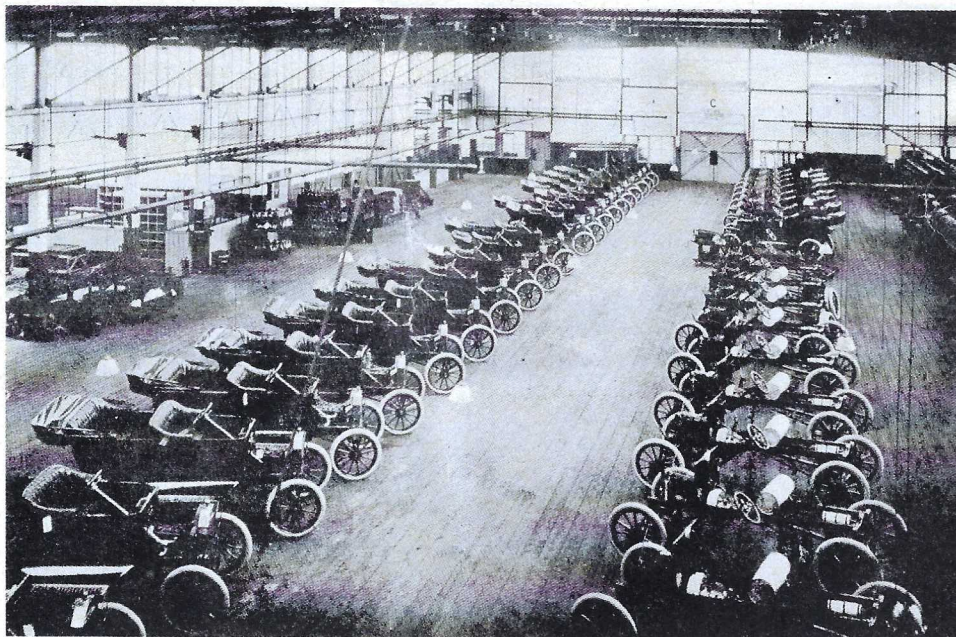


# SPIT AND POLISH

**"TAKE YOUR PARTNERS, PLEASE!"**



**FORD ASSEMBLY LINE AT TRAFFORD PARK,  
MANCHESTER CIRCA, 1913/14**





# 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.

Vol. XIII No. 4

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**Hon. Editor and Editorial Address—**

J. B. SIMPSON,  
198 Culloden Road,  
Eastwood 2122. Phone: 869-1350  
October 1971

E D I T O R I A L

How Safe is Safety?

It is fully realised that a child's mind, in its immaturity, is vastly different to that of an older person. This, however, does not prevent a child learning early in life (the earlier the better!) that the motor vehicle should be treated in an attitude which is a compromise between respect and fear - respect for its superior weight, and death or injury-dealing capacity, and fear that it might, through no fault of its own, go 'off centre' at any instant.

And a further lesson stems from this outlook. The expected immunity from attack engendered in many minds (including the adult ones) that the sight of a green light or a zebra crossing conjures up, is really too much of a combination of super faith and lack of a realistic outlook. To feel that one was legally in the right does not straighten out a mudguard, nor knit smashed bones.

We could go on for ages on this theoretical talk (editors are notorious word dispensers!) To get down to something practical, we say that there should be something more positive in the matter of physical, rather than legal, protection. We have given some consideration to this point on different occasions over the years, and we still come up with the necessity for a physical deterrent. We feel that "deterrent" is a wrong word. A better one would be "obstruction".

One of the most positive ways to achieve this would be to have the roadway 10' or 12' before the crossing "doctored" in such a way that alternate blocks approximately 18" broad, and half the width of the road, would drop 12" to 15" below the surrounding road level. These would be linked up with the traffic lights in such a way that as the red light came on, the blocks would drop. We would suggest, say, six such blocks, spaced so that the one nearest the crossing would accommodate the front wheels of the average vehicle, so that the front of the vehicle would be held at least 3' short of the crossing.

Rather drastic? Of course it is! But desperate diseases require desperate remedies. Many drivers feel subconsciously that either they will be lucky, or the poor benighted pedestrian - in fear for his life! - will duck away in time. Why not switch the responsibility? Let the driver have a fear that he will do bad damage to his front end if he fails to stop in time when he sees the new Stop Sign working. We suggest that it could be in the

NEXT MEETING: 28.10.71 (Details P.2.)

(Cont'd. on P.2.....)

nature of the railway crossing, with a swinging bar or similar. Anything within reason is worth it, to save lives. We are thinking at the moment of the two girls 7 and 8 years of age at East Denistone. KILLED OUTRIGHT! How would you feel now, had they been your children?

### NOTICE OF MEETING

The next General Meeting of the Club will be held on THURSDAY, 28TH OCTOBER, 1971 at Five Dock Community Hall, Great North Road, Five Dock, at 8.0 p.m.

### REPORT OF SEPTEMBER MEETING

The first part of the meeting was a special meeting called to hear a report of the findings of the Building Committee, confined to a description and discussion of the Congregational Church suggested for acquisition for club premises. The details are roughly as follow:

The Congregational Church Trustees put a price of \$9500 on the land and building. Their terms are at least \$4750 deposit, the balance to be spread over five years at 9% p.a. on 1st mortgage.

Drummoyne Council has approved a development application from church premises to meeting room and library.

Some details which were supplied to the meeting, and facts elicited from queries, are:

The area has a frontage of 33' and a depth of 112', and is unencumbered.

It is zoned Residential A under the Drummoyne Council Planning Scheme.

The transfer to the Club would entail \$121 Stamp Duty, with total transfer fees and attendant costs at \$253.90.

Water and Municipal rates would approximate \$50 and \$71 respectively per annum.

The U.C.V. is \$6800, assessed annual value \$325, while the valuation made on behalf of the club by K.B. Chambers and Staff, Pty. Ltd. (at no expense to the Club) is \$8750.

The Treasurer produced some estimated costs, as under:

Purchase price	9500	
Approximate costs	<u>500</u>	10,000
Alterations, chairs etc.		<u>1,000</u>
		11,000
Proposed loan ex Rural Bank, Rockdale	4500	
Club's cash in hand	<u>6500</u>	<u>11,000</u>

The maximum amount which can be borrowed is 2/3 of the V.G.'s valuation of the property. The normal rate for such loans is 7¼%, but this is reduced to 6¼% for charitable institutions and the like. This would

involve the Club in a payment of \$68 per month.

Max Welch told the meeting that he and John Corby had given the building a thorough inspection, and have found the frame to be in good condition. (It is, of course, a weatherboard building). It will seat approximately 72 people. New wiring will be required. The roof is fairly new.

Arthur Garthon announced that Peter Kable had spent much time examining the building, and that John Corby had volunteered to provide a wash basin, while George King is coming up with an urn.

Moved by George Green, seconded by John Corby, that the Club acquire the building. Motion carried, with four dissentients.

Vic. Jacobs, with that usual twinkle in his eye, said that he felt that he should object on religious grounds. "The building is a Congregational Church. Now, had it been a synagogue...." His 'objection' was greeted with much laughter.

The President extended the Club's thanks to Max Roberts, Bill McCarthy, John Corby, Max Welch and Peter Kable, for the material assistance they had given, and the meeting acknowledged this announcement with acclamation.

The business of the new building having been completed, the meeting then carried on the business of a normal monthly meeting.

Proceedings opened by the President welcoming the following visitors: Alan Kalman, Alan Tester (Rover Owners' Club), Edward du Cros, John Roberts and David Wesley (St. Ives).

Peter Kable (Events) spoke of the Newcastle Rally. (We felt, personally, that it was to be a consolation run for those unable to attend Coff's Harbour!) He reminded the meeting of "Victor Jacobs' Day" - 28th November - on which day 90 aboriginal children from La Perouse are to be given a day's outing. Tasmania has been asked to supply details of the projected rally there. It would seem that boat transport may be a difficulty.

The President asked Michael Bendeich and Denise Outred to stand, when he told the meeting that they had announced their engagement. They received the best wishes of the meeting by a round of acclamation. (Michael has shown that while he can fall under the spell of one Chalmers, he can also be influenced by other 'charmners'. Well, that's how it goes!)

Two new members have joined up, both juniors:

Phillip G. Joseph	Kensington
Malcolm C. Baxter	Sylvania

The Registrar (David Berthon) had nothing new to report.

Warren Irish (P.R.O.) showed to the meeting, and described, an Italian produced book which gives an excellent coverage of motor vehicles from way back in their beginnings. It will be noted that an advertising leaflet was incorporated in the stapling of the September issue of SPIT AND POLISH. He told the meeting that the book was given to him for his own use, but he would be pleased to pass it to the Club for inclusion in the library. ("After I have read it" he said.)

Arthur Garthon, as Rally Director (Coff's Harbour) gave a run down on the Rally. A full description appears elsewhere in this edition of



SPIT AND POLISH. A couple of points could well be inserted here, points which are not covered in Arthur's report. At one stage a raffle was conducted, and poetic justice was meted out with a vengeance. Of all the most appropriate people who could have won it, you would hardly believe that John Corby's marble was the first out! Could not have been better justice, surely! A further raffle took pleasure to the heart of the newlywed. Yes, Jan ex-Sykes (it's going to be hard to remember to say "Jan Coulcher") won it - and how deadly appropriate it was! Being a Can-O-Mat, it would seem to be able to allow her more time in the bike shed in the week-ends. Jolly good luck to the Coulchers! We understand, if our informant is correct, that though Jan did not actually win it, she received it.

While we have Jan in focus we must record an observation of hers, that though they were in a banana area, the delectable fruit was not available. We have heard of this type of thing many years ago on the north coast, in the milk and cream area. The local hotel (not motels in those days) had wretched powdered milk, mixed with water, for the breakfast food, not the lovely rich creamy milk that was looked forward to.

Social Secretary (Jan Coulcher!) reminded the meeting of the Christmas Party, set down for the first Saturday in December, and to be held at the Denistone Bowling Club, the cost to be \$4 per head. Jan must have the list of starters by the November meeting, when payment will have to be made in order to get catering arrangements under way.

The raffle was won by Jim Cooper, who walked off with a mounted model car.

It was announced that on 9th October George and Dorothy Green were to take off for a trip to England. The Speedwell is to accompany them, as one cannot be in England somewhere near the Brighton Run without an appropriate mount, if such be a possibility.

\* \* \* \* \*

#### A NEW CONCEPT OF M.P.G.

We have read a breathtaking article in Beaded Wheels, the New Zealand magazine, and they, in turn, acknowledge having acquired the details from Guinness Book of Records.

Work goes on incessantly in most spheres of car production and road use. One section of this activity interests every road user, in that intensive research is being undertaken to obtain as much mileage as possible from each gallon of spirit.

The world record for fuel economy on a closed circuit course was set in the annual Shell Research Laboratory contest at Wood River, Illinois, on 5th October 1968. Three men used a 'highly modified' (they'd love to be joking!) 1959 Fiat Sedan.

Being observant of what goes on around you in motoring articles, what is claimed in advertisements, and your own experience of car driving, would you be surprised, doubtful, or straight out incredulous when you read that they achieved 293.45 miles per imperial gallon? For ourselves, we should be inclined to ask how far the vehicle was pushed and/or towed, or if it coasted down from Pike's Peak.

(Continued on P.5.....)

Apparently for these tests the rules required that the cars use the original engine, but virtually any modification is allowed. They are run at 10 to 15 m.p.h., using driving methods to keep the engine operating efficiently.

In other tests along these lines, one Fiat 500 achieved 93.07 m.p.g. compared with a published consumption of 46.1 m.p.g., while a Morris 1800 gave 63.47 m.p.g. against an advertised figure of 42.5 m.p.g.

\* \* \* \* \*

PLEASE NOTE:

VINTAGE AND VETERAN CAR SALES has moved from Windsor to a new location at the corner of Wellington Street and Brisbane Road, Riverstone, 2765. In addition, there is a new telephone number for week-ends, 627.2021, with the former number, 487.1396, still applicable for evenings. The advertising on the inside back cover will be changed from the next issue onwards.

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COFFS HARBOUR RALLY 29.8.71-4.9.71

By Sunday, 29th August, 1971, 12 vintage cars, 46 veteran cars and 1 post-vintage car had arrived in sunny Coffs Harbour. Entrants had arrived from as far away as Melbourne, Brisbane, Nambour, Griffith, Nowra, Wollongong, Albury, Newcastle and Sydney.

Most drivers had either humorous or tragic stories of their trip and on Sunday night we heard of modern car radiators boiling whilst trailing veterans, trailer tyres catching on fire, veteran gearbox bands disintergrating, rear seats flying out onto the highway, lack of oil pressure etc. etc. Monday morning saw cars with motors out and completely stripped, gear boxes being overhauled, brakes being relined, new tyres being fitted to trailers and a host of other minor repairs.

Monday afternoon, 59 cars assembled at the Senior Citizen's Centre to take 6 senior citizens for a short run around the town! Needless to say there were a lot of other passengers too. This was followed by a very warm speech of welcome to all drivers and crews from the very charming Lady Shire President, Mrs. McHugh. The President, Allan Foy, and I then enjoyed her company and a personal tour of the Coff's Harbour Civic Centre. The people of the Shire can be justly proud of such a beautiful building.

Tuesday morning, all cars and crews set off northwards for Woolgoolga, taking in the beautiful view from the Lions Club Lookout, inspecting a Banana Plantation, a Sikh Temple (there is a large Indian population in the area) and on the way home an inspection of the Kumbaingeri Wild Life Sanctuary.

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



Wednesday, all went west to Coramba after being shown around another Banana Plantation and a beautiful shell collection. Lunch was provided by the local C.W.A. and was served in the typical Australian country style and thoroughly enjoyed by all.

All cars were on show nightly at the Showground and were supervised by the local Lions Club members. A little more publicity would have been beneficial and could have produced a better gate collection.

Thursday found all cars headed south to Urunga, via Sawtell, where another C.W.A. lunch was enjoyed and most drivers drooled at the side lamps in the local Museum. The return trip was via Bellingen, a very old town with a very old garage from which the veteran "Steptoes" emerged with some very old car parts.

The Presentation Dinner held at the Coral Room of the Plantation Hotel on Thursday night was a sit-down Turkey Dinner for 203 people, including the many children present on the rally. This, I believe, was nearly a record for the town.

There were several wedding anniversaries and birthdays to celebrate during the week, and also a honeymoon couple, Jan and Roley Coulcher, who stood the comments very well! A list of the trophy winners appears below.

Friday was a free day which saw a major part of the entrants wending their respective ways home. Those who stayed till Saturday enjoyed more of the perfect weather which had prevailed all the week.

In conclusion, I must thank all who helped in making the rally such a success, both competitors and organisers, without whom we could not have had such an enjoyable time. We are also thankful to Whoever was responsible for the glorious weather.

#### Trophies:

##### Up to 1911

Concours D'elegance	No. 44	E. Sims, 1905 Reo
Concours D'etat	No. 42	G. Edwards, 1909 International

##### 1912-1918

Concours D'elegance	No. 29	D. Fiechtner, 1913 Cadillac
Concours D'etat	No. 4	A. Pichup, 1915 Ford T

##### 1919-1930

Concours D'elegance	No. 70	A. Frost, 1924 Fiat
Concours D'etat	No. 62	A. Douglas, 1927 Sunbeam

##### Car driven longest distance to Rally:

No. 27	N. Ferguson - Victoria - 1925 14/40 Vauxhall
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<u>Hard Luck Trophy:</u>	No. 24	Max Pratt, 1913 Fiat
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##### Most Popular Car, chosen by Shire President:

No. 61	L. Deimel, 1926 Chrysler
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##### Lady Drivers:

No. 20	Jan Coulcher, 1910 Star
No. 54	Val Cross, 1911 Rolls Royce

Arthur Garthon has handed to us a letter from a member at Murwillumbah. He appears in the Queensland section of the Register (namely, W.G. Sanderson) as owner of 2 Sunbeams of 1914 - a single-seater and a tourer - as well as a 1908 Reo. Which vehicle he drove was not stated, but whichever it was, he enjoyed himself thoroughly, and rushed into print on arrival home. The letter was dated 5th September.

"Dear Arthur:

May I, on behalf of Lil as well as myself, congratulate you on a very well-organized tour to Coffs Harbour.

And through you, may we thank your Club for having permitted us to take part in the event.

We had a very satisfactory run home and coming back to rain - on the Gold Coast - just goes to prove how well your plans - to provide first-class weather at Coffs Harbour - were made.

We met old friends and made new ones, we enjoyed Veteran Motoring at its very best, and we are indeed grateful to all who made this wonderful week possible.

Yours sincerely,  
Bill Sanderson"

Another letter:

"The Editor,  
SPIT AND POLISH.

Dear Sir:

On behalf of my family and fellow members of the Veteran and Vintage Car Clubs, I would like to sincerely thank the Events Committee and all concerned for the wonderful week arranged for us at Coffs Harbour.

This type of event gave members time to socialise with other people without the worry of rushing from point to point to keep up with the competing cars.

Once again, congratulations to all concerned for their sterling effort.

Yours sincerely,  
Albert W. Frost"

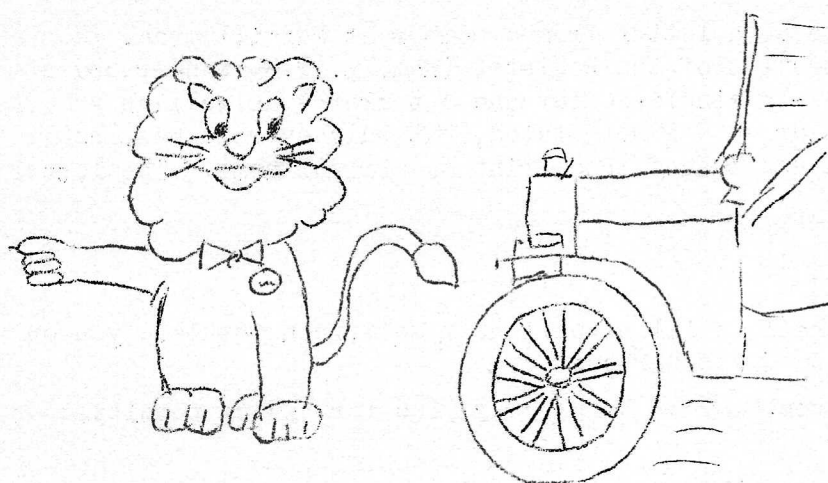
\* \* \* \* \*

#### R E M I N D E R

Don't forget that John Corby or Jim Weir want a written list of starters for the Children's Christmas Party, to be held at Brush Farm Scout Hall on 11th December.

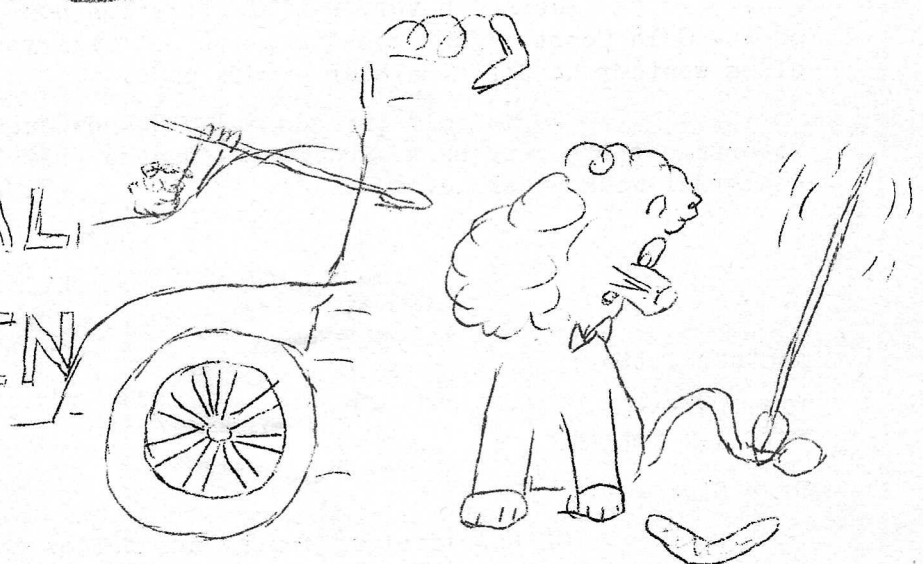
The deadline date is Thursday, 28th October, which must be known to everyone as the next meeting night.





LIONS  
CLUB  
OUTING  
NOV 28<sup>TH</sup>

FOR  
ABORIGINAL  
CHILDREN



7th November - INSPECTION DAYS (COMPULSORY)  
5th December

4th December - CHRISTMAS PARTY

11th December - CHILDREN'S PARTY

Events Committee:

P. Kable 579-6942  
E. Lang 579-5790

NEWCASTLE TOUR

How do the weather people manage to produce such high velocity winds? A few times en route to Newcastle we were nearly (virtually) blown off the road. As was anticipated, the response to the invitation to a tour was not very great, but it was a good week-end.

We can answer for the hour-by-hour behaviour of only one vehicle, of course, so that most of this report must necessarily revolve around The Besa.

Appropriately, with plenty bushfires round us, one participant was the Garford Fire Engine of George Adams, driven and navigated by Geoff and Sue McLennan, respectively. Maybe it could be classed as the one 'hot' vehicle of the exercise, unless one considers the Hiss. It goes without saying that Sally and Peter could have afforded to leave late and yet arrive early.

Through Peter Adams we were able to view "Dad's most cherished possession". It is a very much 'out of true' chassis which he was fortunate to have resurrected from the local tip. You have never seen such a contraption! We understand that it was badly mauled by a 'dozer. We felt that its greatest potential value lay in its undoubted qualification as a marvellous example of Op Art. A couple of titles occurred to us, including: "Summer in Iceland" and "Green and Black Daisies".

One of the sub-events on the Sunday entailed proceeding a specified distance of approximately one mile over, up, flat and down grades - at 15 m.p.h. Another event required competitors to estimate the distance in miles and tenths, over a specified stretch, which was not bitumen surfaced. We hoped that John Riley and the Albion would be excluded from joining competitively in each of these events, as we felt that counting the engine revs. was not the method that competitors were expected to employ.

A lot of the way up Pacific Highway on Saturday we saw fires over to our left, and some were not so very far away. In parts the scrub was burnt right to the edge of the road. On Sunday night many fires were visible round the Belmont area, and further south. Many firefighters worked a lot of the night and no houses went up, though the fires were too close to some of the houses to be healthy.

The all-pervading wind blew again on Sunday. One stretch of road went up a fairly steep slope, which was in the process of complete restoration or grade alteration. It still had its surface at a soft powdery state of crushed clay. Before really hitting this area, one's fellow competitors were visible away ahead, almost on a convoy basis, but with a touch of the old days, to the extent that they were endeavouring to allow the other fellow's dust to settle, or, more like it, to be blown away. There was a most unearthly dust and clay haze, which, we understand, was responsible for Sandy Holmes having his vocabulary very much enlarged (not necessarily enhanced). You see he was navigator for the indefatigable Lennie Masser. You remember him, the make of the Mass motor car, old "Masser hyphen something or other" as he expressed it! Sandy assured us that he had never previously heard anyone hold forth so volubly, in such a variety of words (doubtless quite a number of them of near east origin) in order to express his abhorrence of, and his annoyance at, the then existing driving conditions!

Reta and Bill East were there with the Studebaker, and seemed to enjoy themselves.



As is usual on most of these runs, one hardly saw one's fellow members except at the nosebag areas.

Speaking of that, commissariat arrangements had to be altered at the last minute. The original plan provided for a barbeque in a paddock but obviously the fire hazard put 'finis' to that. Instead, the management had friends at court, and were able to virtually take over a double garage, bring out occasional furniture from the house, top up radiators with water which was in abundance, and to make it generally pleasant for the womenfolk, by their eating in a covered area. One's veteran-oriented eyes feasted on some pieces of metal which seemed to have a 'veteran goodie' appearance. It is always interesting to see the other fellow's collection of bits and pieces of varying value. We had to watch Peter (forgotten his surname!) as his eyes went avariciously from exhibit to exhibit. Quite unobtrusively we saw to it that he kept his hands in his pockets.

The Saturday and Sunday evenings were taken up with natter and pianola. The pianola was going quite well when Peter Adams did all he could to make the night hideous. He disappeared from the natter area and very soon reappeared with a battered music instrument case, the leather of which would have been unable to hold up its head in the presence of The Besa's leatherwork. You've never seen anything like it! It was screaming out for complete restoration! But that is not all. From its cavernous interior he produced a TRUMPET ## And worse than that, he blew some 'music' from it ## He had some musical difficulties, for the key of the wretched thing could not be altered, and most of the pianola rolls were set in keys different to that of the trumpet. His handling of the instrument left us in little doubt that he had served his time testifying on the street corners.

On both evening we had the company of Jean Masser. Good to see some of the early Sydney oldies. And this thought embraces Peggy and Sandy Holmes. And their children! A summing up of the children gives an indication of how far back was our contact with their parents. There is a sobering thought which most of us tend to overlook, i.e., that when the children put on a year - hang it, so do we!

There was also a bright couple with us, in the persons of Melva and Alan Rowe. There seemed to have been a double mishap of breakages between the two temperature extremes, to wit, a bottle of frozen water and a device for converting coldwater to exceedingly hot water, through the agency of electricity.

We were landed in the ignominious position of having an argument with The Besa's electricians. Not had such trouble for a long time. At this stage we had traded our single permanent passenger for two pint-sized Holmes, Jennie and Martin. The switch seemed to have done us no good, and poor Jennie considered that she must have jinxed the old power plant. We felt, and we still feel, that such a bright lass could not jinx anything! Sandy left his modern car and came to our aid - it was right on a T crossing, of course - and then, with true Veteran Club tradition, Bill Dudley appeared on the scene, apparently from nowhere, and flung himself into the fray. Between the three of us, we managed to force some common sense into the Old Girl, and we were mobile again.

At some spot on Sunday we were overtaken by the Minerva, with Ken Chambers at the wheel. Following fairly closely on its tracks was the R.R., from which we received a stately (or sarcastic!) bow from Sep. Hall.

Did not see them after that.

Early in the piece we saw Jack Johnston with his 1913 Overland. He received a trophy. It is almost a standard expression to say that he was "the lucky recipient of a trophy". But this time he was the "unlucky recipient", for he received the Hard Luck Trophy. The fan of the Overland managed to part company with its spindle, and made an unsightly and unserviceable job of the radiator. It would seem to have entailed a tow back, or the fitting of a radiator of another breed, provided that the hose connections could be induced to 'play ball'.

Another vehicle was breathing down our neck - we could sense it panting - and we waved the Hisso through with Peter and Sally aboard. We had no difficulty in looking down into it.

Bob Newman was unable to join in on Saturday 'due to pressure of business' as usual, but we did see him on Sunday, when he was accompanied by his henchman, Neville Prestan.

We saw Stan and Marje Rumble, plus Maxwell, mainly at the lunch stop and at the Sunday night natter.

\* \* \* \* \*

COMPULSORY REGISTRATION INSPECTION

Two Inspection Days will be held this year,  
on SUNDAY, 7TH NOVEMBER and SUNDAY 5TH DECEMBER.  
Members may attend whichever day is more  
convenient at either of the locations below.

ARTHUR GARTHON MOTORS - 492 Forest Road,  
Penshurst.

SHEEN'S SMASH REPAIRS - 696 Mowbray Road,  
Lane Cove.

Hours of Inspection: 9 a.m. to 1 p.m.

AUTHORISED INSPECTION STATION CERTIFICATES  
WILL NOT BE ACCEPTED.

Enquiries regarding inspections can be  
referred to me on 639-0603 (home).

Please note new address: 3 Bombardine Place,  
Baulkham Hills. 2153

D. BERTHON,  
Registration Officer



QUEENSLAND REPORT

Toby Bent has taken the trouble to supply us with the following write-up of a Queensland event attended by himself and Reg. Jones. We still feel that it must be much more pleasant to drive all over the place in search of copy, than it is to sit at home and read, read, read!

Toby describes the event:

"Following is a short resume of a two-day Motorkana, held at Peregian Beach - some 12 or 15 miles north of Nambour, Queensland - by the Antique Car Club of Nambour.

This Rally, or Motorkana if you prefer that name, was held on September 11th and 12th, the weekend following our Coffs Harbour National Rally.

Reg. Jones and I attended the Run, and I feel sure I speak for Reg. also when I say it was a pleasure to be there and to meet some of the friendliest and most sociable people one would wish to meet in a lifetime of Veteran Motoring.

The 2-Day Rally consisted of - on the Saturday, a Hill Climb (Veteran type) and an 8-point Treasure Hunt, with a small reward at each of the eight points and in the evening, a Barbecue, followed by a Veteran and Vintage Drive-In Theatre. The Drive-In Theatre was arranged at the same oval where the cars were stored, thus overcoming the 'No lights' problem. After the pictures, another Barbecue was available if one was able to handle another northcoast steak.

On Sunday morning, a magnificent sight-seeing run was held - up the Coastal Highway, along the Sunshine Coast Beaches to Noosa Heads, Tewantin and Cooray and return. Morning tea was dispensed free at Cooray by the local C.W.A. ladies. The total distance was approximately 45 miles, over moderate range hills and along good bitumen roads.

Another Barbecue Lunch was served at the Oval and was followed by the Presentation of Trophies by the Queensland Minister for Tourism.

The roll-up of cars was extremely good - 132 cars and 17 motorcycles, ranging from a 1905 De Dion upwards.

Peregian Beach is an ideal place for a Hub-Rally - it offers almost everything - all types of accommodation, ranging from a Camping and Caravan Park with Swimming Pool, Vans on site, Cabins, Flats, Units, Motels (licensed and unlicensed), Surfing and, from a sightseeing point of view, it offers dozens of beautiful day runs.

It was announced, during the Presentation of Trophies, that the Club would be holding an Eight-day Rally next year, to coincide with the N.S.W. August-September School Holidays. The Eight-day Run would be from Wednesday to Wednesday, in order that the entire Rally could be concluded within a 2-week holiday period, including Travel to and from the Rally.

If any of our members are keen to meet some most enthusiastic and hospitable Veteran and Vintage people and to enjoy a Hub Rally which can offer everything, in the best climate in Australia, they had better mark NAMBOUR on their Calendars for the 1972 August-September school holidays.

I understand that the Nambour Club intends forwarding further information and details to our Club in the very near future."

LOST, FOUND AND UNIDENTIFIED:

Would the person who found, what most of us thought was a cam-follower, on the Wednesday Run to Coramba, during our recent Coffs Harbour Rally,

please ring TOBY BENT - 50.7368.

The part was not a cam-follower, but a part of my Ruxtall Diff. and another one of the dozens of things which rattled and fell off my Model T.

WANTED:

One (1) 1927 M.G. 19 x 500 54 Steel Spoke Wheel.  
Please ring TOBY BENT - 50.7368

\* \* \* \* \*

VALE W.O. BENTLEY

The Bentley, as such, phased out many years ago, and now its originator and father confessor has made his final bow out.

Mid-August papers carried the news that Walter Owen (W.O.) Bentley had died. His successes and failures seem to have kept a moderate state of balance with his body and mind, for he lived for 83 years.

He worked for many years on a top quality car to which he gave his name. Production models started in 1921 with a 3-litre coupe. This was acquired by a wealthy socialite for something over £1,000 (in those days!) For three years he continued improving, and in 1924 he enjoyed his first win at Le Mans, with a 6½-litre model. This was quite a motor, and was particularly docile, being able to roar round Brooklands or anywhere, round the 90 m.p.h. mark, yet could throttle down to walking pace for city traffic.

W.O. was possessed of a kink very early in his designing days, and this was the aluminium piston. He struck many difficulties before having reached perfection, or a state so close to perfection that any difference would not matter.

It is pretty ironical that one who was building cars possessed of race track fame - and success - and with a terrific aura of desirability about them on the car market, should have had a terrific hit below the belt at the wrong time.

From 1924-1927 Bentley was gathering the fruit of the success of his design and personal persistence. In this era he was catering to the type of young bloods of Mayfair with the sort of income which made possible the acquisition of a Bentley. There was a group of playboys, known as The Bentley Boys, each owning one of the delectable cars, and one can imagine the deadly and spirited competition which must have existed among these fellows, each with his own brand of 'charm'. And what young growing lass would knock back the attentions (we do not mean 'intentions') of a 'plum in the mouth', well dressed, super mannered swank, who would take her to a slap up social do in a Bentley? One of the most famous of the Bentley Boys was Woolf Barnato (Babe), who carried the distinction of having been the only driver to win Le Mans three



consecutive years - 1928, 1929, 1930.

Bentley considered his greatest time to have been 1929, when Bentleys took the first four places at Le Mans. One can only take an amateurish pot shot at trying to assess the cost to the firm, of the racing in which they indulged. The sales, with a respectable gross margin, must have been pretty substantial to cover even that activity.

We mentioned a 'hit below the belt'. Almost overnight, the world depression descended, and it must be obvious that the luxury market would have been the first to suffer. So down went the Bentley for the full count. Reading between the lines it would seem that the enterprise was not a limited company, for we understand that Bentley's own savings went with the company. That is how the bankruptcy law stands! It is common knowledge that the establishment was acquired by its keenest rival - Rolls Royce.

W.O., however, was not left entirely out in the cold, as he was 'taken over' by R.R. His grim explanation of this act was that it was not for the purpose of designing engines, but just as a piece of furniture.

He hung on with R.R. till 1935, and left them in order to develop the Lagonda. He was pushing ahead there all right till he received his second 'hit below the belt' in the form of the second World War. This put 'paid' to another high class car. So there he was, once again on his own, without a pension, and with only limited capital.

It is remarkable the raw deals that some fellows receive. However, his temperament was such that he was able to sum up in a philosophical way by stating that he enjoyed his failures.

During the big days of his life he used to run up about 45,000 miles a year. He said that he used to think nothing of driving a 600-mile round trip in one day to test a car.

So, after handling these exotic bits of machinery for years, towards the end of his life he was satisfied with an 11-year old Morris Minor, and he was living on a state pension.

It is not widely known that he designed a highly successful rotary aero engine which powered the then famous Camel fighter of the first World War.

\* \* \* \* \*

#### THE CALTHORPE

It is disappointing to the old stagers of the Club, that George Roberts' 1912 Calthorpe is seen so intermittently of late. We speak in a tone of sympathy when we express the view that regrettably Mrs. Roberts has been the main reason for this lapse. Her unfortunate lack of fitness has made it incumbent upon George to drive her in a closed vehicle. It is hoped sincerely that the trio - Mrs. Roberts, George and the Calthorpe - will reappear at an early date.

These cars were built between 1904 and 1932 by Calthorpe Motor Co. Ltd., of Birmingham. Like many of the cars of those early days, the Calthorpe was the brainchild of a bicycle manufacturer.

G.W. Hands started with a 10 h.p. 4-cylinder car with a shaft drive. He managed to keep the price down. He increased its usefulness by going up to a 1/14 h.p. model. Bigger still, and he was up to 16/20 in 1907. There was a larger model still, in 1907, at 28/40 h.p., but it did not take on. From then they specialised in the light models, till we catch up to George's 1912 model, known as the 'Calthorpe Minor'. Calthorpe did not always have their own power plants, but used a White and Pappe.

While they were not really successful at it, Calthorpe entered the 'Coupe de l'Auto' races in France more consistently than any other British make. It was undoubtedly the Calthorpe Minor which made the firm's name just prior to World War I. It was a 4-cylinder side valve with a 3 speed box.

Maybe it was the Calthorpe Coy. which first made use of the words: "Look! No hands!", for Hands left Calthorpe after W.W.I. to build the Hands Light Car.

It is well to state here that the finish of W.W.I. found the British public with very little in the way of motor vehicles, presumably having been forced to use as much time and metal as possible to build war machines and to throw metal at the Germans. When the war had finished there was an almighty rush to fulfil the demands of buyers for vehicles, and many light cars and cycle cars were built, these being turned out quickly, and giving a good m.p.g.

By 1925 Hands had returned to Calthorpe, but by 1927 the firm was slipping.

And while on Calthorpes, some of the more recent new members will not have ever seen Bob Baxter's, for he has been out of circulation..... NO! Cancel that! We should have said that he has been in Sing Sing..... NO! That's wrong, too. What we meant to say was Singapore. That's better, and nearer to the truth.

\* \* \* \* \*

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

FOR SALE. Owing to pressure of business, I reluctantly offer my two fully restored veterans for sale, i.e., 1914 Fiat Zero Roadster. Very attractive and nice little car. 1913 F/N 2700 c.c. Tourer, very original car, fully overhauled and most reliable. Attractive appearance.

DARRYL CAWTHORN,  
Tel. 93.7212 (B)  
93.7762 (H)

WANTED. Veteran T Model Ford chassis frame.

DICK TUNBRIDGE,  
Tel. 449.3753

WANTED. Roadster Body for 1926-27 T Model Ford, Nickel Radiator.

A. WORBOYS,  
99 Beulah St.,  
Gunnedah. 2380



Advertisements, Continued:

AVAILABLE. Dodge 1928 4 cyl. Tourer. 64,000 miles, original owner, original number plates. Radiator shell rusted at the bottom. Registered 12 months. Four brand new tyres fitted. Used only forrun of 6 miles per Sunday. Open for offers.

ARTHUR GARTHON,  
Tel. 57.2740

EXCHANGE. 1911 F/N Chassis for 1908-10 1400A F/N Chassis  
1912 1600 F/N Rear Axle and Diff., for 1908-10 1400A F/N Rear Axle and Diff.

WANTED. Any parts to suit 1908-10 1400A F/N Car. Any clues to the whereabouts or parts to suit Hudson 6.54 Model car - particularly Carburettor, Generator-Starter, Back Axle and Electric Lights (Head, side and tail). These are believed to be branded:  
C.M. HALL LAMP CO., DETROIT.

GRAEME EDWARDS,  
1 Chevron Ave.,  
Cranbourne Sth., Vic. 3977

CLUE. 6-Cyl. Gnome engine, not rotary, but cyls. cast separately, believed 1908. Possibly other parts including single cylinder from Curved Dash Oldsmobile.

ROGER BOND,  
C/- Staff,  
M.H. MONT PARK, Vic. 3085

AVAILABLE. Shacht Motor Buggy (Reg. Victoria Vet. 013, 1906-07 date well authenticated. 98% original. Driven 1800 miles since restoration, 856 miles on Sydney-Adelaide run. All lights, horn, etc. Tyre mould and machine for fitting tyres. This Buggy is only one registered in Australia or N.Z., and one of the few in the world. Ill health causes sale. Price on application.

F.H. SILVESTER,  
Box 1, P.O.,  
Merino. Vic. 3310

WANTED. Lucas Bulb Horn, Jones Speedo Drive for front wheel, or parts.

BRIAN D. GLASSEL,  
Walkers Rd., Mt. Eliza.  
3930, Vic.

AVAILABLE. Talbot Fuel Tank caps, solid brass, in rough cast form \$5, plus \$1 postage.

WANTED. Bosch Trembler Coil for 4½ V-dash mounted; Brass Kero sidelight (prefer P. & H.) for use as Tail Lamp. All for 1912 type 4 CT Talbot.

ROBERT CAFFYN,  
21 Mercedes Street,  
Keilor, 3036. Vic.

WANTED. 1909-10 T Ford open valve chamber engine or parts. Brass Acetylene Headlight or parts (John Brown, Model 15) or (E. & J. Model 466). 5 ball Kingston Carburettor  
EXCHANGE Veteran T Ford parts and lights. Miscellaneous lights.

JOHN HORSWELL,  
45 Army Rd.,  
Boronia. 3155 Vic.

Advertisements, Continued:

FOR SALE. Austin 7 parts: 5 x 19" wheels, 1 x 20" wheel,  
1 x Front Axle (incomplete), 3 x 3.50 x 19" tyres  
(good condition), 1 Cyl. Block and Head 1924, 1 x Petrol  
Tank, 1 Generator, 1 Axle and Tailshaft.

NEVILLE HENLEY,  
15 Newman Cres.,  
Traralgon, Vic. 3844

WANTED. Any parts or information for Elcar 1917 or 1928 Radiator,  
Headlights, Carburettor, etc. believed to have been removed  
from 1928 Straight Eight, and taken to Sydney two years ago -  
now urgently needed.

PETER COOPER,  
240 Denmar Street,  
Albury. 2649

WANTED. Berliet 1911-12, 15 h.p. - front and rear axles, wheels and  
other information.  
Buick 1913 - Chassis  
Berliet 1910, 12 h.p. - Gear Box and Steering Box  
Metz - Veteran Parts

A. ESMORE,  
2 Bewley St.,  
St. Arnaud, 3438. Vic.  
Tel. 424

AVAILABLE/EXCHANGE.

Minerva, Veteran - large differential  
Buick, Veteran - Axles and 6 cyl. parts  
Clement Bayard, Veteran - 4 cyl.

A. ESMORE (As above)

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

Hon. Editor & Editorial Address:

Howard J. Hughes, 86 Verulam Road, Lambton. 2299. 'Phone: 57-4390

NOTICE OF MONTHLY MEETING

The September meeting of this club will be held at the Driver Training Range, Court Road, Adamstown at 8 p.m. on Wednesday, 22nd September. Visitors will be made most welcome.

NOTICE OF NEXT OUTING

This will be the Annual Newcastle Tour, being held on Sunday, 3rd October. See George Adams for details.

COVER ILLUSTRATION (Not printed in SPIT AND POLISH)1906-07 MODEL "N" FORD

The Model "N" is one of the most interesting of all Ford models. It was the immediate predecessor of the infamous Model "T". The great demand for this lightweight, low-priced (£100) and powerful little car gave Henry Ford the inspiration to concentrate on one model only, the model "T".

At least two examples survive in Australia. One was driven in England early this year by its Western Australia owner, Eric Langton, whilst the other, which was found near Wyong and owned at one stage by ex-Newcastle member Frank Kennedy, is now on exhibition in the Gilltrap Museum at Coolangatta.

The most obvious distinguishing features of the model "N" are that had a vaned flywheel mounted on the front of the motor, a radiator which extended below the front of the chassis, and through which the crankhandle passed. A water pump was placed in front of the radiator core, two longitudinal full elliptic rear springs, and a reverse lever instead of pedal, as was the case with the very first Model "T"s.

\* \* \* \* \*

NEWS OF MEMBERS AND THEIR CARS

Doug Marr and I recently had a look at Fred Fenton's 1916 Buick Tourer. Fred started it for us and said that it is now only a matter of weeks before it goes to the upholsterers. He hopes to have it registered by the end of the year.

Three local veterans attended the C.V.V.T.M.C. Warwick Farm meeting, namely Chris and Gladys Broadbent (1911 A.C. Sociable), John and Betty Cherry, (1916 Chevrolet) and yours truly, Howard Hughes (1918 Buick).

\* \* \* \* \*

Norm Robinson, of Metz and Ford fame, has received a promotion which involves a transfer to Tamworth Branch of the Commonwealth Bank. We all, I am certain, wish Norm and Bronwyn and their two daughters the very best of luck and sincerely hope that it won't be long before we can see them again.

\* \* \* \* \*

Jeff Wolfgang of Denman has obtained the chassis, diff., steering other miscellaneous parts of what has obviously been a large European motor car. It has platform rear suspension.

For various reasons it is believed to be of either Delaunay Belville or Spyker origin.

Jeff asks that anyone with information on either of these makes please contact him.

\* \* \* \* \*

George Adams tells me that twenty entries have so far been received for the Newcastle Tour.

\* \* \* \* \*

#### WARWICK FARM, 1971

Last Sunday, September 19th, I had the pleasure of attending the Annual Warwick Farm Rally.

Many splendid cars were to be seen being judged in the concours area. Some which come to mind were John Goddard's 1928 type 35C Bugatti, Jack Jeffries' 1912 London to Edinburgh Rolls Royce, 1929 "SS" Mercedes Benz, and Gullwing Mercedes Benz of a more recent era. Hack Hill's truly magnificent 1912 12/16 Sunbeam was also there, as was Mike Bendeich's 1910 Chalmers Raceabout.

Also seen at the outing were Col Parker's 1912 E.M.F. "30" raceabout, Bill Dudley's 1908 N.A.G., which now carries a rear-entrance tonneau with a fringe on top. Ken Moss brought out of retirement his famous 1910 Panhard-Levassor. As usual the fleet owners sent along large contingents: George Green the two Delaunays (1913 & '14), 1910 Rolls Royce and 1913 "Prince Henry" and 1923 30/98 Vauxhalls, to mention but a few. Ross Marshall drove the 1911 Clement Talbot, whilst David Berthon took the 1912 Delage and John (or was it Peter?) Wards drove the 1915 Ford.

Ex-member Willis-King had his 1910 "A" Type Vauxhall there for its first outing. And which was my favourite vehicle? That c.1918 F.W.D. truck. It has to be seen to be believed.

STOP PRESS: Bob and Alma Newman from Wyong (Locals) were there also, in the 1911 Clement Talbot Tourer.