

# SPITE & POLISH

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● PRICE 40 CENTS







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

134 QUEENS ROAD, FIVE DOCK, 2046

### OFFICE BEARERS 1972-73

PRESIDENT: R. A. Foy, Ph. 449-1524 (Home)

VICE PRESIDENTS: L. K. Sheen, Ph. 42-4198 (Home). R. C. Baxter, Ph. 522-9661 (Home)

HON. SECRETARY: J. Dance, Ph. 86-1432 (Home) HON. TREASURER: W. McCarthy, Ph. 798-6941 (Home)

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J. Dance	R. A. Hill	W. McCarthy	L. K. Sheen	J. C. Wilson

#### EVENTS COMMITTEE:

L. K. Sheen (Chairman)	J. Bourke	E. Lang	J. Wilson
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REGISTRAR: D. M. Roberts, Ph. 449-1722 (Home)

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VEHICLE RECORDS: P. Kable, E. Lang, M. Welch

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Mrs. G. King, Ph. 522-7108 (Home)

LEGAL OFFICER: E. L. S. Hall

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G. A. Roberts, Ph. 371-8626

PHOTOGRAPHER: W. E. Hardman

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"SPIT AND POLISH" PANEL: R. Baxter, Ph. 522-9661 (Home) P. Kable, Ph. 579-6942 (Home)  
E. Lang, Chairman, Ph. 579-5790 (Home) J. Simpson, Ph. 869-1350 (Home)

### CLUB MEETING DATES 1972-73

1972			1973		
AUGUST	Thursday	24th	FEBRUARY	Thursday	22nd
SEPTEMBER	"	28th	MARCH	"	22nd
OCTOBER	"	26th	APRIL	"	26th
NOVEMBER	"	23rd	MAY	"	24th
1973			JUNE	"	28th
JANUARY	"	25th	JULY	"	26th

# SPIT & POLISH



PATRON:

His Excellency,  
The Governor of NSW  
Sir Roden Cutler  
VC, KCMG, KCVO, CBE

Vol. XIV No. 5

NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (NSW)

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HAVE YOU PAID YOUR CLUB FEES YET? THEY WERE  
DUE JULY 1ST - OVER 142 DAYS AGO.

#####

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH 124 QUEENS RD, FIVE DOCK 2046





# OPINION

Now that "The Auction" has passed, things in the Veteran Car World will never be the same again. The one thing that has always been a problem for restorers is accessories (Lights, Horns etc.) and everyone is constantly on the lookout for the right parts for his car as they are usually missing.

Eventually one finds a pair of lights but the odds of them being the exact type for his car are very great, so he puts them on a hook in garage till he can track down the right ones.

Now if he needs French lights he is sure to find American ones and the French lights he needs are found by another club member who wants English lights and the person wanting American lights only has a brass horn to swap. So a stalemate develops, years pass and the only one to gain anything is the brass which gets a good coating of verdigris.

Some members over the years have lent their accessories to members so that their car may be complete (let's face it, there is no skin off anyone's back by doing this, plus one gets the brass polished year in and year out for nothing and the other party has the correct lights for his vehicle.)

The members still have to know each other fairly well because its basically a matter of trust and over the years a lot of people must have come upon the problem of whether to keep the lights in the hope of finding someone with his requirements or maybe selling or lending to the member in need of his brassware; quite often he takes the safest way out and keeps them in the hope of that miracle.

I HAVE A SUGGESTION members and Committee would maybe like to think about. A contract could be arranged where the brasswork in question is lent or rented to the member requiring it through the club. Both owner and borrower sign a paper that the articles are loaned till they may be required by the owner or they are no longer needed by the person borrowing them. This would be witnessed by the club and a copy held by the club to keep a record in case of any dispute.

If in the event of anything happening, a car is sold, a death of one of the members involved, etc., ownership of the articles can be determined. I'm sure most wives wouldn't have any idea of what their husbands have arranged and I'm sure any member wouldn't like the lights to be given to anyone other than the member who lent them to him originally. They could



OPINION CONT'D.

even be your own lights and someone could try to convince the family otherwise. No proof of ownership - no lights. I don't think this would happen, but there is always the possibility. Remember the con man selling non-existent cars a while back? Anyway, if nothing else it might slow down the ridiculous prices being asked for brassware now.

So how about it? Dig out those lights and horns, forget about being a bowerbird, help your club mates (someone could even help you) and get your loot cleaned regularly and make the club's cars more complete and presentable to the public.

THINK ABOUT IT.

---

RECORD OF OCTOBER MEETING

This was, of course, a 'red letter' meeting, being the first one to be held in our own premises.

It was announced from the Chair that steps had been taken to ensure that Founder members should be present. Apologies were received from Frank Klein and Bill Daly, each being restricted by a prior engagement. It was learnt that, regretfully, contact with John McLean seems to have been lost. Ron Grant accepted the invitation, but explained that he would be late, due to having to attend a prior engagement.

The President moved the suspension of Standing Orders, thus making additional time available on this occasion for informal talks, and to make the opportunity for the presentation of a couple of reports, as well as giving to the Treasurer an opportunity to submit recommendations for charges to be made for hire of the Hall.

The President gave recognition to those who helped in many ways towards the work on the building, both in kind and in personal service. Max Welch was thanked particularly for his participation, which was, obviously, the most responsible position.

Registration Officer (David Berthon) reminded members that the insurance premium had been increased by the Law, Union and Rock Insurance Company from \$6 to \$15 per annum, making the total cost for registration purposes now \$17, instead of the customary \$8. George Green spoke of the insurance position. He has had discussion with the Norwich Union Insurance Company on behalf of C.V.V.T.M.C. He pointed out that the insurance companies are all charging the same rate, so that were we to transfer from our existing source of insurance cover, we should do no better. (This had been ascertained earlier by the Registration Officer.) The 'jump' in the rate happens to be 150% of the original, but the insurance company pointed out that there has not been a series of progressive increases over the years, to which they had really been entitled. Anyone of such implied increases would not have amounted to 150%.



October Meeting, Cont'd.

The President told the meeting that import duty is being relaxed on tyres made overseas, provided that they are not lines procurable from local manufacturers. There is, however, still 15% Sales Tax charged on goods imported for the purchasers' own use (i.e. not wholesale).

The President gave a short report of the V.C.C.A. Annual Meeting, held at Melbourne.

Len Sheen (Events) said that Vic. Jacobs has been able to acquire accommodation at the Bowral Motel, plus two other hotels, for the Easter Week-end 1973. Members have been advised to keep open Saturday, 2nd December, as there will be some activity at Ashfield Park. More details will be available later.

Bill McCarthy delivered the Treasurer's recommendations for charges to be made for hire of the Hall. Based on charges made to the Club at various halls, he considered that a fair charge would be: Hall and Kitchen: \$7; Committee Room with facilities \$5; the whole Hall \$10.

Bob Baxter recommended that Len Sheen and Jack Dance be made Life Members of the Club. He supported his comments with a 'life history' of each of them, listing their respective Club activities, both as regards participation in events, and their assistance to the Club in their own spheres. His remarks were received with acclamation. It was moved and seconded that the report be adopted. Both men were appointed Life Members, and each was presented with the appropriate badge.

Investigation Office (George Roberts) reported enquiring into the credentials of half a dozen vehicles, of which his report appears elsewhere in the magazine.

As he had signified, Ron Grant arrived during the course of the meeting, and spoke for about 30 minutes, giving a reminiscent rundown on how the veteran activity came into being, and the subsequent events which were the actual birth of the club.

Glad King, as Social Secretary, announced that the amount of \$41 was netted from the last event - the house-to-house dinner. The East Denistone Bowling Club is to be the venue for the Christmas Dance, at \$7.50 per head.

Two car badges were displayed to ascertain the feeling of members towards each style. One was in two tones of blue, while the other was green and yellow. The latter was selected by a good majority on a show of hands.

George Green moved that the three ladies responsible for the supply and preparation of the meals partaken of at the house-to-house event - Mesdames King, Craze and Baxter - be thanked for their work in this regard. Acknowledged by acclamation.

\* \* \* \* \*



C O R R E S P O N D E N C ETO THE CHALLENGER

Twinkle, Twinkle, little Star,  
 You say you have a much-travelled car,  
 All you've gone is fourteen thou,  
 Do you claim you are holier than thou?  
 A trip to "Tassie" and other places,  
 Certainly shows its lengthy paces,  
 But to take on the Fronty you must be sorry,  
 So excuse my dust, Jan, Eileen and Laurie.

FRONTY

# # # # #

Dear Miss Foreshaw,

I have a problem (don't we all darling E.F.) I am a "Vintage" wife with a "Veteran" husband and our partnership has fallen into the "Classic" situation, whereas my Veteran husband has fallen for a "Post War Thoroughbred" who is a slip of a girl of 25 years.

Please help me as I am desperate.

FRUSTRATED "VINTAGE" WIFE.

Dear Frustrated,

I have read your letter carefully and agree that you DO have a problem. May I suggest that you (1) Contact the new President of the C.V.V.T.M.C. as he is having similar problems and seems to have found the solution; (2) Offer yourself to Ben Bronk as a display item as he is always on the lookout for "little used" museum pieces; (3) Offer yourself at one of Frank's regular auctions as there are always odd bods at these auctions looking for a bargain.

EROTICA FORESHAW.

\* \* \* \* \*

S O C I A L

Our Progressive Dinner was a success and I would like to thank all the ladies who brought along their favourite savoury and sweet dishes. And a very special thank you to both Eileen Craze and Anne Baxter, for opening their homes to us and for all the goodies they provided. Due to the efforts of all combined we made a profit of \$41.17, which makes the effort worthwhile.

Our Christmas Dinner Dance is to be held at East Denistone Bowling Club on December 2nd, 8 p.m., \$4.50 per head. Please let us have a good attendance to make our last social outing for this year a success. I must know at the November meeting if you are coming - and bring your money with you.

GLAD KING



E V E N T SCOMPULSORY REGISTRATION INSPECTION DAYSMetropolitan Cars

Inspection Days this year will be held on Sunday, 12th November and Sunday, 10th December. Attendance at one is compulsory at either of the following locations:

Arthur Garthon Motors,  
492 Forest Road, Penshurst.

Sheen's Smash Repairs,  
696 Mowbray Road, Lane Cove.

Hours 9 a.m. to 12 noon.

Registration for 1973 will not be issued until defects if any are rectified and inspected.

Authorised inspection station certificats will not be accepted.

\* \* \* \* \*

Dates to Remember:

25th and 26th November. Stocks and Holdings Gosford Tour.

2nd December. Christmas Dinner.

10th December. Second Inspection Day (last chance for inspection.

8th to 14th April. 1st Australia Hub Rally. Veteran & Vintage Cars & Cycles. Albury 1973.

20th, 21st, 22nd, 23rd April. Easter Tour to Bowral. Veteran Car Club (N.S.W.) and A.C.T.

\* \* \* \* \*

The Club outing to Bullen's Animal World at Wallacia for the Spastic Centre had an attendance of 25 Veteran Cars and a few later vehicles, all drivers and crews had a very enjoyable day. See full report elsewhere in SPIT AND POLISH.

Events Committee.

L. Sheen, J. Wilson, J. Burke

\* \* \* \* \*

EASTER RALLY 1973

Easter 1973 is Sydney's turn to organise the annual Easter Rally, and the venue has been already booked at Bowral.

Bowral has been chosen as a more interesting and active town than Bundanoon with more pubs, theatres, shops and all the things that make a nice stop-over place.

Unfortunately, Easter is a peak period in Bowral. It is imperative that we estimate the amount of accommodation required.

As a guide, please fill in the attached form if you propose to enter in the Rally. THIS IS NOT AN ENTRY FORM but just a survey to see how many rooms are required.

THIS IS NOT AN APPLICATION FORM, so send no money - you are not committed.

PLEASE

CUT

OUT

AND

POST

To Victor Jacobs,  
338 Botany Rd.,  
ALEXANDRIA. 2015

I expect to enter for the Bowral Easter Rally and would require accommodation for .....people divided into ..... rooms.

Signed.....

(Canberra Club please copy)

\* \* \* \* \*

WALLACIA - BULLEN'S ANIMAL WORLD

Those who attended this event would have had every chance to see:

1912 B.S.A. - Ron Craze  
1912 Buick - Jim Lewis  
1912 Star - Alex McLeod  
1917 Ford T - Bob Petersen  
1913 Oakland - Jim Wilson  
1908 F.L. - George King  
1916 Studebaker - John Pickup  
1913 Delaunay Bellville - Max Welch  
1908 Clement Bayard - Reg Jones  
1915 Ford T - Jack Godfrey

1911 R.R. Balloon Basket - Val Cross  
1912 Calthorpe - Bob Baxter  
1914 Vauxhall Prince Henry - Allan Foy  
1908 Metallurgique - Jeff Vanstone  
1910 Napier - David Kay  
1911 Martini - Bill McCarthy  
1911 Talbot - Jack Dance  
1915 Overland - Fred Rossiter  
1912 Humber - Len Sheen  
1912 Wolseley - Max Chapman



1915 Studebaker - Bill East  
1912 Franklin - Fred Hemming  
1915 Ford T - Peter Wards

1910 Star - Laurie Sykes  
1912 Austro Daimler - John Kay

\* \* \* \* \*

The morning dawned doubtful but the day turned out to be quite acceptable for the one score and five veterans, two vintage and one M.G. that went to make up our club members' attendance at the Spastic Centre's Gala Day.

It was an enjoyable day except for Laurel Rossiter, who had her midday lunch flinched by a donkey and I believe the odd luckless member who may have stepped into one of the many piles of droppings left by the donkeys, buffalos, horses or elephants.

Our Club's effort was a static display of the cars, but there was plenty of circus type entertainment for all to enjoy.

P.S.

Fred and Jim were lucky that Laurel's lunch was all the donkey ate, because he could have made a meal of the upholstery of Buick or Overland.

\* \* \* \* \*

The Magazine Committee denies that Victor Jacobs produced and printed last month's SPIT AND POLISH.

\* \* \* \* \*

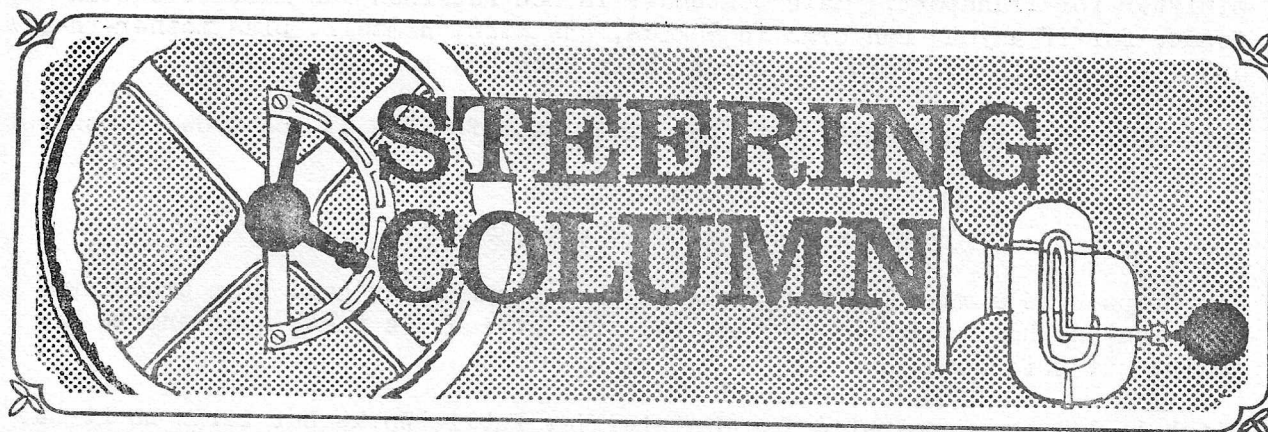
The West Australian Club would like to know of plans members may have to drive to Perth for their Rally 1973. Contact Peter Kable if you think you can make it.

\* \* \* \* \*

YOUR CLUB FEES ARE DUE NOW.

\* \* \* \* \*

WANTED: ANYONE KNOW THE WHEREABOUTS OF THE CLUB'S ASHTRAYS ???



