

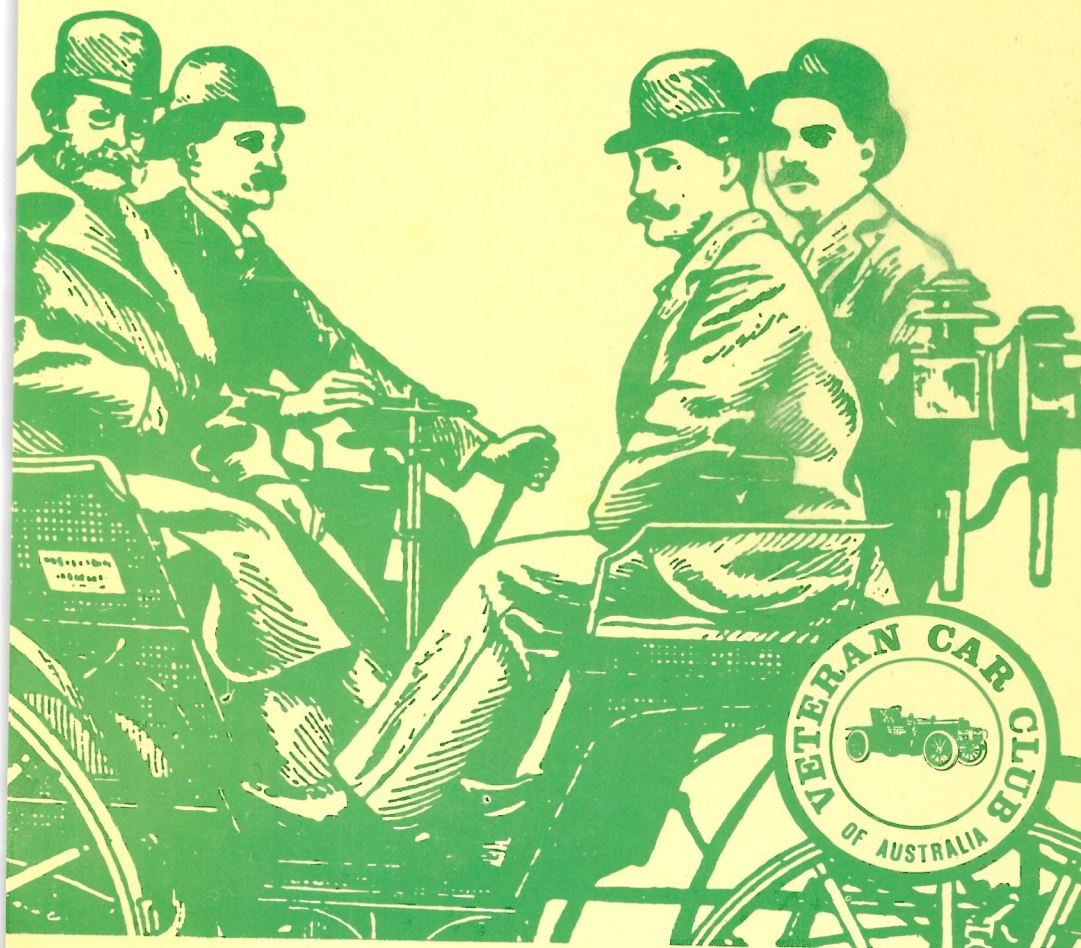
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

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March, 1983 Vol. XXIV No. 8



PATRON:
His Excellency,
The Governor of N.S.W.,
Air Marshal
Sir James Anthony Rowland,
KBE, DFC, AFC, K.St.J.



Spit & Polish

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

Volume XXIV No. 8

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Other Veteran Car Clubs have permission to copy.

The next Monthly General Meeting of the V.C.C.A. (N.S.W.) will be held in the Clubrooms at 8.00 p.m. on THURSDAY, 24TH MARCH, 1983.

VALE JACK HILL - passed away suddenly early Friday 11th March. Sincere sympathy is expressed to his wife June and family.

Editorial Comment

We have had an excellent response so far to our questionnaire to gain information for the new roster. If you haven't returned the supplement in the last issue of SPIT AND POLISH, would you please do so in the near future, as once the roster is sent to the printers it's too late.

Well, another successful Blue Mountains Tour has been and gone. See the article by Mike Bendeich on page 7 for entertaining details of the tour.

It is with disappointment that we learn that Greens Motorcade is closed week-days and only open week-ends. At least we still have a veteran, vintage and classic car museum in Sydney, so let's be thankful for that.

I still need copy re your restoration or if you acquired your car in going condition as Jim Simpson (see article on the B.S.A.) it still makes interesting reading.

Scarcely a month goes by without a letter from Jim. If you pass through Bathurst any time please pop in and say good-day. I'm sure they will make you very welcome. If you don't travel through Bathurst, why not drop them a line some time.

Congratulations to Bill Maunsell who has taken on the job of Rally Director for the 1 and 2 Cylinder Rally 1984 and also to Barry Thew who has taken on the job of Rally Director for the 1985 Centenary Rally for Veteran and Vintage cars.

A note to new members who have joined the club this financial year. There are a few back copies (from June 1982) of SPIT AND POLISH available. If you would like these back copies, see me at the meetings or drop me a line.

I hear Bruce Knight has just had his 1916 Ford painted and what a lovely car it is. He did all the preparation of the body and mudguards etc. with prime and undercoat himself, then hired an experienced spray painter

to apply the black finish coat. Full credit to you, Bruce.

- NORM WAKEHAM

President's Message

Progress on our building has slowed a little lately but to no magnitude or major problems. Some manufacturing delays with regard to steelwork, plus the fact that our builder has had to work a lot more for his employer.

I am led to believe both these main problems are now behind us and we will proceed onward at a level we were accustomed, provided the manpower support is available.

Talking of moving forward, we have just seen a 27th Blue Mountains Rally come and go; unfortunately we had a few late scratchings but were still left with sufficient numbers to make it more than worthwhile. Our visitors from the Vintage Motor Cycle Club increased their numbers and together with those car owners without wind-screens on top, surely must have thought somebody up there did not like them as to the amount of rain encountered on Saturday, then the bright sunshine on Sunday caused sunburn.

One thing that comes out every year, no matter what, everybody wants to go to the mountains and as for the organisers, it is one rally where they can see all their hard work enjoyed by the many. Our thanks must go to the organisers and their helpers for another good weekend.

- BARRY T. THEW

President.

NOTICE TO PERPETUAL TROPHY HOLDERS:

Would you please return any perpetual trophies to Mike Bendeich at our next meeting.

KATOOMBA WEEKEND

Who was the chap on the Katoomba Rally with a twin cylinder Renault who asked for a push start at the lunch stop and when asked if the magneto was crook replied: "No, I just hate cranking it!"

#

Another chap with a twin cylinder Renault used the curved bonnet as a scoop when driving through deep water at the lunch stop and near drowned himself and passenger.

#

Someone with a T Ford had a missing engine and loss of power until he found he had been driving for miles with his choke full on.

#

Another T Ford owner was seen towing a Rolls Royce near Kenthurst. Hope someone had a camera!

#

The Events Committee had a bad run too. Roly and Jan Coulcher had their modern car written off when it hit a tree when being used as a baggage wagon. Luckily the driver escaped serious injury. Mike Bendeich was booked for speeding when returning the typewriter after making up the rally route.

#

Reg Thornton had bad luck when he cracked a block on his Overland when returning home on Sunday. He then fell sick when returning home with the car next day. Hope he is O.K. now.

#

After pushing a heavy Cadillac around for some time to start it, the owner was asked if the petrol was turned on. The answer was: Gees I forgot! Guess who?

#

One chap couldn't finish the rally after the morning tea stop because he left his crank handle somewhere on the

road. Single cylinder Reos are hard to push-start. Luckily someone found the handle later in the week.

M. & D.

* * * * *

DATING AND INVESTIGATION

Dating Certificates were presented at the February Meeting to:

1. John Gorton, STAR, 4 cyl. 12 h.p., Landaulette 1911

An investigation of the chassis, on which John has designed and built a landaulette body and an analysis of modifications incorporated by the Star Engineering Co. of Wolverhampton and published in the Motor between 1910 and 1912, left no doubt that the car was manufactured early in 1911. These modifications include a more substantial gearbox, with direct drive on 4th gear, previously 3rd, a universal joint inserted between the clutch and gearbox, 3/4 elliptic rear springs, in lieu of 1/2 elliptic and a triangular bracket supporting the fire-wall with a bonnet line to match.

2. Terry Cook, DE DION BOUTON, V.8, 24 h.p., Tourer 1914

In a dismantled state all components were inspected, revealing that most moving parts are both numbered and dated, while castings are stamped with the model number. The oil dip-stick is dated and stamped with engine, bore and stroke dimensions, 66 x 130 mm. Most dates are Jan.-Feb. 1914, suggesting early 1914 assembly, also the vehicle complies fully with chassis and body specifications as described in the Motor, Vol. xxv, No. 650, page 829, 2nd June 1914. The car is presently receiving a complete restoration and Terry is leaving nothing to chance.

GEORGE A. ROBERTS
Chairman Dating Committee.

* * * * *

EVENTS CALENDAR1983

Mar. 19 Schofields Aerodrome Weekend

Mar. 20 LADIES DAY

May 7-14 1983 VETERAN CAR AUTUMN TOUR

May 22 COMBINED VETERAN & VINTAGE DISPLAY DAY AT
GREENS MOTORCADE1984Mar. 18-25 Veteran Car Club of S.A. National Hub Rally
celebrating the Golden Jubilee of Historic
Motoring in AustraliaMar. 31)
Apr. 8) A.C.M.C. 25th Anniversary Hub Rally - 871.1900

Sept. 16-22 1 & 2 CYL. RALLY (HUB RALLY) PORT MACQUARIE

1985May 6-16 1985 CENTENARY RALLY FOR VETERAN & VINTAGE
CARS. Organised by Veteran Car Club of NSW

To be advised Hub Rally, Christchurch, N.Z.

H E L P ! ! !HAVE LENT MY R.R. P.I
WHEELSPANNER.

WHO? WHAT? WHERE?

BEN BRONK - 624.8224

ACQUIRING A VETERAN CAR

Our Editor has requested that members supply details of how they acquired their respective veteran vehicles, what troubles, joys and difficulties they experienced in bringing such vehicles to a state whereby their owners could experience some satisfaction from their possession and use of the said vehicles. After all, the whole concept of this Club is that it constitutes a hobby and does not become an obsession (what is that again - "obsession"? Oh! Forget it), such as the organising and implementation of such deep-seated propositions as Bottom of the Harbour, for instance. Too nerve wracking.

First things first, of course, such as:

- (a) How long did it take to locate it?
- (b) Was it the sort of vehicle that was desired?
- (c) How many others were angling for it?
- (d) Was it towed home or trailered?

Many more questions could be put, but these four will give a running start for this article.

(a) No search was instigated. There was not even a Veteran Car Club then to make a fellow feel that anything was to be gained. True, in that era there was an atmosphere of motor cars, old, cars, and "bombs". The word "bomb" was used more as a term of derision rather than an description of the vehicle's roadability. Actually this alleged "bomb" was seen by the writer parked on Pacific Highway near North Sydney Post Office, sporting a B/W plate. (Oh, hindsight, if only you could get out in front sometimes!)

(b) At that time, no vehicle was wanted - really. But the sight that this one presented, parked at the kerb, was just too much for the writer. The high, wide hood which made the bonnet appear lower than ever, the high set steering wheel, wooden dashboard, brass radiator, acetylene lamps (with brass sections), 'built-in' starting handle, leather upholstery with some of the horsehair showing, right hand controlled brake and gear levers, the 'gate change' - they were all so exciting and out of date. (We have always liked the past and nostalgia.) Remember, all this was in the region of 30 years ago!

(c) No other claimants at the time. Don't forget that it was classed as a "bomb". On enquiring about the possibility of purchasing it we were given an enthusiastic refusal. "Anyway," we said, "here is our name and address. Should you change your mind, please get in touch." Months passed, and he did appear, asking were we still interested. It was taking up too much space in his father's business premises. We came to terms and it was acquired (the vehicle, not the business premises).

