

SPIT AND POLISH

RECOGNISE THIS?



PARRAMATTA ROAD, AUBURN IN 1920



SPIT AND POLISH

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

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Patron:

His Excellency the Governor of New South Wales,
SIR RODEN CUTLER, V.C., K.C.M.G., C.B.E.

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EDITORIAL

Over a period many bogies rear their ugly heads to make veteran matters more difficult. The latest, of course, is the 'tyre bogey'. The vehicles can get along while short of some parts, but tyres -- no!

For those with some spare income, the matter of cost may not matter appreciably, but for those not so fortunate, it seems that tyres can be a prospectively heavy item. Particularly if they attend most events and thus use more rubber.

It would seem that as these old timers are nudged along by us into the modern traffic stream, we can expect no assistance from industry, which is so weighted down with overhead, and so imbued with the necessity for maintaining high pressure the whole way, that they cannot, even for the sake of a bit of sentiment towards the old timers, turn out some old type covers for old time's sake. Why even their computers advise against it.

What a pity it is that the making of tyres should be such a specialist job. Or is it? Could we ever own part of a small tyre factory, and a string of moulds etc. for manufacturing the hard-to-get wanted lines? Those would be the company's mainstay and some modern tyres would be made to keep the company profitable. Even make small rubber and neoprene components.

The next General Meeting of the Club will be held at the Community Hall,
Great North Road, Five Dock, on THURSDAY, 27TH AUGUST, 1970, at 8.0 p.m.

Please remember the new editorial address:

198 Culloden Road,
Eastwood. 2122

THE DUTIES OF A CHAUFFEUR - 1906 IDEA

Reading the June issue of The Veteran Car in South Australia we noted a review of the Napier Instruction Book 1906. Most of the instructions deal with the vehicle, but we felt that the section referring to chauffeurs was a classic.

In these days of strikes, more pay, less working hours, lines of demarcation etc., we feel that any owner, whether a firm or an individual, would not retain the services of any employee under the instructions as promulgated.

These are classified as "Rules for Drivers", which were compiled by a user of a Napier car:

It is to be clearly and distinctly understood that each of the following rules is to be faithfully carried out, and that the evasion of any one of them will be looked upon as a serious offence.

- Rule 1. The Chauffeur to commence his duties at 7.0 a.m., and the time from this hour until 8.30 a.m. to be reserved solely for the cleaning and general overhauling of the car.
- Rule 2. At 8.30 a.m. the Chauffeur must call for his orders for the morning.
- Rule 3. The car and mechanism to be kept scrupulously clean.
- Rule 4. Any negligence in the upkeep of the car which may tend to jeopardize the safety of the occupants when driving will be looked upon as an unpardonable offence, and will render the driver liable to instant dismissal.
- Rule 5. It is to be clearly understood that when driving a lady the car is not to exceed 15 miles an hour under any circumstances whatever, and in the streets of a town or other place where there is traffic, the speed should not exceed at most 7 or 8 miles an hour, and less according to circumstances.
- Rule 6. Smoking is prohibited while cleaning or working on the car.
- Rule 9. The Chauffeur is expected to be within call throughout the day when the car is not being used by the family.
- Rule 10. The car must never be put away at night without being cleaned.
- Rule 12. When driving the car, every action should be gentle and not sudden, and corners should be taken slowly.
Use the brakes as little as possible.
Clutch to be kept well lubricated.
- Rule 14. A thorough examination should be made weekly by the Chauffeur to see that all nuts and bolts are tight and securely fastened.

We have omitted a few of the Rules, presenting only those which seemed to have the most interest. But Rules 1, 5 and 9 seem to provide the greatest laughs, not forgetting, of course, that these rules were prepared with the utmost sincerity.

* * * * *

The Club has received information concerning a projected Veteran and Vintage Car Sale, in England. It is contained in a letter from Norman Cole and Partners, Heathfield Rd., London, SW18.

The relevant passages are:

"We are holding our fourth Veteran and Vintage Car Sale on 4th November, 1970, in the Palm Court at Alexandra Palace. The viewing will be on the Tuesday,

3rd November. We will be contacting you at a later date to give you details of the cars which are to be auctioned.

The latest date for receipt of entries is 30th September 1970."

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GUNNA GO TO GUNNEDAH?

Ron Palmer has written from Boggabri to say that their Annual Run from Gunnedah to Boggabri will take place on Saturday, 5th September, in conjunction with the local Show. He says:

"We commence at 10 a.m. at the B.P. Service Station in the main street of Gunnedah where fuel and oil will be provided, travel to Boggabri some twenty-four miles away stopping half-way for morning tea and refreshments.

We then proceed to Sid Bird's B.P. Garage in Boggabri to refuel, then have lunch with the President at the Show Ground and take part in the Grand Parade.

If any member should be close at hand at the time, we should be more than happy to entertain him. Alan Rowe took part in one of our Runs some years ago and can give you an idea as to what took place.

B.P. will be providing fuel and 'spirits'."

Lionel Erratt and Bob Sullings will be taking part with Ron but it sounds as though they may need a bit of assistance to cope with those B.P. 'spirits'. Anyone going up that way on 5th September?

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TASMANIAN INVITATION RALLY

The V.C.C.A. (Tasmania) North Western Section, invites entries to its Invitation Rally to be held from Saturday, 27th February, 1971 to Monday, 1st March, 1971 (inclusive).

The Rally will consist of a series of tours in and around Devonport, with each night being spent in that town. Veteran and vintage cars and motor cycles are eligible.

A number of entries have been received from Victoria and in many cases the organisers have been requested to arrange tours as far as Hobart for those entrants wishing to extend their stay. This is the ideal opportunity for you to take that motoring holiday of Tasmania you've promised yourself for years, and in your veteran too!

A "Mainland Director" has been appointed to arrange the necessary travel and accommodation bookings and entry forms. EARLY CONTACT WITH HIM IS ESSENTIAL AS BOAT BOOKINGS ARE DIFFICULT. Would those interested please contact:

JOHN HILL,
2 LYGON STREET,
CAULFIELD SOUTH, VIC. 3162 Tel. 58-5087 (Home)
33-1655 (Bus.)

ALBURY SWAP MEETING

Antique Car Club of Albury-
P.O. Box 381, Wodonga,
Albury, N.S.W. 2640

21st July 1970

"All States Swap Meet"

September 26th, 27th, 1970

For Veteran, Vintage and Classic Motor Cars & Cycles

Dear Sirs,

Your club members are invited to attend the "All States Swap Meet", to be held in Albury on the above dates.

Please find enclosed a quantity of entry forms for your members. More can be obtained on application to this club.

The programme will be as follows:

Saturday 26th...Open swapping commences at the Albury Showgrounds at 1 p.m., finishes at 5 p.m.

Get together and Dinner Dance at the Boomerang Hotel-Motel 7 p.m.

Sunday 27th....Open swapping commencing at 8.30 a.m. and followed by Auction at 9.30 a.m. concluding at 12 noon.

Accommodation will be arranged by this club on behalf of persons needing this service. Deposits must be enclosed with applications.

Dealers or persons other than financial club members will not be accepted.

Main swapping will be conducted under cover in the Agricultural Hall at the Albury Showgrounds.

Large entries are expected from all over Australia, so send your entries in early.

All persons attending are requested to bring their own excess parts for swapping.

Join the mob, and come to Albury for the 26th-27th September. This club guarantees a great "swap meet" and weekend.

Remember....entries in as soon as possible please.

(Signed) S.J. (Tim) Ball,
Hon. Sec.

Swapping will take place under cover in the Horticulture Building at Albury Showgrounds. There is plenty of room for big items (chassis etc.) outside and there will be an unloading ramp available with a crane in attendance.

Each person attending must fill in a registration form, the fee being \$1.00, which enables him to attend the swap meet and also gives him the right to set up a stall in the Hall to display his goods. The registration form also contains a booking voucher for accommodation and the Saturday night Dinner Dance.

At the conclusion of the swapping session on the Saturday, the Hall will be locked for the night and an Auction of unwanted goods will take place on the Sunday morning.

Registration forms are available from Len Sheen (tel. 42-4198) and these must be returned by 12th September if you require accommodation.

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SOMETHING TO REMEMBER

"An automobile is constantly in a state of severe vibration and almost any part is liable to work loose when least expected."

- Dykes Automotive Encyclopedia 1914

(Ex "Horseless Carriage Gazette"
Vol. 32 No. 3)

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RECOGNISE THIS?

Our cover photograph this month shows part of Parramatta Road, Auburn in 1920. It was taken looking west from a point near where Junction Street is today. To help you get your bearings, the large yellow building of McLeod's Tyre Service now stands on the left, just past the car. The building near the centre of the photo (where two men and a horse are standing) is inscribed "MASHMAN BROS. LTD. - POTTERY WORKS". Today there are two large brick chimneys where Mashman Bros. have their kilns. And believe it or not, today there are LESS telegraph poles and wires visible than in 1920!

For those members (particularly the younger ones) who are hesitant about taking their veterans on rough roads it is worth remembering that when these cars were built all the roads were like this.

Our photograph, which has appeared in the N.R.M.A. "Open Road", was made available by the Department of Main Roads and is featured in the June, 1970 issue of the Department's quarterly journal "Main Roads", together with a photo of the same location in 1970. This is a special issue of the journal produced for the Captain Cook Bi-Centenary Celebrations and is beautifully presented on art paper with an abundance of photographs, both old and new, and many in colour. Most of the 36 pages are devoted to a historical review that puts the accent on Cook himself, the Endeavour, road and bridge building in his time, an illustrated account of his voyage along the east coast, the development of Botany Bay and the age of Macquarie ("the road-builder").

There is a delightful account, taken from a diary, of a journey by coach from Sydney to Bourke in 1870 (three weeks to complete the trip which can now be done in twelve hours!), an article on road development 50 years ago and a survey of bridge-building in N.S.W. in the Sixties.

In addition there are some beautiful colour photographs of some of the cars on the International Rally (including George King's FL) taken near Goulburn.

A limited number of copies of this most interesting journal are available from the Department of Main Roads, 303 Castlereagh Street, Sydney at 30 cents each, including postage. A copy has been presented to the Club library.

Our thanks to the Department, both for supplying the photograph on the cover and for the sundry improvements to Parramatta Road since 1920!

(Continued on P.6.....)

Incidentally, can anyone identify the car in the photograph? The number plate "770" may ring a bell with somebody. There are no prizes for this but the Editor will welcome any comments you may have about the car, the road, or anything else for that matter!

- WARREN IRISH

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THE WORONORA DAM RUN

First impressions - Where is everyone? and 'Damn Woronora'.

Of course it is an impossibility to be on a winner every time, in sales and in entertaining.

When we arrived at Centennial Park - ON TIME! - we knew that something untoward could happen. The occasions on which The Besa arrives at an assembly point on time are about as rare as an accident-free weekend.

You know the extent to which the presence of weed on the hull of a boat retards it? We feel that we discerned the same effect with the Star. With all Laurie's face fungus removed, the Star made excellent time, and apparently was the first arrival at the start.

Max Welch was there also, with the Delaunay Belleville. As one of that make she seemed strangely diminutive about the rear wheels. It was our closest look at the restoration, and we were surprised at the height of the rear seat above sea level.

Warren Irish and navigator arrived in a mass production job, (No! Not a T Model!), while John Corby controlled the column of starters, having stepped from a modern job.

And what a perfect day it was at the start. No wind. Very few sightseers; an occasional (and in Centennial Park, inevitable) learner driver.

Also amongst us at Centennial Park was member Metz-Butler. His choice of transport was an excellent one - an Austin Chummy. And what a delightful registration plate she sports - AUS747. For the uninitiated, we would point out that that mini-donk does its work on 747 cc. He said that he was returning home to give the Metz chassis another coat of paint.

A modern car pulled in, and from it stepped our Legal Eagle - the old Sep. Hall. He was accompanied by the Chambers and all made a leisurely inspection of the assembled vehicles. Asked Sep. where was the Minerva, and he said that up to 11.0 the previous night he had every intention of attending, with the Minerva. However, some sickness somewhere along the domestic line put an end to his plans. We guess it was disappointing, Sep., to have seen only three starters, after all that effort on a Sunday morning. Better luck next time - or, better still, take the Minerva next time. May not be as wet as it was at Prospect! Easier to start!

So, at approximately 10.30, off we went. The Star, the Delaunay Belleville, and The Besa. Easy running till arriving along Dowling Street. As we passed the brewery, with its enchanting malt aroma, the Old Girl perked up quite noticeably. The intoxicating atmosphere went to her head, and she became quite light in the steering for a couple of hundred

yards. And we thought of the old, old one about the tourist 'bus, with the driver announcing: "We are now passing the local brewery", with Sam the Soak in a back seat asking disconsolately: "Why?"

Now we ran along quite well, the column of three vehicles, as far as we were concerned, carefully keeping in sight the yellow/brown Delaunay Belleville (which, with the height she has, was fairly easily seen well ahead), when the two leading vehicles pulled in to the kerb at some place (wouldn't know where, being a northsider!) The driver of the first vehicle came back to us and made the terrible domestic announcement that he had omitted to pack the griller! What a ghastly error! A barbecue lunch and no griller! So we, with our lack of knowledge of the area, were given the chance of following the course according to the screed, or of following the Star, which would, from then, take the Taren Point course. So we opted for keeping in this three-vehicle convoy, and drive via the Sykes' home. No, we did not go in, we had forgotten to take our opener, but waited at the top of the hill, at Laurie's suggestion. So we don't even know where he keeps the griller.

Through the ill luck of being caught at the lights three times, while the other two got through, we dropped well behind, and made a wrong steer at one corner, by following the instructions in the screed, i.e., to "follow the Cronulla signs", whereas, at that spot, we should have gone just about straight ahead. However, eventually we made the dam, as other participants were aware. In fact, we were extended the courtesy of being shown to a vacant spot in the line of cars by an ex-Events man (another Star gazer).

On arrival at the area we were aware of the Chalmers just pulling out. This seemed strange, but we learnt subsequently that Michael had strict domestic instructions that he was expected home at a fairly early hour in the afternoon. A very good effort. Though he was not there for the whole exercise, he did make the effort to attend the parade for such time as he was able.

Looking round, we saw an additional seven veteran vehicles, or should we say "only seven more veteran vehicles"? Enquiries everywhere might pin-point the varied reasons (personal ones) for non-attendance, but it really was an unusually small roll up.

This being a youthful type of club, an important part of the outing was the cookhouse session. Everyone set to, some on rugs, others on chairs, and though they set to with a will, it did nothing to diminish the sound of conversation and the chatter and laughter of children. In their waking hours, children must surely be the nearest approach to perpetual motion that man has yet seen.

Poor old Sam! We saw him not "in" the Delahaye but "tied in". What ignominy! Imagine the feelings the poor fellow must have had on seeing a stupid looking dog or an enticing looking post - and being quite unable to do anything.

We should have been most surprised not to have seen the Jim Lewis Buick, as we feel that he was well towards the Woronora area.

Some of the Leagues Club followers were doing their best to convince George King that the tide was just right for the collection of some delectable seafood. But George did not seem to be very impressed. We noted that Samantha was sporting a different radiator mascot.

Another T Model made the distance, guided by Joe Webster. 'Sfunny, every time we managed to see him he was talking. Don't know if he was talking again, or still talking.

Poor Arthur, he has a complaint. He says its quite a change to be back in the bleachers, but he is not yet accustomed to having to battle for his refreshments on meeting nights. Just shows how spoilt one can become, by being at the top table and having it "delivered".

Before pulling out from the area we became aware that we had discarded somewhere along the line a rear hubcap. We said that our early arrival at the start would surely forbode ill. It did! We have had these caps hold for many and many a mile, and have also had them come off on odd occasions. See Peter Wards about that one! They have a shallow thread of relatively fine pitch, and of only a few turns, with no locking device, and a set up such as makes a locking device very difficult to work out.

From the point of view of Sunday afternoon traffic, with the loss of time, hence loss of daylight, Jack Godfrey suggested that the best return trip for us in the Ryde area would be via Heathcote. He had his family to consider, and had no desire to arrive home too late. We made a quick trip through Liverpool and Parramatta, for which we had the navigating prowess of Julie Godfrey.

It would have been difficult indeed to have missed Reg. Jones' Clement Bayard, parked right across the front of the parade.

Surprising to see John Corby, David Berthon, Col. Bryson and Warren Irish all mounted on modern machinery. But they were there, anyway.

Col. said that he had had words with a battery charger which seemed to have broken down in some way, and had thus left him stranded.

We can understand why Warren used a modern car. The vibration of a veteran could have caused his bottle of wine to take on a chain reaction, and had that happened, quite a number of us would not have been able to enjoy some wine with our lunch.

Les Watton appeared away across the area, against the fence, attending to the inner man.

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VETERANS ON THE MOVE

Cec and Frank Craze of Bowral left for Europe on January last, by a Russian ship "Shota Rustaveli" and were farewelled by Hilda and Len Sheen.

They have a very good trip through the Panama arriving in England amidst very cold weather. The purpose of their trip was to take delivery of a Mercedes at Stuttgart, West Germany.

They enjoyed very much looking at the Daimler Benz Museum of Veteran Cars and took a large number of coloured slides which they hope to show to members on their return to Australia.

They bought an English caravan and took delivery of it on the Dutch German Border near Roemond. They toured the Black Forest area of West Germany, and also flew to West Berlin for a week of sightseeing. Here they

also went into the East Berlin Sector and were amazed at the difference between the two Berlins. Again they took many coloured slides.

Their journey took them through Holland to Amsterdam, Rotterdam and the Hague. The tulips were a little late, but they saw a magnificent display of tulips in glass house at Keukenhof Gardens. This is an area of over 60 acres in which almost every flower grown in Holland is to be seen.

They returned to England through Belgium and France and experienced a magnificent ride in 36 minutes by Hovercraft. This carried 1 large bus, two cars and caravans, and some 20 other cars. Up to 250 people also went for the ride. The normal crossing time is up to 3 hours by ferry.

They spent some 6 weeks seeing most of the sights of London, including the British Cabinet rooms, and also a conducted tour by a Scottish M.P. of the House of Commons, and the Lords Library where many ancient relics including the trail (Ed. train?) of King Charles 1st was viewed.

They were fortunate enough to receive a Command from the Lord Chamberlain to attend a Garden Party at Buckingham Palace on 2nd June given by Her Majesty the Queen. This was a memorable event and they were able to see the Queen at very close hand. At the rear of the Palace were about 37 acres of gardens, lawns etc., including a small lake on which birds and some flamingoes were to be seen. Unfortunately cameras were not allowed.

They are leaving for Northern England and Scotland for about 3 months, returning to England for the London to Brighton Rally at which they hope to get seats in some of the cars. Frank took a letter of introduction to Joan Das the Secretary of the London Veteran Car Club. They have attended one meeting and have been asked to return to show some slides of Australian Cars.

They were also able to see the Rest of the World win at Lords. Graham McKenzie was the only Australian playing, but the bat of Sobers in 185 was great to see.

They also went to Wimbledon to see the Tennis on two days. Saw Rosewall on the centre court win his match. A most interesting place to see at any time.

They hope that this brief sketch of their trip so far may be of interest. A further report later.

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OLD GOVERNMENT HOUSE

We feel that the parade state for this outing was probably affected very directly by the 'petrol state'. The weather must have had very little to do with it, for the wind was quite usual for this time of the year. We are sure that had the question been put to him, Jack Dance would have looked up with surprise and asked: "What wind?" Nice work, Jack!

Our interest lies with old things, and we become so engrossed with revs. and thous. and metal, that, apart from dashboards, running boards, and bulkheads, we hardly ever worry at all about timber. Was there not some beautiful timber in those rooms? The bed frames, some of the cupboards, the balustrades, the vertically hinged shutters on each side of the front door.

It is not hard to point out so many pieces, as it would all have been specially selected timber, plus the thought that not every piece of grain holds the same interest for every observer. And the patience exhibited in a lot of the carved and worked pieces of furniture must surely have been akin to the patience of an enthusiast polishing a bearing, or the patience of the member who "ran up" a radiator for his Hupmobile, while living in Dundas. (Did not lose any neighbours, either?"

In our estimation the most interesting part of the inspection was the Archeological part - two of them - wherein part of the original floor in one section was brought to light when termite infested boards were removed, and in another part where it was demonstrated that there was not a double wall where it appeared that there was. Instead, the original plaster covered wall was laid bare. That fact dated the parts of the building exactly. Much the same as we have infallible shapes, marks and additions which assist in dating vehicles.

Our hobby comprises a dedicated band of enthusiasts, so we cannot but have quiet praise for the National Trust enthusiasts. And did you notice the percentage of younger citizens among them? A very good thing. It is no mean feat to spend a whole afternoon standing round pointing out various articles of furniture to a straggling pack of sightseers of varying ages and I.Q.'s, and in some cases answering stupid questions. We consider that they are doing a good job. In fact, at one stage we managed to leave the old "ball and chain" poring over some piece of furniture while we made a hurried additional visit to a couple of the rooms. Ask stupid questions? Any reason in order to be in the presence of these bright young 'officials' for a few minutes! In the kitchen section we thought it was interesting the way that the swinging arm, holding the heavy cast iron urns with the remote control taps, could be swung out away from the actual fire in order to operate them. And the bread ovens. Not the original fittings, but donated to the Trust for that building by Grainger's, Parramatta bakers, when they rebuilt. The ovens are over a hundred years old.

The meat safe was a good piece of ingenuity. Wires pushed into holes in the body of the safe, a couple of inches short of each edge, bent at a right angle along the timber and dropped down to be similarly treated at the lower end, each wire separate from the next by less than a housefly width!

We have no wish to usurp the rights of the National Trust devotees by putting down everything here, but have merely recorded a few of the points which occurred to us.

Due to the nature of the excursion, we were not, for this day, individuals, but were part of an interested band of people happy in seeing not "how the other half lives", but "how another proportion of us lived". We feel though, that we must single out one member for mention. We refer to Geoff Sim and family. Very good to see you again, Geoff, and so soon! We can now say that some of the later members have seen the Renault. We look forward to more contacts from now on.

There could be some omissions, for we have to admit to seeing some members, but not their vehicles, and vice versa. Those who and which were observed are as follows:

Jim Lewis	1912 Buick	Vic Jacobs	1912 Ford T (Henrietta)
Bill Dudley	1910 N.A.G.	Doug. Pearce	1911 Benz

Max Roberts	You Know!	Laurie Sykes	1910 Star
Geoff Sim	1914 Renault	Allan Fry	1906 Reo
Michael Bendeich	1910 Chalmers	David Berthon	1912 Delage
Joe Webster	1912 Ford T	John Corby	1915 Buick
Jack Dance	1911 Talbot	Ian & Graham Steer	1908 Renault
Arthur Garthon	1914 Delahaye	Trevor Foulcher	1913 Fiat
Col. Bryson	1916 Ford T	David Kay	1912 Austro Daimler
Jim Cooper	1911 Clement Bayard	Reg Jones	1908 Clement Bayard

We saw Chrissie, but not her driver.

Amongst the members we noticed Les Deimel, Max Welch, George King, Len Sheen, George Williams, Barry Thew.

On observing the height of the doorways in the building, it was obvious they were not made for the physical type represented by Jock McGowan, Ian Steer, Peter Kable, Jack Jeffery, Albie Frost, Frank Nissen, Alan RoseBray - to mention a few. And while on this thought, who could imagine any of these fellows trying to have a comfortable night in one of the small squarish beds? Of course the drill in those days, we were informed, was to lie diagonally across the bed, or to sleep in a semi-reclining position, leaning on a bolster. Have not seen one of those for a very long time.

Last August we visited Modern Government House, and now, true to our inborn tradition, we have visited Veteran Government House.

* * * * *

ETTORE BUGATTI

A condensed history of the life of those famous cars, assembled from details supplied by Melburn Pope.

Ettore Bugatti could be described not so much as a man before his time as a man who possessed the right ideas at the right time. His father, in trying to put him, as he thought, on the right track for life, sent him at an early age to an art school. His younger brother, who rejoiced in the name of Rembrandt (an early painter) was sent to a technical study school. It seems that the old man Bugatti unfortunately had the boys' I.Q.'s badly confused, for each changed place with the other, the elder (Ettore) being completely under the spell of the new horseless carriage, while the younger took to sculpture.

Following on this turnabout, Ettore became an apprentice at a motor cycle factory, where it was seen at once that he had a good grasp of motors. In fact he soon became an influence for good in the factory, and within a year had built a two-cylinder tricycle. So successful was this, that he won nine of ten races in which he entered. In 1901 was held the first International Automobile Exposition in Milan, in which he entered a four-cylinder engine, which undoubtedly helped it to attain nearly 40 m.p.h. And all this was when he was a lad of 20 years!

He spent two years with Gasmotoren Fabrik Deutz, as chief engineer in charge of car production. His interest lay in lightweight cars,

whereas the German firm was all for building heavy chassis powered by colossal engines. Ultimately, in his spare time, he made a car of his desire, and showed it to a banker friend in Strasbourg. The banker was suitably impressed. In order to help his friend he suggested that Bugatti rent a place in Molsheim, and, in addition, volunteered to finance the purchase of the machine tools necessary for the project.

With only a few machinists, he produced in 1910 only five cars. During 1911, with staff increased to 65, the year's production was 108 cars. He was finding it difficult to keep going, but solved the problem by selling a design for a small car to Peugeot, and with the proceeds developed a small but powerful 1.4 litre four-cylinder car. Such a success was this low-slung speedster, that it soon made a name for itself by its victories in France and Germany. The 1911 Le Mans was won by a F.I.A.T., but with a motor only one-fifth the size of the F.I.A.T. the Bugatti filled second place. During 1912 Bugattis won practically every race in which they competed.

By now, 1914 was very close, and when war did break out, Bugatti left Alsace. Knowing how events could work out, he exhibited a brilliance of foresight by burying three new racing cars in the Molsheim factory grounds. The ironmongery thrown about in the first World War was terrific, but most of the damage was superficial, quite unlike the carnage caused by the massive delayed action bombs of the second World War. So that when peace had been declared the three cars were exhumed and were entered in the 1920 Grand Prix des Voiturettes at Le Mans. In 1921 the Bugatti team took the first four places at Brescia. All this success boosted sales, and soon the production was 25 cars a month.

The Type 35, now regarded as one of his masterpieces, appeared in 1924. This was an eight-cylinder machine bristling with original features. Such improvements as hollow, nickelled axle; spokes replaced by aluminium wheel struts; wheels removable by a couple of hammer blows on a central nut. Bugattis won the Targa Floria in five consecutive years.

This model was designed to carry mudguards and headlamps, so that it was of interest to both sportsmen and racing men. Fully aware that this type could be financially out of reach of some enthusiasts, he introduced a smaller version, mounted on cheaper wheels.

The peak of production was reached in the late 1920's and the mid-1930's, with more than 1200 workers, and a total of 50 chassis a month. However, he had no interest in mass production.

Like many of his ilk, he would receive inspiration at any part of the 24 hours, and he would be out of bed on occasions at the dead of night, go to the draughtsman's office and cover the boards with rough designs, accompanied by appropriate marginal remarks. Actually the designing of the vehicles gave him the greatest amount of pleasure of any part of the enterprise. In 28 years of production, he designed about 45 different models, of which only one reached the high point of production - at 2000.

Of the Type 41 only seven were built. It could be classed as the most extravagant and exclusive car ever made. 18 feet long, 7 feet in width, and hit the scales at 3 tons. These statistics did not in any way diminish its capabilities, as it could hold the road as well as the sleekest Bugatti racing car was able. From 3 m.p.h. to 90 m.p.h. without a gear change was no effort, for, to overcome its avoirdupois, it had an 8-cylinder, 13 litre

engine - yes! 13 litres. Incidentally, the motor and chassis were guaranteed for life. Due to royal patronage, with the thought "the car of Kings", it was known as the Royale.

The Depression of the 1930's rather flattened the market for these cars (all models). Bugatti supplied Royale engines to the railways. Four of these 13 litre powerplants per railcar. Over five subsequent years 80 Bugatti railcars were built and sold to three French railway companies.

7500 Bugattis were produced and it is known that about 1200 survive. The Australian Bugatti Register lists 80 Bugatti in this country, and organises a rally every second year.

Subsequently Bugatti became absorbed by Hispano-Suiza, which is itself, now part of SNECMA Aircraft Company. The factory is now manufacturing landing gear needed by the supersonic Concorde jet. That does not sound very much, but the device is a particularly complicated affair.

* * * * *

It is not necessary at all times to have the complete agreement of all and sundry to bolster up one's ideas. However, it does assist constructive thinking when it is learnt that one is not "crying in the wilderness".

The Magazine, in June 1968, carried an editorial item which embraced such thoughts as were expressed in an article in "The Sydney Morning Herald" of Wednesday, 29th July, just two years later. The suggestion was made by Sir Kenneth Coles in respect of the colossal total of claims on insurance companies by motorists and the difficulty of the companies - jointly and severally - in meeting the claims. His comments were prompted while attending a meeting of an existing insurance company. He has proposed the establishment of a "\$50 to \$100 irremovable excess on motor vehicle insurance". He stated that a large proportion of claims were for scratching and denting during parking operations. Under present conditions of traffic a car was very unlikely to continue to escapedamage under this heading. He said that while this damage is only superficial, the increasing volume of this type of business, combined with high cost of repairs, made it a heavy drain on the insurance resources.

This magazine held that view two years ago, and we still feel that it is common sense, and very practicable.

* * * * *

By now, all members probably have before them Newcastle's details of this year's tour. Terrigal again! While we made Toronto with relative ease, Terrigal, that is, Gosford, should be "a piece of cake". It will be noted that the accommodation cost includes Friday dinner and bed. As there will be no reduction in cost for those arriving on Saturday, it is confidently expected that there will be a goodly assembly of Scottish members sitting down to lunch on Friday, and spending the night under that roof!

These Newcastle fellows are always good hosts, and if you fail to enjoy yourself to the full, then that is on you.

* * * * *

S O C I A L

Jan Sykes is enjoying a short holiday at the Snowy and in her absence her mother reports:

Eileen Craze is out of hospital and improving daily after a successful operation, while Alex McLeod has just entered hospital for an operation. Best wishes of all club members to you both.

Congratulations to Adele Blevins and Ray Iddon on their engagement.

Don't forget the Theatre Night on 10th September to Phillip Street Theatre and please keep in mind the Christmas Party which will be early in December.

- EILEEN SYKES

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

FOR SALE. 1913 4 cy. Renault, completely restored International Rally Car No. 82, \$4000.00. Inspect ... - BILL MAUNSELL,
1 Glendon Road, Double Bay.

FOR SALE. 1915-16 12 cyl. Packard, dismantled - enough parts to rebuild to chassis form. Best offer ... - BILL MAUNSELL,
1 Glendon Road, Double Bay.

FOR SALE. Veteran T Ford chassis, good condition, 2 Veteran T Ford blocks, other T Ford bits, all to go one lot, best offer.
- BILL MAUNSELL,
1 Glendon Road, Double Bay.

WANTED. 5 x 24" wire wheels. Non detachable rim for preference, but will accept detachable rims.
- JOHN CORBY, Te. 634-2177

WANTED. Rickenbacker Chassis 1921/22. - BARRY THEW, 62 Spurway St.,
Ermington. 2115

FOR SALE. Ford Model T 1919 Tourer, compl. restored, br. new tyres, all components complete - body and seats - hood to be restored. Price on application. Finance can be arranged. - TOM BAKEWELL, 12A Nooal Street,
Newport. 99-1339 (H), 997-1222 (B)

FOR SALE. Model T Ford Ruckstell Diff. \$35. Few odd spark coils and lamps.
- COLIN PARKER, Tel. Kurrajong 71422

WANTED. Speedometer head 0 to 50 mph. Stewart or Corbin to suit T Model Ford 1915. Would swap Rotax Bullet type side lights or cash adjustment.
- J. HEATH, tel. 728-1661

AVAILABLE. Arthur Garthorn advises us that there is a selection of tyres of varying sizes available as follow:

500 x 19 - 6 ply; 600 x 18 - 6 ply; 450 x 17 - 4 ply;
440 x 19 - 4 ply; 500 x 17 - 4 ply; 500 x 20 - 4 ply;
450 x 21 - 4 ply; 500 x 18 - 4 ply; 550 x 17 4 & 6 ply. SEYMOUR TYRE SERVICE,
Hume H'way,
Seymour, Vic.

From Newcastle details of 11th Newcastle Annual Tour. If you have not received these particulars, and the accompanying entry form, please send your entry to P.O. Box 78, Broadmeadow, N.S.W. 2292, using the entry form printed on the back of this page.

11TH NEWCASTLE ANNUAL TOUR
3RD, 4TH, 5TH OCTOBER, 1970

Dear Member:

This year our annual October Holiday Weekend Tour will be based at Terrigal and we invite you to participate. It is anticipated that the run will be about 85 miles. Accommodation for all has been arranged at the "California Guest House", Terrigal.

Your entry form, showing details of accommodation required, together with entry fee of \$3.00 per car, must be in our hands by 4th September, 1970.

Accommodation charges must be paid to us in full not later than 21st September.

The cost of accommodation for the weekend is \$20 per adult and \$12 per school child. This fee is fixed and covers your total accommodation, including all meals from 5 p.m. Friday 2nd, to Noon Monday 5th. No rebate will be made for those staying shorter periods.

As Friday night accommodation is included in the above charge you are welcome to come Friday afternoon if you wish.

There will be good dance music on Saturday and Sunday nights and there is a swimming pool at the Guest House (bring your own bikinis). The guest house tariff includes a barbecue lunch on the Sunday tour.

Following the International Car Rally pattern, the cars will not be under cover but will be in a floodlit and guarded car park.

Bring your car covers.

The competitive part of the Tour will be run by Doug. Marr and George Adams who will be the only competitors not eligible to take part in the competition.

H O P I N G T O S E E Y O U A T T E R R I G A L

TOUR COMMITTEE

P.T.O. for Entry Form

SPIT AND POLISH - AUGUST 1970

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ENTRY FORM - NEWCASTLE BRANCH TOUR
OCTOBER 3RD, 4TH, 5TH

P.O. Box 78,
Broadmeadow. 2292

Closing date 4/9/70

OWNER'S NAME:

ADDRESS:

DRIVER'S NAME:

ADDRESS:

MAKE OF CAR: NO. CYLINDER.....

H.P. YEAR..... TOURING SPEED.....M.P.H.

ADULT PASSENGERS: 1.....

2.....

3.....

4.....

CHILDREN: 1..... AGE

2..... AGE

3..... AGE

4..... AGE

ENTRY FEE

Cost
\$ 3.00

ACCOMMODATION AS LISTED BELOW: (see attached letter)

CHEQUE HERewith

\$

SIGNATURE OF ENTRANT:

NOTE: IT WOULD BE APPRECIATED IF ENTRY FORMS WERE RETURNED AS SOON AS POSSIBLE AS EARLY RECEIPT OF SAME WILL ASSIST IN ARRANGING YOUR ACCOMMODATION. ROOMS WILL BE GUARANTEED FOR CANCELLATIONS MADE AFTER 25/9/70.