in their modern vehicles: Max Welch, Bill McCarthy, Ron Craze, Barry Garth, Don Steer, George Roberts.

\* \* \* \* \*

#### EDITORIAL ANNOUNCEMENT

Please note that the Editor's address (and we hasten to add that it includes the address of his spouse) has been altered. We can now be found at:

198 Culloden Road, Eastwood, on the corner of Talavera Road (known for many years at Vittoria Rd.)

Being still on the same circuit, the telephone remains as was, to wit, 869-1350.

\* \* \* \* \*

Terry Cook stood at the pearly gate,  
His face was worn and old;  
He meekly asked the man of Fate  
Admission to the fold.

"What have you done?" St. Peter asked

"To seek admission here?"

"I drove a Rolls Royce in the Rally, Sir," he said

"For many and many a mile."

The Gates swung sharply open

As Peter touched the bell;

"Come in," he said "and take a harp,

You've had enough of Hell."

- By courtesy of a "T Ford Fan"

\* \* \* \* \*

#### CAR OF THE MONTH

The manufacture of Calthorpe Minors commenced in 1912 and by the time production ceased in 1917, they had the well-founded reputation of being fast and reliable light cars.

George Roberts obtained his 1912 model from a Mrs. Price on the property of Emerald Hill, between Leppington and Narellan, in 1955. The car was brought home on a trailer and was virtually in runnable condition once the locked-up engine had been freed. During restoration it soon became apparent that there was something special about this car as several basic

measurements, such as the wheelbase, did not tally with the specifications of the model advertised at that time. In addition, every part was stamped with the letter 'S'. George wrote to a Mr. Hands, the designer of the car, outlining his suspicions that it may be a prototype, and received the reply that although it seemed to be so (the letter 'S' stood for 'Special'), his records showed that the original prototype was sold to Royalty in Brussels. George made further enquiries about the history of the car in Australia and established that it was in fact imported from Belgium in 1914. He wrote to Mr. Hands again, who replied that if it was the prototype it would have the date of manufacture - 26.6.1912 - stamped on the pad of the front axle on the right hand side. George could not get the axle off quickly enough when he received this letter and sure enough, there was the date - 26.6.1912!

The car was bought in Sydney in 1914 by a Dr. Edward J. Day of St. Marys. He sold it in 1919 to a piano tuner at Cremorne who in turn sold it a year later to Mr. Price at Emerald Hill. It was last registered in 1930 but apparently had not covered a great mileage as Mrs. Price explained that many front springs had been broken on the bad roads.

George restored the car in just three months by working on it every morning, every night and every week-end. It still has the original spark plugs, tools and upholstery and the engine has never been overhauled - the original rings and bearings are still doing a fine job. To obtain four tyres for the car, George bought two old Henderson motor cycles for £10 as the owner wouldn't sell the tyres (size 3.80 x 20) separately. So George removed the tyres on the spot, replaced the wheels on the two bikes and promptly sold them back to the previous owner for £3! Those four tyres that he bought for £7 are still on the car.

In selecting a paint for the car George tried BALM's "Primrose" but found it wasn't quite right so he mixed in an equal quantity of "Wattle Yellow" to achieve the desired colour.

Mechanically the car is quite straightforward in design but soundly engineered. The 10 h.p. four cylinder, side valve engine is of monoblock construction with a two-bearing crankshaft in an aluminium crankcase. A Zenith carburettor is carried on the inlet manifold which is cast integral with the exhaust manifold. There is no fan or water pump on the engine and the Hele-Shaw multi-plate clutch runs in oil. The three speed gearbox is very easy and fast in operation and Vee-splines are used throughout the drive train on gears, driveshaft, universals and rear axles. The magneto drive also is splined in this way, making fine adjustment a simple matter. The rear wheel brakes are foot-operated (unusual for 1912) and the powerful handbrake is on the transmission. There are a number of areas where this prototype differs from the production Calthorpe Minors - the wheelbase is 11" shorter than standard, the radiator 2½" lower, the rear brakes 1" smaller in diameter and the rear spring shackles are on the front end of the springs. The front track is wider than the rear (equal on the standard car) and George's car has acetylene lights whereas the production models were fitted with electrics.

Since restoration the car has competed in many rallies and George has had a number of "Incidents" which I'm sure would have deterred a lesser enthusiast. He completed his restoration at 3 a.m. on the morning of departure for the 1956 Olympic Rally in Melbourne. He slept until 4 a.m. and then put the car on the trailer and set off at 5 a.m. to meet the rest of the

group at Parramatta. On the way to Bathurst, George was behind another veteran on a trailer going uphill when suddenly a tin of black tyre paint dislodged itself from beneath the back seat of the car in front, dropped onto the road, burst open and splashed all down one side of the freshly painted Calthorpe! Despite all his efforts with various solvents, he eventually had to use cutting compound to remove the last traces. The car however performed beautifully on the run from Melbourne to Ballarat although on the return journey the magneto, which had been rewound during restoration, expired near the finish. Needless to say it was rewound again, free of charge, by the company concerned. George was amazed at the easy speed of the car on this first outing and was cruising at 40 m.p.h. for many miles. The car has since been clocked at 65 m.p.h. at Warwick Farm.

