

SPIRIT & POLISH

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

134 QUEENS ROAD, FIVE DOCK, 2046

OFFICE BEARERS 1973-74

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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, CBE.

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

Vol. XV, No. 10

MAY 1974

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The May General Meeting will be held at 8 p.m. on THURSDAY, 23RD MAY, 1974, at the V.C.C.A. (N.S.W.) Clubrooms, 134 Queens Road, Five Dock.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH, 134 QUEENS RD, FIVE DOCK. 2046.



OPINION

Vote yes! Vote no! Number 1 to 73, then 1, 2, 3, 4. We are the best because we can fix inflation - free hospitals - fellow travellers of Communists or multi-nationals. Thank goodness it is now all over and we can get back to tongue lashing broadcasts of Parliament soft-peddalling the promises made during the heat of the campaign.

Of course, it all means little difference to those among us to whom veteran motoring is a hobby but we must admit that the spectacle of the campaign and conduct of the new style publicity aimed at the donkey voter assailed the nostrils.

Out of the cloud of spray, caused when the mud hit the fan, we will emerge a little sullied but unscathed - maybe our tyres and spare parts will be liable for duty again - but in general our club will continue to progress undaunted.

It would be marvellous if our own "election of office-bearers" could draw 73 nominees for the 10 positions on the "board". Only four weeks or so remain before all interested club members will be voting to elect a new committee to run our club for another year. The virility of the club depends on the guidance given by your Committee and it is important that every office should be keenly contested and that the final Committee should represent a wide cross-section of members.

Quoting from a letter written by the author of "Those Glorious Thirties" printed in our magazine some two months back, "thank you for your magazine which I like immensely for it is quite different from the usual rather stereotype vintage magazine. It seems to be very much alive and living in the present not in the past."

This sense of activity is injected into the magazine and the club by your Committee elected by your vote because you are vitally interested to see this great club remain the leader within the old car movement.

R.B.

Minutes of the meeting of the Veteran Car Club of Australia (N.S.W.) held at the Clubrooms, 134 Queens Road, Five Dock, on Thursday, April 25th, 1974, commencing at 8.10 p.m.

Chairman. L.K. Sheen.

Present. 50 members and 11 visitors.

Apologies. C. Burke, J. Wilson, R. McCarthy, D. Berthon, W. Irish and others.

Minutes. Minutes of the meeting held on Thursday, March 28th as circulated, were received on the motion of R. Newman, seconded G. Roberts.

Correspondence. Letter of thanks to M. McDonald, A.C.T. for his gift of books to our library. Return thanks from Belle Jeffrey, letters from V.C.C.A. (Q), and the Newcastle Branch notifying that the Eight Hour Weekend Tour will now be held every two years commencing 1975. Moved A. Foy, seconded M. Chapman, that the correspondence be received.

Investigation. Chalmers Mod.17, Don Jacquot, Darling Point and T. Ford 1915 Barry Fysh, Rodd Pt. had been inspected. Dating Certificates were presented to Brian Lewis 1913 Darracq, Be. Bronk, Suizaire Naudin 1909 and Overland 1912.

New Members. Barry A. Fysh, 35 Duke Ave., Rodd Point, 1915 T Ford.
Donald G. Jacquot, 33/66 Darling Pt. Rd., Darling Pt. Chalmers Mod.17.
David J. Slender, 113 Kerrs Rd., Mt. Vernon. 2171 (A)
Peter S. Smith, 5 Numa Rd., Ryde. (A)
Robert A. Barr, 31 Oakville Rd., Willoughby. 1914 Studebaker.
Moved A. Foy, seconded F. Ehlert, the above be admitted to membership.

Events. Due to petrol shortage only 8 cars attended the Canberra Tour, Lions Club outing May 26th, Parramatta Historical Tour June 16th, A.C.M.C. and Chev. Club invited. Refunds from the Blue Mountains Tour will be returned at the Presentation Night. Letter from the Dunrossil Helping Hand Club for May 4th, Swap Meet May 19th at Grace Bros., Chatswood. Resumes of the Canberra Weekend were given by Vic. Jacobs and Max Chapman who moved and seconded that a letter of thanks be sent to the A.C.T. Club for an enjoyable Tour.

Magazine. Receipt of SPIT AND POLISH could be late because of postal difficulties.

Social Secretary. Presentation Night, May 11th will be held in our Clubrooms, films will be shown, supper provided, bring your own drinks.

Clubrooms. There will be a working bee on May 18th; would like as many volunteers as possible as there is still a fair amount of work to be done.

Library. Donations of books had been received from M. McDonald and Graham Simpson. These will be acknowledged and thanked by letter.

C.V.V.T.M.C. M. Bendeich and D. Swayne to attend Swap Meet. G.M. Motors display at Sydney Model Club ground on Sunday April 28th. No news yet about the Motor Show. A Notice of Motion before the Council relevant to length of time of Chairman to hold office.

Public Relations. Good publicity had been obtained for the Blue Mountains Tour.

General Business. J. Simpson enquired about the History of the Club and was informed that A. Rose-Bray had completed up to 1964. G. Roberts displayed a copy of the "Veteran", the first Club Magazine produced in 1956.

Life Membership. Moved V. Jacobs, seconded R. Newman, that the Management Committee be empowered to investigate any nominee for Hon. Life Membership, and to bring their findings before the General Meeting, also to recommend any necessary alterations or additions to the Constitution.

MOTION CARRIED.

Vic. Jacobs spoke on the matter of Comprehensive Car Insurance and it was agreed to leave matters as they are with Law Union and Rock. Also suggested we invite Mr. Hugh Page and family of L.U. & R. to the outing of the Lions Club as our guests.

As there was no more business the meeting closed at 10.25 p.m.

* * * * *

S O C I A L

Hope Pauline and Lionel Jones are enjoying their overseas trip.

Had a 'phone call from Ron Grant thanking us for our good wishes for his wife, who is recovering after her recent illness.

Our thanks to Ron Selig for his donation of the very nice wine rack for our Presentation Night raffle, also to Bob Baxter for the Ronson cigarette lighter.

I have made a booking at Her Majesty's Theatre to see "Irene" on Friday 21st June, tickets \$4.50 each. Booking has to be confirmed by Friday 31st May. See me at May meeting to book.

GLAD KING

* * * * *

Reprinted from our Club's very first magazine called "The Veteran" - printed late 1956 - not to be confused with earlier newsletters printed in 1955. It is interesting to note that the Editor was Sep. Hall, assisted by George Green and Sandy Holmes.

There will be more inclusions from this very interesting publication in later issues.

R.B.

"From the Chair.

Elsewhere in this First Issue of our Club's Magazine you will read of the growth of the Club and also what the Club believes is the general outlook on Veterans and Veteran Motoring. These two aspects of the Club, having been dealt with expertly by others, I would just like to pass on to members a few thoughts about the Club as I see it.

Despite the advent of automation, as far as we are concerned, to get a job done you still have to roll up your own sleeves and get on with it - and this the Magazine Committee, comprising George Green, Sep. Hall and Sandy Holmes have done in less than a month from when they were appointed. I think we all owe them a debt of gratitude and appreciation, particularly when we realise that this is an additional chore to their other duties on the Committee. However, I must be fair and point out that every committeeman is more than pulling his weight as regards extra duties in an endeavour to enlarge the sphere of the Club activities. I realise as well as anyone that a lot of things are still left undone, but we are gradually overtaking the back log, and it should not be long before we are able to give all our energies to future planning instead of the present and immediate past. About the only trouble with Veteran Cars is that they become an all-consuming hobby, and seem to account for more than half of our waking hours, and a great deal more than half of the working day.

In what I feel is the foreseeable span of the Club's life, it could be said that we are at the stage now of having assembled the engine, set it ticking over and are ready to really get underway. Once the initial inertia is overcome, it is comparatively an easy matter to keep increasing momentum, but the hardest part is coaxing the engine into life, and as far as our Club is concerned, I feel that our thanks are very much due to Bill Daly, our first President, and Jack Myers, our first Secretary/Treasurer, and the hard working officers of the Club during its formative couple of years.

I feel that the Club has a tremendous future and potential, but that its future depends entirely on each and every member. Although you don't have to be a member to own a Veteran Car, you do have to own a Veteran Car to be a member, but membership entails a lot more in this or any Club than the mere qualification for membership. It entails really getting behind the Club with your active support, being proud of it, doing everything within your power to help physically, either on the competitive, or official side of the Club in general, or on the technical side, to other Club members in particular. We can all, as members, do with help - some won't ask for it - so offer it yourselves.

A critic is a necessary part of any community, and we can do with them in our midst, but the true critic attempts to point the errors and the pitfalls out, and doesn't carp just to be "Agin the Gov'mint". If the majority of members endorse certain actions for the Club to take, even though we, as individual members, may be opposed to the idea, it is the duty of us all to swing our weight on the handle once the decision has been reached. Let us make sure that we are all trying to rotate the engine in the same direction and not causing it to stall by the weight of our own laziness, or snide asides as to whether "we should do this or that". Individual members, the Committee, and the Club in general, will undoubtedly make mistakes, but they will be honest ones, because I feel that there is not one of us, as a member, who has anything but the best interests of the Club at heart.

Finally, I would like to thank the Magazine Committee for the opportunity of expressing these few thoughts in the First Issue of "THE VETERAN", and I would like again to applaud them and express the appreciation I am sure all members feel for their efforts.

JOHN P. MC LEAN,

President."

* * * * *

"WHAT THEY ARE WORTH

At a sale conducted by Christie Manson & Woods (International) S.A. in Geneva at Teh Palais Des Exposition on Thursday, 21st March, 1974, precisely at 8.00 p.m., prices quoted Australian at Geneva:

		\$
<u>LOT 1</u>	in good condition, 1897 De Dion Bouton engined 1-3/4 h.p., light car, make unknown	5,440
<u>LOT 2</u>	De Dion Bouton engined Tandem Cycle Car, make unknown, 1899, condition only fair, body suspect, home made	4,080
<u>LOT 3</u>	De Dion Bouton 3-1/2 h.p., vis-a-vis circa 1900, no lamps, rebuilt wheels wellbase, very large tyres, condition fair	6,798
<u>LOT 4</u>	De Dion Bouton 1900 3-1/2 h.p. vis-a-vis described as having original body, paint work and upholstery, very original mechanically and in good running order	8,610
<u>LOTS 5 & 6</u>	Freaks of little interest. (Black Iron? Ed.)	
<u>LOT 7</u>	Single cylinder Lion Peugeot 1907 : Rough, two seater body, cane panelled, two kero side lights, one single acetylene headlight, original wooden wheels, chain driven, 6.7 h.p., fair to good condition	6,345
<u>LOT 8</u>	Renault 2 cylinder Type AX : 9 h.p., two seater, 1909, hood fitted, no windscreen, two kero side lights, mechanical condition good, body/paint work/trim excellent	6,345

- LOT 9 Delaunay-Belleville 25 h.p. : withdrawn from sale.
- LOT 10 1910, 15.9 h.p. Darracq Type R.R.X. ; Four seater, car generally very original, in excellent all round condition, complete with lamps and spare wheel 9,065
- LOT 11 1910, 40-50 h.p. Silver Ghost : Seven seater limousine, coachwork by Fuller of Bath, described as one of the most original pre 1914 Ghosts to have survived, very original condition, very good 49,860
- LOT 12 6 h.p. De Dion Bouton, single cylinder, Type DE.1., two seater, very original, body fair, lamps okay, no hood, bows intact, original leather 6,345
- LOT 13 1911 Excelsior, 16-20 h.p., Four Seater Tourer, 4 cylinder, Auster Rear Screen, fully restored 1971/73, condition perfect, sole survivor prior to 1914 9,065
- LOT 14 Renault 1912, two cylinder, type A.G., Engine No. 2174, two seater, body back yard job, mechanically okay, Dietz side lamps, appearance and condition only fair 4,300
- LOT 15 Le Zebre 4 CV, two seater, 1912, in only average to poor condition, windscreen, no hood 3,400
- LOT 16 Fiat 50-60 h.p. TIPO 5, six seater tourer, 1912, 4 cylinder side valve, 9025 c.c., only 457 built. This is the only known survivor from Italy; some were built by an associate plant in U.S.A. Wooden wheels, car generally in poor condition, needs complete restoration 9,065
- LOT 17 1913 Cycle Car, Anzani Engine, 10 h.p., V twin, water cooled, general condition poor to good 2,945
- LOT 18 Grafund Stift, 1913, 40-50 h.p., six seater tourer, 4 cylinder, T head, bore 125 m.m., stroke 150 m.m., capacity 7320 c.c. This car was delivered to the Emperor Francis Joseph of Austria, Hungary in Vienna on August 14th, 1914. Electric head lamps, original upholstery, De Dion rear end, instrumentation complete, all up weight over two tons. Excellent mechanical condition, body, etc., good 43,000
- LOT 19 1913 Isotta Fraschini 20-30 h.p., type OC4, 4 seater sporting tourer, 4 cylinder, 4398 c.c. The body is a doorless shocker, general condition very good 11,330
- LOT 22 45 h.p. Renault, Seven Seater Landaulette, 1922, coachwork by Kellner of Paris. Six cylinder, 9123 c.c., Servo wheel brakes, wooden wheels, not a good looking car - flat sides, fully equipped 10,880

- LOT 23 Rolls-Royce Silver Ghost, six seater Sedan Cabriolet, 1922, body by Hooper, London, Chassis No. 22HG. Wheels rebuilt, 4 wheel brakes bitted, vertical shutters fitted to radiator, in fair condition, requires full treatment for the motor 15,864
- LOT 24 Brescia Bugatti Type 23, 3 seater Cloverleaf, 1923, Chassis and Engine No. 1614, the sole survivor or 24 Bugattis assembled in England by Crossley Motors, not a good looker, but mechanically very good and original 12,460
- LOT 25 Lorraine Dietrich, type B 3/6, 20.9 h.p., four door fabric saloon, 1923, Chassis No. 121842, Engine No. 131883, 6 cylinder ohv, 3446 c.c., 4 wheel brakes. The sports version of this car won at Le Mans 24 Hour 1925/26. General condition is good, although performance flat footed 4,530
- LOT 26 1924, 14-40 h.p. Delage, 4 seater tourer, boat tail owned by President of the V.S.C.C. (G.B.), original upholstery/wheels, car in excellent condition having been well cared for 7,930
- LOT 27 Aston Martin 1½ litre, twin o.h.c., racing two seater, 1924, Chassis No. 1934, originally supplied to Capt. G.E.T. Eyston, completely rebuilt 1967/69, car in perfect condition, having won 1971/72 Aston Martin Owners' Club Concours D'Elegance 9,065
- LOT 28 Chevrolet Superior, five seater tourer, 1925, Chassis No. XB 2 K 1409, Engine No. 4021593, average to poor condition but complete 2,265
- LOT 29 Described as the property of a gentleman. Ford T Tourer, 1926, good mechanical condition, body work and trim only fair 2,720
- LOT 30 Ford T 1926, Tourer, in concours condition, perfect example 3,625
- LOT 31 Withdrawn.
- LOT 32 Rolls-Royce Silver Ghost, 1926, American Springfield, left hand drive, three speed gear box, central change, chassis number S242PK, engine No. 2L424, body Brewster, seven seater Salamanca Cabriolet, general condition and perfect car, stored for many years, very low mileage 31,730
- LOT 33 Type AF Minerva, 6-7 seater, tourer, 1926, six cylinder, sleeve valve 5344 c.c., very original car 11,330
- LOT 34 Standard Buick 6, rumble seat, roadster, 1928, left hand drive, good general condition 3,625
The buyer of this car was a Mr. Goddard - was it Jumbo?
- LOT 35/38 All withdrawn.

<u>LOT 39</u>	Rolls-Royce Phantom II, six-seater Sedan De Ville, 1930, chassis no. 202GN, engine No. 2J65, coachwork by Barker, London, condition excellent, modification twin S.U. carburettors fitted, original manifold and carbies go with the car	25,000
<u>LOT 40</u>	Rolls-Royce Phantom II, sports saloon body by Hooper, body having been cut and shut - a mess. Mechanically very good	8,612
<u>LOT 41</u>	Bugatti Type 46, 4 seater sports tourer, general condition very good, not a good looker	13,500
<u>LOT 42</u>	Alfa Romeo 6C 1750 grand sports, 5th series, two seater, 1930, coachwork by Bricet Geneva (what there is of it) all bonnet and two seats), 6 cylinder T. o.h.c., supercharged, 1754 c.c., right hand drive, needs repaint and retrim, low mileage	25,000
<u>LOT 44</u>	Rolls-Royce Phantom II, continental sports 2 x 2 seater, coachwork by Freestone & Webb, London, good condition, just been trimmed.	20,390

There were another 32 lots offered at the sale, but they mostly comprised cars ranging from late '40s to the '60s.

G.W. Green, 15 Linden Way,
Castlecrag. 2068.

* * * * *

The Barossa Valley Rally is drawing nigh - September 22nd to 29th. Eric Lang is driving over via Broken Hill and would like to hear from members with like plans - leaving Sydney daybreak on Saturday, 14th (we hope!!)

* * * * *

Whilst on the subject of rallies, there is going to be one in March 1975. Starting Sydney, boating to Tasmania, down the east coast, up the west. Watch SPIT AND POLISH for official details.

* * * * *

REMAINING EVENTS FOR CLUB YEAR 1973-74:Lions Club Invitation Outing - Sunday May 26th.

This Outing is to enable our club and the Lions Club to renew our acquaintance. Starting Point: Darley Road, Randwick, between Avoca Street and Randwick Racecourse. Destination: Cook Park, Kurnell. Cars to assemble in Darley Road by 9.00 a.m. Barbecue lunch provided by the Lions and they have requested, in the case of small cars only the driver and larger cars, driver and navigator. This is to allow Lions Club members to ride in the Veteran Cars to Kurnell and back to Darley Road. In event of inclement weather, ring 533.5625.

* * * * *

Historical Tour of Parramatta, SUNDAY, JUNE 16TH... Invitation to Chev. Club and A.C.M.C. Start Merrylands Swimming Centre, 10.00 a.m.

* * * * *

Results of Katoomba Tour 23-24 March 1974 and Concourse D'Etat and Concours D'Elegance:

1st and outright	Car No. 26	J. Godfrey	1914 T.Ford	41 pts.
2nd	Car No. 19	S. Rumble	1909 Maxwell	45 "
1 cylinder	" " 1	J. Thomson	1903 De Dion	235 "
2 "	" " 4	J. Cooper	1911 Clement	
			Bayard	71 "
4 "	" " 26	J. Godfrey	1914 T Ford	41 "
6 "	" " 43	W. East	1915 Studebaker	61 "

Hard Luck Trophy: J. Sandy & W. Burrows, Hispano Suisa

Concourse D'Elegance - Senior Class: R. Baxter, 1912 Calthorpe

Concourse D'Elegance - Junior Class: F. Rossiter, 1916 Studebaker

Concourse D'Etat: M. Chapman, 1913 Wolseley

Navigator's Trophy: Hilda Sheen

Official's Trophy: Colin Burke

No. 1 Trophy for Gaining Public Goodwill was a unanimous decision and most deservedly won by Glad King.

EVENTS COMMITTEE

* * * * *



Congrats. to Spraggo for winning "Best of Show" with his "Yank Tank", in short the 1939 Caddy at the General's Day out at Luddenham. Believe the judges were a nine year old boy and a twelve year old girl.

P.S. Geo. Green was conspicuous by his absence. Maybe RR/GM don't jell ??

#####

Looked over the plans of the Motor Museum. Wow!! This is more like it - A'La Harrah's Reno. We are looking forward to the Opening Day. Watch this column for the date.

#####

Top marks Michaelangelo Bendeich for his droll commentary and terrific slides shown on Presentation Night. Most unusual shots - must have been the first time we have not "nodded" off when looking at "home slides". Well done Mike and Denise.

#####

We heard that the reason Kenny Moss didn't attend the Anzac Night Club Meeting was that when last seen Mossy was "draped" over the Cenotaph.

#####

Who was the member when at Canberra at Easter drove up behind "Dollie" and gave her a long low wolf whistle only to have the "Dollie" spin around and give our "wolf" a withering look. You guessed it - the "Dollie" was a long-haired bloke. Hmm !!

#####

When asked if he was taking a "puddler" with him to Lightning Ridge, Roberto Baxter replied "No! I'm leaving the Calthorpe at home."

THE AIR-COOLED FRANKLIN

The question of comparative values of air cooling - water cooling of automobile engines has been a subject of controversy and discussion between technical engineers and laymen alike since the advent of the automobile.

The Franklin Automobile Co. of Syracuse, New York had been an advocate of the former since production began in 1901 and their vehicles were probably the world's most successful air-cooled cars before Dr. Ferdinand Porsche introduced his equally controversial but also very successful Volkswagen.

To prove the practicability of their vehicles to a sceptical public and to dispel the opposition critic of the day they masterminded a plan in co-operation with their dealers spread throughout the length and breadth of the United States whereby each of 116 Franklin Six Thirtys would make a nation-wide demonstration run of 100 miles, driven throughout in low gear.

Taking cars from stock with no special attachments of any kind it is recorded that each of 116 Franklin dealers on September 24th 1914 drove the cars the required distance of 100 miles in low gear without once stopping the engine.

This then unparalled feat was performed in 116 different locations under all sorts of varying road and weather conditions, the average oil consumption being 1.2 gallons per car.

Some of the most severe roads then known to motorists were chosen, e.g. at Colorado Springs the route led by way of Dead Man's Canyon, and Ute Pass to Cripple Creek. The finish was at Tenderfoot Hill, 10,500 feet above sea level.

In Denver a Mr. F.C. Cullen, four hours after starting was 11,500 feet up. The worst roads and mountains within 100 miles of Denver were traversed to a finishing point at the top of Lookout Mountain.

At Wilkes-Barre, Pennsylvania Mr. W.S. Lee finished a hard run by climbing Giant's Despair, a then well known testing ground.

At Pittsfield, Massachusetts the demonstration finished at the top of Jacob's Ladder, Springfield, Massachusetts, at the top of Mt. Tom, Newburgh, New York at the top of Storm King Mountain, Los Angeles, California at the top of Wilson's Peak, 5,800 feet above the sea and at Kingston, New York, the Catskills were climbed.

Norwich New York used three gallons of oil the reason being a broken sight feed pipe.

Pittsburgh, Pennsylvania and Tulsa, Oklahoma had ignition trouble which harassed the drivers and caused the former to finish after 95 miles.

Beaumont, Texas also did not finish having run short of oil at the 96th mile, which caused a big-end to burn out.

The next year, 1915 another low gear demonstration run was arranged. Using one car and starting from Walla Walla, Washington State a

successful drive was made through Oregon and California to San Francisco, 900 miles south.

In addition to air cooling Franklin designers believed that with light weight goes flexibility and resilience instead of jarring. Thus they continued until 1927 to use a laminated-wood chassis frame and full elliptic springs both front and rear.

Franklin like many other manufacturers of exclusive vehicles failed to survive the competition following the depression years and closed their doors to automobile production in 1934.

GEO. A. ROBERTS.

SEE VICTOR JACOB'S COMPREHENSIVE INSURANCE SURVEY QUESTIONNAIRE (AFTER PAGE 14.)

* * * * *

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

FOR SALE: 1909 Hupmobile Roadster complete and fully restored.
Not registered. Price \$5,000.

- GEORGE KING,
19 Kangaroo Pt. Rd.,
Kangaroo Point,
Sylvania. 2224
522.7108

* * * * *

Extract from: "The Motor", 9th September, 1913

Shades of the "Around Australia" Trial - Marlborough/Sarina Stretch

Napier Cars in Australia.

In view of the interest being taken in the question of special design of cars for Colonial conditions, the following extract from a letter received by Napier Motors Ltd., is worth quoting:

The driver of the car in question is a Mr. A. Taylor, and his references are to a motorcar trip just completed by the Minister for the Australian Railways, together with the engineer, in their 45 h.p. six-cylinder Noiseless Napier.

"We left Rockhampton at 4.15 on the Wednesday afternoon, arriving at Alligator Creek at 5.45. The roads were very fair until Tuloomba Creek was reached. Here the water was 2½ feet deep, but the car had no trouble in getting through. The car is marvellous in water; you could not believe she would get through on her own power. After this it was very good going until we arrived at St. Lawrence. We arrived here at 1 o'clock in the afternoon. Then on to Carmilla Creek by 4.50. This creek appeared a big obstacle, for the water was 3½ ft. deep and about 60 yds. wide, and the bottom beset with large boulders. However, the Napier almost seemed to know what was required

of it, and got through in splendid style. Plane Creek has 2½ ft. of water and a very heavy sandbank on the northern side. It was in this vicinity we met Birtles with his engine taken apart. He has now had several trips through the whole of Australia, and he expressed his opinion that this was the worst road he had ever come across in Australia. He was greatly surprised to know we had been successful in getting through, and took a cinematograph picture of the Napier crossing the river. This completed our trip, but, of course, we had to return again over the same country we had traversed on the way up, so you will see that the Napier had no mercy at our hands in any way. As an instance of the class of country traversed in crossing two of the creeks, the water ran over the driver's feet ¾ ins."

Extract from: "The Motor", December 12, 1911

Making a Road in a Day

The feat is American, and has been planned for this month by the road enthusiasts of Oklahoma. By common consent, 1800 volunteer workers with 1800 teams of horses will concentrate for one day in making a road across Lincoln County. Farmers and business men are co-operating in the work, and not a penny of actual money will be spent on the task, for the people who are not giving their services are supplying materials. The road will be 30 miles long, and half of it will be laid with asphalt and macadam specially suited for motoring, whilst the other half, in deference to the wishes of the farmers, will be built of sand and clay, as this surface suits their unshod horses best.

Extract from: "The Motor", July 25, 1911

Remedy for Fierce Clutch

In the 11th July issue of "The Motor", "J.W." in "Information Bureau", complains of a fierce clutch. It might be of use to him to know I had just the same trouble with my car, which was also a new one, last year. It did not make any difference how much I oiled the leather, the car always went off with a jerk. I inserted some thin pieces of metal - tin, in fact - under the leather, that is, between leather and cone, and I find this plan has cured the fierceness. I have been using the car since Whitsun, and I can get away gently and without a jerk at all. Also, in changing gear, the car does not start off with a jerk when clutch is let in.

Extract from: "The Motor", 12th September, 1911

The Glidden Tour

In order to popularize this tour, many of the technicalities have been eliminated, and it is hoped by this means to attract more every-day motorists. Some of the civic authorities have decided to improve the roads along the route, which will cover about 1,370 miles. The tour will start from New York on 14th October, and will occupy about 12 days. No day's run will exceed 200 miles. The route will be in a southerly direction.

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COMPREHENSIVE INSURANCE SURVEY

It is the club's intention to obtain for members the best possible Comprehensive Insurance Rates for your Veteran Car.

In order to do this it is necessary to find out how many cars are insured under a Comprehensive Policy (NOT 3rd Party Cover) - their value and claims history.

Please fill in the questionnaire and POST TODAY so as this survey can be quickly completed.

To: Victor Jacobs,
338 Botany Road,
ALEXANDRIA. 2015

My answers to the questionnaire are:

Year Model	Year insurance first taken out.....
Make of Car	Number of claims made.....
Body Style	Value of claims.....
Veteran Car Regd. No.	Have you any other policies (excluding 3rd Party) with this Company - if so, state type of policies
Name of Company insured with.....
AMOUNT of Insurance Cover....\$.....
Total cost of insurance excluding Stamp Duty.....\$.....	
Is there an excess clause on your Policy.....	

If a company insured your veteran on attractive rates, would you give them other business too?

Other remarks and suggestions:

NAME OF MEMBER: 'PHONE NO.

ADDRESS:

