

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—Category B.

SPIT AND POLISH

● NOVEMBER, 1974, VOL. XVI, No. 5

● PRICE 40 CENTS



This is the very first motor car to have run on the roads of Australia, a 3½ H.P. De-Dion Bouton Voiturette purchased in Paris in 1899 by Mr. W.J.C. Elliott and landed in Sydney off the M.M. "Ville de la Ciotat" on April 27th, 1900. In the car, Mr. and Mrs. W.J.C. Elliott.

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

134 QUEENS ROAD, FIVE DOCK 2046

1974-75

OFFICE-BEARERS

PRESIDENT: L. K. Sheen, Ph. 42 4198 (Home)

VICE-PRESIDENTS: R. A. Foy, Ph. 449 1524 (Home); G. A. Roberts, Ph. 371 8626 (Home)

HON SECRETARY: J. Dance, Ph. 634 1336 (Home)

HON. TREASURER: W. McCarthy, Ph. 798 6941 (Home)

COMMITTEE:

R. C. Baxter

J. Burke

D. A. Berthon

S. H. Goodman

R. Petersen

EVENTS COMMITTEE: J. Burke (Chairman), Ph. 533 5625 (Home)

BUILDING COMMITTEE: S. H. Goodman (Chairman), Ph. 50 8550 (Home)

INVESTIGATIONS: G. A. Roberts, D. M. Roberts

REGISTRAR: D. M. Roberts

REGISTRATIONS OFFICER: M. Bendeich, Ph. 639 5897

INSURANCE OFFICER: V. Jacobs

VEHICLE RECORDS: J. Thorpe

C.V.V.T.M.C. DELEGATES:

L. K. Sheen, R. A. Foy, G. A. Roberts (Alternate)

SOCIAL SECRETARY: Mrs. G. King, Ph. 522 7108 (Home) MEETING ENTERTAINMENT: D. Berthon

LEGAL OFFICER: E. L. S. Hall

"SPIT AND POLISH" PANEL: R. C. Baxter (Chairman), Ph. 522 9661 (Home); E. Lang, Ph. 579 5790 (Home);

J. and F. McGowen, Ph. 50 8536

CLUB HISTORIANS: A. Rose-Bray, R. A. Foy, G. A. Roberts

RESEARCH HISTORIAN: G. A. Roberts

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AUDITORS: W. V. King & Associates

PUBLIC RELATIONS: R. A. Foy

1974-75

CLUB MEETING DATES

1974

SEPTEMBER Thursday 26th

OCTOBER " 24th

NOVEMBER " 28th

1975

JANUARY Thursday 23rd

FEBRUARY " 27th

MARCH " 27th

APRIL

Thursday 24th

MAY

" 22nd

JUNE

" 26th

JULY

" 24th

AUGUST

" 28th

SEPTEMBER

" 25th

OCTOBER

" 23rd

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. XVI, No. 5

NOVEMBER 1974

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The November General Meeting will be held at 8 p.m. on THURSDAY, 28TH NOVEMBER, 1974 at the V.C.C.A. (N.S.W.) Clubrooms, 134 Queens Rd., Five Dock.

NOTE: Cover caption is reprinted as typed below the photograph that was from the Elliott Family Album. It is far from being the first car in Australia!

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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



Well, it's open - the Motor Museum - it just happened with a minimum of fuss. It must have been the non-event of the year. The Grand Opening held on a Friday ??? The business on the new Club Roster we hope the battle of will or we or won't we include the Victorian and South Aussies against their will, is resolved, before the cost becomes astronomical.

Jimmy Simpson is on the right track in suggesting that cars on club registration should attend at least one run per year, the club in obtaining and having the trouble to handle this concession should be paid the compliment of seeing all club vehicles on plates at least once a year and we don't mean at Inspection Day. How's about it chaps? Rally to Jim's excellent suggestion.

It's just not going to seem the same not seeing Jack (Hon. Sec.) Dance gracing the podium on club meeting nights, as we all know Jack has donated a lot of his retirement to OUR cause. We hereby wish Jack and his patient wife, Billie, all the best in Jack's second retirement.

E.J.L.

WELCOME ABOARD - VAL CROSS

Lady Luck waved her wand during our despair when we were looking for a large pair of feet to fit into the boots under our Hon. Secretary's table, recently vacated by Jack Dance - and, bingo! Val Cross has volunteered to do the job.

Welcome aboard, Val, and we hope you may receive as much pleasure in the position as our members will received from your efforts to keep the club rolling along.

R.C.B.

Minutes of General Meeting of the Veteran Car Club of Aust. (N.S.W.) held at the Clubrooms, 134 Queens Rd., Five Dock, on Thursday, 24th October, 1974.

Chairman L.K. Sheen opened meeting at 8.45 p.m.

Present. 50 members and 3 visitors.

APOLOGIES: Messrs. G. Garwood, G. King, D. Swain, G. Williams, V. Jacobs, J. Corby, W. Maunsell, B. Bronk, P. Wards. R. Garth, C. Burke, R. Mc Carthy, A. Garthon, T. Bent and R. Wright.

VISITORS: R. Williams.

MINUTES: Minutes of meeting held on 26th September, 1974, as published, were accepted on the motion of G. Roberts, seconded D. Berthon. CARRIED.

TREASURER: Treasurer's Report as attached was read and accepted on motion of J. Lewis, seconded R. Jones. CARRIED.
Donation of \$50.00 from J. Eisenheur.

CORRESPONDENCE:

1. Law Union and Rock Insurance Co. re withdrawal from motor vehicle insurance.
2. Minutes of Newcastle meeting.
3. Return card from Carl Bendeich.
4. Notice of Change of Owner of Berliet of J. Caskey.

Accepted as read on motion J. Wards, F. Nissen.

CARRIED.

BUSINESS ARISING FROM CORRESPONDENCE:

1. A. Foy reported re insurance. Submission to be made to the Minister for Transport re Government Insurance; could be favourable. A. Foy arranging a meeting with the Minister. Law Union and Rock to be approached to carry insurance for a further 12 months. A. Foy advised that Department of Motor Transport have increased registration fee from \$1 to \$2.

G. Green suggested that a serious approach be made to Law Union and Rock re a further 12 months' coverage.

MOVED R. Baxter, seconded G. Roberts, that a letter be written to Law Union and Rock requesting a further twelve months' period and pointing out that we were the original club to negotiate this insurance and our good record. CARRIED.

2. Resignation of Jack Dance as Secretary.

RESOLVED (D. Berthon, J. Lewis) that this be accepted with regret. Against - R. Jones. No volunteers for the position. Val Cross nominated by G. Roberts, seconded R. Baxter, as Secretary. This motion withdrawn.

MOVED G. Green, seconded M. Roberts, that Management Committee be empowered to select a new secretary. MOTION CARRIED.

Vote of thanks to Jack Dance, moved by G. Green, for all his work done for the club.

INVESTIGATION & DATING:

No new applications.

Dating - Reo, G. Green, 1906.

NEW MEMBERS:

Wife Membership - Nellie Burke, 1 Wren Place, Lugarno.

Assoc. " - Alan Reginald Pearce, 4 Bunradoo Close,
North Rocks.

Both applications accepted on motion J. Simpson, F. Nissen. CARRIED.

EVENTS: Camping Weekend reported as successful.
Ladies' Day 27th October, start 9.00 a.m., Addison Road, morning
tea at Rail Transport Museum, lunch at Bullen's Animal World,
Ladies' Competition at lunch stop.
November 2nd, Parramatta Procession.
November 2nd, Campbelltown Procession.

Letter to be sent to committee for Gynea Procession re no guard on
cars. (John Burke request).

November 10th, Lions Club Outing - 32 cars required.
March 1st/2nd, Katoomba.
December 7th, Flowerdale Shopping Centre.

MAGAZINE: No report.

SOCIAL SECRETARY:

Saturday, 26th, Film Night.
Monday, 18th November, Christmas Night at Music Hall.
Presentation Night, Kogarah Bay.

REGISTRATIONS OFFICER: No report.

REGISTRAR: Request for any last-minute changes for Roster.
Moved E. Lang, seconded D. Steer, that the Roster be printed
excluding the States not interested. Some heated discussion
ensued.
Moved A. Foy that motion be amended to cover a cheaper version of
the Roster for Victoria and South Australia covering their own
states only with a complete Roster for all other states, seconded
G. Roberts. AMENDMENT CARRIED.

GENERAL BUSINESS:

1. Presentation by G. Green for Vintage Sports Car Club of
Australia, of Board of Past Presidents.
Moved A. Foy, seconded E. Lang, that a notice be printed on
the bottom re donation by V.S.C.C.A. CARRIED.
 2. J. Simpson commented on cars not seen for years at outings.
E. Lang voiced support for J. Simpson.
 3. R. Paddle, donation of children's games for prizes etc.
- Meeting closed 10.35 p.m.

Minutes of Special General Meeting held 24th October, 1974. Meeting opened at
8.20 p.m.
Attendance, Apologies and Visitor as per General Meeting.

VALE: W. Trollope - eulogy by George Roberts.

LIFE MEMBERSHIP:

George Roberts and Allan Foy.

BOTH CARRIED UNANIMOUSLY.

Meeting closed 8.45 p.m.

* * * * *

THE END OF A COLLECTION

Reprinted from "Bulb Horn",
September/October 1974.

The recent sale of cars from the private collection of George R. Wallace from Fitchburg, Massachusetts, U.S.A. - recently reported in "Bulb Horn", the Veteran Car Club of America's journal - is interesting and is published for members.

The total amount of the sale over \$500.000 was donated to the Massachusetts Institute of Technology for the construction of a Geophysical Observatory that will detect an earthquake anywhere in the world.

1900	DeDion Bouton Vis-a-Vis Car No. 8, one of the oldest existing DeDions	\$10500
1900	Knox Waterless 3-wheeler	\$14000
1901	Pierce Motorette fully-restored	\$6750
1901	Crest Mobile	\$7000
1904	Stanley Steamer	\$11500
1906	Cadillac Tulip Body	\$13000
1906	Stevens Duryea Tourer	\$21000
1911	Renault 7-pass. Limousine	\$14000
1914	Stanley Steamer	\$23000
1920	Detroit Electric Coupe	\$8750
1925	Packard Dual Cowl Phaeton absolutely immaculate	\$46000
1928	Cadillac Dual Cowl Phaeton	\$40000
1929	Duesenberg Model J Dual Cowl Phaeton (\$80,000 spent on restoration!)	\$207000
1933	Packard Convertible Coupe	\$26000
1934	Rolls Royce Phantom II Convertible Sedan	\$60000

To convert these prices to Australian dollars, take approximately 7/10 - the Duesenberg for example, about \$Aust.145,000.00.