(d) Being quite mobile, the only practicable way and the most satisfying way, was to drive it home to Lane Cove. And thus, a stranger in a strange car (that is, a car strange to him - no sarcasm, please!) with strange controls, the new driver, keeping fingers crossed en route home, hoping that no dire trouble or tricky inconvenience would take place. Thankful to say that that run was the first of many. Some of the later ones have shown, without a doubt, that the Devil looks after his own!

Those, Mr. Editor, are the details of the acquisition of a fine British Motor Car - saved from the scrap heap. (B.S.A. would be more apt letters than B.M.C. just mentioned.)

In perpetuity,

- JIM SIMPSON

* * * * *

CHANGES OF ADDRESS:

CROSS, V. - 90 Maidstone Stree, Altona, Vic. 3018

CLARKE, ROBERT G. (728) - P.O. Box 709, Potts Pt. N.S.W. 2011

SLENDER, D.J. - Pacific Highway, Napiac. N.S.W. 2438

* * * * *

FUND-RAISING

The Blue Mountains raffle of a hand-bag and Humpty doll raised \$111.50. The winners were 1st Prize - Peter Nissen and 2nd Prize - Ross Murray. Thanks to the anonymous donor of the handbag and to Judy Thew for the Humpty.

- PETER WARDS

History Corner

HISTORY CORNER for December 1982 included the "Notes for Members of Veteran Car Club" issued to Club members by the Australian Amateur Cine Society with a view to producing a short film using both personnel and cars of the VCCA.

As the VCCA had, from its very beginning, taken an active interest in supporting the Police Citizen's Boys' Clubs, it is not surprising to see the large flowing writing of Ron Grant along the left hand margin of the "Notes" referred to above. Straight to the point he wrote on each copy "We should give this full support because the police boys (sic) are putting 3 to 400 pounds in cost of films into this event. So be in it."

The following is a copy of the instructions issued to participating members of the VCCA:-

"A.A.C.S. AND VETERAN CAR CLUB

THE SCRIPT

Lionel Neate will play the part of George, and other parts will be taken by members of A.A.C.S. and Veteran Car Club. The setting of the story is a country district and the period is about 1914 and there are various shots in the "Browns Road" sequences in which everyone can appear.

Members of Veteran Car Club, their car passengers and friends and A.A.C.S. members and their friends are therefore invited to adopt some small item of dress which would be in keeping with the period. It is not intended that anyone (except as specially arranged with individual actors) take trouble of preparing any special form of period dressing whatsoever. It would be helpful and sufficient if ladies wore say shawls or such like and that gentlemen appeared in bowler hats or straw boaters or bow ties. No moustaches or beards unless they are the real thing.

Shot No.

1. Settlers' home in bush setting - Mrs. Hobbs hanging out washing, George's (Veteran) car "garaged" under a tree

- in foreground.
2. George, the farm hand, seated in wheelbarrow reading Popular Mechanics magazine.
 3. Close up of folder, diagram from magazine that George is reading - HOW TO MAKE THE WORLD'S LATEST INVENTION - THE TALKING MACHINE.
 4. George seated in wheelbarrow reading diagram.
 5. Mrs. Hobbs calls to him to get on with his work.
 6. George folds diagram as he reluctantly climbs from wheelbarrow.
 7. Mrs. Hobbs finishes hanging washing, picks up basket and walks away from cameras.
 8. George feeding the fowls.
 9. Mail car stops on road opposite the farm; mailman gets out of the car.
 10. George feeding fowls, sees mailman walks out of frame.
 11. Mailman hands mail to George who sees bundle of posters in mail car; mailman hands a poster to George.
 12. George's car "garaged" under tree - George walks into frame, spreads poster on bonnet of car and reads it.
 13. Poster - MAMMOTH HORSELESS CARRIAGE RACE, 13 SEPT. 1914, STARTS AND FINISHES IN BROWNS ROAD - POST ENTRIES - ALL INVITED, COLLECTION IN AID OF NEW VILLAGE HORSE TROUGH.
 14. George surveys his car and ponders on his car's race prospects. (FADE OUT)
 15. (FADE IN). Gathering of Villagers (A.A.C.S. and Veteran Car Club members and friends) and Veteran Cars, drivers and passengers in Browns Road where race starts and finishes.
 16. Shire President chatting to Race Starter. Officials and drivers filling in entry forms at official's table.
 17. Veteran car driver dusting his car.
 18. Still photographer adjusting his camera.
 19. Two veteran cars, their drivers and their passengers, being photographed by still photographer.
 20. George in his car coming along bush track.
 21. George's car arrives at Browns Road gathering.
 22. He fills in race entry form at official's table.
 23. Veteran car driver oiling engine of his car.
 24. Race starter holding flag, calls car to start line.
 25. Cars come up to start line.
 26. George cranking his car which will not start.

