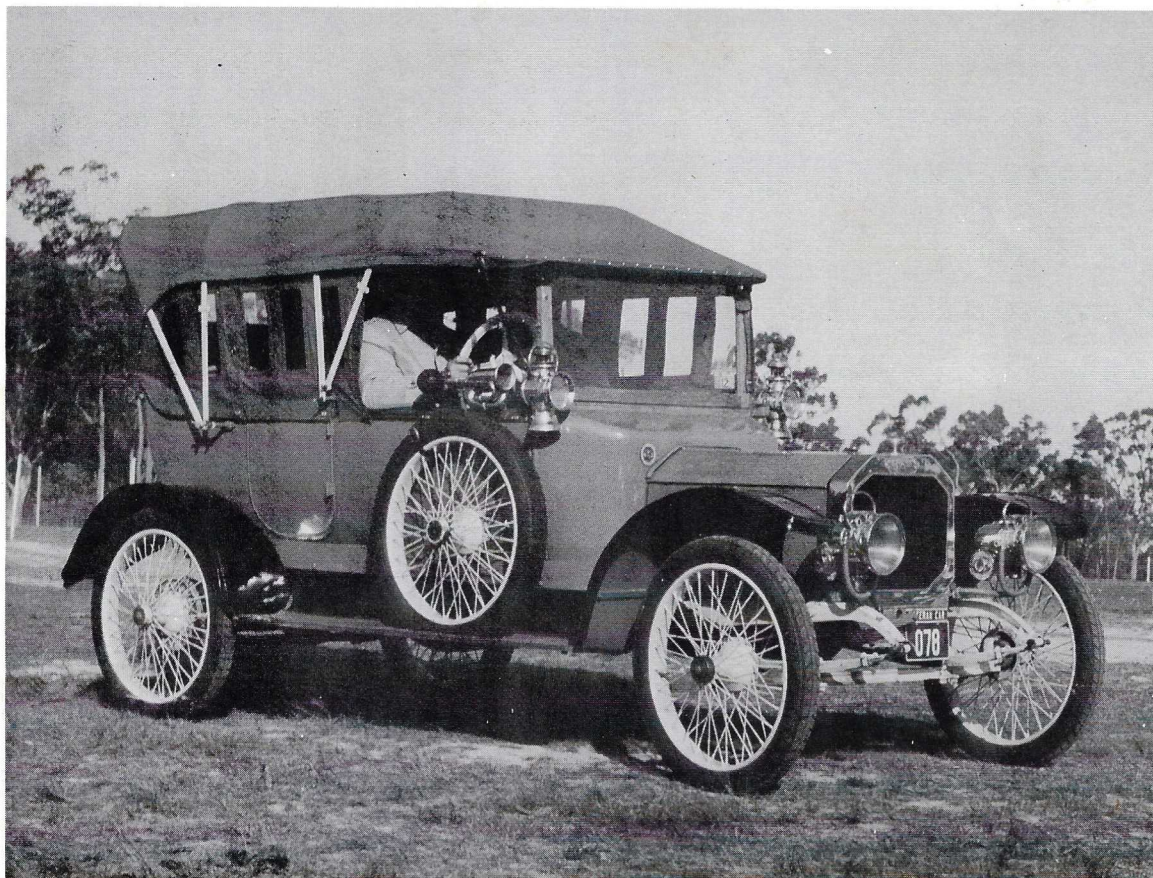


# SPIT AND POLISH

## CAR OF THE MONTH



RON CRAZE'S 1912 B.S.A.





# SPIT AND POLISH

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

Registered at the G.P.O. Sydney for transmission by post as a periodical

**Patron:**

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

**Hon. Editor and Editorial Address—**

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

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## A P O L O G Y

It is a bad thing when an editor finds himself in the position of feeling that he has to make an apology, but that is just what we have to do at the present time. We refer to Ken Moss's article about his 1912 Cadillac, given in the February edition of SPIT AND POLISH.

Due to a most inglorious confusion on a tape recording, Ken has been misquoted.

We had some doubts ourselves about the actual wording, but when we considered the channels through which the article worked, we felt that the wording must surely have been correct. It must be realised, of course, that the running of SPIT AND POLISH at the copy and editorial level is voluntary, so that not quite so much serious checking and rechecking is gone into as with a commercial enterprise.

The second sentence of the last paragraph on page 7 was included in some way by junior assistance. The context need not be given here in full, suffice it to say that it referred to the purchase of some secondhand timber from some Boy Scouts (to assist their funds). The individual in this report was not a Veteran Car owner, but was, instead, a "do-it-yourself" handyman. His section of the tape recording read: "Ben (not 'Ken', Ed.) says that with regard to their 'dealer instincts' he found the canniness of the Scot, the arrogance of the Hun, the craftiness of the Jew, with a bit of Wog thrown in for good measure! But he supposes that Scouts are taught to be resourceful and achieve what they set out to do." And so on.

We submit that from what we have learnt of Ken's trip to America, he would scarcely have referred to such amiable people in those terms. However, to anyone who may have been taken aback by the use of these words, we offer our humble apology, and trust that no offence has been taken, where no offence was intended.

THE EDITOR.

The next meeting of the Club will be held at the Community Hall, Great North Road, Five Dock, on THURSDAY, 26TH MARCH, 1970, at 8 p.m.

REPORT OF FEBRUARY MEETING

The President was in the Chair.

Apologies were received from Max Welch, Greg. Daley, Randy Ward.

Visitors included Kevin Piggott (Overland 75), Ray Hoad, Const. Peter Paterson.

The President reported that in the Committee's search for better premises, contact had been made with the Royal Prince Alfred Yacht Club. It seems that they would have come to terms with us willingly but for the fact that their premises are licensed and they have no set up whereby our junior (under 18 years) members and friends could dissociate themselves entirely from the licensed area, a necessary condition under the existing liquor laws.

On this subject the Secretary reported that the Concord Hall could be rented for the third Thursday each month at a cost of \$20 per meeting. All facilities are available for the preparation of supper, and there is ample parking space. Another hall is available, namely, the Burwood Hall, the cost being \$12.50 for the rent, and \$5 for the use of cutlery etc. Parking space here also is adequate.

The Treasurer reported the movement of many hundreds of dollars, both into and out of the Working Account, leaving the Club with a credit balance of \$405.

For the Events Committee, Barry Thew spoke of the Blue Mountains Run. He stated that an invitation had been extended to the Club Patron to spend this day with the Club, should he find it interesting or possible. His younger son expressed a willingness to take advantage of the invitation. There would be a need, from the courtesy and practicability aspect, to have a car call and pick him up. This part of the organisation was readily and quickly attended to by Bill Spraggon.

The Investigation Committee, through Bob McCarthy, reported that Ken Quarmby's 1913 Hupmobile is approaching completion, and should make its appearance soon.

On the social side, Hilda Sheen stated that the next event on the social calendar would be at Kogarah Bay, on 7th May, at a cost of \$1.00 per head.

One full member was accepted -

R.J. Hoad, Chandler Street, Kogarah - Studebaker 1913  
and three associate members -

Ken Robinson, Peakhurst - Ford T Tourer 1915  
John Helsham, C/- C.S.R. Co., Condong - Studebaker Tourer 1917  
G.J. Owers, Miranda.

The Registrar reported that six new registrations had been effected.

The Public Relations Officer - Warren Irish - reported that the reason for the delay in delivery of SPIT AND POLISH was attributable again to the P.M.G. Arrangements had been made to have Channel 9 at Prospect Reservoir for the Blue Mountains Run on Saturday 28th February.

George Green gave a few facts respecting the International Rally. The United Kingdom cars will be arriving by 'plane over Easter weekend. The Wentworth Hotel, Phillip Street, Sydney, is to be the Headquarters of the International Rally, where a briefing meeting will be held prior to the start. Three complete runs have been made over the course in attending to necessary details. The visiting vehicles will all be under complete cover at Woolworth's, Liverpool. The first car is to leave Warwick Farm at 8.0 a.m. and all cars will be away by 10.30 a.m.

The Secretary announced that the new design car badges (ex Melbourne) were ready, and indeed were available at the meeting, the cost being \$5.00.

The subject of an improved meeting room was brought up by Max Chapman, who cited the case of an organisation which erected their own building on railway property. Alex. McLeod stated that he knew of a club of 380 members, paying an annual subscription of \$1.00. The members ran socials and in so doing have almost completed payment of a building on railway property. Alan Rose-Bray suggested that a group of car clubs could well contact an Oil Company and arrange to acquire a service station. The ground floor to be a service station, with the upper floor used as a meeting area.

Discussion took place on the suggested Constitution Amendments in respect of the appointment of the Events and other committees. Most of the comments were made by Alex. McLeod and Victor Jacobs, the former asserting that his views on these matters were not necessarily conformed with by the suggested changes.

Through the efforts of Terry Cook, we listened to a talk by Constable P. Paterson, concerning Road Safety as it hinges around the drinking driver. A film was shown, made in Canada, which dealt with specific and measured amounts of alcohol consumed by a cross section of drivers, embracing men and women of varying driving traits and capabilities, including racing drivers. The emphasis, of course, was on the present .08% of alcohol, with suggestions of having the percentage decreased ultimately to a considerably lower figure. Constable Paterson then answered various questions put by members.

\* \* \* \* \*

#### THE BLUE MOUNTAINS RUN - SATURDAY, 28TH FEBRUARY, 1970

When near the turn off to Prospect Reservoir from Great Western Highway we saw a black and mustard coloured R.R. of familiar number plate apparently headed the wrong way. It was not the only one to execute that manoeuvre. We know!

Our arrival was a little delayed, so we missed out on the official morning tea. We have learnt since that we gave a demonstration of tea drinking to a certain channel of viewers. We were just about in time to pull out of the area, that is, following on making preparation against the weather, which was now breaking. The peppercorn trees had given as much protection as they were able, and were by now dripping all over everything.



We, as a team, are very grateful indeed for the friendly help that the McLeods gave, in transferring our navigator. As things went, it would have been very difficult to keep her dry. Such rain!

In following the queue for the starter, we gained one place because Jack Dance signalled us through, as the Talbot was having trouble in her petrol filter. Apparently not the first time that day - nor the last time, either!

Had time to have a few words with the Mitchells, in front of us. Some fellows think of the nicest things to say. And Don got out into the wet to say it.

We sensed that at least one driver amongst us was in a state bordering on fury, as we witnessed the spectacle of the Minerva first being pushed, then later being towed, but all to no avail. We personally feel very much towards such people, as we have, in the past, had the aggravation of under bonnet misdeeds. Although it is obviously "one of those things" it nevertheless fills us with a desire to stop and try to give a hand.

Got going eventually, but were held up at the first turn onto the bitumen, and watched the poor old Minerva doing her best under the gentle persuasion of a Water Board truck. By now the rain had just about got into top gear, but we kept the Star in sight for quite a distance along what we imagine to have been Flushcombe Road. It must be remembered that by now we were without a navigator, and our signal at the masthead, calling for the services of a pilot, remained unheeded. Ever tried running one of these old crates solo, i.e., no navigator, no hood, no bilge pump, no bailing dish, no screen wiper? Matters improved a little when the order went out: "Up, periscope!", but we were astounded at the size of our bow wave. As we cruised along Flushcombe Rd. we became aware that somehow the water-laden screen had allowed the Star to disappear. Or had she sunk with all hands? We were concentrating on looking through the water cascading down the screen, blinking repeatedly as drips of water hit into our eyes, and somehow the Star melted - just disappeared! Cruised on for awhile (by the line, mark 3) when we spied a Morgan with a S.A. plate, tailing after a Rolls. Whacko! We're saved - follow them! They took many turns left and right, which brought us up against many Stop signs, when suddenly the Rolls and Morgan combination came to a halt, and we found now, that the blind had been leading the blind. Pulled in to sort out things with the screed, and on looking round to see what the others had found out, discovered that they had gone! Must have sunk without a trace! With the sound of the Besa's engine running (no sarcasm, if you please!), plus the sound of the rain on a plastic cover, the other two had slipped silently away! At this we had to admit that we really were lost! Best to do was to continue along the present street (or up the existing creek, more like it) till something appeared. By now the rain was easing a bit. Pushed on 'Half speed ahead' till eventually a service station appeared on the starboard bow. The obvious enquiry elicited the information that we had dropped anchor at Doonside. Advised to go straight ahead to Richmond Rd., and when 200 yards or so from such road, had the extreme satisfaction of seeing Jack Dance and the white Talbot sail across our bows.

The way that Jack and his crew just sailed straight ahead through the rain, with schnorkel tube showing, won our admiration. No hood, no screen, yet there they were at the lunch stop at Kurrajong calm, collected and dry, as if the rain had been merely an hallucination! As far as we ourselves were concerned, we threw some odd bits of protective gear aboard

"in case there should be a shower". Had the actual "shower" been anticipated, we would have taken ample and secure measures of a more permanent nature before departing from H.Q.

At the lunch stop we were aware that the Star of Laurie Sykes, and Michael Bendeich's Chalmers, had not reported. We understand that both turned back. Bad Luck! But it does not surprise us!

It became apparent at lunchtime that Jack's Talbot had had her trouble eliminated, and presumably then ran with her accustomed unbroken continuity.

At the meeting on Thursday, 26th February, one member seemed to have a few hot-headed remarks to pass, directed at another member. At Barry's instigation we discussed this at lunch time at Kurrajong, and we decided that the words allegedly used by the member were misconstrued, and, in fact, as far as we are mutually concerned, were neither spoken nor heard!

It is not very often that we see the hood of the Wolseley in action, but we imagine that Max and Coy. were in a position much improved on that of the proprietors of The Besa.

The Dudleys' little family fit beautifully into the bodywork of the NAG. Within both sight and reach of the management.

It seems that Jeff has given the paint people a bit of a job in repeating the shade of colour which the Metallurgique wears. Incidentally, it was announced by Jeff that he has covered about 40,000 miles on our Club events, and other clubs' invitation events. Quite a figure, Jeff!

\* \* \* \* \*

### Subterranean Soliloquy

At Nassau, in the Bahamas, is a cemetery with a notice at the entrance reading:

DRIVE SLOWLY!

WE CAN WAIT!

\* \* \* \* \*

### BLUE MOUNTAINS RALLY

On the Thursday evening prior to the rally, 30 entries had been received, but by the time they had started to arrive at Prospect Reservoir, this rose to 34. However, two earlier nominations failed to arrive, giving us 32 starters. The first car left the hands of starter George Sevenoaks at 10.30 a.m. Originally the cars were to leave at 2-minute intervals but unfortunately somebody did a rain dance and the sky let go, forcing the starter to send them away at one minute intervals.

After leaving the start, the cars were instructed to turn left .8 miles after leaving the entrance gates. (One large American touring car was seen in the vicinity of St. Mary's - navigator's error, Mr. M.) and follow Flushcombe Rd. which took them to Blacktown; from here the cars were to follow Richmond Rd. to Richmond then onto North Richmond, turning left to Grose Wold then Grose Vale to Kurrajong for lunch at McMahons Park.



At the lunch stop barbecue fires had been lit with steak and sausages cooking by the time the first car arrived. Unfortunately, two cars were forced to withdraw due to the inclement weather. (Veteran owner theme wet tail, no hood). After lunch the cars travelled to Kurmond, then Freeman's Reach, Windsor and to the finish at Observatory Park.

During the day some cars had problems which seem to have been overcome somehow or other by their owners - these ranged from loss of spark to no petrol at the carburettor, or to tyres going off with a bang. One car which suffered loss of sparks is supposedly to have dual systems, but as one wasn't working, the other one didn't want to work either, so the owner spent some considerable time coaxing it to work long enough to get him home.

Thank you to the members who carried Mark and Anthony Cutler in their cars and thanks to all those who attended.

- B.T. THEW

\* \* \* \* \*

#### CAR OF THE MONTH

The Birmingham Small Arms Co. Ltd., of Sparkbrook, Birmingham, began to make cars as a sideline in 1908. Rather conventional machines were produced until 1911 when, after the company's takeover of Daimler, Knight double sleeve-valve engines were adopted for use in B.S.A. cars.

Ron Craze's 1912 model is one of the first B.S.A.'s using this engine and this model was in fact the first car to use an all-steel body. It weighs approximately 16 cwt. and is giving 24 m.p.g. The 4-cylinder engine is rated at 13.9 h.p (RAC) and has a bore and stroke of 75 mm by 114 mm, giving just over 2 litres (2012.55 c.c.) The four separate cylinders have hollow rubber blocks between them to carry the water through from the chain-driven centrifugal water pump. The "camshaft" (sleeveshaft) is really more like a small crankshaft and the two concentric sleeves in each cylinder both move about one inch up and down. The design is cross-flow from a water-heated Daimler 5-jet carburettor. Ignition is via an Eisemann magneto and the long-reach spark plugs are buried well down in the cylinder heads.

The "camshaft" also drives a piston-type oil pump which feeds into an aluminium trough suspended under the big ends. This is connected by a lever to the throttle mechanism so that as engine speed increases the trough is raised to allow the big ends to pick up more oil.

A cone clutch takes the drive to the 3-speed gearbox and worm drive differential mounted in one unit on the rear axle. A remote control linkage via two massive rods sorts out the cogs, and the transverse leaf rear suspension is rather reminiscent of Henry Ford's design. The external contracting brakes, featuring separate bands for the hand and foot brakes, are operated by huge (3/8") cables that wouldn't look out of place on a crane! This arrangement necessitates a double width braking surface on the drums. The 810 x 90 tyres are carried on Rudge-Whitworth type wire wheels, attached to the hubs per 75 fine splines. Every part of the car has the engine number stamped on it.

The original owner bought this car new in the U.K. in 1913 and brought it to Australia. It was given to Ron about thirteen years ago by the original owner's son, on a property at Bredbo. It had been converted to a

Car of the Month Cont'd. (Ron Craze's 1912 B.S.A.)

utility and the wheels had not been improved by seven or eight years running without tyres! The rear part of the body, damaged by fire, had been dumped in the river. (Ask Ron how cold the Murrumbidgee can be when you're diving for veteran car bodies - especially when you forget your bathing suit and have to make do with your birthday suit!) However, the chassis was complete mechanically and Ron spent two years restoring the car to its former glory. It has since done about 14,000 miles and has just been fully overhauled in readiness for the International Rally and is sporting a gleaming dark green paint job.

Ron states that in acquiring the car he also took over the original invoice, customs documents, letters in reference to the shipping of the car from England, and other odd paraphernalia.

It seems that it was acquired at a reduced price from the showroom, being a "superseded model". In those days "Ancillary Equipment", such as tyres, lamps, horns etc. were charged Customs Duty.

The following is the text from an advertisement in "The Autocar" of 1912:

"B.S.A. - 'Everything That The Name Implies'. 'Light in weight, light on tyres - such is the B.S.A. All unnecessary weight has been eliminated compatible with sound engineering design, and the result is a car with a large reserve of power. Power which, in the ordinary way, would have been absorbed in moving dead weight is now utilised in climbing hills.

Economical in petrol and tyres, it only remains to say the B.S.A. car is engined with the Daimler sleeve-valve motor. This means silence, flexibility and power. The price, with hood, screen, lamps etc., ready for the road is £325."

So, if you're engaged in moving your "dead weight" up a hill in the International Rally and you're passed by a grinning driver in a dark green blur - you'll know who it is!

W.K. IRISH

\* \* \* \* \*

Whether or not the idea stems from the P.R.O. (who, of course, is Irish) or from the Treasurer (who sounds as if he is Scotch) or from some committee member who wished to give SPIT AND POLISH a good 'wrap up', does not really matter much. But did you notice the new wrapper? Quite snazzy! Are they reject potato bags? Who knows! But all sarcasm aside, the use of the homely old brown paper bag - printed, of course - was a masterpiece of cost saving, and those responsible are to be commended. Aye!

\* \* \* \* \*

NEXT MONTHLY MEETING will take place on the fifth Thursday in the month - Thursday, 30th April, same place.

\* \* \* \* \*



EVENTS COMMITTEE REPORT

Cars attending Scavenger Hunt - 7th February, 1970:

Max Chapman	Wolseley
Jack Godfrey	"T" Ford
Bob Peterson	"T" Ford
Jan Sykes	Star
Jack Dance	Talbot
Terry Cook	R.R.
K. Langley	Brush
Jim Weir	Buick
Jim Simpson	B.S.A.

Two others attended the start but did not compete. One of the cars arrived at the start with the hope that he may be able to acquire the services of a navigator in the form of an associate member; unfortunately this was not to be, so one less competitor. The other car arrived just to see who was going and to give his car a short run as it has just had its go department overhauled; they tell me it makes a nice drink - if not a car - Bob.

B.T. THEW

\* \* \* \* \*

S O C I A L

Pleased to hear Val. and Arthur Garthon have an invitation to Government House to meet the Royal Family at a garden party.

Don't forget our Presentation Social on 16th May at Kogarah Bay - \$1.00 per head - basket supper.

Our Christmas Party will be in the form of a Christmas Supper this year as many of our young mothers found it hard to get away for dinner, so do hope all will be able to attend. It will be at Concord Memorial Hall on 5th December 1970.

As I will have a busy time until after the Rally, there will be no social news next month.

Looking forward to meeting all our overseas friends again during the Rally. If any ladies can see their way clear to help Len and myself meet the aircraft at Mascot and greet the overseas competitors and their wives, your assistance would be greatly appreciated - mainly Easter Sunday, Monday and Tuesday. Please ring 42-4198, Len or myself, or 88-2497, Ken or Joan Moss, as soon as possible and we will advise arrival times.

HILDA SHEEN,  
Social Secretary.

\* \* \* \* \*

DON'T FORGET THE START OF THE 1970 INTERNATIONAL RALLY,  
SATURDAY, APRIL 4TH, WARWICK FARM, 8 A.M. ALL CARS  
WILL BE LEFT BY 10.30 A.M.

LEN SHEEN,  
Hon. Secretary.

THE RIVAL

The wife looked at the clock, 11.30 p.m. and still her husband hadn't come in.

What a fool she was, just sitting there, alone watching the late, late show every night, yet she had only herself to blame, she should have put a stop to all this nonsense before it went so far, all the signs had been there - the 'phone calls behind closed doors, the letters from the country town, the weekends away. Oh yes, she told herself, she should have guessed what was going on.

Then there was that time when she had spent a few days at her mother's, while he had gone on one of those trips, that's when it happened, that was when he brought her home with him. The neighbours had been quick to tell her all about it. "Fancy," they said, "fancy your husband being interested in an old one like that!" So she was old, that was some consolation anyway, but he had become so obsessed with her, what could a mere wife do about it.

Well she'd jolly well do something right now. She got up, turned off the late, late show, and ran from the house, up the path she went and threw open the shed door and there they were, her with her brassy painted looks, he with that well-known glint in his eyes. "How much longer is this going on?" the wife asked. "Darling," he said, "it's all over. The old girl is ready for the Rally."

(Signed) ONE OF THE WIVES

\* \* \* \* \*

PIONEERS

(Army wallahs please note, this is not an article on the military version of the 'pioneer').

It never ceases to make one wonder when some of the adventures of the early motorists are bright to light. How many readers are aware that the first crossing of this continent by car from South to North was in the year 1908? Sixty two years ago! The era in which the parents of many Club members were probably born.

The physical - or was it metallurgical (nothing to do with your old mate, Jeff!) - toughness of the earlier cars remains one of the mysteries of our technically sodden era.

Coming fourteen years to this side of the first South/North crossing, we arrive at 1922. By now, of course, cars were much improved, yet a journey in this year - 1922 - made by three Dorts, had some difficult and some hair-raising parts to it.

(Dort, by the way, is not a name concocted for this article. Its details were: Dort Motor Car Co., Flint, Michigan, U.S.A. J.D. Dort was a carriage builder who switched to motor cars in 1915, selling 107,000 odd. Different models were made up the years, till in 1924 the four cylinder motor was abandoned, while the six cylinder continued through 1924, and then it finished. Some were sold in Sydney, but we have no recollection now of the identity of the agents.)



Pioneers, Cont'd.

