

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

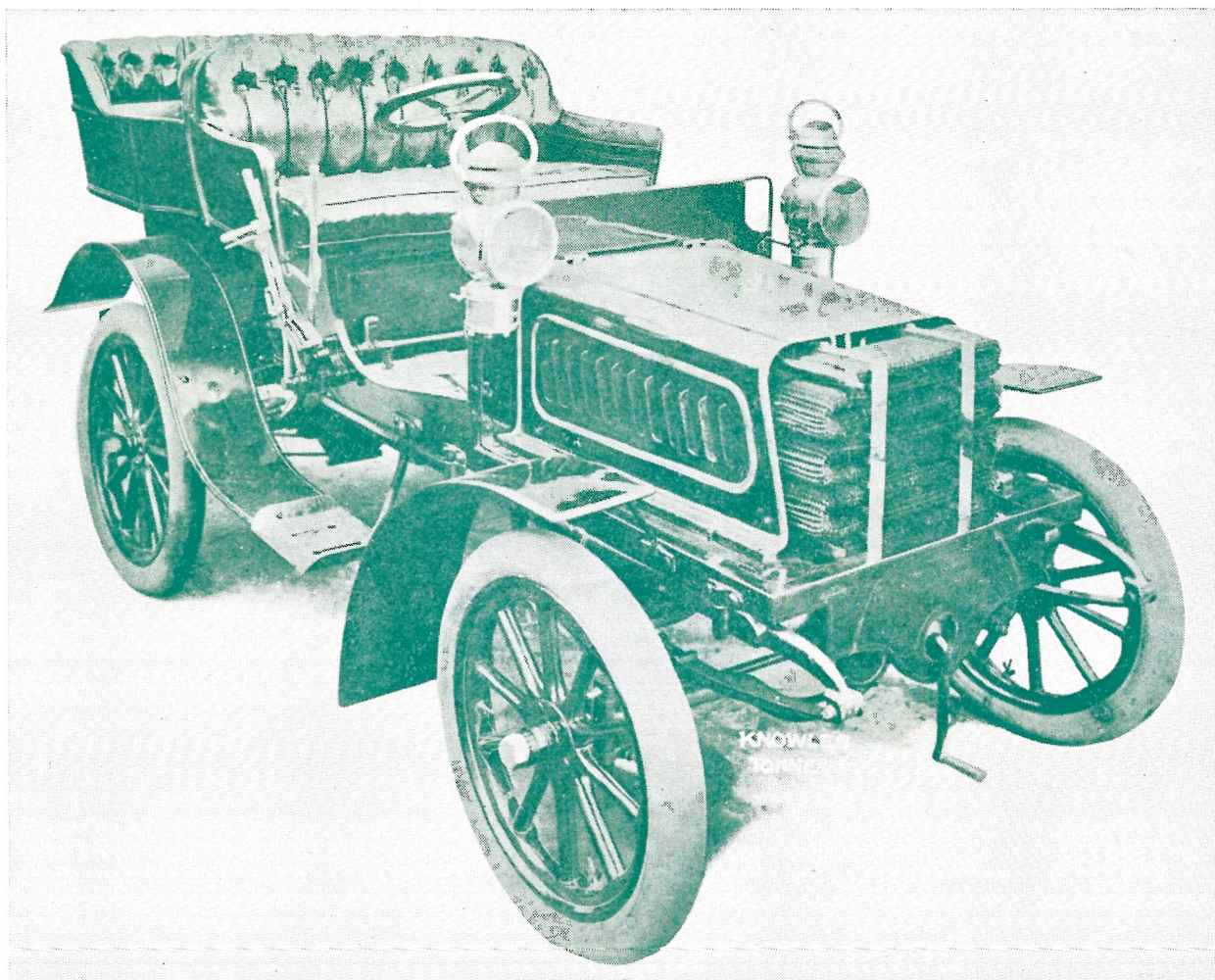
SPIT AND POLISH

Registered for posting

* NOVEMBER, 1976, VOL. XVIII No. 5

as a publication — Category B

* PRICE 70 Cents

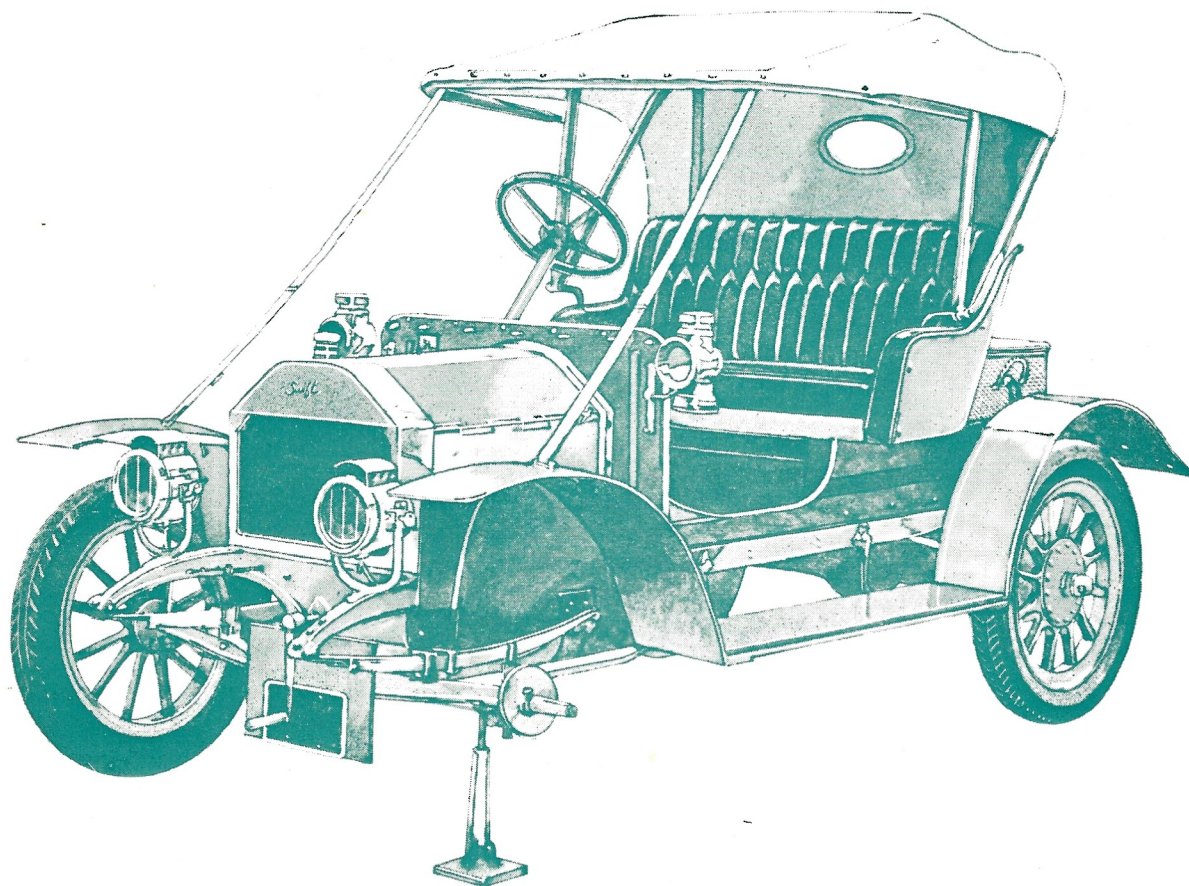


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SPIT & POLISH



PATRON:

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

NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)
Vol. XVIII No. 5 November 1976

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The next General Meeting of the Club will be held at 8.00 p.m. in our Clubrooms on THURSDAY, 25TH NOVEMBER, 1976.

I M P O R T A N T ! !

OIL PAINTING RAFFLE. Please return all ticket books - with or without unsold tickets - to the Treasurer, Bill McCarthy, by the next meeting to enable the raffle to be drawn soon afterwards.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH, 134 QUEENS RD, FIVE DOCK. 2046.



In this inflated economy, one hears and reads expositions about the need to restore the value of money. David Berthon's marathon organising job seems to have achieved something in this line by providing a spectacle for the public which can truly be said to give full return for the dollar.

Only time will tell whether our club will receive a fair return for the efforts of all who worked for the success of the venture, however, nothing can detract from the excellence of the display. Patrons invariably praised it as they came out so if we don't have a financial success this time, it should not deter us from trying again, possibly next year, with the benefit of experience and a considerable quantity of reusable display material.

Clubwise other topics are insignificant beside the show, so editorial comment will now terminate for this issue.

Editor.

MINUTES OF MONTHLY GENERAL MEETING - V.C.C.A. (N.S.W.) - 26TH OCTOBER, 1976, HELD AT THE CLUBHOUSE, 134 QUEENS ROAD, FIVE DOCK.

PRESENT: 69 members 10 visitors.

Meeting declared open at 8.20 p.m. by Chairman G. Roberts, and visitors welcomed.

APOLOGIES: F. Craze, L. Sheen, A. Garthon, T. Bent, A. Rosebray, D. Rosebray, R. Baxter, G. Green.

VISITORS: F. Glendenning, D. Campbell, G. Wolfe, A. Tester.
At this time the meeting stood in silence to respect the memory of the late Enid Blevins who passed away in hospital.

MINUTES: The minutes of the General Meeting of 23rd September 1976, having been circularised in SPIT AND POLISH, were confirmed as a true record on the motion of M. Roberts, seconded by G. King. CARRIED.

ARISING: The matter of valuation of vehicles is still being investigated. The matter of valuation was also put to the last C.V.V.T.M.C. meeting and all member clubs represented were opposed to official valuation of vehicles.

Minutes 28/10/76 (Continued)

TREASURER: Treasurer's Report accepted on the motion of M. Chapman, seconded by A. Blevins. CARRIED.

CORRESPONDENCE:

Letter from D. Campbell re membership.
Letter from Veteran & Vintage Club of Goulburn re change of address.
Letter from V.C.C.A. (Vic.) re change of address for Secretary.
Letter to V. Cross re Federal Minutes.
Minutes of Newcastle meeting received.
Letter from L. Ford of Woy Woy re Renault motor.
Letter from Charles H. Griffith re Klaxton horns.

Moved M. Roberts, seconded J. Burke, that correspondence as read be received. CARRIED.

INVESTIGATION & DATING: George Roberts reported on a Cyclecar found in Queensland. The car, a Husband with a Holsman air-cooled engine, was the only one made by W.E. Husband, Engineers, of Charters Towers, was found in a mine shaft by Mr. G. Millar.

NEW MEMBERS:

Mary Helen Saward, 3 Mawarra Crescent, Kellyville. 2153.
Henry Krzemenen, 29 Woodlands Ave., Chester Hill. 2162.
Peter Clough, 54 Upper Washington Drive, Jannali. 2226.
Donald William Campbell, 667 Henry Lawson Drive, East Hills. 2213.

