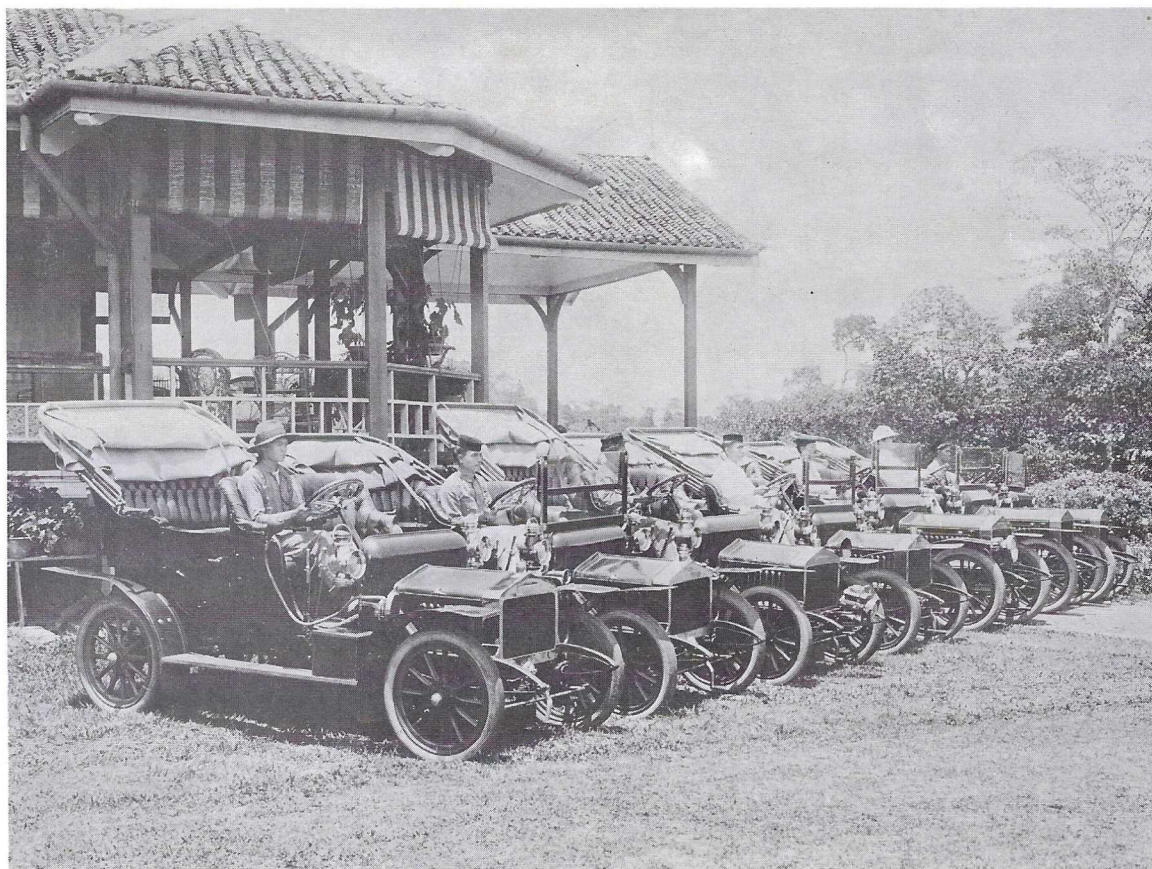


SPIRIT AND POLISH

CAN YOU IDENTIFY THESE?



MYSTERY PHOTOGRAPH FROM MALAYA



SPIT AND POLISH

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.

Hon. Editor and Editorial Address—

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13 Garland Avenue,
Epping, 2121. Phone: 869-1350

Vol. XII, No. 4

November, 1970

Price 12 Cents

EDITORIAL

Convention and all that.

Most parts of our daily lives are wrapped up in acts and habits which, being part of our existence, are scarcely noticed. How many citizens, asked to sit down and give an exact record of their daily habits, would recall all of them? And so it was many years ago!

When this typical east coast spring (?) weather is current, we feel most grateful to have lived a sufficient length of time to be able to join in the great clothing emancipation.

The average young fellow has no conception of the bits of freedom which he now enjoys. Can you imagine, in this weather, wearing a three piece suit. And the materials of those days were not very lightweight ones. Fancy having a waistcoat wrapped round your torso. Good in winter, but in summer - ugh! Just one disadvantage - a loss of four useful small pockets, and in lots of cases, a wide flat pocket inside the waistcoat for folding money. It was conventional, that's all! And a felt hat. Our own hats, like the 1100, used to 'float on fluid' (perspiration!)

So bound down were we by convention, that the writer has a vivid recollection of one small incident. Numbers of us young fellows, mainly ex-schoolmates, used to travel together by ferry from Mosman to Circular Quay. On one memorable day (it was probably during February or March, the good sticky months) one of our number announced that he was quite prepared to carry his coat up Pitt Street instead of wearing it, if the others were prepared to do likewise. Just imagine! Brave fellows, kicking convention in the face!

We well remember being shy and feeling quite a pansy in our first pair of shoes, in our last couple of years at school. It was always boots before that.

As for young people going to town to earn a living, wearing shorts and no coat, it was absolutely unthinkable! One needs to be grateful for the now-found freedom - the clothing emancipation.

The next General Meeting of the Club will be held at the Five Dock Community Hall, Great North Road, Five Dock, on THURSDAY, 22ND OCTOBER, 1970, at 8 p.m.