On a rally in Queensland in 1958 George was returning from Surfers Paradise when the splines on the cardan shaft between the clutch and gearbox gave out. He was towed into Beenleigh by Allan Dunshea's 1912 Rover and there bought some panel pins which he proceeded to drive into the Vee-splines until they were tight. The rally was held up for fifteen minutes until he was ready and he then drove on to Brisbane. This little episode earned him the nickname "Nails" Roberts!

On another trip to Queensland, George had the Calthorpe tied to a couple of planks over the cab of a truck with another car in the back of the truck. At one point his passenger remarked that although the sun was directly overhead he could see the shadow of a wheel beside the truck. They pulled up to find that the nearside front wheel of the Calthorpe was still tied to the plank but it was lying horizontally - the stub axle had broken at the outer end near the thread! George supported the axle with a jack and drove on, stopping at the first opportunity to phone the rally organisers in Brisbane and ask them to get hold of "the best welder in Brisbane" as it would be Friday night when he arrived and the rally started on the Saturday morning. On arrival, the stub axle was removed and the broken ends ground to a point, lined up in a lathe and welded up. After machining it was refitted and has held together ever since. George has had it crack-tested several times but there is no sign of any cracks - that fellow must have been "the best welder in Brisbane"!

Yet another unfortunate incident occurred on a trip to Adelaide. Three cars were loaded onto a semi-trailer in Sydney and the well-meaning but misinformed fellow responsible decided to place wooden blocks between the tops of the springs and the chassis of each car to prevent movement. On the way to Adelaide the blocks on two of the cars fell out but unfortunately not those on the Calthorpe, with the result that when it arrived the chassis was broken right through on both sides! It was then 3 p.m. on Friday and the rally was to start at 9 a.m. next day. The car was taken on the trailer to the Golden Fleece depot where George and his two sons proceeded to strip it completely, removing the body, mudguards, engine etc. right down to the bare chassis. This was then straightened and welded with reinforcing plates and the whole car reassembled completely for the rally, although they lost 20 points for being late at the start! However the rally was completed without incident and George won the gymkhana section for N.S.W.

Apart from its interstate trips, the little Calthorpe has been a regular competitor in local events, winning both major trophies in the

1957 Blue Mountains Rally and taking part in each one since then except for the last three years.

I for one hope that we will spy "007" in more events in the near future.

- WARREN IRISH

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S O C I A L   N E W S

St. Vincents.      Heard that Pam Roberts is still paying for extensions to

Bill McCarthy and Eileen Craze are also on the sick list.  
Hurry up and get well quick.

CONGRATULATIONS to:

Jill Moss - turned 21 on 29.7.70.  
Denise Enright (Sheen) - 21 on 8.8.70.  
Reg. and Olive Jones - grandparents to Di's new baby daughter.  
Sally Barnett and Peter Kable - who have just become engaged.

The Christmas Dinner this year is a Smorgasbord on 5th December, at Concord Memorial Hall. Help your Social Committee by attending in your dozens.

We are holding a Theatre Party on 10th September to the "Phillip Street Theatre" to see "When We Are Married", starring Johnny Lockwood and Barbara Wyndon among others. Tickets are \$3.00 for the \$4.20 seats. Payments may be made at the August Meeting or to any of the Committee, who are:

Sally Barnett, Jill Corby, Pauline Jones, Pam Roberts, Judy Thew, Leah Foy, Gladys King, Hilda Sheen, Valma Weir, Merryl Godfrey, Joan Moss, Ann Sim, Elizabeth Welch, and myself, Jan Sykes

All are listed on the Roster, and you will probably hear from us soon.

- JAN SYKES

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

FOR EXCHANGE - Metz Engine 22 h.p. 1914, No. 20268, with Manifolds, less Carburettor and Magneto  
Dietz Union Driving Lamps, Pair, good condition  
Petrol Tank, Scuttle Type, Brass Filler and Cap  
Brass Australian Gas Lamps, Pair, good order  
Magnetos, 4-cylinder - Dixie, U.S.A.  
Bosch, Germany, Type ZU-4  
B.T.H., U.K., Type G-4

(This long advertisement - by Paul W. Butler - Cont'd. on P.17...

Advertisement for Paul W. Butler, Cont'd.:

FOR EXCHANGE - Artillery Wheels, Pair 23", Detachable Rims  
Tyres, 3.85 x 20, Pair  
Front Seat, Complete, Excellent Metal Work, Old Buttoned Leather

WANTED - One B.E. Rim, 24" d. x 2½" w., suit 30 x 3 Tyre  
Veteran American Speedo and Drive (suit 1914 Metz)

- PAUL W. BUTLER,  
1 Darley Rd., Randwick, N.S.W. 2031  
Tel. Bus.221-3375, Priv.39-4786

FOR SALE - Klaxon Horn

- H.P. DAWSON,  
263 Excelsior St., Guildford.  
Tel.632-6529

FOR SALE - 1913 T Ford Tourer. Complete car including going motor, restored radiator, horn, all lights, steering wheel and column, wheels, tyres, windscreen etc. American body.

