

SPIT & POLISH

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

134 QUEENS ROAD, FIVE DOCK, 2046

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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, KCVO, CB

NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (NSW)

Vol. XV, No. 6

JANUARY 1974

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The January General Meeting will be held at 8 p.m. on 24TH JANUARY, 1974, at the V.C.C.A. (N.S.W.) Clubrooms, 134 Queens Road, Five Dock.

Films to be shown: THE VETERANS, and a general interest film to be screened at 9 p.m. then followed by supper.

February Meeting: Jim Cross, Secretary of C.A.M.S. to attend February meeting and explain function of C.A.M.S.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH 134 QUEENS RD, FIVE DOCK 2046



THE FUEL CRISIS

Elsewhere in SPIT AND POLISH are details of forthcoming rallies and a number of members will be working in their garages on cars in preparation for those rallies. What about enthusiasts in other parts of the world? There will be no rallies or driving of anything petrol-driven in some countries.

At the moment we are lucky but you can't see anyone putting petrol into his veteran car when he has to buy it with rationed coupons. Just what will be the future of old cars here and elsewhere? If the fuel crisis does become severe and permanent restrictions are brought into force, some or all of the old cars may be put into permanent retirement.

This will depend of course on the nature of the restrictions Governments impose. As most laws seem to be either incomplete or just full of loopholes we may find any legislation in favour of or against us completely.

Let's look at various suggestions for saving fuel and where we would stand with our veterans. Any restrictions would be devised to first of all cut back the number of cars on the road using fuel, now if it is then possible to drive your veteran, just think of it - driving without fighting with everyone on the road - but let us see what could be the consequences of the various laws.

Firstly the horsepower of vehicles could be restricted. This would have little effect on most veterans as even the smallest of motors today would be in excess of most veterans but Victor Jacobs' Yellow Terror and some of the monsters of George Green, Jack Jeffery and Vintage owners could cop it.

If the number of cylinders were limited to say no more than 6 cylinders, then few cars would be affected. George Green would have to shelve the V8 De Dion, and Bill Maunsell's twin-six Packard would be also affected and we can see all the drivers of Silver Ghosts keeping their bonnets closed or getting into arguments trying to convince people the cars are not straight twelves but have twin ignition.

Maybe the limit could be only 4 cylinders which would not affect the majority of Veteran owners but just think of it, a Rolls Royce would not be usable, therefore bringing less at auction than a "T" Ford - "Ah, we can see Victor Jacobs' face now."

If the limit was only two cylinders, the De Dions and Renaults would have the

O P I N I O N (CONTINUED)

road to themselves bar a few modern Fiat 850's etc. It would be good to see some of the small cars able to come out again!! The car manufacturers would be putting their thinking caps on and you can see history being repeated with two cylinder 10-litre cars being made just as Peugeot produced the V twin monster of about three feet stroke when the number of cylinders and bore size was limited in 1910 for motor racing.

By limiting the capacity to say three litres a few of the big four-cylinder cars would be affected, as well as the big monsters. If the capacity was even less we can see the "T" Ford owners blocking off one or more cylinders to conform. (They say they run just as well on one cylinder as four.)

If cars were required to give more than say 30 m.p.g., most of us would be out of the running. If the price increases much more we probably will be, anyway. The Delaunay Belleville could cost a couple of weeks' wages to get to Katoomba and back.

One of the proposals that has been already put into force in some countries has been to reduce the speed limit which won't worry us unless you drive a Fronty Ford or a Prince Henry Vauxhall.

The serious side of the fuel crisis is that as Veterans are fairly inefficient vehicles used for pleasure, our necessity to be on the road is very vague and we could be hit hard if things do become worse. As the cars are the club, we have to do some quick thinking to make sure we keep the club together no matter what eventuates.

There has always been some talk of the days when Veterans will not be allowed onto the roads. This was thought to be because they would be too slow and would obstruct traffic but it looks as it it will be for other reasons.

Already some Veterans are affected by the new pollution requirements, blinker lights have been looked at by the committee but there is nothing to show that they will be required. We are a drop in the bucket and the Department are more interested in what will be put on the road by manufacturers in the future. What will happen to our cars regarding blinkers, seat belts etc. will probably be governed by the club, but one thing is for sure - the next few years will bring changes in the Veteran Car movement.