REPORT OF SEPTEMBER MEETING

The President was in the Chair.

Due to arriving late we missed the pomp and ceremony attached to the official opening of the meeting, and took our place as quickly and unobtrusively as we were able. We felt rather like the cathedral cat in the cathedral crypt as we crept quietly in, sat down, but did not creep out again.

The first item of interest following the reading of the minutes of the previous meeting was a report by George Green on the premises position. In answer to a question, he had reluctantly to announce that nothing further had been achieved yet, this lamentable situation having been created by Jock McGowan being absent from the city for three weeks. Unfortunately Jock has been the negotiator, it is an unfortunate fact that he had to absent himself at this period. (Sorry Jock! Sounds all right now, though.)

Len Sheen, from his own rostrum, and retaining a dignified aloofness from fellow members, read a letter which he had sent to Tasmania with a request for the film of the International Rally. He reported that to date he had no answer.

A letter from George Adams (Newcastle Branch, of course) stated that the opinion of quite a number of members regarding the apparent steepness of the tariff was really unfounded. He pointed out that a holiday week-end is always an expensive time at such places. After all, Newcastle organises and runs this weekend in order to bring both bodies together, and they even make it Terrigal, so that organisers and invitees each go half way. What could be fairer? Anyway, the Newcastle members are up for the same tariff!

The Waratah Festival Procession was indisputably found to be Saturday 10th October.

Events Committee - John Corby speaking - gave a resume of coming events, but these seemed to embrace mainly help for schools and councils.

Jan Sykes, as Social Secretary, reported that 73 members and friends attended the theatre night.

Sally Barnett announced that Harold Park Paceway has arranged an invitation night of which 40 members can avail themselves. An alternative of 6th or 27th November was given.

Discussion produced the decision to make 6th November the night.

Some new members have joined the ranks.

Full member: N.A. Martin, Guildford - 1918 T Model
- 1911 Austin

Associate members:

Shirley & Charles Besano, Cronulla
J.E. Lockridge, Croydon Park

Junior members:

D. & F. Cawthorn, North Manly
G. McLee, Tahmoor

The Registrar (Max Roberts) reported that the Register was nearly ready for printing.

Warren Irish (as P.R.O.) made an apology for the tardiness of the issue of the magazine, but stated that matters were really improving.

At Warwick Farm (C.V.V.T.M.C.) the Club Concours was won by Rolls Royce, the Concours d'Etat by Bill Trollope, with his Renault, Concours d'Elegance by a Silver Cloud Rolls Royce.

George Roberts was able to acquire a set of three books of Car Replicas, which he has kindly donated to the Club.

As Librarian (a job handed onto his shoulders by a very simple process!) Len Sheen made a request for the return of books borrowed from the library. He is bringing the library into a state of tidiness again. The Sheens always like to have a tidy back verandah!

The monthly raffle, this time a water jug, was won by Laurie Sykes.

Peter Kable had a few words to say about a 'bus owned by Station 2SM, for which the station now has little use. He suggested that it could prove a very useful item for the Club, indeed it could prove quite a boon to associate members, who, he believed, would find great pleasure in using and maintaining it. It could prove a great asset on such runs as the Blue Mountains Rally. Ross Marshall volunteered to erect a suitable cover for it for approximately \$800, on a piece of ground of about \$1000 value. A motion was put and assented to, that the committee go into all aspects of the proposition.

Vic Jacobs announced that the Law, Union and Rock Insurance Coy. would cover our vehicles at the rate of 50¢ per \$100 of value, against fire. This would be on members' own premises, and covers vehicles in pieces, i.e., under restoration. Vic. has arranged for an advertisement to appear in each edition of the magazine.

George Green treated the meeting to an interesting show of coloured slides, exposed during his recent trip to the islands of the north, with Mrs. Green.

* * * * *

INSURANCE - VETERAN CARS:

The following Insurance Rates for the Veteran Car Club of N.S.W. have been submitted by the Law Union and Rock Insurance Co. Ltd., 8 Spring Street, Sydney (35 Watt Street, Newcastle; 60 Fitzmaurice Street, Wagga Wagga):

| <u>Cover</u> | <u>Rate</u> |
|------------------------------------|-------------|
| Comprehensive Excess \$50 | 1½% |
| Fire Only (Restricted to Premises) | 50¢% |
| Fire Only (Whilst in use) | 75¢% |

These rates are tentative only due to lack of experience in respect to veteran and vintage cars and will be subject to revision should the experience show an adverse trend. Should any club member have any queries, please contact Mr. Hugh P. Page, Branch Manager, at 2-0548.

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THE TERRIGAL RUN

We took no stock of those who availed themselves of the opportunity to arrive on Friday. There was no editorial appearance till approximately 3.15 Saturday, and that was about twenty-four hours too late for our real enjoyment. Never like to miss any part of any outing. Saturday evening wore on gently, with evidence of the heat to be expected later, as the atmosphere was by no means even cool. In fact, Peter Adams and Howard Hughes were disporting themselves in the pool.

It was impressed on us that our vehicles were 100% safe, as there were two 'bouncers' roaming round. We gained the impression, on seeing them, that had any personal differences occurred, we should much prefer to have had them on our side. The rumour did the rounds that a couple of undesirables were in the precincts on Friday night. They showed resentment at being ordered off what is, of course, private property, and we were led to believe that one of 'our friends' let fly a fist through the glass (we understand) straight to the right cheek of the offending 'hood'. Anyway, the car and passengers went, and our worthy appeared next day with some sticking plaster across his knuckles.

Saturday evening was assisted in lazing away by the efforts of the major body of the company, at community singing. Much of the success of the effort, it must be granted, was attributable to the musical (?) assistance given by Joe Webster with his banjo mandolin cum what-have-you. We feel that it would scarcely have got through a musical instrument concours with honours. But the instrument and Joe made a good useful combination. Others assisted with the rhythmic chink-chink of a vellum-less tambourine (do we refer to it as a 'gutless tambourine?'), used by the girls. The way they used this soul-stirring instrument made one feel that they must surely have been, at some stage, on the corner with the lassies - testifying! Another very important part of the act was the terrific rhythm effort supplied by John Corby. Well now that instrument, looking like nothing more than a very much enlarged drip of 40 grade and played in the inverted position, really did something to the musical atmosphere. And John looked so inspired as he 'played' it!

Eventually comparative silence fell on the establishment as members one by one seemed to disappear.

Sunday morning broke bright and warm, but at just what time people stirred, we would not know, for it was not very early (it had, in fact, stopped being 'very early') when we made our first groaning stirrings.

Then, of course, came all the movements which take place at the start of a run. Engines, some of them, hard to start; the last minute rush of some competitors; the easy going suave attitude of the old campaigners; the taking up of the correct numerical position in the starting queue; the engine idling for so long that one felt like switching it off for a while.

Not a few people (excluding Club members) would have envied us our solo trip. After all, it was a weekend for veterans, so that the old Ball and Chain should have been in attendance. However, it was not to be, but it saved us some domestic duties (not a word, though!)

The meals showed up well the family attitude of the Club. Children right through the dining room - all ages. And as time goes on we see them all growing older and bigger.

Where were some of the more familiar faces? We realise that there was something of interest on the Apple Isle, and we are aware of the identity of some participants therein. However, the familiar venues are always enhanced by the sight of the familiar faces. We also see members' vehicles and have some chance to converse with the members themselves more than we are able to very often at meetings. In other words, we suppose we also miss the social side when the 'old familiars' are not there.

Mine Host of the California certainly did all that he could to make our stay an enjoyable one, and this, it seemed to us, was without any suggestion of falling all over us.

No doubt about it! When one has to arrange for a temporary navigator it is a good thing to pick on an earlier pot holder. Peter was all right, but we really felt sorry for Sally, out in that hot sun. It was a beaut. day, but the heat was sudden.

Is it advantageous to go more than once to the same place? To shoot through once, different objects and views are registered, but not for long, whereas repeated observations of the same area puts objects more clearly into the memory, and subsequent calls at the same places are looked forward to in anticipation of memory tickling, whereas new areas have always the anticipation of "what is next?"

The start was from the California, and in no time we were on the main highway and headed for a day of sunbaking.

Barry Garth's T Model appeared and a good example it is of restoration. Plenty work and time have gone into it.

The Maxwell of Stan Rumble put in a colourful appearance and one of its runs was a Razor Special. Sounds rather obscure, but if in doubt, see Stan. One thing can be said for the old Stan. If you ever mislay any small part of your vehicle, he should be in a good position to help you out. This service covers radiator caps and the like.

Ever done a tour of grog carrying? You ought to see Ron Craze. He must be the best living example of a native water carrier. His ability to retain the precious fluid in a safe state on the top of his non-detachable head, must surely be caused by a flat spot! Of course, Alex McLeod had to play the carrying safe on account of his recent laying up.

Editors always like to feel that they have not lost their touch. When a delightful piece of flotsam is left pining in the hall, it is nice to feel that in some little way, one is able to offer solace. It is nice, too, after 2000 years, that anyone would want to turn the other cheek. But it will keep, we hope! (At the time, of course, David was out of earshot, probably discussing Delages or S.C.A.T.'s).

That Clement Bayard! We set to wondering what figures apply to the back axle ratio, the reverse gear ratio, and the minimal engine revolutions - with all backlash definitely provided against. But she did stall - eventually. Bad luck, Reg.

We feel sorry for fellows like poor Max Roberts, married to a 'sober sides' like Pam. "Shall we gather at the pool?" Had it been "Shall we gather at the river?" it is doubtful if she would have been able to look serious enough!

The Wyong Talbot, always spotless, with Bob always calm and confident - she is always a credit to any collection of Club vehicles. This does not detract from the appearance of many others. But of course there are those which unfortunately miss out on a hosing between events, and show red brown dust with red brown paint. But we are fully aware of those which have very little done to the upholstery, even! Yes! Alright! Alright!

With one T-Model fitted up with a superfluity of warning devices, we've been wondering if one other could be fitted with a banjo mandolin, run rather on the style of the Moog machine.

Funny how a touch of executive position puts one into a position of having to see everything. Arthur Garthor, having occupied the chair, puts himself just inside the dining room door, where he is in a position to see all who come and go. Relax, Arthur, it always works out alright!

Driving those T-Models must be a relaxing, or rather exhilarating thing. At least that is the impression that Bob Petersen always gives us. Quite a change for some people after looking at the editorial physiognomy. We have been asked some rude questions, and have had some unnerving remarks passed regarding our almost permanently worried look. However, it's like The Besa's bonnet - it can't be helped! But Bob looks so bright and happy that he surely must be that way. During a short talk he gave a very convincing mechanical explanation of the untoward noises given off by the T-Model at Cabarita Park.

Very quiet week-end for the Wards brothers. They were quite docile.

The Minerva passed us quite merrily on Sunday and gave us a combination of the Ancient Mariner (Sep. is no 'grey bearded loon') and Alice in Wonderland ("You are old, father Sep.," the young man said, "and your hair has become very white"). But apart from all this nonsense we did observe that as a senior member (well, nearly, Sep.!) he gave a hand at doling out the meat for the barbecue. We assume that Sep. enjoyed himself, but we really can vouch for the good time that his elderly rear passenger had, waving delightedly and delightfully whenever the opportunity presented itself.

Two Hupmobiles were in attendance, Barry Thew's and Ken Quarmby's. Barry's we have seen before, and we had a chance of a few words with Ken, and a run down on his car. What a great start for a newly active member, on his first tip to Terrigal, to win a prize! As the screed said: "May the best man or woman win."

The Castle Hill area was represented in part by a pair of Buicks - John Corby (the maraccas shaker) and Jim Weir.

The Talbots turned out in large numbers. Jack Dance's "Tilly" (mit sun-drench und rain-splash gehood), Ross Marshall's and one from the Newcastle section, and not forgetting Bob Newman's, mentioned earlier.

Jack Godfrey helped towards the goodly supply of T Models. It is marvellous, on these longish competitive runs, the numbers of people whom one does not see. Saw some cars on some spot along the course for a few minutes and that is all.

Notwithstanding a comment from our Indian correspondent a few months ago (one Chundra Fordtee Bargarth) Len Sheen's Humber still pollutes the atmosphere. But, as he pointed out, he wanted plenty oil for the hill-climbs, so that he could not avoid a certain amount of smoke screen.

Talk about service! David Manhart finished the run on Sunday with the Hurltu's carburettor in a state of flood, which was caused, it transpired, by the float having become invisibly worn through and absorbing petrol over a fair period. Mine Host has a past which makes him knowledgeable on mechanical and similar matters, so that he has with him some good general purpose gear. We understand that he listened to David's story, introduced him to the repair gear, and gave him the green light to do the job himself.

And of course the only Chalmers was there, with Michael, as usual.

Since our last trip to that area, a degree of despoliation has been committed in the name of progress. Although the road to Terrigal is by no means a main highway, it is being widened, which is quite acceptable, but in so doing, some lovely trees have been brought down. Later, at the spot where there is an appreciable drop, one of those very practical but ugly buffer rails will be erected, and thus partly spoil the view to the big squares of cultivation away down the hollow and partly up the other hill. Any drivers who have a propensity for smashing up their cars will smash them up in some other place if they can't do it on the Terrigal road, so where is the real advantage of all this expensive alteration?

* * * * *

S O C I A L N E W S

Glad to hear that Leah Foy is fighting fit again after her short trip to hospital. Hope Olive Jones is feeling better after Reg's brief argument with a Holden, on their way home from Terrigal.

Congratulations to Laurell Moss on her recent engagement.

Heard that everyone had a good time in Terrigal on the long weekend.

Would all members going to our Trots Night on 6th November please contact Sally Barnett or myself for final details. Unfortunately we were limited to 12 Veteran cars and 40 members, which were filled at the September Meeting.

Bookings are now open for our Christmas Dinner which is set down for 8 p.m. Saturday 5th December. \$5.00 double for a Smorgasbord Dinner, Pop band, The Third Man. Only one thing - bring your own liquid refreshments. All tickets must be ordered by 19th November and paid by November Meeting. By the way, it is to be held at Concord Memorial Hall in Burns Bay Rd., Concord.

MYSTERY PHOTOGRAPH FROM MALAYA

Our cover photograph this month is something of a mystery - it was sent to me recently by a friend in Melbourne who writes:

"I can't give you any worthwhile information about it, other than the fact that it was taken in Malaya or Singapore around the 1920's. (I would guess earlier than that - the cars look to be about '07 or '08 models - Ed.) It was amongst some effects of my great uncle who had a rubber plantation in the Penang area. He was also managing the interests of Macalister's, a colonial shipping agency conglomerate. The cars were either his own fleet, or, possibly, a shipment brought in by Macalister's.

"I hope the photograph will be of some use to you."

Well, there it is. Can anyone identify these cars? The sharp-eyed among you will have noticed that there appear to be two different models of the same make - the three cars on the right have longer bonnets. Two of the others are without windscreens and different horns are fitted to the various cars.

Only two cars have headlights fitted - one each and different types of lights, too!

So, get out your reference books and see if you can come up with the answer. No prizes, but let us know what you find out that we can publish it in SPIT AND POLISH for the benefit of others. Perhaps Bob Baxter can do a little "sleuthing" in Singapore?

- WARREN IRISH

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MORE ON PARRAMATTA ROAD

Jack Dance has kindly sent us his recollections of Parramatta Road in the "veteran" days:

"Seeing the photo of Parramatta Road in 1920 on the cover of SPIT AND POLISH I thought the members may be interested in some of my recollections of early motoring taking in the same Parramatta Road only in worse condition. No doubt some of you will say this is not possible, but I can assure you there was one stretch where the Sydney Meat Preserving Co. works were between Lidcombe (then known as Rockwood) and Auburn where the pot holes were 18" deep and 4 ft. wide and just everywhere across the road. In winter they were full of water and in summer full of choking dust; you would just have to see it to believe it - small wonder the spring-makers were busy men.

I travelled this road from Strathfield to Parramatta many times with my parents in the Darracq my father bought in early 1910. We lived in Leicester Ave., Strathfield, then, it is now one of the main outlets to Parramatta Road and the Northern Suburbs, and one of our favourite Saturday afternoon runs was to Parramatta Park, which would take about an hour or more, depending on the number of punctures you had on the way. At this time we had the distinction of having the only 4-cylinder car in Strathfield, the other five being one single-cylinder and one twin-cylinder Darracq, two single-cylinder De Dions and a twin-cylinder Decauville with open gears (no box) and no reverse. The main trouble we found was trying to start the brute; petrol

was very crude and nobody knew anything much about magnetos, so after my Dad had exhausted himself on the crank handle he would send we kids into the next street to get Mr. Benson, who was then a struggling young engineer but later to become quite successful as the inventor of the steel split pulley and later of the Benson wheel. After much fiddling about, filling the radiator with boiling water, and sundry other lurks together with some really vicious cranking, Eureka! she lived. Fortunately for me I was too small to have anything to do with the real hard work but I did have my vocabulary widened quite a bit.

Taveners Hill was quite a challenge and I can well recall being bogged to the running boards coming down after a few days' rain, to get up required the assistance of good old Dobbin, but once to the top you had fairly good running on blue metal road right to Grace Bros., after which you were on wood block paving. Our first trip to Bathurst was in 1910 and it took us eleven hours travelling time which wasn't bad considering we kids had to walk up Lapstone, Bodington, Lett River and Rydal hills as the car was so loaded with two cases of petrol (16 gals.) 4 gals. of water, oil, spare tyres and tubes (ten of these) together with all the luggage for a family of five, the poor old girl didn't have much of a chance, and with the majority of the road in poor to shocking condition, to make the trip in the time we did I think shows how tough the old cars really were to stand such punishment.

From the Darracq we progressed (?) to a T Ford in 1912 and then to a Fafnir in 1914, which was sold in 1916 and then because of the war and my father's failing health we were without a car for a few years. However he regained his health and continued to drive until he was 91 years old and we had a devil of a job to make him give up his licence, which he had held continuously for 55 years.

I have enjoyed recording these doings of the past and do hope you may find some interest in reading about them."

* * * * *

Many thanks, Jack. You know, it's one thing to read a cold, factual account of events such as those you describe, but how much more interesting it is to read a story such as yours, told in the first person. The situations really come alive when people are involved. There must be many other members with stories like this to tell - how about it, fellas? Ed.

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VIC. JACOBS' LIONS CLUB/VETERAN CAR DAY.

If interested, will you please cut out the Entry Form, fill in details and send to:

Vic. Jacobs,
177 O'Sullivan Road, Bellevue Hill. 2023

LIONS' CLUB/VETERAN CAR OUTING -- SUNDAY 15TH NOVEMBER 1970

| | |
|------------------------|---------------------|
| Name of Driver..... | 'Phone No. (H)..... |
| Name of Navigator..... | |
| Make of Car..... | Regd. No. |
| Can carry..... | Child Passengers |

Letter from Antique Car Club of Albury and Wodonga:

President: G. Edwards,
1066 Bardia Street,
Albury, N.S.W.

Box 381,
Albury.

6th October, 1970

Veteran Car Club of N.S.W.,
C/- H. Garthon,
43 Gloucester Road,
HURSTVILLE. 2220

Dear Sir:

I am writing to issue an invitation to your club members to attend our 'Boorigal Rally' for Veteran, Vintage and Classic Cars and Motor Cycles to be held at Albury over the A.N.A. weekend in January, 1971.

The Rally will consist of a visit to a wine cellar, dinner dance, short run to a point of interest, also a tour of our town, commencing at 1.30 p.m. on Saturday and finishing at 12 midday on Monday.

Most of your members will remember Albury for the good times we have had during the National Tour in 1967, Boorigal Rally in 1969 and the International Rally in 1970. We plan to have the informality and fun in our Boorigal Rally in January 1971.

We request you to publish this letter in your next newsletter and any enquiries can be sent to the Club.

Entry forms will be following this letter.

With best wishes,

(Signed) GEORGE N. EDWARDS.

* * * * *

From Michael J. Bendeich:

Two of us went on the rally to Melbourne, both fitters from Channel 7. We had nearly 200 slides between us and out of that 200 we received back 8 fairly good slides!

I split my films on something sharp inside the camera and Brian's shutter wasn't working correctly so that all his shots were double exposed.

I was going to borrow a movie camera from work but I can guess the results if I had; probably would have come out in knots or something. After working at A.T.N. 7 for 3 years I wonder how I haven't had the D.C.M. treatment.

If someone has any spare slides or pictures that I can have reprinted or buy, I would be very pleased, as I have none for my album. I would especially like some of the kids near Wagga who held up the sign "Toot your horn" and some of the cars crossing the suspension bridge on the first day of the rally.

MICHAEL J. BENDEICH

85/3954

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NAVIGATORS' RALLY - SUNDAY 20/9/70

Unfortunately (for himself, anyway!) there was no editorial participation in this very interesting event. But then, one cannot be in on everything. But we managed to obtain the services of a very fine reporter. This gives us the opportunity to obtain details for the record, as well as to put into the picture those who, like ourselves, were unable to attend.

The start was at Elizabeth Park, Concord.

Up to this stage the weather had not been revoltingly fine, and managed to produce a sprinkle of rain at the start.

We understand that when John Corby was about to leave his house, he found that the Buick had managed to completely deflate one tyre. In order to not waste too much time, he switched to the modern car. Others in the running were Max Chapman (1912 Wolseley), Jack Dance (1911 Talbot), Arthur Garthon (1914 Delahaye), Jack Godfrey (1915 Ford), Alex McLeod (1912 Star), Reg Jones (1908 Clement Bayard), Ken Quarmby (1913 Hupmobile).

Apparently Jim Weir was unable to participate, but he turned up at the starting area.

The route followed was Five Dock, Drummoyne, Gladesville Bridge, Fig Tree Bridge, Lane Cove, Crows Nest, Harbour Bridge, stopping at Mrs. Macquarie's Chair for lunch, where the weather managed to remain fine.

At this stage the numbers increased, as Val. Garthon arrived in their modern car, also Max and Pam Roberts, with Don South turning up in the 1916 Mitchell, having been on commercial duty during the morning.

Some help was given at controls by Melburn Pope and a fellow by the name of Neary.

(Cont'd. on P.12....

When lunch was disposed of, the column pushed off to Newtown, Petersham, Lewisham, Ashfield, finishing at the park where Percy Stewart put in an appearance.

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SOME INTERESTING BITS OF HISTORY

We have no doubt that Arthur is fully aware of the earlier exploits of Delahaye, but how many others are?

During a check of accommodation for The Rally, Arthur was very much in doubt why he ran a continental car with the usual slowness through the gears, following his experience of driving Henrietta. But this is another story.

Doubtless it is fairly well known now that the original product of the firm was agricultural machinery. However, in the earliest days of the automobile they made an occasional vehicle in an experimental way. To show how early in the piece this was, it is recorded that Delahaye himself drove a single-cylinder 6 h.p. vehicle in the 1896 Paris-Marseilles affair. (A little before the time of most of us). It is surprising to learn that the wheels were pneumatic-shod. For three odd years they dropped the horsepower to $4\frac{1}{2}$, used belt drive (as did Karl Benz) with three forward speeds - and a reverse gear. About the turn of the century they stepped up to twin cylinders, giving $9\frac{1}{2}$ h.p. (No! That is not Arthur's model!) So much were Delahaye ahead that even in those days they covered the works far more than was being done by other manufacturers. They also ran to what seems a strange method of engine cooling. They did not employ the conventional radiator, as we have known it for years, but instead, ran the water through the lateral tubes of the chassis, so that a break in the chassis would 'drain the radiator'.

They were a firm with some imaginative boys on the design end. Speaking of the method of circulating and cooling the coolant, it is rather surprising that they even cooked up a water cooled silencer! It was felt that exhaust gases, being cooled suddenly, would make their way into the pollution zone very much more quietly.

Another advance took place in 1902. The engine was put up front and stood vertically, when they built an 8 h.p. single-cylinder and a 15 h.p. 2-cylinder, retaining the horizontal engine in the commercial vehicles. The vertical motors stepped up to detachable heads, and worked through a gear box and chain drive. Another point - the gear lever was under the steering wheel in the modern manner.

It is surprising to learn that they designed the first of the American White petrol driven cars!

In 1905 the four cylinders were separate. 1907 saw a 10 h.p. 2-cylinder, and three models of 4 cylinders, the largest being 45 h.p. 1911 saw the first of the 6-cylinder motors, but even these were influenced by the same forward thinking design boys, for they comprised 2 blocks each of 3 cylinders - but - these were cast in one block, set at 30° angle.

By now the shackles were pressure-lubricated, and 1913 saw hand adjustment for the brakes.

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WARATAH SPRING FESTIVAL

This was the same run as previously.

There were 22 starters, which were put into two blocks. Just how many displays separated each block of 11 cars, we do not know.

It was a strange historical fact for the Club, and for a very few of us, that one section was deputed to assemble at Brown's Wharf. That was the assembly point for the act which set off the origins of the Club. The crowd, started by Ron Grant, which had the help and approbation of the Vintage Sporting Car Club, and which made the first run to Brighton. Looking back now, we cannot really understand how The Besa ever made such a run! That was way back on 4th April 1954. But to return to 1970 ---

Many attempts have been made over the years to keep cars securely thief-proof, but we are sure that Spraggo has the most novel, not to say the most unwieldy. Many of us with some of the older cars lock the gearbox, but Spraggo seemed to have 'locked' his car by removing the gearbox. Certainly make it hard to drive away, Bill! But we still feel that the carrying of a key in one's pocket is a much more convenient way of making use of the gearbox as a security measure. So damnably awkward humping one's gearbox round on one's shoulder, we should imagine! However, Bill, if that's your idea - well..!

It appeared that the assembling at Brown's Wharf was so nebulous that the members of that party eventually came up to near us, and started from there.

We were surprised, when passing Sydney Hospital, to find a newly-married couple standing at the gutter. He was in his dark suit and she had her veil in place. We saw a flower girl, but no other part of the wedding party. Strange!

At the Saluting Base were able to 'sit to attention' as we drove past, and gave our Patron the courtesy of an 'eyes right', which he acknowledged with a bright smile.