Here is one of our points which we make about these earlier cars. From the writings of Capt. White, one of the six stalwarts who took the three Dorts on this expedition: "Leaving Charlotte Waters we passed..... innumerable sandy creek beds until we reached Horseshoe Bend, on the Finke River, where we struck 28 miles of continuous sand grouped into great ridges running anything up to 60 feet high, of purely drift sand. No cars had ever crossed these sandhills without assistance and haulage, either by camels or donkeys..... We went right up the sandy bed of the Finke River for a mile. Last year (1921) it was running 40 feet deep; when we were there (1922) it was all loose sand and very many feet deep, and we sailed up that on our own power. Coming out of the river bed we tackled the sandhills at right angles, travelling through the 28 miles without mishap, and landed at Alice Springs, to the astonishment of the policeman stationed there.... From Alice Springs we had a journey of 120 miles over heavy sand. The motors were grinding in low gear all the way (note that! Ed.), and we had a continuous shower bath of sand. The cars were stripped of everything, including hoods and mudguards.

"At Alice Springs we heard that there had been a cloudburst between Anthony's Lagoon and Newcastle Waters and there were 40 miles of water in front of us. Such a thing was unknown in the history of white men, and had never happened before at this time of the year. From Newcastle Waters we got a native guide to Newcastle Creek..... We reached the creek and found it was 7 feet deep, 150 yards wide, and running strongly. We unloaded ('emptied', Ed.) the cars and natives took the end of a 1,000 foot tow rope we had with us across to the other side, put it through a pulley attached to a tree and brought it back to No. 1 car. It was then attached to a winding gear specially fitted by Murray Aunger.

"We then began to haul one car across the river, one man sitting tight on the back of the seat with his hands on the steering wheel. She just plunged in like a submarine, and as she went farther and farther out into the stream, slowly disappeared like a huge boat going down. Soon only the head of the driver was above the surface. When she came out on the other side water poured out of her.

"No. 2 car was towed over in the same manner. Then the rope was attached from two cars on one side, to the third car on the opposite bank, the engines were started, and the two cars pulled the other across. We removed only the magnetos for this crossing.

"We were then on the other side of Newcastle Creek, which had been the highest ever known to white man. ....When we finally got out, the cars and everything else looked like lumps of mud....."

Looking back at this report, a few things come to the front of our mind. It is stated that the only thing removed was the magneto. If the carburettors had a knob for flooding the float chamber, surely this would admit water. We will ignore the butterfly valve spindle, but what about the air inlet of the carburettor? Presumably well plugged against the admission of water. And no self-adhesive tapes then, either. In fact, though nothing was said in the report of the run we could assume that a flexible tube could have been run from the carburettor inlet to the front compartment, in an endeavour to prevent intake of 50% sand on that 120 miles. It is doubtful, in our mind, that such a car as the Dort would have had an air cleaner in those days.

Pioneers, Cont'd.

We have advanced so far from the days of 'roughing it', which was either by our then way of living or by a desire to do just that, that not many present day fellows could take on a difficult cross country ordeal such as that was, and continue even when tiredness is making a good hard pull at their "Aussieitis", that is, an inborn laziness. It is difficult to keep persisting when a car has sunk to the running boards in sand or mud - for the third time one morning, for instance!

Undoubtedly they were hardy, tough, persistent citizens in those days. The days when, even after a heavy tiring day, one's duty - before anything else - was to bed down the horse! Nowadays one simply runs the car into the garage (which was open, ready, anyway) pulls on the brake, cuts the engine, and one is finished for the day.

(The historical extracts were copied from Keith Sinser's "Story of Australian Motoring").

\* \* \* \* \*

RALLIES

Our own International Rally is to take place very soon, and is a very important one to us, as it celebrates the Bi-Centenary of our geographical and racial beginning. Although we were populated originally by convicts, ticket-of-leave men, by Government officials and some free rovers (but don't look for free Rovers at Hurstville!) it can be said that the Australian nation soon became noticeable as such.

To that extent we are not, with the cars, celebrating an event by a repetition of it. In England, though, on 1st May, there is to be a Commemorative Repeat of the 1,000 Miles Trial of 1900, i.e., London to Edinburgh.

So far there are 86 entries. Pre 1919 cars are limited to 100, and it seems that they are certain of meeting this figure. Apparently a quarter of the number will be from countries outside Britain. A few of the original 1,000 mile competitors (mechanical ones) will be on the grid, while the 1900 Wolseley which competed will be manned by the only three surviving members of the original drivers. Incidentally, they are the motoring writer St. John Nixon, George Lanchester (of Lanchester cars) and W.R. Randolph.

The route to be followed will be the original one except for some parts, where the original roads have disappeared, presumably in rebuilding and re-routing.

Due to a series of one-day exhibitions en route in 1900, the time taken was three weeks. This year it is to require only nine days. Strangely, this is very much in line with our own allocation of approximately 100 miles per day. In 1900 the stayers were only 35 of the 65 cars entered. This year three quarters of the field is expected to last the distance. Of course, now they will have sealed roads to run on instead of mule tracks. Perhaps the higher octane that they drink nowadays will help.

And to follow the modern fashion of being advised of the cost of everything, we understand that the estimated value of the entrant vehicles will be \$2,142,900. (That sounds to us more like the National Debt!)

\* \* \* \* \*



Copy of letter received from T.E. Esdaile:

To Mr. President,  
Veteran Car Club of Australia.

Dear Sir:

I was looking through some old issues of "English Mechanic & World of Science" dating back to 1903, "Letters to the Editor". People write things of interest, and in another part, "Replies to Queries", where their questions are answered. Nov. 11, 1904, a letter from one David J. Smith, who I gather from advertisements in same magazine, ran a workshop for making and repairing cars, both steam and petrol. He says:

"I have had many letters from readers in N.Z. and Australia who are anxious to possess motor cars. Several inquiries state that the lowest parts of cars must be at least 2 feet off the ground, to clear boulders, snags and barks of trees. This means of course that the wheels would be at least 5 feet diameter. Other conditions are that the car must be capable of crossing the semi dry beds of rivers and climbing the steep banks on the other side.

Of course in the towns and settled areas the roads are equal to ours and our type of car fills the bill. The car that gets into 2 feet deep holes generally stays there, and cars cannot climb banks like kangaroos. If such a car could be made to fulfill all requirements, it would resemble a traction engine. A special car is certainly required, as the upkeep of a good car on our fine roads is fairly heavy, so in the rough regions of Australia it would be absolutely prohibitive.

David J. Smith."

On March 17th, 1905 appeared a reply (no air mail in those days!) from "Pioneer", Mackay, Queensland:

"Mr. D.J. Smith wishes for opinions of a car for the more unsettled areas of the country. On twenty years experience of the "back blocks" I give the following specification: Ordinary coach axles back and front, preferably of the type called self-oiling. Wheels not less than 3 feet diameter, wood built with iron tyres. Body as light and plain as possible, hung on springs on the principle of the best buckboards. Driving by chains to a gear on each back wheel hub. No differential, the iron tyres withstand the dragging round curves. Engines-steam, four cylinder, simple, mushroom valves exhausting into the air. Boiler-flash, fuel-kerosene. Fuel and water for fifty miles, highest speed 12 m.p.h. No part of engine, boiler or mechanism to come below the line of the axles except chain and gears.

Pioneer."

Then on Jan. 26th, 1906, appears another reply from "Australian Subscriber":

"In reply to Mr. D. Smith's letter I am inclined to think that writers have misunderstood the type of car wanted, as letters describe a vehicle that is to compete with the present bullock wagon. In the recent reliability trials between Sydney and Melbourne the weaknesses of cars were severely shown up, as the roads in some parts were as bad as any bush track. The cars had to average 20 m.p.h., and all repairs were to be done in driving time. Seven cars reached Sydney with full points. Then a non-stop run was entered upon, distance about 160 miles, but this only put one out of the contest, so they

agreed to run back to Melbourne under non-stop conditions, but this only caused one car, which turned over when travelling fast over a creek, to lose points. When five cars were still without loss of points after travelling 1,300 miles under so stringent conditions, it is clear proof that the modern car needs little altering to meet the requirements of the Colonies.

The makes of cars to finish were one De Dion, one Mercedes, one Argyll, one Talbot and one Tarrant. The last named fared very well, being a Melbourne product specially built for Australian conditions.

From the results I would suggest: car about 12 h.p., wire wheels, pneumatic tyres, bent front axle of heavy build, steering gear a little stronger in connecting rods etc., springs much stronger than on general makes of cars. Carriage body stronger than usual. Speeds of 4, 9 and 18 m.p.h. or near, and lastly must be a splendid hill climber.

Australian Subscriber."

Well, what do you make of that? Have you any official records of that trial? Was it the first reliability trial? There was no date mentioned, just as I record the letter here. Hoping this is of some interest to you in view of the coming rally of Veteran cars.

Yours faithfully,

T.E. Esdaile,

39 Ponyara Rd., Beverly Hills. 2209

(This was undoubtedly the Dunlop Reliability Trial of 1905. A photograph of the abovementioned five cars, each with driver and 'crew', is produced in Keith Winsor's "Story of Australian Motoring". The drivers are given as Tarrant - Colonel Tarrant; De Dion - Syd. Day; Mercedes - Hobbs and de Fraga; Talbot - W.B. Wilkinson; Argyll - Mr. (later Sir Russell) Grimwade. Ed.)

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#### AUSTRALIAN BI-CENTENARY INTERNATIONAL SCENIC RALLY OF 1970 FOR VETERAN AND VINTAGE CARS & MOTOR CYCLES

We print hereunder President Arthur Garthon's welcoming message to contestants, to be delivered on the occasion of the briefing meeting scheduled for Friday, 3rd April:

"Fellow Veteran and Vintage car enthusiasts:

Welcome to Australia, New South Wales and especially Sydney. To the overseas contestants in the forthcoming Rally, I thank you for bringing your cars and families such a long way, and also the interstate owners, some of whom have driven to Sydney for the start.

When you leave Sydney on Saturday 4th April, 1970, you will be competing in the largest Car Rally ever held. I am sure that when Mr. George Green dreamed of having an International Rally combined with our Captain Cook Bi-Centenary celebrations he had no idea that so many enthusiastic people would respond. I welcome you all.

The Committee has been working to organise the Rally for nearly three years and after these last few hectic weeks, will be glad when its all



International Rally - President's welcoming message, cont'd.

over. I thank them all for their wonderful effort.

As President of the Veteran Car Club of New South Wales, your host Club, may I warmly welcome you all and wish you a happy and trouble-free trip, with fine Australian sunshine all the way.

Happy motoring!

ARTHUR GARTHON,  
President."

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International Rally - Extracts from Bulletin No. 3 Continued (Carried on from February issue of SPIT AND POLISH)

Canberra, the next night stop and sightseeing centre for the next three days of the rally, had its origins well before the time of Federation in 1901 which united all six States of Australia into one Commonwealth. The first white men to settle in the Canberra district came with their flocks of sheep during the 1820s, following the search for the Murrumbidgee River by the explorer, Dr. Charles Throsby.

One of the earliest of these settlers was Robert Campbell, a shipping merchant of Sydney who was granted an area of land as compensation for the loss of one of his ships while it was under charter to the Government of New South Wales. Although Campbell was the first to receive a land grant in the area, the first white settler was John Joshua Moore, whose flocks were already grazing on the land when he applied for it in 1825. In his application, Moore referred to the area as "Canberry", the generally accepted name at the time. Canberry or "Kamberra", as it is also recorded, is believed to have been the name of the aboriginal tribe that inhabited the district when white men first came there.

Within 20 years of the first settlement, a small community of farmers and graziers formed on the Canberra Plain. Later, a store and school, a blacksmith's shop and a post office served the village built around St. John's Church, which still stands today on a hill not far from Canberra's main shopping blocks. After Federation, the search began for the site of a National Capital and in 1909 Canberra was chosen. The area was still virtually uninhabited. The early development of Canberra was retarded by two world wars and a depression.

Most of its growth has occurred since World War II.

A significant part of post-war Canberra development was the creation of Lake Burley Griffin. When this was completed in 1964 it not only provided Canberra with a handsome water feature but also linked the northern and southern sections of the city, previously separated by the flood plain of the Molonglo River.

Canberra, as the National Capital of Australia, is situated in the Australian Capital Territory and is approximately 200 miles by road from Sydney in the Southern Tablelands of New South Wales.

For some of Cootamundra's 6,000 inhabitants the arrival of the Veteran cars will be a re-enactment of the year 1906 when the first motor car drove along

International Rally - Extracts from Bulletin No. 3 Cont'd.:

its streets. Not so many years previously, in 1884, Cootamundra had been proclaimed a municipality and, 23 years earlier in 1861, had become a town.

A handful only of its citizens today will have seen, as one senior citizen put it, "the big red Cobb & Co. coach drawn by four beautiful horses go out to a hotel half way to Temora where they would meet another coach from Temora. There they would feed and water the horses and transfer all the passengers, when each coach would then return to its own town." Another episode was the gold escort; also a red Cobb & Co. coach of a smaller variety, drawn by two horses, which made the journey to the Temora goldfield once a month. The escort consisted of two troopers riding in front of the coach, one seated beside the driver and two mounted troopers bringing up the rear. They were armed with carbines and revolvers and dressed in the uniform of the day. The site of Cootamundra was originally the horse paddock of John Hurley's station of 50,000 acres. In international cricket it produced probably the greatest batsman of all time, Sir Donald Bradman, and in aviation such notable figures as "Smithy", Hinkler, Scott, Campbell-Black and Amy Johnson stopped to refuel here on their epic flights. Early in the thirties the first aircraft in Australia with all-metal framework was designed, constructed and test-flown here by Mr. C.A. Butler, remembered for the solo England-Australia record in the diminutive Comper Swift and the founding and operating of Butler Air Transport throughout New South Wales.

In four decades since the end of World War I, Cootamundra has developed from a small country town serving a largely pastoral and agricultural community to a thriving business hub in which primary industries now operate side by side with the two main secondary industries, abattoirs and meat works and flour mills.

For its size, Gundagai is one of the best-known towns in Australia, becoming a household word through four songs - "The Dog on the Tuckerbox", "Along the Road to Gundagai", "My Mabel Waits for Me", and "When a Boy from Alabama Meets a Girl from Gundagai".

Jack Moses' song, "The Dog on the Tuckerbox", has inspired the creation by Frank Ruscone of a well-known tourist feature on the Hume Highway five miles north of Gundagai - the bronze statue of a dog sitting on a tuckerbox. The monument is dedicated to the pioneers of the district to whom a faithful dog was indispensable.

Gundagai derives its name from the aboriginal, with varying meanings - one being "going upstream" and the other associated with the shape of the river bend.

For its pioneers, the Murrumbidgee River that provided for their early sustenance became also the medium of their greatest tragedy and a disaster unparalleled in Australian history when on June 23, 1852, following torrential rain, a great wall of water containing the power of a tidal wave descended on the town from the river's upper reaches and took with it the lives of more than 90 of its residents. All but three of the town's 37 private homes and business premises were swept away by the flood that reached a height of 30 feet above the town centre.

In 1853 crown land above flood level was thrown open to sale and the town of Gundagai that exists today had its genesis. Such was the state of the roads and communications at the time that the news of the catastrophe that was to shock the colony took two weeks to reach Sydney.



International Rally - Extracts from Bulletin No. 3 Cont'd.:

Tumut, derived from the aboriginal word "doomut", means "a riverside campsite". The aborigines had another name for the gently sloping hillside near the river where Tumut now stands - "Bookaledgarie" they called it, "the place where the cherry trees grow."

Settlement followed the discovery of the Tumut Valley by Hume and Hovell very quickly. As far as can be ascertained, the first advance was made down the banks of the Murrumbidgee from Yass in the late 1820s. In the early 1830s, Thomas McAlister founded a sheep and cattle station named "Darbalara", and during the next twenty years scattered settlements with wattle-and-daub huts sprang up at several points along the Tumut River.

Tumut in the 1830s was extremely isolated as there were no roads, the only means of conveyance being bullock drays. Journeys at this time from Sydney Town to Darbalara took close to two months. There were no stores from which to obtain provisions, which caused the early pioneers to carry everything they might want along with them. The country was populated with hordes of blacks, at that time quite wild and uncivilised, and, to add to the dangers of the situation, bushranging had become a fairly common occurrence.

In 1852, a severe flood swept through the valley with devastating results, particularly to the riverside settlements, but created in its wake a side effect which changed the entire pattern of development. As a result of these birth pains, Tumut was born.