Let us hope the club keeps ahead of any new measures which can affect us. Inflation is already eating into the members' ability to go away on rallies. If the cars are banned from the road, the club will suffer. Its a gloomy picture but if there is no fuel there are no rallies, no rallies no income for the club, no income, higher fees, higher fees less members and so it goes on. Maybe this is the time to get that car out and support your club before it's too late to do it at all.

* * * * *

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

"The Secretary:

We can repair, recolour and restore car upholstery and interiors (including carpets). This includes leather as well as vinyl upholstery. We have recoloured and restored Jaguar, Mercedes-Benz, Citroen and Armstrong-Siddley interiors. We are certain you will find our service of interest.

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SCOTTS SPECIAL-T
COATINGS & CHEMICALS PTY.LTD.

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'Phones: 519.6823; 519.6910

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Run-A-Muck Station,
RMB 1066,
WEE WAA.

12.12.73

"Veteran and Vintage Car Magazine,
SIDNEY.

Dear Sirs:

Could yuse please help me. Last week wen I was plowing the back paddick I cawt my plow on a old car buryd in the grownd. My boy (hees my sun) and me grubed it out with a chane and the tracta. We reckon shees old becaws it has a brass rodia front and funny lamps like we used before we got battrys at the howse. I carnt find eny name onit but it has pedals with the lettus R, C, B.

We reckon the car is no good becaws sumbody must a buryd it in the old creek bed befor my dad bort the property when he cum home from the first wor and it sporlt the hood and the tires becaws only too will hold air.

Is it wurth eny money and how much will yuse blokes pay for it. Also, could yuse tell us wot she was.

Yors sincilly,

ALBERT BULLA"

"C O P Y

134 Queens Road,
FIVE DOCK.

9. 1. 74

Mister A. Bulla,
Run-A-Muck Station,
WEE WAA.

Dear Albert,

I was very excited when I opened your letter because it is the first such letter that this magazine has received for six months and, coincidentally, the initials of R.C.B. are the same as my own.

You can rest assured that among our very knowledgeable members someone will be able to identify the breed of your car and subsequently value it for you upon receipt of further information - a list of which I will enclose.

It is doubtful if the vehicle is of a high value, probably in the range \$15 to \$50, because undoubtedly it will not go and its rubber is in poor condition.

I will be glad to forward you, through this magazine any information that our members may come up with that will be of assistance to you.

INFORMATION REQUIRED:

WHEEL BASE ins. TRACK ins.
NO. OF CYLINDERS TRANSMISSION TYPE
FRONT AND SIDE VIEW PHOTOGRAPHS.

Yours faithfully,

R.C. BAXTER (R.C.B.)

(Ed. Panel).

* * * * *

S O C I A L

Ladies of the North - we still need two more homes for our Progressive Dinner on 23rd February. Do we have any volunteers? Please contact me on 522.7108.

Our sympathy to George Sevenoaks and family on the loss of George's mother at the wonderful age of 98 years.

Hope Max Pratt is on the mend again after suffering a heart attack.

Found at Children's Day Outing, one red shirt belonging to some little boy. I have it.

GLAD KING.

E V E N T SEvents for February-March

17th February	Concourse Judging and Picnic Day at West Pennant Hills Bowling Club grounds, New Line Road, West Pennant Hills. Barbeque and club facilities available - plenty of shade, 10 a.m. start.
23rd February	Progressive Dinner
23rd-24th March	Blue Mountains Tour
30th March	Burwood Centenary Parade

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HAND-FORMING BODY PANELS

Do you wish to learn how to panel beat and form body panels for your Veteran or Vintage car? The Department of Technical Education will again be conducting a course of one night per week of 3 hours and it is all practical work - no theory.

Enrolments for this course, being conducted at most major Technical Colleges, will commence on 11th February 1974.

This is an opportunity to help you save a lot of money while at the same time learning the basic skills of panel beating and being able to use all the facilities of well equipped Panel Beating Workshops to restore the body of your veteran or vintage vehicle.

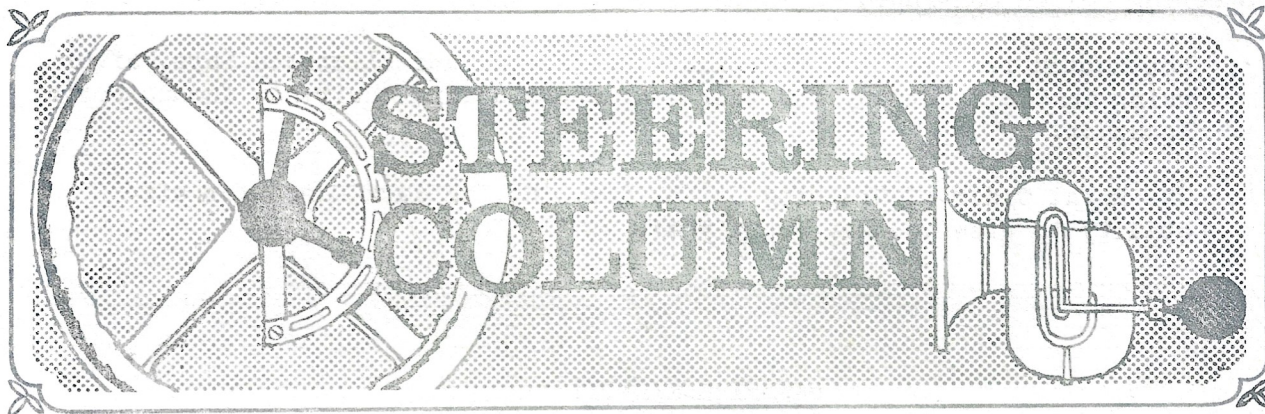
For further information contact your local Technical College.

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CLUBROOM WORKING BEE

10TH FEBRUARY - 9.30 A.M. - Members are asked to help the Building Committee to fix the window guards and various pictures etc. around the Hall. (At least 10 volunteers with hammers, screwdrivers etc. will be needed to complete the various tasks.)

GEORGE KING



This column does not like to dwell on committee members, but we could not let this item go unreported. George King informed us, so that we would tell those people interested, that after many months of careful restoration his organ is now working perfectly. (Wurlitzer we presume).

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Watch for headlines - K.K. is coming.

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Who was the member who was going to show his "Perth" rally movies at a New Year's Eve Party at Gordon and did not fronty.

#####

Any members hoarding useless antiques can flog them profitably through Val Stelling's Antique Shop - Cobweb Corners.

#####

The high standard set by our inspectors when passing our cars at Arthur Garthon's Motors - recently one or two of the cars were ADVISED that the smoke emission was excessive and hand brakes were not to scratch. It is heartening to see some members TOLD to smarten up the mechanical components of their veteran and not just do a paint restoration.

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NEW YEAR HONOURS LIST

1. Baby Boys Forever (B.B.F.) to Barry and Judy Thew for assuring the continuity of future membership.
2. Slurr Victor Jacobs L.F.W.T. is granted honorary membership to the order of Lucky Fencing Wire Twisters for his efforts of manouvering the Yellow Terror onto a Grace Bros. furniture van and having it transported to Perth while writing false reports to this magazine to give the illusion of driving that hot rod all the way.

Steering Column Continued

3. Bob Hobson is awarded the M.B.E. - Masticated and Blistered Ears, after being in Vic's company for four long weeks during their now famous Perth Escapade.
4. The Royal Order of Cruising Salts, R.O.C.S., to Jack Dance for his ability to grow younger every year.

BEWARE HUMIDITY!

Summer rains over eastern Australia bring to the refinish or the recurring problem of humidity blistering.

Humidity blisters are typified by the familiar pimples which show up in paint films whenever there has been a bout of very wet or humid weather. Most refinishers have seen this from time to time, and have found it difficult to explain to an irate customer, who may be ready to accept problems caused by humidity in other fields, but not when it is associated with the paint finish on his car.

Basically, humidity blisters are caused by moisture penetration into the paint film. NO PAINT FILM IS IMPERVIOUS TO MOISTURE, but where the whole paint system is adhering firmly (undercoat to metal and finish to undercoat), any moisture which penetrates will escape without causing harm to the finish.

However, when there are any spots where adhesion is weak, moisture will gather and result in small blisters.

These blisters can develop at any time when the paint is subjected to conditions of high humidity, regardless of when the paint was actually applied. Therefore, it is important to pay particular attention to all factors which can affect adhesion of the paint system when doing a refinish job.

PROTECTIVE ACTION:

- 1) Ensure that the surface is completely free from dirt, oil, wax, silicone, moisture and rust.
- 2) Water used for sanding should be clean - preferably running. Where a bucket is used, change water frequently and do not allow a build-up of sanding sludge. Thoroughly wash sanded surface with clean water immediately after sanding. Sanding sludge which is allowed to dry on the surface is difficult to remove - even with a solvent wipe - and if left on the job will result in poor adhesion of subsequent coats.
- 3) All bare metal areas should be undercoated as soon as possible. Try and do this within thirty minutes. Corrosion is under way immediately the metal has been exposed, therefore it is very important to cover it quickly - the quicker the better, because these corrosion spots may develop into blisters at a later date under humid conditions.

The use of pre-treatment chemicals such as Deoxidine in the preparation of the metal will ensure a chemically clean surface, but the same rule applies to undercoating these treated surfaces.

- 4) Topcoats should be applied as soon as practicable after the undercoat. An undercoated surface is quite porous, and if exposed for any length of time will break down and leave impurities on the surface. Detailed sanding is then necessary for the complete removal of these impurities and recoating with undercoat is desirable prior to application of topcoats.
- 5) Spray equipment, i.e. spray guns, air lines and compressor should be constantly drained and checked for oil and water. This is a source of contamination, giving rise to poor adhesion and thus poor blister resistance.
- 6) When spraying under humid conditions, blushing may occur. Blushing is actually a throwout of the material which forms the paint film and if steps are not taken to keep this material in solution by the use of retarders and/or applied under controlled shop conditions, a weak paint film will result.
- 7) Do not use pump petrol instead of water for wet sanding. Petrols today contain a wide variety of additives, all of which are likely to promote blistering.
- 8) Correct atomization of paint in undercoat and topcoats is extremely important. Poor atomization leads to a rough discontinuous paint film. This means that instead of being smooth and uniform throughout, the paint film contains minute air pockets, which actually make it porous and result in rapid penetration of moisture.
- 9) Perspiration from hands in particular is another source of contamination. Preferably wear gloves (as is the practice in all mass production plants), or take particular care in the various stages of processing.
- 10) Poorly sanded surfaces are another source of poor adhesion. Thoroughly sanded surfaces ensure a high degree of adhesion.
- 11) Some paint solvents are susceptible to moisture. It is a good idea to avoid exposing a fresh job to moisture laden atmosphere. Under these conditions new work should be given overnight dry under cover, to allow all solvents to evaporate. Otherwise moisture may be absorbed into the paint film, and immediate blistering could result.
- 12) Lastly, and one of the most important, is to be certain that sufficient material is applied. The degree of blistering is proportional to the thickness of paint, i.e., it is more difficult for moisture to penetrate a thicker film. Therefore, it is important that the manufacturers' recommendations on number of coats is followed.

Excessively humid conditions are the prime cause of humidity blistering. However, the frequency of humidity blistering can be greatly reduced by observing these procedures.

(Reprinted from the "Refinisher", Balm Paints Ltd.)

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HOME FOR LUNCH BY HORSE TRAM

(Acknowledgement to "Village Voice")

Mr. George Waite, of 69 Moncur Street, has lived in the Queen Street area since 1897 when his family moved from Parramatta. He has supplied the following reminiscences to Rowan Beckett, a member of our committee:

In 1900, the bubonic plague broke out in Sydney. Mr. Waite, aged 10, was helping on a milk round.

The plague was spread by rats and when Mr. Waite had finished his milk round, he would collect dead rats for the council which paid a shilling each for them at the Town Hall - they were so anxious to get people to kill them.

There were three plague cases in this area. Jimmy Fagin who worked in the horse tram stables in Hargrave Street was taken ill, and they took off 20 men from the stables, drivers and stablemen, together with the trams, to quarantine at North Head.

As Jimmy Fagin was already ill, a coffin was put under his bed for future use, but he cried out: "Take that bloody thing away, I'm not going to die." And he didn't either!

Mrs. Jennings, who had the butcher shop at the corner of Hargrave Street and Jersey Road, had the plague, and so did another woman in Jersey Road. But like Jimmy Fagin, they recovered.

Mr. Waite worked on the horse trams. There were at least seven tram owners in West Woollahra, and another three in Hargrave Street.

A pair of horses would pull the tram, and a pair would do two journeys in the morning and one in the afternoon. An extra horse would be put on to help the tram up the hill in Hargrave Street, and at busy times a fourth horse would be put on to help the tram up Jersey Road.

The horse trams ran from Circular Quay to Ocean Street, near the old Council Chambers. A penny fare to Darlinghurst and twopence to the Quay. The time for the journey from Ocean Street to Pitt Street at the Quay was 11 minutes.

A special tram would bring people from the city home to Woollahra for lunch and take them back to work again - all within their lunch hour break!

Horse trams ran until 1917.

There was a smithy in Spicer Street where all the horses were shod. The young horses were broken in for tram work in Sutherland Street.

Steam trams ran along Oxford Street towards Bondi, but the horse trams went much faster. A driver of a horse tram, passing a steam tram, would hold out the butt of his whip and say "Take an 'old on this, and I'll give yer a tow!"

Ten people could ride inside a tram and twelve on top. In the early trams there was just a straight iron ladder up the back of the tram to get to the roof, but later on there was a circular stair.

Home for Lunch by Horse Train (Cont'd.)

Of course, there was no kind of cover for passengers on top of trams.

The area where the Bowling Club is now was known as Frog Hollow. It was a huge refuse deump for the Paddington area - and a great breeding ground for rats.

Mr. W.F. Latimer had a haberdashery shop on the corner of Spicer Street (where Pagan's Pavilion is now). He would never give a penny change -- he would always give a packet of pins instead. He owned a lot of property all through West Woollahra and would never let his tenants sub-let. Anyone who did was put out at once.

Mr. Latimer stood for Parliament as Liberal candidate for 1916. Mr. Waite was on his committee. There were four candidates, Independent, Independent Liberal, Labour and Mr. Latimer who won by 17 votes.

The Labour man would have done better, but he was roaring drunk at his meeting on the eve of the poll and lost a lot of support!

When Mr. Waite first knew Woollahra, there would have been hardly more than a dozen houses between West Woollahra and Bondi - just sand and rough grass on the sand, and bush and scrub.

There used to be masses of Christmas bush in Cooper Park. Mr. Waite remembers getting a Christmas bush for his daughter to have at school in 1920. But there wasn't much of it left by then.

* * * * *

By courtesy of "Freewheeling":

SYDNEY TO PARKES BY ROLLS

(with due apologies to R.R. and Rover)

Well, Barry had decided to buy a Phantom II Rolls Royce. One weekend before final settlement, he and I arrived at George Sevenoaks' address to find only a block of apartments. "You can't store a Rolls Royce in apartments," Barry said, knocking on the door embossed "Royce Court". George Sevenoaks unlocked the side door to a garage and we stood before 3 immense Phantom II's and a Bentley. The twin garages had no partitions but the "Ladies" took up all available space. To accommodate them, George removes bumpers and deflates tyres slightly.

To inspect the '26 chassied, '36 bodies prospect we had to walk through the Rolls nearest the door (the "pumpkin" actually). The 36 body style was very pleasing to the eye and a glimpse of the 7.6 litre engine was educational. A test run was somewhat of an experience for Barry since the crash gearbox had no synchromesh. George managed zero miles an hour up a grade in top gear - his favourite standby.

Returning to Royce Court, Berry tenderly drew attention to the Rover 16. George glanced over and muttered "Oh, that's no good", and proudly presented a Volkswagon in which he was off to the football match that afternoon!

Sydney to Parkes by Rolls (Cont'd)

Early Saturday morning (September 29th), Barry, Jenny and I assumed English accents and started off from Pennant Hills to Parkes. Starting procedure (similar to an ocean liner) incorporates a "starting carburettor" which, among other chores, pumps raw fuel into the inlet manifold. Our first petrol stop was at Castle Hill, where we took 15 gallons on board.

As co-pilot I controlled the engine room temperature by the remote controlled radiator flutes, made adjustments to the wind-out windscreen and, on occasions, nodded to the man enthusiastic peasants by the roadside and in passing cars.

Several miles after that petrol stop, we noticed misfiring and "backfiring through the main fuel gates" was reported by the engine room. Since the car had not been out for a run for five years we did not expect 100% performance. Thinking the trouble was fuel shortage, we checked the fuel pump and float chamber level. All seemed to be in order, so we closed the bonnet, straightened her Flying Ladyship and drove off.

We passed a garage and to our honour the owner stood to attention and saluted. Of course we expected no less! On another occasion I noticed two cars pull up at an intersection to allow us to pass. Such was the spectacle that the second car slowly but surely drove into the first car.

The coughing and spluttering under the bonnet continued during the uphill climbs, so we pulled over, this time to half dismantle the strange brass carburettor and to clean the main jets. The journey was smooth for a few more miles and then the same trouble. Another flushing of the jets was rewarded by more smooth running, which indicated a dirty batch of petrol.

15 x 10 m.p.g. miles later and another tanker load of petrol purchased from a grinning Stanley.

Later, a long downhill run was concluded by a loud "boom" from the exhaust tunnel and a closely following Combi van disappeared. At a busy intersection in Bathurst, cars pulled up at all corners to allow the royal tour to continue. It is a pity Barry couldn't find first (or second) gear -- how embarrassing!! At times we thought the following Falcons and Holdens made some very noisy gear changes.

More coughing and misfiring prompted us to have a fiddle with the timing. This time we entered the engine room through the right hand door and were faced by many rods and compensating linkages which controlled the coil/distributor and magneto duel sparking system. Since retarding via the interior control worsened the coughing, it was thought that the timing may not have been set sufficiently advanced. This step required a full understanding of the linkage system which neither of us had, so in true Rover style we twisted the distributor cap clockwise and persuaded the attached controls to do likewise. This seemed to be the answer to the digestion troubles and the professional adjustment was only required once more in the remaining 150 miles or so to Parkes.

It was at a stage when our frustration was at a peak and our faith in R.R. lowest when I made some silly remark like "all we need now is a flat tyre". Well, after jacking up 49 cwt of car and changing a truck tired wheel I think we could have taken on a Farley and Lewis semi!

Sydney to Parkes by Rolls (Cont'd.)

Since we could not think of any more things to go wrong we made it to Parkes in a record 10 hours. There Her Ladyship took a bath and Barry removed the magneto which he found burnt out and the rotor seized. Removal of the magneto rendered 6 of the 12 spark plugs dead but a short run to a restaurant that night indicated 100% running on the coil/distributor system. Actually the surge of power when one "plants the foot" is quite impressive. One conjures up pictures of workmen running around in the engine room shovelling coal, sloshing buckets of fuel into the manifold. The cooling fan itself sounds like a propellor on a Fokker Friendship.

On the Sunday, Barry, Merran, Jenny and I boarded the trusty 75 and had a winey barbecue at what was believed to be Ben Hall's Lookout - a large outcrop of rocks overlooking the plains around Parkes. Later that day the Rolls had her silverware polished, engine cleaned, lounge room vacuumed, etc., to be beautiful for the show at Bogan Gate.

Monday morning was spent at the Parkes Motor Museum - which included one gleaming Rover 16 sportsman and the fully restored chassis and engine of a '27 Standard. Barry and Merran actually drove around Parkes in the latter! The Museum has a beaut collection of restored/half-restored vintage cars, trucks, cycles and bits and pieces. If you visit Parkes, don't miss it.

Monday morning about 15 of these cars and trucks plus a large Rolls Royce set off for the "Back to Bogan Gate" Fair. As soon as we'd pulled up at the Showground, many people and kids pounced upon the poor Lady. As dust settled on the previously gleaming duco, fingers and hands were doing damage, so having locked the car, we positioned ourselves at Her corners and attempted to fend off the "feelers and touchers".

It appeared to me that Rolls Royce possessed a certain mystic with country people and the car had to be felt to be believed. To my horror I was too late to prevent one knowledgeable admirer from demonstrating the solidness of Rolls Royce workmanship by jumping onto the running board and giving the car such a sideways rock and the door such a slam that Jenny felt like going up and kicking his prize bull in the fetlocks to see how he appreciated it!