- M. POPE,  
Tel.2-0225 Extn. 337 (Bus. hours)

WANTED - 1915 Ford T, Front springs, petrol tank, hood support on dashboard, front radius rod, rear wheel, hub brake pull rods, windscreen, and any other parts for restoration.

- A.S.O. ROBERTS,  
3 Libya Cres.,  
Allambie Heights.

EXCHANGE - Original brass horn, French make, for a "Rubes" horn, to suit 1914 T Ford. Also length of brass horn tube required (flexible).

- ERIC LANG,  
193A King Georges Rd.,  
Wiley Park. Tel.750-0024

WANTED - Shell or Pratts 2 gallon tin. Have bracket, need tin.

- ERIC LANG,  
193A King Georges Rd., Wiley Park.  
Tel.750-0024

WANTED - 5 x 24" Wire Wheels. Straight side non-detachable rims for preference.  
2 x 880 x 120 Beaded Edge Rims

- JOHN CORBY,  
Tel. 634-2177

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" S P O K E S   I N   T H E   W H E E L "

NEWCASTLE BRANCH

July, 1970

June Meeting conducted with Chairman Ray Thomas in the chair. Let it be noted that not once did he draw his revolver.

Peter Adams desired that notice of Meeting Nights be sent to all members on the amended mailing list and that this notice be utilised by the Events Committee for notification of events. This business set a record in the number of times it was altered before it was put to a vote.

The Secretary advised that the Dora Creek Run is on Saturday 4th July. Members to meet at Cockle Creek Bridge then on to Len and Jean Masser's for a cuppa and then to Dora Creek by 12 noon. Any member requiring a fish lunch should arrange with Len to get out and catch some.

Don Barker explained that there will be no Vintage-Veteran Motor Show this year, at least not the one envisaged. Trouble has arisen with the agents for the buildings - seems that they won't risk giving a one-week lease at the expense of a possible loss of a long-term contract. As we have decided not to take part in the Hot Rod Show this year, it seems the only bright side is that without the revenue from the above, the committee won't have to worry about what to spend it on.

It was decided that the branch take part once again in the Mattara Procession.

Anyone interested in a trip to Jenolan Caves, preferably over one weekend during the school holidays, with maybe a Friday or a Monday off as well? If so, contact the Events Committee. Also, how about the proposed trip to Barrington Guest House over one week-end? Don Barker had reported that the Vintage Car Club had been there and that the trip was most interesting and enjoyable. He also said that the tariff was most reasonable and recommended this outing.

Understand the Maceys and Doug. Marr have entered or are entering the '72 International Rally. Also, depending on progress with a Vintage Cadillac saloon, is John Cowan. Pistons would seem to be a major stumbling block but I understand this is being overcome.

I don't know if Laurie is an agent for the New Zealand Club, but the slides he showed at the meeting, of his last trip, were interesting enough to make anyone want to enter the next International.

Peter and Neryl Adams could also be possible starters. Any more from Newcastle?

- MAX BURKE,  
Editor and  
Reporter-in-Chief.

\* \* \* \* \*

Reported that .....

CHRIS. BROADBENT is making good progress with his A.C.

NORM. ROBINSON has his 1918 Ford just about ready for a final paint job.

DOUG. MARR has finally landed the major bones of a very nice 1913 Sunbeam.

Both HUNTER and BUNTY THOMAS have been having trouble with that well-known "Asian Wog". Hope they are soon right again.

\* \* \* \* \*

WANTED: Wire wheels, 815 x 105 for 1913 Sunbeam. Have sundry swapping material.  
- DOUG. MARR,  
57 Warners Bay Rd.,  
Warners Bay.

#### THIS MONTH'S BRANCH MEMBER PROFILE

##### G. KNODLER - VCCA (NSW) MEMBER NO. 144

Greg. is another of our out-of-town members having been born near Singleton, N.S.W. where his folks have a property. Education for country boys usually means moving around and so Greg. attended Maitland Boys' High School, followed by Teachers' College in Newcastle. Working as a Public High School Industrial Arts teacher he has had several appointments and is at present situated at Swansea on Lake Macquarie.

Being still young, Greg. decided to enter a university degree course to gain even higher education and go on to greater heights. We wish him well. With all this study activity, plus living away from home, he has little opportunity to work at his hobby of veteran cars, although progress is being made on his second restoration, a 1912 F.N.

Greg. acquired his first veteran, a 1913 Hillman roadster, in 1959, its maiden rally being the 1962 Newcastle Tour. Since then this nice little car has been on Blue Mountains rallies, as well as other Newcastle Tours including outright winner 1968. Incidentally the navigator's seat in these events is occupied by Greg's fiancée, also a school teacher, so we look to the future when time may permit these busy people to take a more active part in club activities.

#### AT A GLANCE

NAME	:	Greg. Knodler
OCCUPATION	:	High School Industrial Arts Teacher
CLUB CARS	:	1913 Hillman 1912 F.N.