Early in December, 1829, the eyes of the early colonists sighted the land on which the flourishing City of Wagga Wagga now stands. The persons thus privileged consisted of Captain Charles Sturt of the 39th Regiment, then stationed in Sydney Town, Mr. George Macleay, and six others. This party passed over the site of the future Wagga Wagga in its course of expedition down the Murrumbidgee and Murray Rivers. Settlement quickly followed and station properties were established in 1832 by Robert Holt Best and Charles Thompson on the south and north banks respectively of the Murrumbidgee River. Wagga Wagga was proclaimed a town in the year 1849 and in the same year Surveyor Thomas Townshend marked out the town. In the 1860s the population totalled approximately 700, but by 1881 it had increased to 3975. Two years earlier the railway line had been extended across the river to Wagga Wagga.

The name of the city is derived from the aboriginal language of the Wiradjuri tribe, which was the biggest aboriginal tribe in New South Wales, embracing the Riverina area.

"Wagga", "Wahga" or "Wahgam" in aboriginal dialect means "crow". The repetition of a word was the aboriginal method of expressing the plural or emphasis, thus Wagga Wagga means "crows" or "the place where crows assemble in large numbers". The Murrumbidgee River, which runs through the city area, also derived its name from the aboriginal language and means "plenty water" or "big water". Wagga Wagga, known as "The Garden City of the South", with 30,000 trees lining its streets and beautiful gardens to provide restful shade in summer, is situated on the Sturt Highway some 30 miles distant from the Hume Highway and provides the junction with the "Olympic Way" which enables travellers by road to proceed to and from Sydney via Cootamundra, Cowra, Bathurst and the Blue Mountains or via the Hume Highway through Gundagai, Yass and Goulburn.

For the motorist - veteran, vintage or modern - a tour of the city to obtain

International Rally - Extracts from Bulletin No. 3 Cont'd.:

a balanced impression of its facilities and development is simply a matter of following distinctive Red Arrow Signs throughout the route.

Today, with a population of 28,000, Wagga Wagga is the centre of the Riverina district with large Municipal Abattoirs and extensive saleyards handling tens of thousands of sheep, cattle, horses and pigs annually. The Riverina, in the south-west of New South Wales, is a rich pastoral and agricultural region through which roll the Murray, Murrumbidgee and Lachlan Rivers. It is a vast area of wide open plains, sheep and cattle pastures, irrigation schemes, wheat-fields, vineyards and (in the south-east quarter) forest and mountain country.

Albury, the Border City, is situated on the River Murray which, for much of its length, is the boundary between New South Wales and Victoria. It also sits across the Hume Highway and its history dates back to explorers Hume and Hovell, who, in 1824, discovered the Murray near the spot on which Albury now stands. The explorers crossed the river and continued their overland journey to Port Phillip, site of present-day Melbourne. A water-gum tree inscribed by Hovell stands alive today in Hovel Tree Reserve to bear witness to this point in time and to record the coming of the first white men to the area on November 17, 1824. In 1838, the government chose the crossing-place on the Murray as a spot where a town should be established and the town site was surveyed and approved the following year.

Albury, due to its location, is an important commercial and distribution centre for the rich agricultural and pastoral regions of the Riverina and north-east Victoria, while its thriving industrial activities include textile mills, clothing factory, flour mills, steel fabricators and ironworks.

Popular among a long list of attractions today are the War Memorial and the Music Bowl, both on Monument Hill, a landmark offering splendid panoramic views of the city and district. Owens Crossing saw many visitors from 1837 onwards. The "Port Phillip Gazette", on January 26, 1843, announced the establishment of a post office at Owens Crossing but this did not officially become known as Wangaratta until 1853, ten years later.

Wangaratta was the title George Faithfull had given to his Oxley homestead and in 1848 the naming of the "Wangaratta" hotel brought the name closer to the crossing. It is suggested that this name is derived from two native words, "Wanga", a cormorant, and "Ratta", to sit; but J.F.H. Mitchell, in his "Vocabulary of the Woradgery Dialect", gives "Wonga" as meaning a black cormorant and "Barratta" a white or black cormorant. A combination of these two words is another possibility.

Alexander Hamilton Hume and Captain William Hilton Hovell were the first Europeans to visit the Wangaratta area, having, on October 24, 1824, passed fourteen miles to the east on their journey south. However, Major Thomas Livingstone Mitchell was the first explorer to traverse the district. In 1836, on the return trip to Sydney from his third expedition, he crossed the Owens River at Wangaratta on October 15, 1836. The tracks made by the waggons in this year of phenomenal rainfall remained visible and clearly marked out what was to become known as the "Major Line".

The hut built by George Faithfull and taken over in 1838 by the Rev. Joseph Docker and his family is regarded as the first home in the district.

Disturbed by the hostility of the natives and the news of the Broken River (Benalla) massacre, in which ten of a group of eighteen Europeans were killed,



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the Faithfulls abandoned the Bontharambo Run. On the other hand, the Rev. Docker, who had taken over the 250,000-acre Bontharambo Run on September 9, 1838, had no trouble with the natives. In her diary, Mary Docker writes that they never went near the home for two years "and the poor creatures never injured anyone in my father's employment". Bontharamba, later broken up into smaller settlements, began one of the important pastoral undertakings in Victoria. The family still lives there.

Wangaratta and district history of bushranging included Daniel Morgan, Harry Power, Bogong Jack and, of course, the most notorious band of bushrangers, the Kelly Gang.

Oscar Mendelsohn's book, "A Waltz with Matilda", raises a controversial sideline to the Morgan story. Years after his death, Christine McPherson, "then a baby in the house from which he emerged and was shot", met Banjo Paterson and in his hearing, as a pianist, played a tune known to her. Banjo Paterson associated the tune with the swagman theme he had been turning over in his mind for some time. Pianist and writer then collaborated and "Waltzing Matilda", as we know it, was born.

It has been written that gold discoveries precipitated Australia into nationhood. Indeed, gold played a vital role in creating population centres spread over a vast area of the state of Victoria. Most became ghost towns when the gold petered out, and those miners who, in the 1850s, saw rosier prospects in the Owens Valley fields than that in the Midlands, followed an arduous trail through almost virgin country, "dusty in the hot dry summer and a continuing quagmire in rain" that paused in the red gum forests on the west side of the Goulburn River (a few hundred yards from where the Shepparton Civic Centre now stands).

The small and rickety punt which then crossed the river (too small to take the horses which were swum over at a cost of two shillings and sixpence per head) brought the weary travellers to the tiny village called McGuire's Punt.

When, in 1855, Surveyor Wilmot set the farsighted pattern for the wide streets of the city that would grow from this tiny crossing place, the name changed to Shepparton, probably an adaption of Sheppard's Town, named for Sherbourne Sheppard, then a 20-year-old English squatter whose log cabin, 10 miles north of the punt site, still remains.

Sheppard briefly held one of the three huge sheep runs, of which his namesake village was the centre.

Shepparton remained no more than a crossing place served by the Emu Inn and a Police Station until the Victorian Land Acts of 1868-72 broke the power of squatocracy and created hundreds of sizeable farms from the unwieldy holdings. These farms were spread over the flat and fertile Goulburn Plains surrounding Shepparton.

A vast irrigated district today, Statesman Alfred Deakin and his adviser, Mr. Stuart Murray, had the vision to harness the Goulburn River for this purpose, which commenced with the building of the Goulburn Weir at Nagambie by David Mitchell (father of Dame Nellie Melba).

Industry was first introduced in 1894 in the manufacture of dairy products and although fruit preserving commenced in 1917 its early growth was sluggish. The appointment of Andrew Walker Fairley in 1925 to direct the embryo

International Rally - Extracts from Bulletin No. 3 Cont'd.:

industry united the loyalty of the grower-suppliers and established for Shepparton a canning industry now by far the largest in the Southern Hemisphere.

Later, abattoirs were constructed for the meat industry to be followed by wool-spinning mills. In more recent years, engineering and container industries have been introduced, among these the manufacture of ball-bearings for automotive and general industrial uses.

Echuca is essentially a river town and many of its old buildings, including the wharf, serve as a reminder that this was once a busy port, centred in the river boat trade. For some 50 years, paddle steamers carried goods from the railhead at Echuca to cattle stations in the vast Murray River network traversing Eastern Australia, bringing by return huge loads of wool for despatch to the seaboard. This trade flourished between 1860 and 1910 and in the year 1872, the "Port of Echuca" was the second largest port in Victoria in terms of goods landed and transported. About 240 boats were cleared annually through the port at that time. The trade eventually waned when the railway was extended into the inland areas from which the paddle steamers received their cargoes.