I noticed one spellbound greasy-fingered woman trace out the etched pinstripe decoration on all the "clean" windows. A glimpse of the motor started many murmurs through a group of wide brim hatted farmers. As I have mentioned, the Rolls possessed a strange awe with country people and I overheard quite a few of the facts surrounding the sales and services of R.R.

".....Rolls Royces are not sold to just anybody - you have to be specially invited....."

".....you have to hold a special licence to drive them....."

".....the bonnet is locked down by Rolls Royce and they hold the key in England....."

".....I'd say about \$40,000....."

Sydney to Parkes by Rolls (Cont'd.)

The Grand Parade included a penny farthing and if you think its difficult to get on one of these things, wait until you want to get off!! There were the vintage cars, trucks, an early Douglas motor cycle, floats, clowns, horse drawn carriages, etc. We donned bowler hats and gave the royal wave to the crowd.

It seems inflation has struck Bogan Gate. After the parade a steak sandwich (mince meat in 2 slices of bread) and 7 oz. cup of beer cost 65¢! But I suppose one cannot complain, having stepped out of a \$40,000 Rolls Royce (and that's not including registration).

Monday night was spent on a train for the return journey since the aeroplanes had been grounded by "industrial strikes". We arrived home about 6.30 a.m. just in time for breakfast and off to work. I must add that I have never seen the country more beautiful - crops and grass at their greenest, flowers in bloom everywhere and many active lambs to entertain City dwellers. It was an educational and most enjoyable three day weekend.

KEN LEES

* * * * *

The first lady racing driver appears to have been Mme. Laumaille, who drove a De Dion tricycle in the 1898 Marsailles-Nice two day event. She was actually the fastest in the class on the first day, and eventually finished fourth in the class. (Her husband was 6th!)

* * * * *

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

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Model 69T (1913) parts.

- CHRIS BENNETT,
P.O. Box 94,
Trangie. 2823 Ph. 258

AVAILABLE Brand new pairs of gas headlights, 9" across front. Lights consist of complete body shell, with rim. No chimney or brackets and are new patterned on the Ford Jno. W. Brown Model 19. Any type of fittings suitable for other makes could be used on the body shell.

\$52.00 for the pair (limited supply)

- MAL GRANT,
6 Hamilton Street,
Gisborne. 3437 Ph. 282-640

Advertisements (Cont'd.)

WANTED ALL STATES Any parts for 1912 Brasier; have ample swapping material.

- JACK SHARPE,
102 Watson Street,
Molong. N.S.W. 2866

WANTED 1909 4 Cylinder De Dion Chassis, Gearbox, Diff., Steering Box and front axle
1913 Mercedes Gearbox and steering box
1908 Clement Bayard Radiator front mounted type
1913 Singer Ten Chassis, diff. and steering box
1909 JDS Deasy Radiator
1910 Star Chassis
1905 Talbot Progressive Gearbox and Diff.
1911 AB Talbot Gearbox and Diff.

AVAILABLE FOR SWAPPING:

Radiators - FN, Vulcan, Rover, Fiat, Humber, Crossley, Daimler, Renault, Hotchkiss, T Ford, Talbot, Morris, Berliet, Scat, Overland, Arrol Johnson

1910 4 Cylinder Renault Engine and Gearbox
1913 Vulcan Engine
1912 Hupmobile engine and gearbox
1913 Vauxhall gearbox
1912 Daimler engine chassis, radiator, gearbox and diff.
1915 T Ford chassis motor gearbox radiator
1910 Ford engine gearbox housing open valve
1906 One cylinder De Dion Engine
1910 Darracq gearbox cylinder barrel
1904? Chain drive rear axle and wheels
1908 2 cylinder Aster Engine

- JOHN KAY,
680 High Street,
Penrith. N.S.W. 2750
'Phone (S.T.D. 047) 212649 (After hours only)

WANTED Charcoal Burner and/or gas bag. Must be suitable for fitting to veteran car.

- CONTACT EDITORIAL PANEL

WANTED Metal trunk to fit luggage rack 1937 Packard Eight. Will pay cash or swap veteran Jones brass speedometer.

- ERIC LANG,
61 Pacific Ave., Penshurst. 2222
579.5790

