

# SPIRIT & POLISH

g. at the G.P.O., Sydney, for transmission by post as a periodical — Category B. ● MARCH, 1974, VOL. XV, No. 8

● PRICE 40 CENTS







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

134 QUEENS ROAD, FIVE DOCK, 2046

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VICE PRESIDENTS: R. A. Foy, Ph. 449-1524 (Home). G. A. Roberts, Ph. 371-8626 (Home)

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HON. TREASURER: W. McCarthy, