

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

SPIRIT AND POLISH

MERRY CHRISTMAS TO ALL!



LEN SHEEN'S 1914 HUMBER



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

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PRESIDENT'S CHRISTMAS MESSAGE

Christmas is here again! How the years get shorter the older one gets. What does the spirit of Christmas mean to us? A time of good will? Perhaps a time for relaxing? Whatever it is to us as individuals, it is a time of busy activity for a number of club members - parties to organize - registrations to renew - cars to inspect - Santa Clauses to deliver - even being Santa Claus! Come to think of it, isn't this the spirit of Christmas when people volunteer their own time for the benefit of others? Taking this a step further, we have people doing this sort of thing for the whole year! Christmas for the whole year? Not quite, but in spirit. Will you be a volunteer for 1971?

MERRY CHRISTMAS AND A HAPPY NEW YEAR TO ALL - AND DRIVE SAFELY!

- ALLAN FOY

Here we are, already at the Christmas era, which precludes a New Year by only one week. How quickly Christmases and New Years come round! It is that period of much make believe, covering such things as a hale and hearty old gentleman with the most prolific and whitest of covering for his head and face, never grown by man in a month of Christmases; covering also his terrific capacity for passing over a far greater area than the modern "representative of proven ability" in "prestige employment" of a "rapidly expanding company" on an "envisaged salary of \$10,000 p.a., plus car, liberal superannuation, and four weeks holiday per annum"; to say nothing of a 'loaves and little fishes' capacity for pulling prodigious numbers of assorted cross sections of toys from a voluminous bag, without, be it noted, apparently damaging any of them, not even those at the bottom of the conglomeration.

But with all this bundle of words, which, we must admit, covers a bit of sarcasm, we wish it to be known that the sentiment which the aforesaid

old gentleman represents is no make believe from either the world as a whole, nor from the editor as an individual. This bundle of words is merely the background to what we think of when we wish all senior members a conventional Christmas Season (with a hope that they will enjoy every drop of it), while we wish the juniors, members or not, a Merry Christmas and a Happy New Year.

EDITORIAL

What is over that hill?

Hundreds of years ago, and indeed for hundreds of years, man both individually and collectively, has asked this question - What is over that hill? Where does this river lead to or come from? What about Columbus and others, who disproved the widely held view that if one sailed on and on till one reached the horizon, one would fall over the edge. And let us not forget the prowess of our old friend, James Cook, late deceased, who found Australia for us. We will 'Endeavour' to ignore the fact that there are times when we feel that he would have done us a great turn by letting the abos. have the place! There was Benjamin Franklin, who wondered if lightning really was electricity, and James Watt who conjectured that there must surely be a degree of power behind steam if it was able to lift the lid of his mother's kettle as it stood on the stove with its contents boiling and he set to wondering how this energy could be harnessed to assist man in his daily chore. Then of course, why not use this power to push ships along, instead of waiting for favourable winds or going off course in order to obtain them? This brought man's horizons closer and more quickly reachable.

So, having moved as quickly and easily as he was then able over land and sea, the thinking and experimenting of Hargraves and Orvil and Wilbur Wright started man to wonder why he kept floundering slowly over land and water. Why not try flying over both these elements? Ever so much quicker and one could go very much further 'on one fill'.

But while all this is going on, a very sinister actuarial and ecological fact is rearing its ugly head. Population! Through research, man becomes aware of the fact that on the planet there are too many of us. At the present rate of increase, in 37 years time, the existing population will have doubled. One of our newest advances has been responsible for this situation, that is, medical science. Maybe world population increases at a relatively standard percentage. What has taken place is a general increase in life expectancy. We save millions of babies and mothers, and have increased wildly the longevity of the average citizen. It is surprising to recall that not so very far back the average life expectancy was only 35 years! Incredible, isn't it? On a world basis we are killing off hundreds of thousands of people with man's new-found mode of fast, exhilarating, Jones-beating personal transport.

And now a young, brand new, forward looking astronaut tells us quite seriously that man will have to make a determined effort 'very soon' to spread to another part of our immediate galaxy, as we have explored the whole of this planet and have seen what is over the top of most hills.

JIM SIMPSON,
Editor

REPORT OF NOVEMBER MEETING

Before the business of the meeting started, the President, from the chair, welcomed three visitors, namely Fred Hemming, Jim Campbell and Phillip Campbell.

Len Sheen reported that enquiries made since last meeting had shown that essential theme of the leasing of Railway property is that the rent charged is ascertained by striking a rate of 8% of the V.G.'s value of the area concerned. It was pointed out immediately that none of the properties in the category that the Club wants have a value less than \$10,000, which would require a return to the Department of \$800 p.a. And that is a minimum amount, of course.

The Treasurer, amongst other detail, reported a bank balance in the Club's account of \$1398.

For the Events Committee, John Corby gave advice and/or reminders of the Ashfield Rotary Club drive set down for Saturday, 12th December. Ashfield Apex and Lions' Clubs have an "event" coming up at the beginning of 1971, while the famous old Blue Mountains Rally will be held on March 6th and 7th next.

Max Roberts reported that there was no activity under the heading of Investigations and Dating.

Peter Kable stated that following the meteorological fiasco of the last attempt at a Trots Night, there was to be a definite running of this invitation on Friday, 27th November.

The Social Secretary - Two Wheeler Jan Sykes, of course - announced that the list for the Christmas Party was now 98 strong. She advised the meeting that the Social Committee was hopeful of staging a Harbour Cruise. Some details still have to be ironed out, and it was anticipated that a further announcement would be made at the January meeting. (While having no wish whatever to be misunderstood, we feel that this 'event' should go 'swimmingly'. Some Stock Exchange wallahs probably see this different form of entertainment as a new 'flotation'. Ed.)

A new full member was announced. He is John Alexander Dunbar, of "Pandora", Walcha. He possesses a 1916 Reo tourer. This vehicle is not mobile - yet. We understand that there is no bodywork to the rear of the firewall. (From this description we feel that it is only a tourer in prospect. It would seem that the owner proposes to fit a touring body. Ed.)

We were pleased to hear from Registrar Max Roberts that the revised Roster is in the hands of the printer, and he added that the completed job should be in the hands of members by next meeting.

The Registration Officer (David Berthon) stated that of the 160 vehicles registered, 38 were presented for the annual inspection for certificates of road worthiness. This seems at first to be a remarkably small number till it is realised that many cars are well away from the city, and could not make it on that day, as well as the fact that many owners had made

their own arrangements for checking.

For the C.V.V.T.M.C., Arthur Garthon announced that their workings had shown a profit of \$99 for the year. Their Buildings Committee is still awaiting answers from member clubs on the question of their opinions concerning buildings. John Lockeridge, Honorary Secretary of C.V.V.T.M.C., was in the body of the hall, and informed the meeting that the Council felt a little concerned over the granting of restricted registrations to so many clubs.

Some talk was indulged in on the matter of registration, permits, concessions etc. The President informed the meeting that he had had talks with the Transport Department on these combined subjects. At the termination of this discussion, Laurie Sykes made his voice heard. He said that the Veteran Motor Bicycle enthusiasts had received, at last, a "permit to move" which remained current for 12 months, as opposed to the one that they had 'enjoyed' for years and was for only one day. His voice seemed to have about it a tone verging on 'disgusted complacency' (are we understood? Ed.) as he grudgingly announced that 'it took 15 years to get'.

Peter Kable spoke of the necessity for rigid inspection of vehicles, and that they must be correct in all regulation details before registration can be effected. A motion put by him was superseded by one put by David Berthan, who included in his motion that all cars should attend Club Inspection Days - probably two per annum - or should make arrangements to have the cars inspected by an "Appointed Club Inspector". Len Sheen pointed out that this ruling should be applicable to this year. In future years an additional (or alternative) inspection day can be designated.

Len Sheen then spoke as Librarian and stated that there had been no library activity, apart from the return of a book (so now, presumably, Hilda can get on with the dusting. Ed.)

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MELBOURNE--SYDNEY RECORD

Have you ever noticed that having been made aware of a particular event, set of circumstances, historical fact or even a new word, that you seem to hear of it quite often thereafter? I'm sure everyone has experienced this phenomenon and I was reminded of it when, having written last month's story on A.V. Turner's Sydney-Melbourne record run, I opened the October, 1970 issue of "The Vintagent" and found a short article on this very subject!

It mentions the fact that inter-city record attempts attracted great interest in the early days but by 1935 public and police agitation put a stop to them (at least the official ones!)

At that time the Melbourne-Sydney record stood to the credit of Don Robertson driving a Graham Paige. His time? An incredible 8 hours 56 minutes - that's an average of 67 m.p.h.!

(Continued on Page 5.....)

Melbourne-Sydney Record, Cont'd.

Some of the other notable records as they stood in 1935 are listed below:

Brisbane to Sydney - Norm 'Wizard' Xmith (Ford)	- 13 hrs. 38 minutes
Adelaide to Melbourne - E.J. Buckley (Hudson)	- 10 hrs. 48 minutes
Fremantle to Melbourne - N. Smith (Studebaker)	- 82 hrs. 55 minutes
Melbourne to Brisbane - N. Smith (Studebaker)	- 60 hrs. 37 minutes

- WARREN IRISH

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DAVID JONES' XMAS PROCESSION

Our cover this month shows Len Sheen taking part in David Jones' Xmas Procession through Sydney on Saturday, 7th November. There's no need to say who his passenger is, I'm sure!

Incidentally, Len, I hope you had your eyes on the road at least some of the time, although obviously you had to watch those marching girls pretty closely to make sure you didn't go too fast for them. At least I presume that was the reason!

I wonder what was in those huge parcels on the Humber - perhaps a few veteran bits?

The Club was well represented in the procession, Allan Foy being the first in the Prince Henry Vauxhall. He was followed by Paul Butler in his "Mini-pram" Austin Seven (how he fits into it I'll never know), Laurie Sykes in his shining Star, Jack Dance took "Tilly" the tantalising Talbot and last but by no means least, behind all those marching girls came Len Sheen with you-know-who.

Our thanks to David Jones who made a generous donation to the Club for our participation.

- WARREN IRISH

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THE 1971 NATIONAL TOUR TO COFFS HARBOUR IS UNDER WAY

I would like to thank all the members who attended the August Meeting at which I WAS NOT PRESENT for voting me to be the one to go to Coffs Harbour to try and organise the 1971 National Tour. It is nice to be asked to do a job but I don't like being bulldozed into something I hate doing, but being a good member, I decided I should go!!

I've tackled the project by corresponding with the President of the Lions Club in Coffs Harbour, setting out exactly what was involved in organising a Tour of this type and seeking their help to do all the organisation. Not only is the Tour of great interest to the people in the town but a substantial amount of money can be raised for local charities, by the display of the vehicles to the public and this was certainly brought home in this year's International Rally to Melbourne. It was finally agreed that I should visit their Club on 23rd November.

Having gained experience from the previous Rally, I realised it was no good trying to organise this Tour unless I drove up in a veteran car. Arthur Garthon, Toby Bent, Peter Cable and Terry Cook, who have been with me on trips down to Albury to organise the International Rally, can vouch for this. As Dr. Reg Jones of Lakemba was operating on "Henrietta", I had no alternative but to take the Fronty Ford.

As no Club member would come with me (I wonder why?), I invited Ian Gay, a farmer friend of mine from Robertson, who wanted to drive in his 1970 Torana GTR XU1, but I told him to come in my car which was the latest super-duper Ford. (I didn't mention that it was the latest model in 1913!!) You can well imagine his shock and dismay when I pulled up at his home in already drizzling rain.

Like my friend, Arthur Garthon, he got in the seat, sat back and sulked and as the rain got worse as we got near the Hawkesbury Bridge, I cursed everyone of the members who were at that August Meeting for putting me in this position. We drove along the Expressway in bursts of 60 to 65 at times and when I pulled into Bob Newman's, as I knew that Alma would invite us in for a cup of tea, we found the back wheel was nearly hanging off. One of the problems in driving in this car! With some hot tea under our belts and full of petrol, we then set sail but only for about 3 miles, when the engine started to boil furiously and we found that the fan belt had melted away. Undaunted, my navigator cut a luggage strap and with a good old pair of pliers and some wire, which I always carry for major maintenance jobs, (that's the benefit of driving a T Model Ford), we made a new one and set sail again. The whole trip covered about 1,200 miles and that fan belt is still doing a sterling job. Being part of a luggage strap I must have the only fan belt in existence with holes in the centre and when people query it, I say "it's for ventilation purposes"!

The suggested itinerary at Coff's Harbour is set out on Page 12.
(Some of it is printed on Page 7, but to avoid confusion this is repeated on
Page 12.)

Thursday 3rd Sept. 1971	Tour to be organised by Lions Club.	Smorgasbord Dinner. Presentation of prizes at the Bowling Club or R.S.L. Club etc. Completion of Tour.
Friday 4th Sept. 1971	Golf, bowls, fishing, tennis etc., for those remaining during the day.	Free night.

The Lions have undertaken to display the cars at the Showground which is close to the centre of the town and it has covered parking for practically the whole contingent. They have also undertaken to print souvenir brochures, handle all the accommodation requirements from motel-to hotel-to caravan parks, luncheons on the Tour Days, courtesy cars from the display point to the hotels/motels etc., provide night watchmen and other helpers and arrange honorary membership at the bowling, golf and R.S.L. Clubs. In addition, they are going to organise a Banana Plantation Dance which should be something very unique.

From what has been arranged, the 1971 National Tour to Coffs Harbour should prove a most popular one and more details will be published on this in later bulletins.

It took us just over 1½ days to get to Coff's Harbour, and then we started the tough, arduous, hard, gruelling drive back to Sydney which took just on 12 days. What with golf at 6 a.m. each morning, a late breakfast, swim before lunch and taking all the local girls for a drive in the afternoon, then grog up past midnight, it was really hard work but with tremendous stamina and condition we were able to fight the elements and battle our way back to Sydney. Imagine my horror and shock when I received a cable from Allan Foy to say that all my expenses were cut off - it just isn't fair!

Of course the press and radio stations did not leave us alone and in all the big towns the Fronty was photographed which provided good publicity for the coming Tour. As you all know, Bill Spraggo has the reputation of being the most photographed bloke in the Club and he would have been in his element on this particular trip.

The Tour is designated to coincide with the school holidays and therefore accommodation will be at a premium. Those who dilly-dally around will have to sleep under the banana trees, but I can assure you all that the local Lions have got it really organised to turn on the hospitality for the Veteran Car Club in 1971. See you there eh?

- VICTOR JACOBS

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AN EARLY ROAD GUIDE

We have been handed a blocky little book by Jim Wilson. That is, handed to us by Jim, not written by him. It measures 5¼" x 4" and is 1½" in thickness. As we have become used to road guides opening flat and being very easily referred to, it came as a surprise to learn that it was, in fact, a road guide. The suburbs occur in alphabetical order, and the streets of each suburb also are shown alphabetically. But in order to find a street, it is necessary to look all over the map till the required street is spotted. In the lists of streets, the reference for each one is that it runs from one street to another. Picking out one at random, we open up at page 313, which states that in Hurstville, "Belmore Rd. runs from Bridge Rd. to and past Dumbleton Public School, Broadarrow Rd. and Municipal Library". Chasing this a bit further (we are, supposedly, still trying to find our way round!) we read: "Broadarrow Rd., off Bauman's Rd. (Peakhurst) to Belmore Rd." Now to a traveller from the north side that should be about as clear as old sump oil.

The front cover is missing, and pages I-VI. Page XV devotes itself to an introductory statement, showing the book as:

WILSON'S AUTHENTIC DIRECTOR
Sydney Suburbs

22nd year of issue

1924

22nd year of issue

CONTAINING

Street Directory and over 100 guide maps of city,
Suburbs and Blue Mountains, N.S.W., and General
map of Sydney and Suburbs

and list of Arcades, Banks, Chambers, Churches &c.

Price 4/6

Wilson & Co. 2 O'Connell St., Sydney. Tel. B2043.