Interesting to see the prices being obtained for the more modern cars as against the veterans, and also the fact that there was only one closed car - seems the trend is for 1920-1930 open cars.

* * * * *

E V E N T S

Well I suppose the major events of the past month have been Ben Bronk's coronary, closely followed by Jack Burke. We all hope, by the time SPIT AND POLISH is posted you, that you are both on the mend.

Sunday, 17th November: 1st Inspection Day (Compulsory). Venues, Len Sheen's and Arthur Garthon's Workshops - as in other years.

Saturday, 30th November: Children's Day at Ground 6, Lane Cove National Park. Modern cars.

Sunday, 8th December: 2nd Inspection Day at Len Sheen's and Arthur Garthon's workshops.

Many thanks to Vic. Jacobs, Vaucluse Lions and those many members who volunteered their efforts to bring countless smiles to a large group of crippled and spastic children on Sunday, 10th November. As my passenger said: "Gee, thanks mister, that was beaut."

* * * * *

S O C I A L

To our two coronary patients, Ben Bronk and John Burke, we wish you both a very speedy recovery.

Sorry to hear Ken Moss had an accident - 38 stitches in his hand; also Margaret Dudley, eight stitches in her finger, cutting a cabbage in the garden she claims.

Hope John Corby is feeling better after his stay in hospital.

On a happier note, our Film Night was a success, thanks once again to Len Sheen and Allan Foy, also my faithful helper, Hilda Sheen.

Hope Billie and Jack Dance are enjoying their long-awaited holiday.

Many thanks to Bob Paddle for his gift of prizes for the children's picnic day.

Victor Jacobs and his Lions' Club friends have done it again; what a wonderful day they turned on for the crippled children. Many thanks to you all.

Urgent Reminder. Don't forget the Children's Picnic Day at Lane Cove Park on Saturday, 30th November, 2 p.m. Would you believe I have only nine children so far. Come on, we must do better than that!

Coming events for 1975:

February - Barbecue.

March - Inspection A.C.I.

April - Presentation Night.

More details next month.

GLAD KING

* * * * *

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

A Letter to the Editor:

I have read with great interest and amusement the antics of the McGowan Brothers and their dilemma in getting stuck in the middle of a creek in their big English A.W. until Henrietta towed them out. It reminded me of a joke I read in a T Model Ford book some few years ago and which I will now repeat. Of course, I have changed the names and the story a little to fit in with this story for the SPIT AND POLISH. It goes like this ----

Just after the turn of this century in America there was a wealthy Scottish oil baron who owned wells all over the country and his name was Jock McGowan. Every day he would be driven from his Country Estate to his office along the cobbled county roads in a big new 1910 model Armstrong

Whitworth by his chauffeur, who was his poor underpaid brother Frank.

Now one day Frank had the near impossible job of driving the car through a wet muddy road and because of heavy rainfall, got stuck fair in the middle of the creek. His millionaire brother Jock smoking his 12 inch long cigar in the back and reading his daily paper, looked up and saw that they had Buckley's chance of moving from the raging water lapping around the running board. The outburst of language directed at poor Frank is unprintable (as only we know Jock can deliver) and tirelessly poor Frank, now up to his knees in muddy water busy trying to pack stones under the wheels was only kept going by the tirade of Mr. Jock sitting comfortably in the back covered by his warm tartan blanket and belching out smoke and instructions all at the same time.

At last poor Frank gave up with sheer exhaustion, but just then they could hear a funny tinny noise getting louder and louder and looking round they saw a small black car coming along the same road. Then through the creek passed them without the old driver even stopping or waving a greeting, right through the creek then on to dry land on the other side. The car came to a halt, the black car backed into the creek - the dear old man hopped out, tied a rope on to the axle of the big A.W. and, gasping with amazement, both Mr. Jock and driver Frank felt their big tank travelling through the water on to dry land.

It was only at this stage that the wealthy millionaire got out of his car and looked at his big car and the little one in front and with bewilderment said: "What is that thing?" When told it was a T Model Ford, he turned around to his brother Frank and said, "Find out where you buy those things - we must get one for our tool box!"

From ANONY-MOUSE !!!

* * * * *

The Editor, Dear Sir:

Down at the Wollongong Rally recently I heard this very true explanation for the name FORD. It is

Fix

Or

Repair

Daily

I was reading a 1915 edition of a well-known country newspaper last week, and the local dealer had an article in it explaining how the owner of a Ford car could accomplish minor repairs, but for major repairs of engine, gearbox, differential, the owner should return the car to a factory-trained dealer as the overhaul of these major components requires the use of several special fools.

Unbiased,

JOHN P. PICKUP

(I am sure that it is a misprint - the word "special" I mean. Ed.)

Extract from letter to Eric Lang:

Culver City, Calif.
9.17.74 (Yes! This is the
way Yanks write the date.)

Dear Eric:

I've drove the T again to Dearborn on the "National Tour" by the Southern Route in June. I travelled thru' Calif., Arizona, New Mexico, Texas deserts. The first day we travelled more than 1,100 km and next day I was in Fulton, Missouri, 1855 km from home. Met the rest of the gang here. It was hot and humid the first 2 days, but the weather was beautiful - low 70°. Later on we also stopped at "Indy 500" and ran our "T's" around the track. The following day we drove on to Dearborn; the wind and rain was terrible in the State of Indiana.

We spent the whole week in Dearborn and what fun and enjoyable tour it was, one day at the tour we had more than 200 "T's" at one outing and more than 400 people at each dinner, meetings, banquet and award nights - that's a lot of people.

After the National Tour I drove on Interstate 94 thru' Wisconsin and down Iowa into South Dakota, Wyoming, Montana, Idaho, Washington then "Expo 74" in Spokane, Washington, then stayed overnight with a friend in Redmond, Washington. Toured with the club there and finally came home. Took a lot of movie pictures in sound, this time total mileage travelled on this tour 7,100 plus - I have driven my little 26 model T Ford Roadster Pickup better than 120,000 miles. It still sounds great, but losing a little power.

Take care, and thanks again for everything - always and just

BEN YUMORI.

P.S. The run to Dearborn, Henry Ford's birthplace, is like going to MECCA and a must for every T Ford enthusiast. This run is limited to 200 cars and has just as many on the waiting list. The rally is conducted by the Model T Ford Club of America. E.J.L.

* * * * *

8-HOUR WEEKEND ON THE COLO RIVER

It's a pity the Events Committee turned a blind eye on the weekend at Colo, and in so doing presumed the weather there was the same as in Sydney! In actual fact, it wasn't and those who did attend, the Roberts, Thews, Garths, Wards and Wards, Newmans, Coulchers, Quarmbys and Garthons - had a great weekend.

After settling in on the Friday night, Saturday turned out a beautiful warm, sunny day which we spent lazing on the sandy river bank while the children swam and boated and jumped into the river from the swing off the willow tree. Some wood collecting by the fellows during the afternoon assured a great camp fire at night, with a sing-a-long to go with it.

Rain fell during Saturday night, but eased before morning and the coals in the fire were still sufficient to cook breakfast! Some fire! Sunday was cool and dull, but not sufficient to prevent the young 'uns' water activities. A visit at lunchtime from the Robert McCarthys and the Sheens and Max Roberts' mother and sisters and later by the Godfreys made the day pass

all too quickly. Another, even bigger, campfire (necessitating still more wood collecting and chopping) was enjoyed on Sunday night and much enthusiasm followed with everyone cooking twists in the coals (these are made by wrapping coils of dough around a stick, cooking till done and filling with honey and butter - scrumptious!)

More rain during Sunday night, but the sun managed to break through next morning and dry up all the tents and annexes before they needed packing away. Everyone left by 3 p.m. after what was a weekend of good fun and fellowship.

First prize in seamanship goes to Capt. Pam Roberts and navigator Judy Thew for their Leyland Bros. stunt on Monday, rowing 8 miles down the Colo River in 22 hours. They picked up a couple of li-lo drifters on the way, who came in blue with cold! David Roberts arrived an hour later (just before the search party was launched) also blue with cold!

Many thanks to hosts Thelma and Des Anderson for their hospitality.

VAL. GARTHON

* * * * *

A letter to Victor Jacobs:

You know, Victor, I learned a hard lesson during the 1963 Katoomba Rally - I had great delight in making fun of Laurie Sykes who spent endless hours coaxing a reluctant Pope Tribune up the mountains and back again.

Shortly after leaving the lunch stop at Penrith on the Sunday, I broke a tailshaft - I declared then and there "never make fun of my associates" - something always happens.

Tell me, Victor, is it a secret, or can I tell the world that you blew the diff. up on the "Yellow Peril" on the way back from Adelaide, down Nowra way.

It doesn't pay, Victor, and thanks to George Roberts in my battle against American "Black Iron".

JOCK MC GOWEN

* * * * *

EARLY HISTORY (MOSTLY AMERICAN)

- 1701 Detroit U.S.A. founded by Antoine De La Mothe Cadillac (That should make Ken Moss happy).
- 1876 Power Steering patents issued.
- 1888 Column Gear shift on Benz.
- 1898 Haynes-Apperson sold two cars for the year and beat previous year's sales!
- 1902 Rear engine in Cadillac appeared.
First 1000 mile tyre guarantee offered.
- 1903 Ford Motor Company formed. Ford sued as infringer of Seldon patent.
Buick Motor Co. formed. Sliding gear transmission introduced. Shock absorbers and windshields appear.

- 1904 R.E. Olds forms Reo Car Company.
Studebaker sells its first petrol car.
Demountable rims appear.
Henry Ford sets land speed record - 91.37 m.p.h.
Automatic transmission on a Sturtevant.
Hemispherical combustion chambers introduced by Welch.
Pope Toledo introduces "Canopy Top".
- 1905 Cars sold by instalments for first time.
Society of American Automobile Engineers formed.
Speed record raised to 104.6 m.p.h.
Power brakes first used.
Inclusion of headlights and running board lunch baskets as standard equipment on Fiat held to be unfair foreign competition.
- 1906 Front bumpers appear.
Ford Model N introduced.
Rotary engine introduced.
Stanley Steamer does 127.66 m.p.h.
Pearce Arrow use exhaust gas for petrol feed.
- 1907 Oakland Motor Company formed.
Buick introduces a new 4-cylinder engine.
Unit body and frame built first in Spain, never went into production.
- 1908 Cadillac develops part inter-changeability.
Model T Ford appears.
Cars sold fully equipped for first time.
Thomas Flyer wins New York-to-Paris Race.
500 car makers exist in U.S.A.
- 1909 Hudson Motor Company formed. Controversy over yearly model changes begins. Overdrive introduced. Racing began at Indianapolis.
Oakland becomes part of General Motors.
- 1910 Small cars become popular in U.S.A.
Barney Oldfield raises speed record to 131.8 m.p.h.
- 1911 Ford introduces first car assembly line. Chevrolet Motor Co. formed.
Ford wins infringement case against Seldon patent. Ohio car gives "lifetime" guarantee. First electric starter appeared.
- 1912 A quiet year - apparently nothing happened.
- 1913 First drive-in petrol station opened. Bendix starter introduced.
Packard offered forced feed lubrication. Genuine cut glass flower vases standard equipment on Paige Detroit cars.
- 1914 Dodge cars appeared. Cadillac offered first U.S. V.8.
- 1915 Packard offered first U.S. V.12. Tilt beam electric headlights appeared.
Last Vanderbilt Cup Race run.
- 1916 Nash Motor Company founded.
- 1917 First automobile wrecking crane appeared. Paige produced a rumble seat V screen coupe. Indianapolis racing stopped for the war.
- 1918 Chevrolet becomes part of General Motors.
- 1919 Studebaker stops making carriages to make cars. Indirect dash lights introduced. Peugeot takes first post-war Indianapolis 500.
Packard lifts record to 149.9 m.p.h. (Reprinted from early issues of "Motor" an American publication by Randolph Hearst.)



Although the run was washed out, a car count at the Railway Museum showed that Fords outnumbered the others by 3 to 1 - must be a moral somewhere. (YES. You have to be ? or own a T Ford to drive in that weather. R.B.)

Whilst on that washed-out run, Betty and Toby Bent plus pup arrived in the '16 Model T (yes, he forgot to bring Arthur Garthon) as the rain pelted down we decided to call off the rest of the rally, but before Toby would allow Betty and Bubbles to enter car he spread an olde cardboard box over his brand new red velvet carpet! Yes, red velvet carpet in a Model T ??

#####

We heard on the grapevine that "mad" Mel Pope has had his appendix removed and a trembler coil wired in its place. That man Craze has been giving the B.S.A. a complete overhaul - it shouldn't be long before we see Ron's cheerful countenance once more grace our outings.

#####

SCENE: "Tempe" on Cook, 1930-ish group of small boys trying out homemade diver's helmet. One ventures lad sinks to bottom but alas, the others forget to pull him out, so he has to walk along the river bed and out the other side. Well done lad - oh! what's that. The lad is now grown up! So, well done, George King - and last Sunday, 3.11.74, he tried to buy an old diver's suit, apparently to try again.

#####

Hooray, Bob Hobson has acquired his own Model T. Yes its a 1915 Tourer, unrestored. Good luck, Bob!

#####

We really enjoyed the Quarmby's hospitality at the Fisher's Ghost Parade. Pikelets and cream. Yum, yum!!

#####

The Fishers Ghost Parade was about to commence, bandsmen huffing and puffing into their instruments, marching girls with arms flaying, veteran cars with beautiful princesses loaded aboard. But alas, Jack Godfrey's Ford wouldn't start, the beast!! So off went the veterans without him - after much searching Jack found that his trusty Brasso had fouled his ignition switch - one wipe and away she went. Not to be outdone Jack rejoined the Parade - guess where? Yes, leading the Rolls Royce contingent. Their flying lady mascots wept tears of blood - well done, Jack !!!

Also not to be outdone, while Jack was having his fun, David Manhart's Hurtu stalled right in front of the official dais. Dave had to unload his princess so he could get out and crank his chariot. Most embarrassing, what!!

#####

P.S. Bob Newman's Talbot was there, all the way from Wyong. Bob certainly likes to stretch its legs.

#####

NEWS FROM KEMPSEY

Whilst at a cattle sale in Kempsey recently I called in and saw Ed. and Mary Yabsley. They have a flourishing Food Stall in the main street and now into their 4th million! Both are very busy and look well and want to be remembered to all their friends at the club. Told Ed. he should be like us, paupers - go on rallies frequently and enjoy life - instead of owning the whole town. Ed regrets that he is so far away from us that he can't join in our events, but both would love to see any members driving up the coast.

V.J.

LIFE MEMBERS

The report of a Sub-Committee on recommendations for Life Membership was accepted and ratified by your Management Committee in 1972 which concluded, in part, that a club of our type and size could have a current list of approximately six or seven life members and it was proposed to build up the list to these numbers during the coming two years if worthy recipients were to be found within the club.

The guidelines set down by this Sub-Committee so that a member could be considered to qualify for life membership were:

- (1) be actively engaged on Committee or be one of the appointed office-bearers of the club for ten years and to have given valuable service over this period;
- (2) to have been an active participant or official at club rallies;
- (3) be of good character and a worthy ambassador of the veteran car movement etc.;
- (4) or to have performed one single act or series of monumental tasks that would be deemed equivalent and making the member worthy for consideration.

As per the constitution all nominations for life membership must be submitted to the Management Committee in writing and each nomination is to be considered carefully and its report placed before a Special General Meeting of the club for election or rejection.

Subsequent to all that, both George Roberts and Allan Foy were elected to the esteemed position of Life Member of the V.C.C.A. (N.S.W.) in October to which your Management Committee reported as follows:

GEORGE ROBERTS

Few members, if any, have put in the time or have the dedication to the Veteran Car Club of Australia (N.S.W.) as George Roberts. Since joining the club as member No. 26 in 1955 he has personally inspected nearly every veteran car and many near-veteran cars that have applied to join this club. In other words, he has made at least 300 visits or more to various members' homes all over Sydney and N.S.W. in his own time and at his own expense. I have jointed George on a few of his inspection trips and it would be conservative to say that each visit takes an average of three hours. Add to this the homework time connected with his duties as the Club's Inspection and Dating Officer then it can be readily assessed that his contribution to this club in time is enormous and George has been doing this continuously since 1959.