Echuca was founded in 1853 by an enterprising Englishman named Henry Hopwood, who came to the Murray district about 1846 and was quick to see the possibilities presented by the pastoralists' use of the area as a crossing for stock. Within a few years Hopwood built a small inn and acquired a punt, and around 1857 erected a pontoon bridge which - in conjunction with another punt he built across the Campaspe River - gave him a monopoly on all river crossings. He then built an imposing hotel at the top of the runway leading down to his bridge and ferry.

Some of the romance of old Echuca is retained by the preservation of its early paddle steamers, the P.S. "Adelaide", built locally in 1866, and the original unique wharf which towers 40 feet above the river and is constructed with a number of levels to compensate for the 30 feet river level variation between winter and summer. A log buggy made entirely of red gum and similar to those used by the "bullockies" (bullock drivers) about 1870 is also preserved. So also are a number of steam traction engines, restored and operated by enthusiastic members of the local Traction Engine Club.

Today, a veteran paddle steamer still operates for pleasure along the old river.

Famous for its gold production from both alluvial and deep lead workings since 1851, Bendigo was then a lonely part of the Mount Alexander run. The few shepherds were always alert for trouble from the hostile blacks, for the territory was disputed ground lying between the tribes of the Loddon and of the Campaspe. It was never clear who first found gold, but Henry Frenchman first reported the presence of payable gold at Bendigo. As to the city's name, it seems most likely to have been taken from a shepherd who was nicknamed "Bendigo" for his pugilistic skill, Bendigo then being a notable figure in the ring in England.

Thousands flocked to the new field and moved excitedly to each new strike as gully after gully was explored. Place names still in use today record the history of the day: "Pegleg Gully" from a wooden-legged digger, "Happy Valley" from a successful strike, "Tin Pot Gully" from a worthless claim, "Crusoe Gully" from the fur cap of its first digger, "Quarry Hill" from the



International Rally - Extracts from Bulletin No. 3 Cont'd.:

sandstone quarries there and so on. Hundreds of shafts were sunk, the deepest reaching 4,613 feet. The Commissioner's Camp, with its crude lock-up of logs, was on what is still called Camp Hill.

Three years were to pass before the first land sale was held and buildings of a more permanent nature were erected. In the interim, fortunes were made and lost, successful and unsuccessful left the field, but there remained a very large population prepared to work hard in search of buried wealth.

1855 was a busy year for the diggers; a municipal council of seven was formed and its first meeting held in the Bendigo Hotel. A committee was set up to decide the best way of supplying Bendigo with water, a fire brigade was formed and the building of a railway from Melbourne to the Murray was mooted. The first train to run was enthusiastically welcomed in 1862. Negotiations in 1888 with the nearby Eaglehawk Council resulted in tenders being called for the construction of a tramway between the two centres. Battery-operated trams were unsuccessful and were replaced by steam and, later, electric trams supplied with power from overhead cables. A private company set up in 1892 replaced gas lighting with electric light in the main thoroughfares.

An Easter Fair, set up in 1871 to assist Hospital finances, has continued ever since as an annual event in the interests of charity, known as the Bendigo carnival.

Bendigo is justly proud of its imposing public buildings, many of which were built in the last century. Telephonic communication between Melbourne and Bendigo was opened in 1900.

Declining production in the deep reef mines in 1910 was the stimulus in devising ways of attracting new industries. Although extensive pottery works using local clay were established in 1858 and a butter factory opened in 1893, the establishment in 1926 of spinning mills and a factory for making watch cases has proved highly successful. Later, further spinning mills and a Government Ordnance Factory were established to swell Bendigo economy.

Surrounding districts are devoted to agriculture and grazing, but in recent years the development of irrigation has diversified farming activities and Bendigo has become a natural centre for the treatment and marketing of these products. Already, the Municipal Saleyards handle 1,000,000 sheep, 25,000 cattle, 7,000 calves, 1,000 horses and 10,000 pigs per year.

Bendigo, which will celebrate 100 years as a city in July, 1971, has, with its adjacent urban areas, a population of 37,000.

The first European to see the coast of Victoria was Lieutenant Hicks, an officer of Captain Cook's ship, "Endeavour", who sighted Cape Everard in 1770. The coastline was surveyed more thoroughly some 17 years later by Matthew Flinders and George Bass, who discovered the strait between Tasmania and the mainland that bears the latter's name.

In 1802, Lieutenant Murray sailed the survey ship, "Lady Nelson", in Port Phillip Bay, and the report he submitted to the Governor of New South Wales led to David Collins being sent to form a settlement there. He chose an unfortunate site, however, and the Sorrento Settlement was abandoned in 1804.

The Yarra River had been discovered by Charles Robbins, a master's mate, in 1803, and it was at the mouth of this river that Captain John Batman anchored his 30-ton schooner, "Rebecca", in 1835 and took a small ship's boat upstream.

International Rally - Extracts from Bulletin No. 3 Cont'd.:

Impressed with the fertile valley he found, Batman negotiated with the Doutagalla aboriginal tribe and purchased some 600,000 acres of land from them for an annual tribute of goods. He selected the site on which Melbourne now stands with the words, "This will be the place for a village."

The village was founded later in the same year by John Pascoe Fawkner, and in 1837 the Governor of New South Wales, Sir Richard Bourke, arrived with a senior member of the survey team, Robert Hoddle, to plan the future development of the town, which the Governor named "Melbourne" after the British Prime Minister. After landing and holding a levee, at which the principal settlers were presented, Bourke rode over the ground adjacent to the huts and traced a general outline of a township upon a beautiful and convenient site. Hoddle was a man of foresight and determination and refused to improvise a plan which followed the bullock tracks and other paths, but kept to his layout of straight streets, alternately broad thoroughfares and narrower access lanes. His vision enabled Melbourne to grow into a spacious yet compact city. In 1842, the city was incorporated and the first Mayor and Councillors appointed.

In 1846, the Superintendent of the Colony of Victoria, Charles La Trobe, directed that a Botanic Garden be established, and an initial 5 acres were developed. Since that time two men in particular, Baron von Mueller, a scientist, and William Guilfoyle, a landscaper, have made the Royal Botanic Gardens, now occupying an area of 88 acres, among the world's finest.

Victoria was separated from New South Wales in 1851 and shortly afterwards gold was discovered at Ballarat and the great gold rush began. In eighteen months the population of Victoria increased by almost 80,000 and Melbourne developed rapidly, politically, socially and economically.

Melbourne was the Federal Capital from 1901 until the opening of Parliament in Canberra in 1927.

John Batman's "village" now has a population of 2.25 millions, is a thriving business centre and is the second largest city in Australia.

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RALLY SOUVENIR BOOKS

Souvenir books - containing over 400 photographs of entrants' cars - may be ordered from President Arthur Garthon at a cost of 40¢ each. Please order before 3rd April, or you will miss out.

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ADVERTISEMENT S

FOR SALE: Replica 1910 Model T Ford - half size. Briggs and Stratton 4 cycle motor. As new condition. \$400 or near offer. Can be inspected at 7 John Davey Ave., Cronulla. Telephone 523-3948 for appointment or contact -

COLIN PARKER,  
51 Savoy Drive,  
Surfers' Paradise.  
Tele. Gold Coast 9-2809

Rolls Royce "Silver Ghost" Tourer 1914. Rear seat glass screen.  
Rolls Royce Phantom I Tourer 1926 with California Hardtop. The only one of its kind in Australia.

GEORGE SEVENOAKS,  
Tele. 43-4964

3 x 5.25/5.50 x 20 tyres and tubes. Near new, pumped up and on rims. \$5.00 each.