There is quite a cross section of advertisers, the greatest bulk of whom are Estate Agents. There is a goodly number of car agents and car repairers, bodywork and hoods, rather than mechanical.

Page VII is devoted to a full page advertisement for the retail establishment of an early car enthusiast, namely Marcus Clark. He imported a few cars in the early days, including the Bedelia. The advertisement states that the firm was an agent for "Chandler Six and Cleveland Six Cars". The Chandler, of course, was the heavier vehicle, and was fitted with what the manufacturers called the "Pike's Peak Motor". In the early days Pike's Peak was always considered a test of any vehicle. Its height is 14,108 ft., and the Chandlers fitted with this particular 6-cylinder engine were able to reach the summit while still in top gear. Don't forget that since the early 'twenties marvels have been worked with road surfaces and grades. Ask Mossie - he's been there! The Chandler, by the way, was the standard heavy job of those days, while the Cleveland was virtually a lightweight Chandler.

The Arcadia Hotel in Pitt Street, and going through to Castlereagh Street, used the whole of pages X and XI. Lucky were the guests who made

use of the Hotel Arcadia, for "the luxury of the Public Rooms, viz., Drawing, Smoking, Ladies' Boudoir etc. will be found quite up to modern requirements. Up-to-date fire escapes are installed. Page XI carries a photograph of the hotel, with what appears to be a Caddy Tourer outside, standing just behind a flat top dray, and no parking meters or parking restriction notices.

Page XXV carries an advertisement for Miller Bros., 51a Castlereagh Street, Sydney, under the words: "Motor Car Upholsterers, Dust and Seat Cover Manufacturers. New Hoods. Envelopes, Lamp and Tyre Covers."

Page XXX was paid for by "Charles Sprod, Steam Boilers, Steam Pipes, Hot Water Pipes etc., covered with asbestos non-conducting composition. Refrigeration and Ammonia Pipes covered with cork or felt insulation."

We find page XXXI has a great advertisement. "Beacon Lamp Co., Makers of dome mudguards, D Shaped, any pattern to fit car; also Lamps, Petrol Tanks, Generators, Silencers and Body Panels. We specialise in Repairs. Lamps for Sale. Garage in rear 4 College Lane, Francis Street, Hyde Park. Tel. Wm. 850. Look out for Patent Fool Proof Bath Heater." (The use of the words "Look out for" have us a bit intrigued. Does this imply, we wonder, that if it starts fizzling, poke the fingers into the ears and run for your life? Or do you keep your eyes peeled when in the precincts in case you spot one? Ed.)

The fellow we can't do without - they catch us eventually. Page 1 advertises "Charles Kinsela, Undertaker" (Not a funeral director' in those days, just a plain 'down to earth' as it were, undertaker. Ed.) "Motor Funerals - All glass hearses and Limousine Cars or Horse Vehicles as required." (Reminds us of a remark, being a cross between approbation and sarcasm, which was passed to our paternal parent on his acquisition of a 1923 Buick which could be throttled down to walking pace in top gear. "Good funeral car" they used to say, "Top gear behind walking horses." Ed.)

Page 8 shows a photograph of a hefty 5-ton capacity Leyland with discs and solid rubber tyres. That's all right, but it is fitted with a "bus body, along the side of which are the words 'Potts Point to Central Railway'." She must have given a jazzy old ride! Specially when nearly empty.

At page 64 there is an inserted sheet on green paper. Goodness knows what that high class bit of advertising cost - probably 3/4d. for 1000 sheets. It is Fred Rushton, a well known name of those days, and his specialty was "Hoods and Seat Covers correctly fitted". In addition, his opening words were "Appearance and comfort are an absolute necessity to the motor owner of today." (Unless he drives a Defect, of course! Ed.) But the interesting part of the advertisement is: "Cars repainted and revarnished." This, as we stated in the beginning, was 1924. We well remember that particularly during typical east coast Christmas weather, a car which had been varnished recently gave off a delightful aroma, caused by the heating of the resins in the varnish. It still brings back nostalgic memories. Sulkies were treated the same way. We have all heard of "coach varnish", of course.

The fact that horses were still in use is shown by an advertisement on page 66, under the firm name of "Watson & Bond, 337 Sussex St., Sydney. Saddle, Harness and Collar Makers. Repairs a Specialty."

Page 102 advertises a firm of carriers sporting a 'customer-influencing' name, to wit, Swindells and Faulks. What a name to enter business with! But then, for ourselves, since moving to a different area we deal from a grocer by the name of Crook. And he was the one who said it was a terrible name to have when running a business. However, what's in a name? They depict a 'modern' motor transport, namely one of the very widely used alligator bonneted International, fitted with solids all round.

And so it goes on, till we reach page 144, where Hugh Macready Ltd. announce the furnishing of a three-roomed cottage "from £35" (\$70. Ed.) At that price one wonders what the cheapness stems from - low quality timber and workmanship, or a bare minimum of necessities.

Page 178 shows "F.K. Martin's IS Lime", implying presumably, that the opposition's product is not lime. Anyway, his business was such that he had two single horse drays, with the same old widely used International between them, round which the staff of five were draped.

An interesting advertisement on page 190 is "J. Stewart, Builder of Motor Buses and Commercial Motor Vehicles. Coachbuilders and Wheelwrights. Tyres cut daily."

In the actual directory department the suburbs occur in alphabetical order, and the streets of each suburb also, are shown alphabetically. But in order to find a street, it is necessary to look all over the map till the required street is spotted. In the lists of streets, the reference for each one is that it runs from one street to another.

NEW ZEALAND RALLY 1972

We have in our possession an excellent brochure, forwarded to us from the organisers of what is to be known as the "13th International Rally 1972 N.Z.", together with the October/November 1970 issue of Beaded Wheels. Excellent in both its presentation and its scope. It is on glazed paper, with no fewer than 35 coloured photographs and 2 sepia (brown) prints, with the centre double page comprising a map of N.Z., giving the locations of 40 cities and towns, which will be those involved in the itineraries. The outside cover, a continuous picture round the binding, gives a clear colour close up of the radiator and headlamps, with one side lamp, of a Maudsley. The radiator is circular, very much after the manner of the Delaunay Belleville and Spyker.

The opening page explains that the Rally is to be a "Birthday Party" to celebrate the Silver Jubilee of the Vintage Car Club of N.Z., Inc. They go on to say: "We wish to have as many of our friends and fellow enthusiasts as possible to help us do justice to such an occasion and place on record at the outset our thanks to the F.I.V.A. for the privilege of being invited once again to stage the International Rally for 1972....."

"Because this is a Birthday Party, we have no intention of limiting entries in any way and to do this we have had to abandon the "competitive tour" type of event, so successfully pioneered in 1965, because this is impossible to run without some limitation on entries.

(Continued on Page 11.....)

"The event is designed as a 'Monte Carlo' type of competitive rally with routes and time schedules arranged for every kind of Vintage, Veteran and Historic motor vehicle.

"No less than 12 starting points can be chosen from which 37 different routes cover the entire country, giving entrants the widest possible choice of motoring, to arrive at the final venue approximately midway between the country's extremities."

The next article explains that the Maoris were exceedingly primitive, even up to 1770. They had had no use for even a wheel. So that up the years they built no roads. And there is not an overabundance of roads yet. The white man was soon aware of the presence of gold, and migrants flocked to the place in search thereof. A little over 60 years ago 'overseas intelligence' brought news of the development of horseless carriages. Soon the first of these chuffing curiosities arrived in N.Z. It was really this event which opened up the Dominion, and gave the people the scope to learn what a beautiful country they had.

Then follows a run down of the host club's origins. Very interesting, really. It seems that the Vintage Car Club of N.Z. is unique amongst the wide brethren of Vintage, Veteran, Antique and Classic Clubs, in that it has its origins in the enthusiasm of youth instead of the nostalgia of age (What a virtual 'slap in the eye' for some of us! Ed.) The N.Z. movement owes its existence to the post war shortage of parts, tyres, and indeed, of complete vehicles, which induced a band of eight students at Canterbury University, Christchurch, to join forces for mutual assistance and social competitive motoring. One evening in August 1946, in the Students' Association rooms, the VINTAGE VEHICLES ASSOCIATION was born. No contact with other overseas organisations had been made and it is interesting to note that the age limit of members' vehicles was 31.12.1927, the reason being that this date marked the demise of the Model T Ford, and, generally speaking, of the flat tank motor cycle era! To those students, anything later was 'modern'. (We can see quite a band of T owning members poking out their chests, and Laurie and Neil doing quite a bit of cluck-clucking for the bikies as a whole! Ed.)

A couple of years later the members were taking interest in better cars of the vintage era, and became interested in veterans.

And let us remind you that the Kiwis have lost one vehicle to Australia - the Hurler. But the fact that her owner - David Manhart - has come here with her certainly alters the case.

We could go on for quite a length, giving a wealth of detail of the "13th International Rally, 1972, N.Z.," but we feel that it would serve no good purpose at this stage. This article is really an introductory one, and not intended to give every minute detail.

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1971 National Tour to Coffs Harbour. Suggested itinerary at Coff's Harbour:

<u>Date</u>	<u>Day Time</u>	<u>Night Time</u>
Sunday 29th August 1971	Arrive	Informal Get together at the Bowling Club.
Monday 30th August 1971	Casual Day. Organise a short tour for those who have already arrived, as it is believed others will be arriving during the day. Charity Drive by taking senior citizens for a one-hour drive at say 3 p.m.	4.30 p.m. Suggest Civic Reception by Mayor. Free night.
Tuesday 1st September '71	Visit a banana plantation - say 40 mile drive there and back.	A Banana Plantation Dance.
Wednesday 2nd September '71	Tour to be organised by Lions Club.	Free Night.
Thursday 3rd September '71	Tour to be organised by Lions Club.	Smorgasbord Dinner. Presentation of prizes at the Bowling Club or R.S.L. Club etc. Completion of Tour.
Friday 4th September '71	Golf, bowls, fishing, tennis etc. for those remaining during the day.	Free Night.

Is it the bounden duty of an honorary editor (or any editor, for that matter) to write up every detail of events?

while

We find as much detail as we can, /joining in the fun of the event, so that it is quite likely that some points will be missed.

How is it that when numerous happenings concerning various members are written up, the Editor receives no recognition of them? No! That is wrong - some members have made some comment personally to the Editor. But it does have a tendency to deflate him when he has it pointed out to him that he missed an important item of news. That is, important to his informant. It makes the Editor wonder if, with some members, the detail that he finds and writes up is really worth it. It makes him wonder if such members take on these events for the sake of some limelight or for the sheer joy of using the old cars.

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A.V. TURNER

In his article in November SPIT AND POLISH, Warren Irish asked for any information on the life and doings of "Archie" Turner.

Records of his prowess as a record breaker can be found in various appropriate books, wherein it will be shown that he had many successes with Vauxhall. To the best of our recollection it was prior to 1930 that his successes had been so great that Vauxhall Motors presented him with a Sports Tourer - probably a "Thirsty" - with aluminium bodywork and tapered deck extending some 36 ins. beyond the rear squab. This was covered with varnished planks, each approximately $\frac{3}{4}$ " in width. This model was known as the Wensom Vauxhall.

Only one other item can we recall, and it is, unfortunately, a sad one. When his record breaking days were over, he played tennis fairly consistently at Manly. One afternoon there was a change of players on the court, leaving participation in a game to two players, Archie Turner and a young fellow. They decided to toss a coin to see who would play. Turner lost the toss, and instead of sitting about to watch the game, decided on a short run in his car, which, to our recollection, was a Sports Alvis. He suffered a driving mishap of some sort at a corner. The car went off course, jumped the gutter, ran into a low picket fence, of which two or three panels were destroyed. The car was badly damaged, and, following on his many thrilling, and at times supposedly slightly dangerous record breaking runs, Turner was killed!

It could be said, we suppose, that his life hung on the toss of a coin!

But what a tragic and disappointing end to the life of a record breaker. At least it can be said that he lost his life doing what it might be supposed that he liked doing most - driving a motor vehicle.

- EDITOR.