He has served on the Management Committee since 1956 and has been Vice-President of the club for all but one or two years since 1959. In 1956 George went to Queensland and 1959 to Perth on behalf of the V.C.C.A. to inaugurate the Veteran Car Clubs in those states and in 1959, 1961, 1963 and 1968 he sat on the Dating Committee of the Veteran Car Club of Great Britain at their request.

George Roberts' knowledge on dating of veteran cars is irreplaceable and I would be understating the facts by saying that we in the Veteran Car Movement will never again have a member to equal his knowledge of veteran cars and we have been extremely fortunate to have had his guidance during the first 19 years of our club.

His record up to now sounds formidable but this has all been capped by his work as Assistant Director of the 1970 International Rally. In this capacity he directed all the publicity and was the organiser, author and editor of the souvenir programme and the three pre-rally bulletins. All in his own time he travelled to every state capital and to U.S.A., New Zealand, U.K. and Europe presenting the details of the 1970 Rally to all the interested clubs in those parts of the world.

Instead of slowing down since retiring from his position with Qantas, George has become more involved with the management of our club and is more active than ever with the Inspection and Dating of our cars and is already working hard at the groundwork for the proposed 1978 International Rally. He has already surveyed the route twice and completed the initial accommodation survey at the overnight stops.

Your Management Committee is unanimous in supporting the nomination of George Roberts to the esteemed position of Honorary Life Member of the V.C.C.A. (N.S.W.).

ELECTED UNANIMOUSLY.

ALLAN FOY

My apologies to Allan, because we had prepared a similar report and it has "disappeared" and will be printed in full as soon as possible.

Allan is a unique Life Member because he does not actually own a veteran car but can be seen continually at our rallies in one of George Green's

stable. Allan's example could be followed by all and sundry for his efforts and dedication to the V.C.C.A. (N.S.W.) have earned him the apex of honours within our movement. He has been a very active member of the club since circa 1956 and a committee member since 1957 and held the post of Registrations Officer continuously for fourteen years during which he arranged a total of some 1,800 registrations. During most of this time he was also Vice-President and was elected to the position of President in 1970-71-72 and it was in these years that he guided the club towards the purchase of our present clubrooms. It is due to Allan's sole efforts that we have an Australian-wide Roster of Members to which we all refer so often.

It was certainly with pleasure that your Management Committee was unanimous in supporting the nomination of Allan Foy to the esteemed position of Honorary Life Member of the V.C.C.A. (N.S.W.)

R. BAXTER.

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MODEL T IN MOTOR SPORT

Motor sport is as old as the motor car. Indeed, as you have often read, Europe saw road and track racing and trials before the turn of the century. Most manufacturers used this medium to build an image for their products and in turn enthused many amateurs to build cars for competition.

Model T was no exception. Unlikely as it was in standard form, it proved a mile of fun for thousands of enthusiasts who built and raced their version of a sporty Model T.

These ranged from slightly improved 60 m.p.h. sports roadsters which handled perhaps a little better than standard to heavily modified full race cars where sometimes the only original Ford part was the engine block. Probably the most sophisticated of these super modifieds was powered by a DOHC Frontenac converted motor and achieved a very respectable 125 m.p.h. at Indianapolis, coming in fifth.

An enormous performance parts industry rapidly developed and names like Frontenac, Rajo, Laurel, Roof, Hayes and Ruckstell head the list of those most remembered. Unlike many accessories for the family Ford which had doubtful functional efficiency, most of the performance parts appeared to work well, the most dramatic of which were the overhead valve conversions for the motor. These coupled with more efficient radiators, water pumps and better ignition unleashed most of the power potential of the deliberately modest engine in the family Ford.

Don Barker's raceabout fits into the performance spectrum somewhere towards the top end. When restored it will have the appearance of a typical circa 1913 American raceabout but will have all the performance of its former self. In original trim it was Newcastle owned and maintained for track racing up into the mid-20's.

Although it raced mainly at Maroubra and Penrith Speedways, it also achieved some impressive hill-climbing. A few recorded times may be of interest:

1. Maroubra lap speed 78 m.p.h.
2. Penrith flying quarter mile 106 m.p.h.
3. Hill climb up Memorial Drive from Bar

Beach, Newcastle 15 secs.
(next best on day was a Vauxhall 30/98
in 19 secs.)

Heading up the specifications of Don's Ford is a Rajo Model B overhead valve conversion. This head features cross flow breathing, dual spark plugs, dual barrel throttle Solex carburettors and 2" diam. inlet valves (1 3/4" exhaust).

Ignition is trembler coil starting and Bosch HT magneto running. Cooling is by Livingston pointed radiator and water pump. Transmission includes a Warford auxiliary gearbox coupled to the standard Ford giving the car six fairly spaced forward ratios.

The addition of the gearbox gives the chassis a 116" wheelbase which, considered with the chassis frame lowered 4" and stepped, is a sound foundation for the 21" front and 23" rear Hayes wire wheels. Improved steering and probably four wheel brakes round off the sound handling specification to match the power and speed capabilities of the motor.

Restoration of the car is not well advanced, but the completion target is an entry in the 1978 International.

(Reprinted from "Spokes in the Wheel", Newcastle Branch.)

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VETERAN AND VINTAGE TYRES

By Dunlop Rubber Co. Ltd.

Introduction

In 1888 John Boyd Dunlop invented the first pneumatic tyre, thus making a major contribution to the development of the motor car. This was the beginning of a close association between Dunlop and the vehicle industry which has continued up to the present time and which has seen such other notable Dunlop firsts as the introduction of the well-base rim in 1925 and, more recently, the development of tread patterns incorporating a safety shoulder and wet grip compounds.

Since the earliest days of motoring the Dunlop Rubber Company has made tyres for all types of vehicle, and today is the only Company manufacturing a comprehensive range of tyres for vehicles of pre-war years. Although the production of Beaded Edge, Straight Side and Wired Type tyres entails many problems for the Factory, because they need to be hand built in an age when mechanisation and mass production are economic necessities, Dunlop have continued to manufacture the tyres in the interests of motoring as a whole.

Some indication of this contribution comes from such famous events as the London to Brighton Rally, in which the great majority of vehicles are on Dunlop tyres, for without the co-operation of Dunlop these vintage events could not be perpetuated.

The interest in veteran and vintage vehicles increases each year, and to provide the ever-growing number of enthusiasts with information and data on tyres and wheels, Dunlop have produced this new booklet, which covers most of the details likely to be required by the owners of pre-1938 cars. If any further information is required, enquiries should be addressed to any Dunlop Depot.

In the interests of greater efficiency, a centralised source of supply has been established for the Dunlop range of veteran and vintage covers, tubes and rim bands. VINTAGE TYRE SUPPLIES LIMITED, OF 30 DALSTON GARDENS, HONEYPOT LANE, STANMORE, MIDDLESEX, have agreed to act as the sole agent for these products, and any orders or enquiries regarding availability should be sent direct to them at the above address.

Car Tyre Size Description

Pre-1925. The first pneumatic car tyre was of the Beaded Edge type and was introduced in 1895.

Before 1925 almost all British and Continental cars were originally equipped with Beaded Edge tyres on Clincher rims, typical sizes being:

Small car	710 x 90 tyre on 710 x 90 rim
Medium car	30 x 3½ tyre on 30 x 3½ rim
Large car	820 x 120 " on 820 x 120 rim

The first figure denoted the nominal overall diameter of the tyre in inches or millimetres (metric size tyres) and the second figure the nominal overall width of the tyre, the rim being given the same size description as the tyre. Each rim had a different diameter and consequently there was little chance of oversizing.

Many American cars of this time were originally equipped with wired type tyres on straight-side flat base rims, with a steel detachable flange. Typical sizes were:

30 x 3½ tyre on 30 x 3½ rim
32 x 4 tyre on 32 x 4 rim
32 x 4½ tyre on 32 x 4½ rim
33 x 5 tyre on 32 x 4½ rim
(oversize tyre for 32 x 4½ rim)

Straight side rims fitting 32 x 4½ and 33 x 5 tyres were also used on some Rolls Royce cars during 1922/27, and some Morris cars of 1922/24. Vintage used straight side rims fitting 28 x 3½ tyres.

Post-1925. During 1925 Dunlop introduced the well-base rim for wired type tyres and the equipment was quickly adopted by car manufacturers in this country, who were soon followed by the majority of American and Continental car manufacturers.

Some tyre manufacturers were reluctant to adopt the well-base rim and they reacted first of all by introducing yet another type of rim and then, subsequently, variations of the well-base rim in the range known as '40' and Broad Base rims. These had the disadvantage of being made to non-standard dimensions, however, and were eventually superseded by the standard well-base type.

The earliest tyres for well base rims were known as high pressure balloon tyres and typical sizes were:

27 x 4.40 tyre on 3½	- 19 rim
28 x 4.95 tyre on 3½	- 19 rim
30 x 5.25 tyre on 4	- 20 rim
33 x 6.00 tyre on 4½	- 21 rim

On certain larger cars the fitting of high pressure Balloon tyres gave rise to problems such as wheel wobble, pitching, heavy steering and other

undesirable characteristics and to combat these troubles, medium pressure tyres were introduced. Typical sizes being:

4 for 19 displacing 27 x 4.40
 4 $\frac{1}{4}$ for 20 displacing 30 x 5.25
 5 $\frac{1}{4}$ for 21 displacing 33 x 6.00

In both these ranges, rim diameters were standardised, e.g. all 19" rims were the same actual diameter, and tyre size descriptions were altered to denote the nominal sectional size of the tyre and the diameter of the rim at the bead seats, instead of the overall width and diameter of the tyre. Thus a 27 x 4.40 became 4.50 - 19, and this has been the basis of tyre size descriptions up to the present day.

About 1925 another tyre manufacturer introduced a range of Balloon Beaded Edge tyres for new diameter rims. For example:

715 x 115 tyre on 715 x 115 rim
 720 x 120 tyre on 720 x 120 rim
 730 x 130 tyre on 730 x 130 rim
 775 x 145 tyre on 775 x 145 rim

This type of tyre was fitted as original equipment on French cars such as Renault and Citroen until 1927 when it was superseded by the wired type tyre. Dunlop made a few tyres to suit these rims but they were discontinued after a few years due to the lack of potential.

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

WANTED. Information on Columbia 2-speed differential for 1935 Ford V8.
 Any details at all most welcome.

JOCK MC GOWEN, 50.8536

WANTED. Still waiting for the 3-tone Spartan Horn.

JOCK MC GOWEN. 50.8536

WANTED. To suit Model T Ford "Dayton" or similar accessory,
 Dynomotor (combination starter generator).

NEIL MARTIN,
 45 Railway Street, Guildford.
 632.5047

FOR SALE. Collection 30 vitreous enamel garage signs.

MEL POPE,
 21 Drayton Ave., Castle Hill.
 Bus. 299.7208. A.H. 634.5997

WANTED. 1930 "New Beauty" Model A Ford. Prefer Roadster. Cash.

ERIC LANG,
 579.5790

ADVERTISEMENTS CONTINUED:

WANTED. A Rudge-Whitworth Locking Ratchet type wheel lock-on cap remover.
URGENT. Have all wheels on but can't get them off.

BILL BURROWS,
9 Porters Lane,
ST. IVES. 2075.
44.5860

WANTED. (ALL STATES)

1912 Talbot M.B. 12/15 h.p. gear box or gears and crown wheel-pinion assembly. Also pre-1913 Ford T chassis.

BOB TREVAN,
City View Drive,
LISMORE. 2480

AVAILABLE. I recently picked up Darracq gear box complete (Darracq Surenes printed on top), also manifold and front axle assembly for Darracq. F.N. motor (type F.N.1600 No. 110) and half differential housing. Also, circa 1922, Packard with U.S.A. 24" Rudge Whitworth wire wheels (without motor, gear box, body!)

The above parts are available and a photo of the F.N. and Darracq gear is in the hands of Bob Baxter.

BOB TREVAN,
City View Drive,
LISMORE. 2480

FOR SALE: Five tyres, 820 x 120 B.E. New. \$90.00 each.

Five tubes to suit. \$9.00 each.

440" x 21" white side wall tyres. \$50.00 each.

440" x 21" tyres. \$45.00 each.

21" tubes. \$7.00 each.

MR. WILLIS,
223 Old Kent Rd.,
Greenacre.
708.1780 (B)
77.6109 (H)

(The above is a tyre dealer in Greenacre and I presume that the prices are open to haggle!

FOR SALE: (ALL STATES)

1912 T Ford, fully restored, perfect condition, registered until 5th April, 1975.

J.E. CLIFFORD,
43 Mount Street,
Aberdeen. 2336

ADVERTISEMENTS CONTINUED:WANTED (ALL STATES)

To suit 1912 2400 F. . - 1 radiator badge
 1 2400 radiator
 1 steering box complete with column and wheel
 1 drive shaft and universals

Swap or sell - 1910/11 1560 F.N. Motor (turns over)
 1910/11 1560 F.N. Carby (complete)
 1910/11 1560 F.N. Radiator (good)
 1910/11 2100 F.N. Radiator (good)
 1913 Cadillac Tourer body
 Fire wall (bubble shape)
 Front seat (two buckets)
 Back body with hood supports and spare tyre
 bracket
 1 only back guard (usable)
 1 only door (pattern only)
 2 front guards (patterns only)

L.C. BENHAM,
 48 Bright Street,
 East Lismore. 2480
 'Phone: 21.3958

THE BEST OF SPIT AND POLISH

Len Masser reached the climax of his journalistic fame in the April 1968 issue of SPIT AND POLISH when, after being enriched by his experiences at the Katoomba Rally, he produced the following classic articles. The first article disclosing his inner man and the second being a perfect self-portrait in words.

R.B.

"She looked waayyy out in a snow-white wispy mini ensemble, trimmed around the bottom with fevvers. This is the dress I'm referring to of course, tho' come to think of it, the outfit was mighty short so you can take it either way! Well, we were all having a noggin prior to going to the do and I happened - just happened mind you - to be standing behind her when she bent down to pick up something she'd dropped. Like man! It was the utmost! I know I'm only an infant school dropout, but man, the birds and the bees teach us flower people to Love, Love, Love. Looks as tho' I have to do a bit of Transcendental Meditation with the Maharishi Yogi to get over this lot, but she was, how can I say it? Like Wow! S'no good, that's no way to regain my lost youth. It's a sad drag, man, but back to the drawing board. Where are you Jeannie?"

* * * * *

"And talking of Jeannie, we, unlike other couples, never argue about navigational problems. An air of placidness reigns supreme, altho' I must confess that occasionally a jarring note creeps in, like when we missed the turnoff to the Nuffield Aged Citizen's Village. I turned smiling, and said 'I think we've missed the turnoff dear' and her gay smiling reply was, 'A pity, darling, because that's where you flamin' well should be, instead of behind

the wheel of this bleddy old rattletrap.' Ennyow, we progressed, accompanied by the low hum of the motor and almost inaudible hiss of the carburettor intake, and if one put one's head out into the slipstream, one could hear the throaty roar of the exhaust. This is De Dion! This is the ultimate in infernal confusion engines! - and by the way, I am still undecided whether I should hang up Rosary beads and an incense pot, or, as a lot of folks advise me to, put in a chain and a low-down suite. Decisions! decisions! decisions!"

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L A T E N E W S

Laurie Sykes was forced to go to his doctor after returning from the Adelaide Rally to discover what appears to be several cracked discs.

On top of this, his doctor has just put him into St. Vincents Hospital for further tests because he has not been feeling well.

We all hope that a quick charge of magical antibiotics will have him "twinkling" again.

* * * * *

Glad King adds:

Congratulations to Noeline and John Thomson on the arrival of a baby son.

Sorry to hear Laurie Sykes is in hospital and we send him our best wishes.

GLAD