As far as we could judge, no one came to grief, but as we were about to turn from Liverpool Street into Elizabeth Street, we heard clapping and cheering. Looking round we saw Laurie and our Social Secretary also starting round the corner! Apparently Laurie supplied a little bit of sideplay which is always enjoyed by the crowd, namely, stall, then frantically twist the stirring stick till 'the engine bursts into life with a full-throated roar'. The crowd loves it! And we must admit here to having done the same thing in Park Street. Quick corrective action proved unavailing, and a handful of police kindly supplied the motive power for a clutch start.

Hey, Laurie! Did you not perform the same act last year when turning from Elizabeth into Park? We seem to recollect something like that!

When passing along George Street we got a bright wave and cheer from Hilda Sheen and her sister. And it was a strange thing that we waved to Len a couple of hours earlier (not in George Street!)

The leading section comprised: Lionel Jones (1909 Hupmobile), John Corby (1915 Buick), George Green (R.R. Landaulette), Don Steer (1908 Renault), Jeff Vanstone (1908 Metallurgique), Terry Cook (G.G. 1914 R.Royce), Laurie Sykes (1910 Star), Bill Dudley (1910 N.A.G.), Bill Spraggon (1908 Renault), Ian Steer (1911 Argyll), Michael Bendeich (1910 Chalmers).

The section following was: Bill Trollope (1912 Renault), Joe Webster (G.G.1912 Franklin), Jack Godfrey (1915 T Ford), Jack Dance (1911 Talbot), David Manhart (1913 Hurtu), Jim Cooper (1913 Renault), Reg Jones (1908 Clement Bayard), Stan Rumble (1910 Maxwell), Len Jones (1913 Oakland), Joe Heath (1914 T Model) and The Besa.

At least it was a wonderful day meteorologically. Not the heat that we have had in the past, nor the storm that we suffered last year, when, keeping as dry as we could, we ran across the harbour bridge and into the shelter of the first archway, at Alfred Street. Had some tea while the rain eased off, and in drove Bill Spraggon to change a magneto.

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Our President has handed us a copy of Australian Automotive Engineering and Equipment, in which we have found some very interesting and in some cases intriguing facts. To report on everyday matters and write them up seems to us to warrant from readers the answer: "Yes! Yes! I know!!" However, there are cases in which something different crops up, and deserves some mention, but whether such matter is of great interest to many readers, or only a few, is a matter of conjecture. Take plates, for instance. At the mention of that word, most housewives are likely to be interested, but we should feel that the extent of their interest is governed by whether or not the plates are "washed up". Now the old Len Masser, for instance, he would conjure up entirely different thoughts on plates, and we feel that here we have "said a mouthful", as it were! When it comes to chassis work, we have flich plates - and out bobs George Williams, or the control of a T Model brings in the "plates of meat". But no! we come round to number plates.

Would you credit that the first number plates emanated from America (being first or biggest, its quite likely to be American) and this was in 1901 - the first registration plate appeared in the first year of the century. Britain wanted time to think it over, and they launched out with plates in 1903. This plate - A1 - was not fitted to a Rolls Royce, though it may sound that way. Actually it was first fitted to a Panhard, which, looking back, shows that it was still on a high grade car. The fate of this plate seems unusual, as it was willed to a citizen of Leicester (Eng.), who sold it in 1959, for what seems a princely price, namely, £2,500, but this was in aid of charity.

We say emphatically that this seems a high price, because the plate RR1 was auctioned in 1968 by the executors of one Sidney Black, for \$10,800.0.0, yes! ten thousand eight hundred pounds!! One might feel that it was carried subsequently by an R.R. Yes! quite right! But it is hardly creditable that the car which subsequently carried it cost only £10,675.0.0, a Phantom V - a goodly \$125 less than its registration plate. Hard to believe, isn't it?

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Another item of interest from the same journal gives some figures regarding tankers. Strangely, the biggest is not American, but Japanese. Can you visualise the bulk of a tanker 1135 ft. in length, i.e. 378 yds. Another 62 yds., which is for all practical purposes 3 cricket pitches, and it would stretch a quarter of a mile. Anyone who has occasion to pass along Carnarvon Street, Auburn, and who sees Woolworth's Bulk Store, sees

a building approximately a quarter mile along each side. The tanker's beam is 175 ft. (58 yds.), again, we see it as approximating 3 cricket pitches. Apparently the extreme depth is 79'1" (don't forget the inch). And incidentally, in giving these measurements, we have omitted a 2" additional reading on both the length and breadth. But we will ignore that! This 1135 x 175 x 79 depth can encompass 2.2 million barrels of crude oil!

The immense mass embraced in this colossus needs some holding when in a current of air or water, so she has been fitted out with three anchors, each of which goes 20 tons on the scale. Anyway, what scale? We all know that a ship is not held by the avoirdupois weight of an anchor which has been dropped. That anchor must sink into the mud and the flukes dig down as the ship moves away from it and pays out cable, which will lie at an angle rather less than 45° to the horizontal plane. In order to achieve this she carries 7/10 mile of cable, which weighs only 380 tons!

We have learnt a lot about the hull, but disappointingly, nothing about the motive power. Doubtless that would be interesting.

Oh! The final thought -- the cost. \$20 m. plus!

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SPECIAL ANNOUNCEMENT

Did everyone see the final item in Column 8 of S.M.H. of 14th October?

Keith Cardon has had the misfortune to be relieved of a pair of Cadillac Guards and a Clement Bayard Diff.

No particular use to anyone, but watch out for dealers such as we heard of a few months ago!

If in doubt in any way, ring Keith.

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Article submitted by Geo. Gillott, taken from Vol. 13, No. 5, "Piston Slap", dated June 1970:

"ROAD TEST - HORSE

With the growing trend towards increased horse-power and living rooms on wheels, we would like to pause and look at an authentic classic. Even the purist cannot deny that the Horse has always been a classic. They were sold in abundance during the true classic period and, except for some of the

minor modifications, have been built exactly the same for quite some time as the builders evidently see no need to change. This, of course, keeps the resale value up and last year, a used one, which had been extensively raced, sold for well over one million dollars. They are very much in demand and the desire for ownership is so great that kingdoms have been offered.

The purchaser has a choice of many colours, including two tone, and several different sizes and models, depending on the intended use. The one we tested was a monoposto sport model, brown, trimmed in black with excellent taste.

One cannot help but be impressed at how exceedingly well these conveyances are put together. The test model was over four years old, yet the mechanism operated so quietly you could hardly hear it working and it had no squeaks or rattles (though occasional creaking can be heard on very old models). Standard equipment invariably includes genuine leather upholstery and horsehair padding. The driver has excellent visibility in all directions and the absence of blind spots is much appreciated. Steering is extremely quick, with no play, except in certain highly-tuned models, which are undeniably skittish. The short distance from lock to lock combined with the small turning circle, makes a Horse more manoeuvrable in traffic than anything yet tested.

At a touch of a finger, toe, heel or even a sound, the automatic transmission engages and you are off. This is a bit disconcerting at first but one soon catches on. The ride is typical of true classics, on today's super highways it would be considered rough but firm, but the lumpier the road gets the smoother the ride becomes. Pioneers in the development of independent suspension throughout, Horse has brought unsprung weight down to a bare minimum.

The model we tested weighed 13 cwt. or slightly under 106 stone. This works out to the fantastic ratio of 1482 lb. per horsepower. If you took a typical Ferrari and loaded it with lead until you had this ratio, it would weigh 562,160 lbs. or 281 tons and probably would not even move.

Hop-up kits of the direct injection type are available but not recommended by the factory or any of the racing associations.

The principal drawbacks found were three -

- (a) poor weather protection,
- (b) inadequate heater (limited to a slight warming of the seat area), and
- (c) high centre of gravity. Horse factory still believes in a great amount of ground clearance and enjoys mounting sales in country of rough terrain.

In our final analysis, we found the Horse to be a unique design, and with so many remarkable features that we feel sure that Horse enthusiasts like those of Veteran or Vintage units, will put up with its discomforts and troubles, and will continue to use and race various models for a long, long time.

The fuel economy is well known and several types of low cost, easily obtainable fuel give excellent results. The low maintenance cost is equally outstanding, we had one for 20 years, it ran every day ^{and} in all that time the head was never even taken off, nor was it necessary to restore any parts.

There is a unique factory dividend replacement plan which is too complicated to go into here, but the idea is that under certain conditions

fleet owners can get replacements free.

Performance is quite remarkable, though top speed is only about 38 m.p.h. (Legends to the contrary, we have yet to test a Horse that will do 40 m.p.h. on a 2-way average). It is performance through the intermediate speeds that places Horse in its best light. We did not have an opportunity to conduct our usual speed runs but reliable reports show a Horse in good tune can do the standing quarter mile in 21.25 seconds."

Submitted by George Gillott

(Author unknown.)

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

WANTED: Pair of headlights for 1910 Chalmers (No. 2 Car)

Pair of sidelights " " "

Tail light " " "

Speedo (Jones if possible)

Old enamel, oil and petrol signs (Plume if possible)

Vintage and Veteran Hub Caps

Will swap other items - Eng. Compressor; brake testing device etc.; also O.M. front end.

- M. BENDEICH, 85/3954

MOSMAN RETREADS: 2 only 275 x 21 New Tyres

FOR SALE: 1922 Studebaker Utility complete except vacuum tank and minor items, \$175.00.

Early Morris Diff. assembly complete, including wheels.

Some carbies, Eisemann Magneto, new 600 x 18 tyre.

- REG. MAC DONALD,
35 Shirley Street,
Inverell. Phone: 1544

WANTED: Rims split type for 1925 Chev. Superior 'K' Model, also steering wheel for same.

- ROBERT WING,
25 Wisdom Street,
Connells Point, 2221
546-6248 (H)
57-8739 (B)

AVAILABLE: For T Model Ford, Motor and transmission. Condition doubtful, but parts are usable.

- G. MULLEY,
771-3359 (After 6.0 p.m.)

WANTED: All brass E.M.F. Radiator 1911.

Will pay cash or will swap any one lot of the following:

Matching pair P. and H. Brass side lamps

OR

Matching pair Deitz "Dainty" brass side lamps

OR

Matching pair medium size brass Rushmore headlamps

OR

Matching pair Lucas "Kings Own" brass side lamps

OR

Round Brass running board gas generator

OR

Triple curve brass honker with Reid and bulb

OR

1916 Buick Radiator

OR

1901 Single cylinder De Dion engine 4 h.p.

OR

Collection of various brass (odd) side lamps

OR

Three kero tail lamps

OR

1923 "T" Model Truck in running condition

OR

1923 F.N. Car (no body) in good running order. Drive it around.

OR

Several hand klaxons

CONTACT: COLIN PARKER,

'Phone Kurrajong 71422