Moved G. King, seconded B. Bronk, that these nominees be accepted as Associate Members. CARRIED.

New members were welcomed and Mr. Campbell was introduced to the meeting.

EVENTS: The camping weekend was very successful and weather conditions were ideal.

14th November - Inspection Day. L. Sheen's and A. Garton's.
28th November - Vic Jacobs' Lions outing. 30 cars required.
15th January - Long Legs Tour.
25th and 26th February - Blue Mountains Tour.
January Long Weekend - camping outing.
Parramatta Procession - Saturday, 30th October.

WHEELS OF YESTERYEAR: A plan of the display was exhibited and the show described in detail. The show opens at 6.00 p.m. on Saturday, 6th November. Show to be advertised in the "Sun" and over 2CH. Pamphlets to be distributed also. Details given of costs for and donations towards running of the show.

INTERNATIONAL RALLY: Response has been good as so far there are 220 entries in. The Vintage Motor Club is to run the Gymkana events. The Antique & Classic will arrange the lunches. The Vintage Sports Car Club is to organise the competition, and the Rolls Royce Club will be arranging the sightseeing and tours. A souvenir program is to be

Minutes 28/10/76 (Continued)

produced by professionals at Modern Magazines and is to be on sale two months before. There will be displays of vehicles at four locations around Sydney prior to the start.

REGISTRAR: No report.

MAGAZINE: There has been a good response to the request for information. E. Lang proposed a vote of thanks to the present Magazine Committee for a well-prepared magazine.

SOCIAL SECRETARY: The Burning Log Outing, although not well attended, was successful and made \$24 for the Club. 26th November is the Christmas Dinner at the Drummoyne Bowling Club. Cost is \$5 per person and includes a baked dinner with drinks available at bar prices.

REGISTRATIONS: A request was made for volunteers for the Inspection Day at A. Garthon's.

CLUBROOMS CHAIRMAN: There was a good attendance at the working bee, despite the poor weather. The new toilet at 136 is now half built and stove has been installed. A call was made for a volunteer to mow the lawns.

LIBRARIAN: J. Simpson displayed a book donated to the club library by Mrs. G. Dunn. Moved R. Paddle, seconded W. McCarthy, that a letter of thanks be sent to Mrs. Dunn. CARRIED.

CVVTMC: Details of "Wheels of Yesteryear" and Cabaret presented to meeting. Only three clubs appeared to be interested in rallying to the "Wheels of Yesteryear" Display. Nine clubs interested in the cabaret. R. Baxter suggested Bankstown Town Hall for the cabaret in lieu of the Round House at the University of N.S.W. and the Wentworth Hotel. A report was given on the sales tax on imported Veteran and Vintage vehicles. There is no concession yet but further enquiries are being made. Registrations with CVVTMC may rise from two dollars to four dollars. The Austin A40 Club have applied for membership of the CVVTMC, but this is yet to be considered. There were 1280 cars at Warwick Farm. A suggestion that all future events at Warwick Farm be on the second Sunday in September is yet to be decided. The Department of Technical Education will next year conduct a painting course for Veteran and Vintage vehicles. No member clubs of CVVTMC appear to be interested in the event in the Rocks Area that is trying to replace the Waratah Procession. A list of all CVVTMC member clubs will be published in a future edition of Veteran and Vintage Magazine. No clubs represented at meeting were interested in vehicle valuations.

PUBLIC RELATIONS: No report.

PHOTOGRAPHER: Coloured photographs taken during the Peregrine Rally were on display. J. Thorpe suggested that a range of suitable prints be kept on hand for advertising purposes.

INSURANCE OFFICER: No report.

GENERAL BUSINESS:

J. Dance spoke of an old steam cleaner that was available to the club. Members not interested.

W. McCarthy asked that raffle tickets and money be in by the November meeting.

P. Michaels asked about guard for cars going to North Rocks Display.

D. Steer introduced visitor Miss Judy Lee who can offer a service of shot blasting with glass balls, details to be put in SPIT AND POLISH.

G. Roberts gave a report on the Cairns Rally. There were 32 cars, 4 from Sydney, 1 from Melbourne and 1 from Warrnambool.

The raffle prize of car care products was won by Max Chapman.

As there was no further business the meeting closed at 10.20 p.m.

C. Stanbridge ran films of the 1970 International Rally and a recent Canberra Rally.

SERVICES AVAILABLE

BRASS WINDSCREEN FRAMES. Oliver Metal Windows Pty. Ltd., 26 Clements Avenue, Bankstown are vouched for by Jim Wilson.

GLASS BEAD BLASTING. Treatment of articles which might be damaged by conventional sand blasting can be carried out using spherical glass beads. Metal or wooden articles are suitable for the process, Don Steer having had some delicate body panels cleaned up.

Narrabeen Re-cycles,

4/15 Warraba Road, Narrabeen North.

913.3458

KLAXON PRODUCTS. Klaxon Auto Electric Horns (original vintage sound) \$77.00 and Klaxon Hand Operated Horns \$49.00; less 10% purchased through Club, are available from

Charles H. Griffith & Co. Ltd.,

38 Cross Street, Brookvale. 2100

(P.O. Box 95).

939.7315

E V E N T SSunday 28th November 1976

VIC JACOBS' LIONS CLUB CHILDREN'S OUTING.

Originally, the plan was to take out children from the Far West Home at Manly, but the rules of this institution prohibit outings in private cars.

Children from two other establishments in the Manly area will now be taken out in our cars.

Most will be from Stewart House, a holiday home catering for children from remote areas of N.S.W. who would not otherwise be likely to see the city, the sea, ships and so on. These children spend up to 3 weeks at Stewart House, which is operated on funds raised in the schools of N.S.W.

Others will be from Dalwood Home which functions to care for children whose family life has been interrupted, either temporarily or permanently.

Be assured that all of the children will enjoy and appreciate the outing. Vic will be contacting all drivers with detailed instructions before the event which expected to involve about 80 children, 175 to 200 helpers, including VCC and Lions people. Mobil has offered petrol, Lions are looking after food, and the lunch stop is to be at the National Fitness Camp at Narrabeen, where Santa will arrive at about 2.15 with presents for the children.

Saturday 15th January 1977

LONG LEGS TOUR TO PEATS RIDGE AREA.

All cars are welcome, including Vintage or Modern.

Sunday 30th January 1977

AUSTRALIA DAY WEEKEND - ROCKS DISPLAY.

29th-31st January 1977
(Long Weekend)

CAMPING WEEKEND AT COLO RIVER. For those not attending the Rocks this camping outing will be on again.

Directions: Turn left off Putty Road just before Colo Bridge. Continue along surfaced road for approx. 1½ miles. We will be camping on the right just before the road goes to gravel.

25th-26th February 1977

BLUE MOUNTAINS TOUR.

Entry Forms are in this magazine.

Last month's raffle - car care products - was won by Max Chapman.

* * * * *

TIN LIZZIE TRASH AND TREASURE SWAP MEET. MODEL T FORD CLUB OF AUSTRALIA.

Sunday 30th January 1977

PHIL-EZI GARAGE, PARRAMATTA ROAD, LIDCOME (between Gallipoli Street and Bachell Street).

Entry fee \$1.00

ENQUIRIES: P. Kable 579.6942; E. Lang 579.5790; K. Robertson 533.4673



Not mentioned in David's Wheels of Yesteryear Bulletins. After dinner, David to Diana: "Think I'll make some phone calls." Three hours later, at the completion of calls, Diana: "So what's new!"

#####

Some families unite in gift giving and will not be deterred. Dorothy Steer "needed" and was given, a car weathershield for Mother's Day. It was broken in storage so the boys replaced it for her birthday.

#####

At North Rocks, an attractive wife with DE SOTO emblazoned on her sweater. The person who mis-read DE FACTO was informed that the relationship had just celebrated its 35th anniversary and husband reckons that the lady has been able to take up stocking knitting.

#####

How about the legal beagle who rode in 3 cars which caught alight on the same morning? Is he hot stuff? Does his newly acquired Fiat Bambino have an ejection seat in case he hots it up too? Minimum travel to put his head into fresh air, anyway.

#####

Sorry to hear about Vic Jacobs' fire in his unit. A candle was the cause according to Vic, but the damage to freshly painted surfaces and new carpets was well in excess of one candle power. He thinks the candle burnt at both ends - following it's user's example?

#####

In the car display, the "as found" T Ford exhibit brought memories of rabbitters and fencers who always seemed to drive such dilapidations - it is exactly right in its setting. One wonders whether Barbara Treasurer and Michael Registration who set it up might have had first hand experience in these callings, such is the authenticity. Memoirs please, we can do with good copy.

Jim Wilson from the other side of town rang his Dorothy from the Wheels of Yesteryear Show to warn of delay in arriving for their wedding anniversary celebration. Dorothy had to drip out from under shower to answer the phone. That's not all! By the time the telephoning finished, all of the Southsiders had zoomed home so Jim had to hitch-hike. Did absence make the heart grow fonder?

#####

Comment overheard as John Wards vigorously hand-pumped the tyre of David Berthon's modern iron: "He's got excess energy to burn at the moment." No prize for guessing the inference.

#####

Out Dural way there has been some under house excavation. In the recent big "wet", a swimming pool developed, setting them wondering whether the agricultural pipes drained to or from the house. One member observed: "They've got a nice place there at low tide!"

#####

Neil Martin had his family helping polish the lovely Ford at North Rocks until Vic Jacobs drove up in his flying bedstead, whereupon the kids deserted Neil and helped Vic. Can we expect some modifications to the Martin beauty to rekindle interest, or will the kids stick with Vic?

#####

LETTER FROM THE EDITOR:

You may have noticed that the Wolseley isn't really gleaming at the Display (glad the lighting isn't at full strength where she stands) and I want everybody to know the facts.

As reported in the Events column, I won a car cleaning kit in the raffle. That kit stood beside the car for about a week and when the garage doors were opened, to my intense dismay, the car was as dirty as ever. Is there something here for the Consumer Affairs Bureau? Or did I omit some essential step in setting up the kit? There wasn't time for me to buy another kit so the old girl had to go in the show with grime included.

ATTENTION TO DETAIL.

A couple of meetings ago we heard a new type short range radio being praised as a great novelty. Following a finding in a certain court, we realise that care must be taken in the spelling of this refinement. Apparently it should be known as Citizen Banned Radio.

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A large, stylized white letter 'P' is set against a black background. The 'P' is composed of a thick vertical bar on the left and a curved section on the right that forms a semi-circle at the bottom. The overall shape is reminiscent of a plating tank or a stylized letter.

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THE CAMPING WEEKEND AT COLO RIVER

(Gleaned from a participant)

There was considerable struggling to erect a tent. No instruction manual? Kids, both old and young, found the rope swinging over the river irresistible so there were some pretty hairy Tarzan acts.

Bill Spraggon (not reported where his "son" John Pickup was there) started his birthday celebration late on the Friday, culminating with a cake which sported twigs in lieu of candles. Was this improvisation necessary because of an omission to bring candles, or excessive consumption due to burning both ends simultaneously?

Cyril Stanbridge did some cricket coaching. His rank is at risk because of an attempt to train a left-hander to bat right-handed. Imagine Cyril trying to crank Frank Nissen's Humber!

They had the usual log fire. Since Thews were grounded with a tonsillitis case, who did the big logging act so capably handled by Barry and his Land Cruiser last year?

BACK ONE DECADE

JACK CHENERY was praised for his contributions. (Bumped into him at Bullaburra recently and he seemed pretty spry though he denied this and said he was only hobbling along).

Likewise, JIM SIMPSON was 'rendering service.....above and beyond the call of duty.' (Isn't he still doing this?)

The Club Christmas Dinner was to be held at Windsor Gardens - \$3.50 per head.

The Horseless Carriage Club of U.S.A. wrote confirming a visit of about 30 members in October 1967.

Among new members admitted was COLIN PARKER.

The Events Committee deplored the fact that only 12 cars attended the Revive Toure - we haven't changed much since then.

TRACTION AVANTE

Lucien Rosengart, who designed the front wheel drive Citroen, died in Nice earlier this year, aged 96. His additional claim to fame was the earlier record setting of 24 hours in a Paris-Madrid steam car race; however, the latter designing feat must rank among the world's great successes considering the long virtually unchanged production run.

CAR OF THE MONTH - DE DION BOUTON

It stands to reason that the car in which most of us display the greatest interest is, firstly, the one of which we have ownership (or custodianship) and, secondly, one for which we have always had the most regard. A third case can be said to exist, in which a make seems to have round it an aura of popularity.

First in that list can be put De Dion Bouton, as that seems to have been synonymous with the beginning of motoring. Many are the photographs of the early days depicting "Mr. So and So on his De Dion Bouton". Another in this category would be the Panhard et Levassor. This list could continue for many lines, in varying degrees of public interest, so we will call a halt here. Except to add Daimler.

For this article we pick on one in the 'aura' class - the De Dion Bouton. Since we have heard so much of this make, it seems surprising to us that many more have not managed to live through these years of desecration, neglect, cannibalism and obsolescence, which were capped by a war hunger for metals - all sorts of metals - during which many a motor vehicle - good, bad or indifferent - suffered a complete phase-out.

But here we are, speaking of the demise of the De Dion Bouton, right at the commencement of the article, so, to start at the beginning -----

To those whose knowledge of this make is obviously that it was one of the earliest internal combustion engined vehicles, it may come as a surprise to learn that in 1883 Count de Dion, with Georges Bouton, and his brother-in-law Trepardoux began building steam vehicles. Ten years later the Count began to experiment with petrol engines, but continued at the same time the manufacture of steam powered omnibuses. Thus it was in 1893, seven years before the beginning of this century, that the de Dion Bouton motor car got going. It was really the world's first truly high speed engine. Strangely (considering the era), these motors had coil ignition, and this was worked with a mechanically operated contact breaker.

Having perfected this engine, many were fitted to tricycles and later to quadricycles. The firm made their own vehicles as well as selling this power plant to other manufacturers of 3 and 4 wheeled cycles. In 1899 they fitted these engines to voiturettes (that is "small carriages"). It is difficult to bring one's mind to appreciate the sense of using a single cylindered 3½ h.p. engine to move a vehicle built to carry up to four people. However, they did go on improving the motors till they made an 8 h.p. twin in 1903.

The 3½ h.p. voiturette had a tubular frame, it being a natural follow-on from the 3 and 4 wheel cycles. At this stage - about 1901 - was born the de Dion rear axle. For those whose knowledge of early motor vehicles is not yet very comprehensive, we explain that the principle was that of taking the weight of the vehicle and occupants off the live axles. At this stage, too, they were fitted with a 2-speed gear box, and a drive shaft complete with 2 universal joints.

In 1905 they stepped up to 4 cylinders, with a honeycomb radiator, and a channel steel frame. Even with this advance, there was still a market for the

CAR OF THE MONTH - DE DION BOUTON (CONTINUED)

voiturettes. The 4 cylinder model was very popular, and through its mass appeal, it made the name "de Dion" very famous. Their progress, for those days of no mass media such as we have now, was fairly solid, for by 1906 their payroll covered three thousand employees.

By 1910 they were well out of the small car class, in that they built a luxury car powered by a V8 engine. They even entered the V8 in the 1913 and 1914 Targa Florio, a venture not entirely without recompense, for they finished fourth in 1913.

From 1911 the firm was fading out, virtually, and before 1914 the voiturettes were discontinued. At this stage the make lost its individuality, as they were by now following trends, not making them.

* * * * *

COUNTRY HOSPITALITY

On a recent motoring trip to south western Queensland, Frank and I made an overnight stay at Gunnedah. When we booked in at the Red Chief Motel we were pleased to find that Veteran Car Club members, Arnold and Olive Worboys, whom we had not met before, were our hosts.

The motel is very comfortable and has a beautiful garden, so it was not surprising when Arnold told us that the motel garden had on that day won First Prize in the "Public Gardens" section of the Namoi Valley Independent Garden Competition. The garden has won this section of the competition for the past three years, which is quite an achievement as there are many beautiful gardens in Gunnedah.

Before we left the next day Arnold took us for a drive and showed us the sights of Gunnedah which were most interesting. Gunnedah has many beautiful houses and has an air of prosperity. From the heights we had a lovely view of the Namoi Valley. One very interesting item was an old concrete reservoir which once supplied the town with water, and is now being converted to an historical museum by a group of volunteers including Arnold. The reservoir is 40 feet in diameter and 40 feet high and they have built three floors and a basement inside the reservoir. Access is by means of a doorway cut through the 10 inch thick concrete wall. The concrete top has been converted into an Observation Deck with a safety railing around the edge.

We were also very interested to see Arnold's 1910 Buick which is a very attractive car, and his recently acquired Vintage Rolls Royce.

Josephine Nissen.

* * * * *

MEDIA MEANDERINGS. Left Besa parked in Eastwood, and on returning found amongst bystanders a fellow who "knows a chap who owns one of these". My thoughts went to George Gillott and it turned out that he was the one in question. My informant was with the firm of A.H. Gillott and has kept in contact with George. Quite recently George located a fairly similar B.S.A. in Dorriggo - the engine, that is.

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

Media Meanderings (Cont'd.)

No radiator, no body, and it had been sawing timber for a long time. I was told that he had been able to deliver the engine to George, still on his property at Tara in Queensland.

S C E N E S O C I A L L Y

Alby Frost has had a short rest at Epping Community Hospital; he has undergone a suspension modification and restoration, so if you happen to see a blur go past, that will be Alby.

Colo Camp Weekend saw only a few keen members attend. Highlights were the morning session of soccer with the kids doing better than the oldies, whilst the twin 28 year old brothers tried to kick everybody on the field. The swim in the river produced several high pitched voices, and four poor substitutes for Tarzan. One member decided to try a canoe ride - stepped in one side and fell out the other. The cricket game in the afternoon was rather entertaining, or perhaps the rules were entertaining - they seemed to be made up as the game progressed.

And oh! the camp fire in the evening, that has to be the highlight of all and worth attending solely for that. Much thirst quenching, twist eating and reminiscing takes place - stories of Yesteryear and so on. A terrific weekend, looking forward to the next.

A Film Afternoon for the kids will be held at the clubrooms on SUNDAY 12TH DECEMBER at 2.30 p.m. Cartoons, plus an Animal Film. Drinks, Chips at interval. This Christmas celebration is FREE FOR ALL AGES. Please give me (at the November Meeting) the number of children attending.

Coming Social Activities:

Progressive Dinner - early February

Walking Day at Rocks Area with lunch at Spaghetti Factory - April

CHRISTMAS DINNER EVENING - FRIDAY 26TH NOVEMBER, 1976

Venue: Drummoyne Bowling Club,
Z HINKLER 2 ~~Hythe~~ Street, Drummoyne.
(Gregory's Map 25, L9)

Sherries & Savouries 6.30 p.m.

Dinner 7.30 p.m.

Menu: 3-course meal - Seafood Cocktail, Baked Dinner (by majority vote), Rieco Cake

Dress - Informal

Drinks & wine available for purchase at bar prices. BARRY SAWARD.

UNDER THE HAMMER

CHRISTIES' GENEVA AUCTION RESULTS

Year & Make, Model, Type	Cond.	Expected	High Bid
1933 Rudge-Whitworth Ulster 500 cc Motorcycle	4	\$1,200	\$1,120
1960 Norton 500 cc Racing Motorcycle	4	1,400	1,440
1948 Vincent Black Lightning Motorcycle	4	2,400	1,600
1899 Grout 6 hp Runabout	3	14,000	11,200
1911 Hispano Suiza 15 hp Sport Touring	4	14,000	14,000
1914 Oldsmobile Series 54 7-p. Touring	1	30,000	24,000
1921 Steyr Type IV Touring	3	6,800	12,000
1924 Delage D.I 7-p. Touring	3	14,800	12,000
1926 Rolls-Royce 20 Cabriolet	4	8,000	12,800
1926 Chrysler 70 Roadster	3	4,800	3,800 *
1928 Fiat 509S Sport Roadster	3	6,800	6,800
1929 Auburn 8-120 Speedster	4	24,000	15,200 +
1929 Isotta Fraschini 8A Limousine	2	28,000	20,000
1929 Rolls-Royce 20 Conv. Sedan	3	12,000	7,600
1930 Packard 726 Coupe	3	13,000	12,000
1930 Ford Model Sedan	3	3,800	3,000 *
1933 Rolls-Royce 20/25 Lim. Deville	3	9,600	7,200
1933 Plymouth PC 4-door Sedan	1	4,000	3,800
1935 Mercedes-Benz 200 4-door Sedan	2	9,200	6,400
1935 Rolls-Royce 20/25 7-p. Limousine	3	10,000	8,000
1938 B.M.W. 327/55 Cabriolet	1	7,200	7,200 *
1938 Talbot-Lago 15CV 4-door Sedan	2	7,200	5,200
1938 Morris 8 Series 2 2-door Sedan	3	1,600	1,280 +
1938 Ford V8 8aA Deluxe Club Cabriolet	3	6,400	5,400
1938 Rolls-Royce 25/30 Landaulette	3	13,000	16,000
1938 Lagonda V-12 Convertible Vic.	2	21,000	16,000 *
1939 Daimler Straight 8 7-p. Limousine	3	4,800	3,400 *
1939 Lagonda V-12 Sport Sedan	1	17,000	12,000
1946 M.G. TC Roadster	1	6,800	6,800 *
1947 Packard Custom 8 Limousine	3	8,800	5,600
1949 Austin 16 Limousine	1	3,200	3,000 +
1949 Rolls-Royce Silver Wraith Sport Sedan	1	14,000	12,000 +
1950 Ferrari Type 195 Coupe	1	14,500	12,000 *
1950 A.C. 1-litre 2-door Sedan	3	2,800	2,600
1951 Bentley Mk. VI Conv. Coupe (Grabner)	1	12,500	8,800
1952 Rolls-Royce Silver Dawn Sedan (Ghia)	3	12,000	10,000 *
1952 Mercedes-Benz 300S Coupe	3	14,000	11,200 +
1953 Hotchkiss Gregoire 2-litre Sedan	3	2,800	1,600 *
1952 Bentley Mk. VI Hooper Sedan	1	9,200	8,800 *
1953 Alfa Romeo 1900C Sport Coupe	1	5,200	4,400
1953 Ferrari 212 Inter. Vignale Coupe	4	12,000	8,000
1953 Alvis TC21 Grabner Convertible	3	6,400	4,800 *
1955 Facel-Vega FVS Automatic Coupe	1	6,800	4,600
1955 Jaguar XK 140 Convertible	4	4,800	4,800 *
1955 A.C. Ace (AC) Roadster	3	4,400	3,400 *

(Continued on P.14.....)

Under the Hammer (Cont'd.)

1955 Mercedes-Benz 300SL Gullwing Coupe	1	17,000	16,000 *
1955 Mercedes-Benz 300SL Gullwing Coupe	2	17,000	14,500 +
1955 M.G. TF1500 Roadster	2	6,000	4,800
1956 Talbot-Lago America 2.6 litre Coupe	1	8,800	6,000
1957 Nash Metropolitan 1500 Convertible	1	3,200	2,600
1958 B.M.W. 507 Roadster	1	14,500	11,200
1959 Jaguar XK150 Coupe	1	6,400	5,000 *
1962 Mercedes-Benz 300SL Roadster	1	11,800	10,000
1962 Jaguar E-type Coupe	4	1,600	2,200
1964 Iso Rivolta IR340 2-door Sedan	3	6,400	5,200

* denotes sold.

+ denotes car sold or horsetraded after auction in private transaction.

Condition code per Old Cars Price Guide definitions.

BILLY DURANT - CREATOR OF GENERAL MOTORS

A book review by David L. Lewis, Professor of Business History, the University of Michigan.

For years old-car enthusiasts have lamented the absence of a first-rate biography of William Crapo Durant, the brilliant, erratic promoter who rescued Buick in 1904 and founded General Motors in 1908. The time for such lamentation is over. The automotive editor of the Flint (Michigan) Journal, Larry Gustin, a self-proclaimed "rookie" biographer, has produced the highly readable book for which buffs have been waiting.

Gustin's book is based on a treasure trove of primary sources, notably a 600 page unpublished manuscript completed by a Flint Journal staffer in 1940, and - how fortunate can one get - interviews with Durant's widow and his last two personal secretaries, plus the magnate's unpublished autobiographical notes and other personal papers.

Durant is, of course, the answer to a biographer's prayer. Billy - actually he was Mr. Durant, "the boss", or "The Man" to almost everyone - was the most flamboyant of all the auto pioneers, and, except for Henry Ford, the most newsworthy. Like Icarus, whose wings melted as he flew toward the sun, Durant's wings were clipped three times; like Phoenix, he rose from the ashes twice. In the end he was a failure, the most tragic of autodom's great figures.

Today, Durant, despite the high drama of his life, is scarcely remembered outside of Flint. It's doubtful, in fact, that one GM employee in 100 knows that Durant founded the corporation for which he works. For this state of affairs, GM itself is somewhat to blame, for it has largely ignored Durant. It did invite him to a banquet in 1940 at which it celebrated the production of its 25 millionth car. On that occasion, Chairman Alfred P. Sloan, Jr., ironically observed that "all too

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

Billy Durant - Creator of General Motors (Cont'd.)

often we fail to recognize the creative spirit so essential to start the enterprises that characterize American business."

How right he was, for GM never did anything more to help or memorialize Durant except to participate in the dedication of Durant Plaza, a marble base for flagpoles between Whitney Auditorium and the Sloan Museum in Flint's College and Cultural Centre.

The fact is, Durant comes close to being a "non person" at GM. A few years ago, when one of my students wrote the corporation for a picture of its founder, the reply came back that GM had no such picture to send. On the other hand, requests for photos of such ex-officers as Sloan, Harlow H. Curtice, Charles E. Wilson, or Frederic G. Donner are honoured in a thrice.

Durant was and has been called many things, but above all he was a crackerjack salesman, a man for whom the term "live wire" might well have been coined, then discarded as being unworthy of anyone else. He belonged to that select group of drummers - Samuel Colt, Richard Sears, John "Bet-a-Million" Gates, Diamond Jim Brady and Andrew Carnegie among them - of whom it was said, "he could sell a breath of air". Durant's selling talents perhaps were best described by Walter Chrysler: "He could coax a bird right down out of a tree."

That Durant could, as he proved shortly after forming, with Dallas Dort, the Flint Road Cart Company in 1886. The firm's little cart, designed by a Coldwater, Michigan carriage maker, was a better idea to be sure, but in Durant's hands it also was an Aladdin's Lamp that needed only to be rubbed vigorously to produce wealth. Armed with only a sample, Durant sold 600 of the carts before his firm swung into production.

Before the turn of the century, the Durant-Dort Carriage Company (the name change came in 1895) was the leading carriage maker in the country in terms of unit production (Studebaker, which concentrated on wagons, was the nation's larger producer of horse-drawn vehicles).

Before the turn of the century, too, Durant interested himself in several side ventures, including firms which made revolving hat display cases and bicycles. When the company failed, Durant, who felt sorry for those who had invested in it on his recommendation, made up all losses out of Durant-Dort's coffers. Durant was one leg up on gaining a reputation as a man who might make someone rich, yet would protect him from loss.

With Durant-Dort rolling along at a merry clip, Durant became bored with the business, and, upon discovering the excitement and pleasures of playing the stock market, removed himself to New York in 1901. Meantime, several Flint businessmen, A.B.C. Hardy and James H. Whiting foremost among them, saw that autos, not carriages, were the wave of the future. Durant, despite his latter-day reputation as a man of vision, rejected friends' overtures to interest himself in the auto. Instead, facing backward, he tried unsuccessfully in 1902 to form a carriage-making trust.

(Continued on Page 16.....)

Billy Durant - Creator of General Motors (Cont'd.)

Finally, in 1904, Durant was persuaded by friends to come to the aid of Buick, a faltering company newly removed from Detroit to Flint. Thus it was that Durant was drawn into the auto business, not so much because he envisioned the multitudes behind a tiller or wheel, but because his friends and Flint needed his help. Of course, Durant, after putting the Buick through its paces on the worst roads he could find, was satisfied that the car would be a winner and - ever the salesman - was delighted with the attention-getting qualities of the horseless vehicle. Having accepted the challenge, Durant, like the true convert, immediately became sold on cars, and in subsequent talks with Eastern bankers and others he was to appear very visionary indeed.

Moving with characteristic boldness and speed, Durant, after arranging for Buicks to be built in an idle Durant-Dort wheel plant in Jackson, Michigan, rushed off to the New York auto show where he sold 1,108 cars. At the time Buick had produced fewer than 40 vehicles. Fortunately, production in Jackson and Flint, where Durant completed the world's largest auto plant in 1906, soon caught up with demand. In 1907 Buick sold 4,641 cars, and in 1908 attained industry leadership on sales of 8,820 units. Meantime, burgeoning auto output was turning Flint into a boom town reminiscent of a Western mining camp.

The same year that Buick captured sales leadership the company's founder, David Dunbar Buick, eased himself out of the firm. A capable technician, but a quiet man and a dreamer, he was thoroughly disenchanted with the company's fever pitch of operations. Had he held onto his stock it would have been worth \$10 million a decade later. As it turned out, his \$1,000,000 in "severance pay" was dissipated in poor investments before his death in 1929.

Durant, who was never happier than when engineering a consolidation scheme, developed a severe case of "mergeritis" in 1908. That year, after an unsuccessful effort to combine Buick with Maxwell-Briscoe, Ford and Reo, he formed General Motors with Buick and Olds as its nucleus. In 1909 Cadillac and Oakland were brought into the corporation. All told in 1908-09, Durant merged more than 30 companies into General Motors. Many of the firms were turkeys. Durant's biggest mistake was the purchase - mostly for its patents - of the Heany Lamp group of companies. The patents were declared invalid; GM dropped more than \$12 million.

It soon became painfully evident that GM had grown too fast and too recklessly. Buick, Cadillac, Olds and Oakland were profitable or potentially so, but numerous other acquisitions drained the corporation. The summer of 1910 found GM in a perilous financial predicament. Caught in a vice between rising commitments and declining profits, it had to borrow money from hard-faced Eastern bankers at terms which would have made Shylock crimson with shame. Durant himself was ignominiously cast out of management, while retaining a face-saving vice-presidency and one of five seats on a banker-controlled board of trustees. The trustees, in accordance with the loan's terms were to administer the corporation for five years.

(To be continued.)

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Dietz sidelight, nearside, to make a pair. Exchange B.I.C. sidelight. Parts to suit Talbot 1911 12 hp 4AB, mainly mechanical.

B. THEW,
62 Spurway Street,
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WANTED - URGENTLY: For 1915 Ford, preparing for the 1978 Rally:

1 pair running board truss rods.
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R.A. PETERSEN,
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(Continued on Page 18.....)

Advertisements (Continued)

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 - 1 1915 Chassis
 - 4 Veteran T Front Axles
 - 1 Good wooden fellow wheel
 - 4 Wooden fellow rims T Ford
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 - 1 Veteran transmission and bobbin plate
 - 1 1914 square sidelight no bowl.
 - 1 Pair cast iron skuttle brackets.
 - 1 Vintage Citroen radiator (badge) v-shaped.
 - 1 Veteran spring tapered (excellent condition).
 - 2 Other veteran T-Ford rear spring.
 - 1 Veteran T-front spring.
 - 4 Running board supports (Veteran).
 - 1 1916 T-Ford engine block.
 - 4 Cast iron pistons 0.060" oversize.
 - 1 L.H.S. 1914 diffs.
 - 7 Vintage diffs.
 - 1 Pair rear radius rods (Vintage).
 - 1 Firewall for 1916 Stenbombs Body.
 - 1 Rear 1914 T-Ford mudguard.
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 - 2 Aluminium gearbox covers.
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 - 1 1917 Ruckstell axle + changes.
 - 1 1927 T-Ford (spares only).
 - 1 Pair of good Vintage rear wheels.
- WANTED:
- 1 Brass Radiator T-Ford (or parts thereof)
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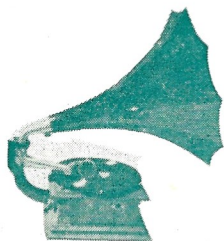
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