ARTHUR GARTHON,  
Tele. 57-6520

WANTED: To suit 1913 or 1914 T Ford:-

- 1 x front spring (tapered leaves)
- 1 x set of rear spring perches
- 1 x top leaf (tapered) for back spring
- 1 x Pitman arm (straight)

FOR SALE OR SWAP FOR ABOVE ITEMS, or other pre-1915 T Ford parts:-

To suit Morris Cowley:-

- 1 x set of brass windshield posts
- 1 x Lucas magneto, mainly restored
- 2 x brass Zenith carburettors
- 2 x brass Lucas headlights and glasses

To suit Renault 760 (1950):-

Workshop manual and most parts, including high compression head.  
Contact -

BILL O'BRIEN,  
4 Toni Crescent, Ryde, 2112.  
Tele. 80-1460

WANTED ALL STATES

Any information or parts of a 1911 Model G Detamble:

- (a) 1 Differential to suit a 1912 "T" Ford
- (b) 2 rear cast end radius rods 1912 "T"
- (c) 1 brass radiator 1912 "T"
- (d) 2 small type coils 1912 "T"
- (e) Speedo drive to suit front wheel and to connect to Ford speedo
- (f) Horse shoe for front of dash 1912 "T"
- (g) 4 door locks 1912 "T"
- (h) 1 pair gas headlights 1912 "T"

(This ad. continued next page.....)

A D V E R T I S E M E N T S (CONT'D.)

WANTED ALL STATES ADVERT. CONT'D.:

WILL SWAP FOR ANY OF THE ABOVE (listed on Page 22):

- (1) 4 x 1915-16 headlight bases "T" Ford
- (2) 2 x 1908-16 Headlight forks "
- (3) 2 x 1911-17 sumps "
- (4) 1 Veteran Ford radius rod (front) "T" Ford
- (5) 2 unstamped engine blocks "
- (6) 4 sets cast iron running board brackets "T" Ford
- (7) 2 demountable type front hubs "

WILL SWAP these parts below - of a 1915 "T" Ford -

FOR: A brass radiator in good condition "T" Ford

OR

2 matching 1912 "T" Ford headlights

OR

A gas generator to suit same.

1915 "T" Ford

- (1) 1915 Block with pistons, shaft, lowhead transmission and alloy cover and sump
- (2) Chassis and differential
- (3) 2 Headlights in forks (less rims)
- (4) 1 Tail light (brass rim)
- (5) Most of the old Tourer Canadian body panels including front scuffle section
- (6) Front I beam and radius rod
- (7) Coil box
- (8) Steering column

GEOFF SMITH,  
"Bellevue Park",  
Tara 4421, Q'ld.  
'Phone: South Glen No. 1

\* \* \* \* \*



" S P O K E S   I N   T H E   W H E E L "NEWCASTLE BRANCH

March 1970

EDITORIALThe International

It is indeed gratifying to see the high percentage of branch area club cars and members taking part in this event. Indeed close to half of our members and eight vehicles are going from the area.

When one considers the corresponding position in the Metropolitan area one can see how good the branch position is. I am confident that our branch cars will be received by our visitors enthusiastically as their variety makes them as interesting a contingent as one would expect from any other area.

I would like to take this opportunity to wish all branch entrants the very best and safest of rallying and look forward to writing of their adventures in later issues of this journal.

-- DON BARKER

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More on the Rally

Apart from the actual entrants published in SPIT AND POLISH last month, quite a number of branch area members are going along on the rally to lend an official hand, an unofficial hand or just join in the spirit of the occasion.

The following is a summary of who's doing what:

Entrant membersRally No.

76	George & Bede Adams	1917 Studebaker Tourer
135	Bob & Alma Newman	1914 Talbot Tourer
138	John Riley	1911 Albion Tourer
169	Max & Joan Burke	1916 Hupmobile Tourer
171	Peter & Neryl Adams	1912 F.N. Tourer
273	Les Diemel	1926 Chrysler Tourer
437	Ron Cook	Veteran Sunbeam Motor Cycle
568	Chris & Gladys Broadbent	1911 F.N. Shooting Brake

Other members going include:

Hunter & Bunty Thomas  
Doug. Marr  
John Gorton  
Harry & Margaret Bird  
Don Barker & Ray Thomas

Officials

Navigator for John Riley  
Car and caravan with Bob Newman  
Accompanying the Rally.  
Accompanying branch entrants as far as Albury.

\* \* \* \* \*

The next meeting of the VCCA (NSW) Newcastle Branch will be held at the Driver Training Range, Adamstown, on WEDNESDAY, MARCH 25, 1970, commencing at 8 p.m.

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SPOKES IN THE WHEEL

Notice of March Outing

Next Saturday, March 21, has been organised as a social outing to wish "Bon Voyage" to members in our area attending the International. The outing is a pleasant get-together Twilight Barbecue at Don Barker's home at Waratah. Rally fever is rising fast, so come along to this friendly "sausage sizzle" and absorb some of the rally atmosphere, coloured lights, music and all. Add to the atmosphere - come in your veteran - there's plenty of parking on the lawn near the tables.

The time: from 4 p.m. on with barbecue about 6 p.m. - just bring along the steak, the rest will be there.

NOTE: Should the weather be in doubt ring George Adams at 48-8140 or Don Barker at 68-3786.

P.S. To help plan the catering arrangements could you please advise George Adams or Don Barker on or before Wednesday March 18th if you are definitely coming.

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MEMBERS HERE AND THERE

Family Department: a baby girl, Cheryl May, for the McLennans, plus moving into a new house. Congratulations Sue and Geoff.

On the subject of houses, Peter and Neryl Adams' new home has begun at last, with plans for plenty of garaging we are told.

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THIS MONTH'S BRANCH MEMBER PROFILE

D.H. BARKER - VCCA (NSW) MEMBER NO. 107

Don was born and educated in Newcastle and has lived there all his life. Following technical training he worked in various positions, including drafting and commercial art before rising to his present position in industrial design with an international company.

His interest in veteran cars was aroused by the 1957 Blue Mountains Rally and his first Model T Ford, a 1915 Roadster, was acquired the following year. This car was restored in time to attend the 1959 Queensland Centenary Rally followed by various Blue Mountains and Wollongong events, until withdrawn from use in 1967 for re-restoration. About 1962 Don purchased a 1913 Raceabout. This car has a number of the more potent speed accessories on it plus a recorded achievement of 106 m.p.h. This restoration (not yet commenced) is not expected to be attempted before 1972.

Along with other veteran enthusiasts Don became interested in restoring a vintage car and in 1964 acquired a 1925 coupe, a rare model in Australia. The restoration of the coupe was completed in 1967 for the National Rally at Albury and has since proven a practical vehicle for Rally and private use.



SPOKES IN THE WHEEL - D.H. BARKER'S PROFILE

Don has become seemingly obsessed with the legend of Model T and has in fact established a small private museum to display the pros and cons of this famous marque. His continuous study of Model T since 1958 has also made him quite knowledgeable on dating and restoration queries.

The formation of the Newcastle Branch saw Don as acting chairman and since then has also occupied various Branch offices.

AT A GLANCE

NAME : Don Barker  
OCCUPATION : Industrial Designer  
CLUB CARS : 1913 Ford Raceabout  
1915 Ford Roadster

MORE MEMBERS HERE AND THERE

Some people leave things late...our spy tells us that Bob Newman was seen honing the cylinders of a Talbot motor one night last week. Or perhaps its not for Melbourne at all.

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On the subject of engine "innards" valuable help and instruction was given your Editor by Bob Newman the previous weekend on adjusting the main and big end bearings in the motor being built for his re-restored 1915 Roadster. Many thanks Bob.

\* \* \* \* \*

We are told Ray Thomas is torn three ways at the moment.... Adler... Overland... Lincoln. Which one first Ray?

\* \* \* \* \*

Talk about the "sublime and the etc." Ron Cook is giving up RAAF Mirage travel to ride a veteran motor cycle to Melbourne. Perhaps you can hitch a ride back in a Hercules, Ron!

\* \* \* \* \*

We told you a couple of issues back that new member Rod Wilson was restoring a Ford. Well that was then - he is now keenly working on a Buick with Doug Marr's guidance no doubt.

\* \* \* \* \*

Bad luck for Laurie Macey and Doug Marr not being able to get late entries in the International. Doug, however, will be right in there as John Riley's navigator.

\* \* \* \* \*

Your editor wishes to deny any rumours that he has forsaken Ford for British Leyland. Just for the International Ray and Don will put up with the "shame" of a Mini Van. But keep the Mini in mind, you branch entrants, "if in trouble just look for Mini." If we can be of any help just call us.

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