Now we know why we see little of our founder president Ron Grant on rallies. It can be cold enough normally, let alone in a kilt, and I'll bet it would be a bit awkward cranking with that sporan there.

#####

Noticed a few members gathered around the Shell petrol pump in the vestibule of the Hall, tongues hanging out. Didn't catch the full conversation, only a few words, something about a keg and topping up their tanks with amber fuel.

#####

Got a shock for a mement during the meeting when the discussion turned to club premises rental and the necessity for someone to open and clean out the clubhouse. Mrs. George Green wanted to verify that in actual fact the club would not be making a great deal out of the rental because it meant the cleaning, rates and electricity would be taken out of the fee, leaving little for the club. (Thought she was seeking the job as cleaner for a minute there.)

#####

And what will be Bob Padde's repayment for being late for meetings now that someone else will be taking over the broom; or will he apply for the job himself?

#####

The elections are nearly upon us again and "It's time" for us to elect our members who should be in the government.

We have two candidates for Minister for the Environment: Len Sheen and Bill Hardman. Several other members are also thinking about joining in. Do they have something up their SLEEVES? Besides oil, that is.

Cont'd. on P.10



Minister for Transport. Main contender is Bob Petersen who must be out in front, for if anyone can cram in 3 kids, one wife, himself, plus mother-in-law and luggage into a T Ford, he surely must know how to move crowds.

Carl Bliim has the capacity with the F.W.D. but fear he is too slow to contest properly.

# # # # #

Jim Simpson is a must for Defence with his strong right hand from cranking the Besa and his readiness to take the bit between his teeth must ensure his taking out this seat.

Jim has also been nominated for Minister for Public Works but tells us he has the Besa behaving herself now.

# # # # #

Minister for Aviation, Reg Jones, with that low-flying Clement Bayard.

Minister for Foreign Affairs, Jeff Vanstone, is the likely candidate here with that Concours de Elegance, Mademoiselle Metallurgique which he loves dearly though a rumour is that Jock McGowen could contest the foreign "AFFAIR" portfolio also.

# # # # #

For Prime Minister, Allan Foy must be a strong contender with his long-winded reports of V.C.C.A. Annual Meetings at least he was as entertaining as the current Prime Minister and he definitely has Billy's flair for saying a lot about nothing.

# # # # #

Leader of the Opposition: Bill Spraggon, as he is always interrupting and mumbling during meetings.

# # # # #

The C.H.C. are in the news again. John Corby and Co. are moving. Has the 5,000 mile warranty run out on his house??? Our latest "life" member, Jack Dance, is about to waltz into "discount" suburb and the really hot news - "The Pope" has released the plans of his country residence. It is to have the following features: 1. 12 gables on which will stand the life statues of the apostles; 2. The colour under the eaves will be papal purple; 3. 4 stained glass windows depicting the 4 horsemen of the Apocolypse (fire, war, famine and credit); 4. A water bed upon which is to float a full-scale replica of Noah's Ark; 5. The bathroom to contain a gilded throne; 6. A fully-equipped kitchen to cook his Kosher food; 7. A carillon which upon the last stroke of midnight will chime "Silent Night"; 8. Outside of all that, is to stand a single sentry box for his lone swiss guard as this is all he can af-FORD. Which Pope? "Mad Mel" of course.

LIFE MEMBERS

A Sub-Committee of two, E. Lang and R. Baxter, were appointed by the Management Committee to investigate and make recommendations for Life Membership.

It was concluded that a club of our type and size should have a current list of approximately six life members and it was proposed to build up these numbers over the next year or so if worthy recipients were found within the club.

The main factors that were considered necessary for a member to qualify for life membership were: (1) be actively engaged on Committee or be one of the appointed office-bearers of the club for ten years and to have given valuable service over this period; (2) to have been an active participant or official at club rallies; (3) be of good character and a worthy ambassador of the veteran car movement etc.

Both Len Sheen and Jack Dance were nominated as Life Members and unanimously accepted by the large gathering of members who attended the inaugural club meeting in our new hall last month.

Both their club records and rally activities are outstanding and it would be difficult to find two men of higher character.

From staff of SPIT AND POLISH and all club members we say "congratulations Len and Jack, you have earned the honour".

\* \* \* \* \*

INVESTIGATION

GEORGE ROBERTS  
MAX ROBERTS

1. RONALD WALTER BOARDMAN (New member)  
2 Narwee Ave., Beverly Hills.  
Cadillac Tourer, 4 cy. 1911 (PASSED)  
  
Car is reasonably complete but in rough condition and is not mobile.  
Owner requires a radiator, steering wheel, rear transverse spring etc.
2. STANLEY HEIGH GOODMAN (Transferring from Associate)  
34 Lee Ave., Beverly Hills.  
Hupmobile Roadster, Type 32, 4 cy. 1913 (PASSED)  
  
Chassis, engine, gearbox and differential in good preservation. Owner has additional car from which to obtain spares. All major body components exist. Headlamps (acetylene) are required.

(Cont'd. on P.12.....)



## 3. ALAN CLARENCE POND (New member)

92 William Edward Street,  
Longueville.

Napoleon Roadster, 1 cyl. De Dion, Engine 1902 (PASSED)

Car is mobile and complete in detail. Until recently it was owned by Selwyn Anderson of the V.C.C.A., Queensland. Lacoste et Battman of Paris sold complete vehicles and component parts to other manufacturers. Their products were marketed under such aliases as Napoleon, Regal, Gamage, Speedwell, Jackson, Tony Huber, Cupelle, Lacoba etc. Various makes of engines were employed. Price £195 U.K.

## 4. COLIN LANGLEY STEWART (New member)

C/- Hunter Douglas Ltd.,  
338 Victoria Rd., Rydalmere.

Overland Roadster, 4 cyl. 1910 (PASSED)

Car is mobile and complete in detail. It was restored by John Pickup.

## 5. BRUCE CLIMPSON (New member)

C/- Hunter Douglas Ltd.,  
338 Victoria Rd., Rydalmere.

Metz Roadster, 4 cyl. 1913 (PASSED)

Car is mobile and complete in detail. It was restored by Toby Bent.

## 6. MRS. VALDA MARGARET CROSS (New member)

49 Glebe Street,  
Glebe.

Rolls Royce, Single seater, Silver Ghost, 1911 (PASSED)

Mrs. Cross is custodian for George Green (owner). The car is a replica of the Hon. Chas. Rolls Balloon car.

\* \* \* \* \*

CLEMENT

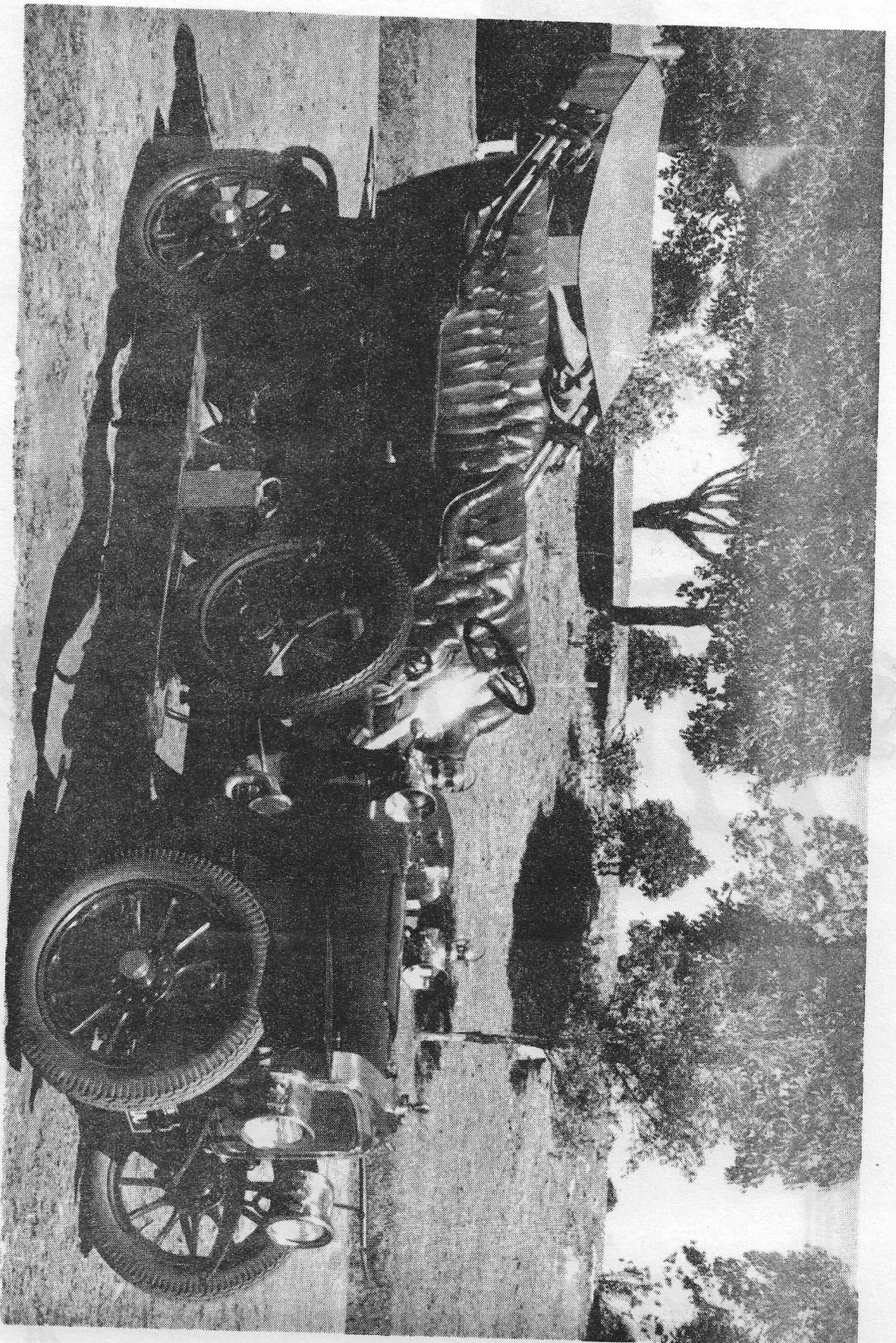
Adolphe Clement seems always to be associated with Clement-Bayard. This is correct, but gives no inkling of his original activity in the motor vehicle sphere.

He was a successful company promoter in the early days, so that at the time he launched out into car manufacture he had already made a fortune from bicycles and pneumatic tyres.

The first motor car in which he had an interest was the Gladiator, in 1899. Early models were known as 'Clement Gladiator', as well as plain 'Clement'.

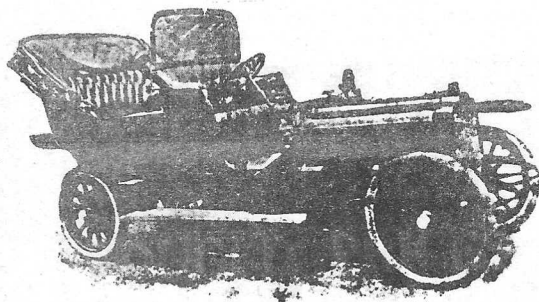
It is notable that all cars with the name Clement (only) were, in fact, built in the Gladiator factory. In 1899 tricycles and

(Cont'd. on P.13....)



Reg Jones' 1908 Clement Bayard.





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reach of all!

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REDUCED PRICES.

10-12 H.P. CHASSIS	...	£260.
14-18 H.P.	...	£375.
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25-35 H.P.	..	£550.
35-45 H.P.	..	£600.

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ingenuity and English Stability is fully upheld in all models.

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3, Leicester Street, Leicester Square, London, E.C.  
(Agents for Panhard and Levasor, under licence of H. du Cros.)

To prevent misunderstanding, Clement Cars will not be supplied to any Agent or Firm in the United Kingdom  
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AGENTS—F. Turvey & Co., Sunderland; C. McAdams, Stockton-on-Tees and West Hartlepool; Newton and  
Bennett, Ltd., Manchester; Harold Bell, Southport; Alex. Mather & Sons, Edinburgh; T. Ayllie & Sons,  
Cardiff; Wayne Bros., Dublin; The Wimbledon Motor Works, Wimbledon; L. C. Seligmann & Co., Glasgow;  
H. E. Richardson, Finchley; The Northern Motor Co., Ltd., Belfast; H. E. Dixon, Broadstairs; J. H.  
Paterson, Caledonian Motor Car Co., Aberdeen, N.B.; The Premier Motor Co., Ltd., Aston Road, Birmingham. A.S.W.

quadracycles were being made, and by 1900 two distinct cars bore the Clement name. One was a lightweight rear-engined voiturette powered by a 2¼ h.p. de Dion motor geared to the rear axle, while the other was the Clement-Panhard.

This latter car was designed by Commandant Krebs of Panhard-Levassor, but was never produced by them. (Adolphe Clement was a director of Panhard-Levassor!) It had a rear mounted 3½ h.p. single-cylinder inclined engine, automatic inlet valve and hot tube ignition. The first models had no reverse gear, but the most primitive feature was the centrally-pivoted steering, in which the whole front axle turned with the steering. Open type two and three seater bodies were usually fitted. The design was made under licence in Scotland under the name of "Stirling-Panhard" or "Clement-Stirling" by Stirlings of Edinburgh, who fitted some pill box-like closed coupe bodywork,

The earlier vehicle (rear engined voiturette) was presumably the type that Tart drove into second place in the 1900 Paris-Rouen-Paris race, which was Clement's first competition entry.

By the end of 1901 Clement were making front-engined light cars designed by Marius Barbarou. These cars were fitted with 7 h.p. single-cylinder engines, or 12 h.p. twins, and had shaft drive. Two 12 h.p. cars were driven in that year's (1901) Paris-Berlin race, while for the 1902 Paris-Vienna race, Clement entered no less than seven 20 h.p. 4-cylinder cars.

In 1903 Clement added the now well known "Bayard" to the title of these cars. And how, might be asked, was this name "Bayard" arrived at? All of those interested have seen the word "Bayard" on the cars, and the figure of a man. It appears that Clement either was greatly attracted by one Bayard, late deceased, and incorporated him in the firm name, or he felt that his own name required bolstering a bit. However, one day he spied the statue of Chevalier Bayard, the 16th century hero who saved the town of Mezieres, the very town in which Clement had a factory. So much did Clement admire this hero of his that in later years he changed his surname from "Clement" to "Clement Bayard".

The 1903 Clement range consisted of 9, 12, and 16 h.p. cars, the latter two having 4 cylinder engines with mechanical overhead inlet valves. At this time (1903) Clements and Gladiators were being made in the same factory, the main difference between the makes being that the Clements had shaft drive, while the Gladiators were still fitted with chains.

In October 1903 Adolfe Clement left the Clement-Gladiator concern, and gave up the right to call his cars "Clement", and it was at this stage that he chose the name "Clement Bayard", as was explained above. This new make was handled in England by the British Automobile Commercial Syndicate, financed by the Earl of Shrewsbury and Talbot. The cars went by the name "Clement Talbot" and were practically identical to the French product.

At the same time Gladiator-built Clements were being imported by E.H. Lancaster, who continued to do so until 1908, when Clements were starting to be made in Coventry. (This aspect of the make will be mentioned in greater detail later in this article.)

(Cont'd. on P.14.....)



The 1904 Clement Bayards were made in five models, all with shaft drive, as follows: 6 h.p. single cylinder, 7 h.p. twin, and 4 cylinder engines of 14, 20 and 27 h.p. For the 1904 Gordon Bennett race, Clement entered two massive cars of 80 h.p. and 100 h.p. The latter possessed an engine of 16,286 c.c. and used chain drive. They were not chosen to represent France, and despite hard trying up to 1911, Clement was never really successful in racing. His best performances were 3rd place in the 1906 Grand Prix, and 4th in the 1908 Grand Prix. The car for the latter race had a 13,963 c.c. monobloc 4 cylinder engine, with inclined overhead valves, operated by a single overhead camshaft.

By 1907, production of Clement-Bayards ranged from an 8/10 h.p. twin to a 50/60 h.p. four cylinder, the larger models being fitted with chain drive. A new 10/12 h.p. with a monobloc 4 cylinder engine and dashboard radiator appeared now, the radiator position being a feature carried by the smaller Clement-Bayards up to 1914.

The year 1911 was the last year of the big 35/45 h.p. and 50/60 h.p. chain driven cars, and thereafter all models had shaft drive and dashboard radiators. The same year saw three models of 6-cylinder cars - a 15 h.p. a 20 h.p. and a 30 h.p., while in 1912 a new 7 h.p. twin was introduced.

Referring again to the British Automobile Commercial Syndicate, this comes to the fore again in 1911, when the Clement Bayard was reintroduced to the British market, as by now they were sufficiently different to the English Talbot to make it worthwhile to import them, and they were sold by Clement Talbot.

They certainly gave variety, so much so that at the outbreak of World War I (August 1914) 12 models were being built, ranging from the 7 h.p. twin to the 30 h.p. six-cylinder, one car using a 20 h.p. 4-cylinder Knight engine.

A new 8 h.p. 4-cylinder light car with a front-mounted radiator was listed for 1915 and 1916, but few can have been made. It was reintroduced following the war, and together with a 17.9 h.p. of 2.6 litres, was made until 1922.

As these histories of the various makes of motor vehicles are presented so as to cover only the Veteran era, we would normally cease the Clement record here. However, as this point brings us so close to the end of the Clement cars, it seems worthwhile to add, as a sort of "post script", the few words which announce this. And as the article may be of interest to any members who may own one of these vehicles (including 'Hemi-Clemmies') it still seems to warrant the presentation of the final details.

In 1922 the Levallois-Perret factory at Seine was taken over by Citroen, the Mezieres factory having been given up some time before. Following the cessation of World War I, the cars were no longer sold in England by Clement Talbot, but by Bayard Cars of Great Portland Street. This,

(Cont'd. on P.15.....)

however, did not last long, as in December 1923 Bayard Cars Ltd. transferred their activities to Clement Talbot Ltd. At this stage, only spare parts were being sold.

Adolphe Clement-Bayard (remember that he changed his name quite early in the century?) retired from his company in 1914.

\* \* \* \* \*

NEWCASTLE 1972

Up at four o'clock, on the road by five after a hearty breakfast, with the nose of the Ford pointing north to Newcastle, children laughing and singing as the sun crept slowly over the distant horizon in its golden glory, then disaster struck! The alarm clock woke us all to a dreary, wet Blue Mountain Rally type day. The planned start of 6 a.m. rapidly lost favour and a new starting time of 8 a.m. was substituted in view of the weather. All went well through breakfast and last minute preparations until someone let the cat out of the bag, that is to say someone told 20-month old Andrew we were going in the "old car". This immediately meant that any further attempts to continue dressing him were futile, not to mention what happened when dad disappeared from sight. To say that he really enjoys travelling in the Ford is a gross understatement (he has been taught a true sense of values since birth, and is responding well.)

At last the car was packed with one large suitcase, one stroller, one wife, one mother-in-law (nursemaid and back seat referee), two large boys and one 20-month old tornado. We had an uneventful trip until about 3 miles from Wyong with traffic good and rain, though reasonably heavy, still not enough to dampen our spirits. After the three miles bumper-to-bumper (?) trip into Wyong the vote was 5 to 1 to stop for morning tea (guess who wanted to keep going?)

As we didn't see a veteran all the way to Newcastle, we surmised that the rest had either decided not to go because of the weather or had decided to leave later in the hope that the rain would stop. In actual fact we were the late arrivals as most of the Sydney contingent were at the City Motel when we arrived.

Chris. Broadbent welcomed us in, ably supported by A.C. Sociable, and presented us with our rally pack. After we had unpacked we drove the Ford around to David Jones car park where immediately we were besieged with rag-wielding lasses from the local Girls Brigade who proceeded to clean and polish the car, an extremely welcome gesture, especially to one who has grown lazy because of not having much brass to polish. Newcastle members certainly excelled themselves, as organisation was again second to none, even to the printing of a placard for each car and displaying it on a stand in front.

The highlight of Saturday was the barbecue at George Adams' place, even though the rain god was angry with George and tried everything

(Cont'd. on P.16.....)



to interrupt the proceedings, the barbecue went on apparently as planned with a non-ending supply of delicious food. Full marks for imagination must go to Christ Broadbent for his guessing competition. I have never seen such a display of funny looking things, which must have been obvious from sheet of answers I handed in. John Pickup obviously has a keen eye, or has concealed his age remarkably well.

Still raining Sunday morning for the start of the annual rally. All went well till we overshot the turn out of Hunter Street by some 2 miles or so. Followed by a number of other cars, we eventually found the right road (no name displayed) but we still don't know who the cove was hiding behind the 55 m.p.h. sign. The average speed system was a bit tricky with no speedo and no mileage time clues, but at last we managed (we think) to keep the correct route.

On the last section before the lunch stop, we came across a red F.N. stranded in the middle of nowhere, stopped by a severe knock coming from somewhere! Subsequent examination of wheels, bearings, steering, drive shaft, motor and body revealed no apparent cause so at this stage we left this poor unfortunate fellow to make his own uncertain way as best he could to the lunch stop, where the meal that was turned on was really satisfying. An enquiry made to the aforementioned poor unfortunate fellow revealed that the knocking was ultimately found to be the rally board rattling against the back of the front seat (truly expensive noises).

An uneventful run back to Newcastle from the lunch stop at Dungog allowed us plenty of time to prepare for the social evening at Matt Bains' catering rooms in Hamilton, where the buffet meal had to be seen to be believed.

All in all it was a most enjoyable weekend and Newcastle organisation must rank amongst the best.

Many thanks to Newcastle members who worked extremely hard to give us a grand weekend.

BOB PETERSEN

\*\*\*\*\*

THIRD PARTY INSURANCE INCREASE. Law, Union and Rock Insurance Co. Ltd. has decided to increase Third Party Insurance fro 1973 from \$6.00 to \$15.00. As no acceptable alternative has been found, the club at its last meeting decided it would be in the members' interests to remain with Law, Union and Rock. Therefore the new registration fee will be:

Third Party Insurance	15.00
Transport Dept. permit	1.00
Club Levy	1.00
<b>TOTAL</b>	<b>17.00</b>

If renewal for 1973 is not required, please notify before 30th November. If no notification is received from you, you will be charged for the cost of renewal whether you require it or not. D. BERTHON, Reg'n. Officer, 639.0603

V.C.C.A.

Ever need to drill a hole in glass? Use approximately two inches of copper tube which has an outside diameter the same as the required hole. Mount this in your drill chuck and use a generous blob of valve grinding paste where it contacts the glass. Hand or power drills may be used, the tricky part being at starting when the light pressure and steady support is needed to prevent the "drill" from wandering.

Once the small circle is marked on the glass the "drill" will stay centred and the technique during drilling is lift the copper clear at frequent intervals. This enables the abrasive to flow into the cut and some abrasive becomes embedded in the soft copper to become the agent which literally wears away the glass. The result is a small plug of glass which usually remains inside the copper tube at the moment of breaking through - extremely light pressure at this time gives a hole with remarkably clean edges.

Very little heat is discernible during drilling and as an example, the writer has drilled a 1/4" hole through 1/4" glass in about ten minutes using an electric hand drill.

\* \* \* \* \*

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

FOR SALE. ALL STATES. 1913 Vulcan Tourer Body, mechanically restored, needs upholstery. Good rally car, only covered 7,000 miles since new. Price \$7,000 or offer.

- BILL MAUNSELL,  
32.2379 (Home)  
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<u>FOR SALE.</u>	Reo shackle bolt (2) 1915-26 Dufor 2237	75¢ each
	Maxwell '4' Tie Rod Bolt (4) 1914-19	75¢ "
	Stude. Big 6 " " " (1) 1919-27	\$1.00 "
	Dodge 4 Tie Rod Ball Bolt (8) 1915-19	\$1.00 "
	" " Pistons x 3 7/8" Ø 1915-28 (4)	
	semi-finished alloy (incl. 3 gudgeons)	\$20.00 set
	Dodge 4 Pistons x 3 7/8" Ø 1915-28 (3)	
	semi-finished cast iron	\$10.00 set 3 only
	Austin 7 "remax" ignition Coils in Boxes (4)	
	1929/38	\$3.00 each

Assorted Flat Fan Belts for Triumph, Stude, Pierce-Arrow, Aubrun, Graham Bros. etc.

- RUSSELL LINFOOT,  
84 Pendle Way,  
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631.3810



FOR SALE. Very, very reluctantly I am absolutely forced to sell my beaut.  
little 1913 Roadster Ford. Much money was spent on this car.  
Engine rebored, new piston rings, valves, springs, crankshaft and flywheel  
balanced, con rod balanced, pistons weighed, new transmission gears, all new  
tyres and tubes. Also many Ford "T" bits and pieces.

A lovely little car. What offer?

- BILL JONES,  
135 Macpherson Street,  
Waverley. 38.5251.

FOR SALE. Studebaker body, rear chassis section, presumed to be approx. 1913,  
have upper springs of rear full eleptics as well.  
Fiat 1913 Motor gearbox, petrol tank, wheels, rear axle diff. housing, other  
parts.  
Renault 1908 2 cyl. motor and manifolds less one con rod and piston.  
Sunbeam 1913 Motor 12/16 Motor, with manifolds, carby and dozens of other bits  
including petrol tank.  
Metallurgique 1908-10 ? Front axle, wheels, springs, chassis section.  
Deasy engine, gear box chassis section steering column type 42HFD.  
Jackson F Head engine 75-120 on block pressure bore and stroke.  
Standard engine about 1910-12 large 4 cyl.  
Ford T 1915 and 1916 blocks, mufflers, front end, carby, rear spring.  
F.N. 2400 190 chassis, engine and gear box parts also very light F.N. front end.  
Maxwell 1915 chassis, engine, gear box, cowl, steering etc.  
Triumph 1907 motor bike crankcase.

Other unknown parts.

WANTED. BAPP passenger side brass kero sidelight.

Buick 1916 6-cyl. switch panel and steering parts, lights, one front sheel.

Tiford Brass radiator and parts 1915.

Unic 2 cyl. any parts.

Star 2 and 4 cyl. pre-1910 chassis and any parts.

Interested in just about anything for trade, also know of other odd, bits and  
pieces. Tons of vintage gear.

- JOHN E. RYDER,  
068.421.556  
P.O. Box 187,  
Coonabarabran. 2857.

\* \* \* \* \*

MEMBERS BE WARNED! Is your veteran covered by current registration? If you  
have been driving around on club plates without having your  
car inspected, then, irrespective of any monies that you have  
paid for registration and insurance it is not "covered"  
legally unless it has been inspected by the club's nominated  
inspectors.

NEXT INSPECTION DAY: 10TH DECEMBER 1972



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