27. Cars stationary at start line.
28. George stops cranking, lifts up bonnet.
29. The race starts without George.
30. George taking out parts of his car engine.
31. Shire President (cigar in hand) and officials looking out of frame (at George).
32. George replacing parts of his car.
33. Race starter looking out of frame (at George).
34. George cranks car (which starts); he climbs aboard.
35. Race starter with flag.
36. George's car goes over the start line. (FADE OUT)
37. (FADE IN) First section of veteran cars moving along road.
38. Second section of cars moving along road.
39. George's car moving along road; then stops.
40. He finds he is out of gasoline; he looks out of frame.
41. Tramp sitting against fence holding large jar labelled PURE MOUNTAIN DEW CIDER.
42. George sees tramp, walks out of frame (to tramp).
43. He buys jar of cider from tramp and walks out of frame.
44. George filling his car tank with cider.
45. Tramp brings another jar of cider from behind him and uncorks it.
46. George continues in the race.
47. First section of cars moving along road.
48. Second section of cars moving along road.
49. Veteran car stopped on road - driver pumping tyre.
50. George passes car in Shot No. 49.
51. Veteran car stopped - driver feels hot radiator, gets wash-stand jug of water from car and fills radiator.
52. George passes car in Shot No. 51.
53. George passes other cars in race.
54. Close-up of George driving his car (shot whilst stationary).
55. George's car moving away from cameras.
56. Shire President and officials in Browns Road.
57. George's car is flagged over finishing line.
58. Officials and Shire President looking to right of frame.
59. George's car going away from camera.
60. Close-up of George struggling to stop his car with brake lever (shot whilst stationary).
61. George jumps from his car which continues on without him.

62. George seated on ground looking startled, looking out of frame (at his departing car).
63. Wreckage of his car against a tree.
64. George stands up and walks out of frame (to his wrecked car).
65. Other cars arriving in race finishing area.
66. Shire President and officials - Shire President looks at his pocket watch.
67. George walking dejectedly diagonally past cameras - tyre round his neck, carrying steering wheel.
68. Shire President and officials and other drivers - George walks dejectedly into frame and is congratulated on his win.
69. Crowd clapping George.
70. Official hands trophy to Shire President; George's expression changes to delight; he drops tyre and steering wheel and Shire President hands him the trophy - AN OLD TIME PHONOGRAPH.
71. A continuity shot to be arranged.
72. Long shot of assembled cars and crowd, George in centre holding his trophy. FADE OUT.

THE END."

(Endeavours are being made to secure a copy of the above film - if successful it is proposed to arrange a screening at an early Club meeting.)

See you at the next meeting,

- THE HISTORIAN

* * * * *

PLEASE NOTE:

EASTER CAMP-OUT AT PORT ERRINGHA CAMPING GROUND.

Head for Sackville Ferry and at Ebenezer turn right at the Port Erringha Camping Ground sign.

CONTACT: Roly Coulcher - 546.4791; Mike Bendeich - 639.5897

AUTUMN TOUR - has been deferred due to lack of response.

HOW I WON THE "HARD-LUCK" TROPHY IN QUEENSLAND
DRIVING A FRONTY FORD! - VICTOR JACOBS

You all know I am not a "pot-hunter" - I am not in the Reg Jones, Bob Baxter, Neil Martin category - but I am afraid old Henry Ford would be disappointed to know that his famous T-Model won the "wooden-spoon trophy" in a big National Rally in Australia.

This is how it all began -

Early last year I entered for the Queensland Tour and as Fronty's Dunlop tyres were wearing down, I felt it would be safer to buy a new set, but alas Dunlop no longer make 30 x 3.5 tyres. Therefore, I reluctantly had to settle for a new set of Firestones. Dunlops have always been good to me as during the 35,000 odd miles I have driven Fronty, I have only ever had one puncture and this was in a garage at Ceduna whilst driving to Perth.

Fronty set forth for Brisbane - with the new Firestone tyres - in late August 1982 and it was my intention to spend a couple of weeks at a holiday resort in Port Macquarie for the tough job of "relief manager". (Without being responsible for sneaky advertising - have any of you heard me speak of Vacation Village!!!!). Why I got delegated for the job I don't know, as two weeks of tennis, swimming, blaying bowls, cricket and billiards (not to mention keeping all those happy holiday-makers entertained) is not really my cup of tea!!!!

Getting back to my story, I left Sydney on a foggy August morning knowing that it would turn into a beautiful day once the fog cleared. As you all know but don't like to admit, as usual Fronty went like a charm and as expected, the fog cleared when nearing Wyong. I pulled in for petrol mainly to say Hello to Bob and Alma Newman next door but found that the whole Newman family had flown - so, on my way again. On pressing the starter I heard a strange loose metallic sound emanating from the motor until a few revs had been built up. I thought to myself, I've heard some funny T-Ford noises but not that one before. On approaching the lights in the township of Wyong, there I was, with all engine but no "go - go" - my first thought was a broken axle. Just for investigation, mind you, and knowing Fronty is used to the atmosphere on

Rallies, I ran back into the adjacent bottle shop. It was soon evident it wasn't a back axle but something certainly more serious and what it was even had me fooled - and I'm hard to fool!

On deliberation, my first thought was to wait and contact Bob Newman so why waste good drinking time. After quenching my thirst as Kenny Moss, John Pickup and Spraggo would certainly do in similar circumstances, I was lucky enough to contact Bob.

Bob tried every avenue to find a mechanic who had the time to spare to help, but to no avail and we both decided the best thing to do was to take it on to Newcastle as I did not want to return to Sydney. I have a saying in life that "you are born either lucky or rich" - and I'm one that has been born lucky! I telephoned Don Barker in Newcastle whom you all know and I don't have to tell you is a T-Ford expert, and would you believe it, he just happened to have "a couple of days to spare". I then telephoned Peter Lamb at Wyong and he just happened to have a car trailer and "a few hours to spare" to get me to Newcastle.

We got the Fronty to Don's at Newcastle late in the afternoon and he said he was going around to see Ray Thomas - so I went with him. At the same moment of walking into the kitchen at Ray's place the telephone rang. Ray answered and I heard the S.T.D. pips and conversation ensued for approximately 20 minutes. (I found out the guy on the other end was Spraggo and no doubt he wouldn't spend that long on an S.T.D. call from his own 'phone so I surmised he must have been speaking from a friend's place!!) When Ray heard I had broken down he advised that he just happened to have "a couple of days spare" --- didn't I say I was born lucky!

It's a long story, but after 3 days of dismantling the engine and with Don's expert engineering ability I was finally once again on my way to Port to spend those hard-working 2 weeks.

Later, my wife Adele joined me at Port as the relief offsider, and finally we set sail for Queensland. Fronty again went like a charm and we were in Tweed Heads by dusk. On pulling in to a motel we found the front tyre was flat and thought to myself, there you are Victor, lucky again - it could have happened out on the road. Next morning after getting the tyre

repaired at the Goodyear garage, we drove on to the registration centre in Brisbane to join the Rally.

Next day the Rally started and after driving for 2 hours and arriving at Ipswich, "bang", another puncture, but this time right outside the Dunlop Service Centre so had willing hands to help me once again. Then on to Toowoomba and into the overnight display area - next morning when I went to collect Fronty - another flat tyre but again with a lot of veteran car guys around who were just busting themselves to have the experience, pleasure and joy of working on a Fronty Ford.

Day three - pulled up at the lunchspot, parked the car amongst 140 entrants and went and enjoyed a beer and lunch when over the P.A. system came the announcement - "would the Fronty Ford owner report to his car as the front tyre has just blown out" - you wouldn't believe it but I was right next to the R.A.C.Q. maintenance van! Again amidst a lot of willing helpers, particularly from mate Bob Hobson, the fourth puncture was fixed but had not travelled more than 150 yards out of the grounds but "ban" the fifth blow-out occurred.

By this time I was losing all confidence in my new tyres so travelled on carefully to Kingaroy the peanut country and the home of Bjelke Petersen. Pulled into our motel which was full of veteran cars and their owners all polishing madly and discussing veteran and vintage cars generally. I was pleased to relax with a cigarette and beer in the motel room and was just really beginning to unwind when "bang". Adele and I just looked at each other and sat there laughing. Before the last hissssssss had died down, I had 10 veteran car drivers around Fronty all laughing along with us - I think on our part it was more a case of hysterics. By this time Fronty and I were identities, so much so that next morning I found that a sweepstake was being run on how many punctures I would have for that day. I backed myself for \$5!

The day went by and on to Marlborough and here puncture 11 occurred. But would you believe it, it blew out right inside a petrol station whilst I was refuelling and nobody around except the petrol station attendants, George Roberts and Henry with his R.A.C.Q. van. How lucky can I be! I cannot

thank George and Henry enough for the time they spent on my car during the rally. I did find out, however, that by this time Henry was making secret enquiries as to what motel I was staying at and had friends telling him where I was so he could take a detour the other way!

By now my patience was wearing thin and I knew the first thing I had to do was rid myself of these new Firestone tyres. From the wonderful record with Dunlop, here I was reduced to the stage where I was scared to go even around the block as I was now near my sum total of 16 punctures all within 7 days.

Where can you buy a set of Dunlops when they are now out of production and apparently none to be found? My old saying rich or lucky came to my rescue again when one of the rally drivers knew of someone with 5 brand new Dunlops hanging up in his garage for a car about to be restored. So on arriving at Noosa I talked the owner into back-trading my top quality, near-new Firestones for 5 brand new Dunlops (I won't record here how much money he gave me on the deal - coming off a Fronty Ford they naturally had "prestige" value). All the rally drivers at the motel where I was staying, and including George Roberts, came to my aid again and we quickly did a changeover. From then on I had no problems whatsoever.

However, just think, 16 blowouts in 7 days - it would try the mildest of mannered men, like me. It's amazing but on looking back on those 16 blowouts, I don't think I held a tyre lever in my hand or changed one tyre or even got my hands dirty - I'm what you would call a good delegator!!

Now the moral to the story.

THE VETERAN CAR CLUB --- WHAT A GREAT CLUB IT IS.

The way Bob Newman, Peter Lamb came to my rescue in Wyong and the wonderful support of Don Barber who certainly knows his T's, not forgetting his wife Valma who supplied us with morning and afternoon teas and lunches, Ray and Marnie Thomas yes they all combined in an enthusiastic and energetic manner to get me back on the road. To all of them my most sincere thanks.

And of course, my thanks to my other Club mates, especially Bob Hobson who must have fixed 8-10 of those punctures whilst

his wife Elizabeth stood by with patience and understanding, and George Roberts who always seemed to pop us out of nowhere and lend more than a willing hand - not forgetting Henry from the R.A.C.Q. and others who willingly gave up their time to spend on Fronty. The spirit of friendship that we have in the Club is unique and we should all be proud to be members.

In conclusion I would like to say, you people who have been born rich are certainly missing a lot in life - my story proves you should have been born lucky like me!

- VICTOR JACOBS

* * * * *

Letter to the Editor

Sir,

I was delighted to read the 1911 Benz article in the Jan./Feb. issue and to note that it appears to have been restored in a fitting manner.

This car was bought by me directly from old Mr. Fred Muller prior to his death. We were business friends for some years. However, as my family was about to increase and I could not find sufficient time or capital to restore the Benz in the manner it deserved, I decided to sell it to someone prepared to do just that.

Three statements in the story do not appear to fit the facts.

1. At the time I sold the Benz, it was fitted with a utility back. The photo captioned "as purchased" shows no such tray back.
2. As my daughter was not born until December 1960, the car must have been purchased in January 1961.
3. The "neat camouflage" was not specially made but was a Benz accessory called a 'Schnabelkeiler'. At least that's how Fred Muller (Snr) explained it to me at the time.

The Benz was used in the Muller Radiator business for many years and I was given to understand by Fred that it enjoyed

the protection of under-house cover after it's retirement. It's good condition when I bought it, bore out that point. I kept it in a rented garage until I sold it in order to continue that protection. It was sad to have to part with it.

Perhaps the present owner (not identified in the story) could add a few details of the rebuild....including the colour scheme etc.

- BILL DAY
(Founder and
Past President)

Ed. comment: The article was by D. Pierce, 36 Paragon Dr.,
North Rocks. 871.8701

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

FOR SALE (ALL STATES) Beautifully restored 1912 OVERLAND
TOURER. Good rally car. Fully restored plus
spares. \$16,500. - BEN BRONK
(02) 624.8224

SWAP Have C.M. Hall model 199 gimble mounted BRASS
ELECTRIC HEAD LIGHT. Will swap for C.A.V. electric
head lamp model "E". - F. HEMING
5 Sea Street,
Hunters Hill, 89.5483

WANTED Can anyone help me with the final restoration of
1917 T Ford Tourer. Most major work completed and
all the small finishing items. Unfortunately I
cannot afford commercial rates but I am willing to
pay a reasonable amount. The late Frank Nissen
helped me to this stage and I appreciated his help
but now I am lost without him. Please 'phone:
- RON YEATES, 46.2550

FOR SALE 1915 Model T Ford Roadster, Engine No. C13152, body
colour black. Fronty head, Ruxtell axle, many
other authentic accessories. Only travelled 400
miles since recent no-expense-spared restoration.
Ready to rally. \$13,000. - DICK KENNEWELL
(066) 21.6340

FOR SALE: Five (5) Sankey wheels to suit M or M (B)
Talbot (good condition), also four (4)
80 x 80 x 120 tyres and tubes (travelled about
50 miles). \$1,250 o.n.o., or will separate.

BOB TREVAN - 22 City View Drive, Lismore. 2480
(W) 21.2552; (H) 21.6389

WANTED: Late 1911 or 1912 Ford T engine or block assy.

BOB TREVAN - 22 City View Drive, Lismore. 2480
(W) 21.2551; (H) 21.6389

*(Note to Bob: No Box No. for V.C.C.A. - address:
134 Queens Road, Five Dock. 2046. Ed.)*

FOR SALE: 1911 HUPMOBILE. This car has been associated
with the Veteran Car rallies for approx. 23 yrs.
It has attracted attention and has been very
popular in many rallies, and has won many
trophies such as the Concourse D'Elegance,
Wollongong and Newcastle rallies, also the Bank
of N.S.W. Trophy. Has been in the Autumn Tour of
the West, covering 1,120 kms. This car is in
excellent condition. Sale is due to my retire-
ment to the country, and loss of family interest
in rallies. Price \$20,000 o.n.o.

KEN NUTT - 226 Elizabeth Drive, Vincentia. 2540
(044) 41.5920
(02) 524.2859

*(Note: A lovely photograph of the 1911 Hupmobile has been
made available and will be printed in April SPIT & POLISH. Ed.)*

FOR SALE: Circular cooling fins for curved dash Oldsmobile
radiators.

NOEL HOLBROOK, 61 Arolie Street, Warrnambool. Vic. 3280

WANTED: Wheel hubs (long type) and hub caps with name
plate for 1905 curved dashed Oldsmobile.

NOEL HOLBROOK, 61 Arolie Street, Warrnambool. Vic. 3280

FOR SALE Insufficient space, still, to give full details,
but if you are interested in back copies of the "SOUTH
AUSTRALIAN MOTORING HISTORY BOOKS" please contact:
JOHN WIEN-SMITH, C/- The Sporting Car Club of S.A.,
260 Portrush Rd., Beulah Park. S.A. 5067.
\$3.50 + Postage (suggest .50¢). Full details later.

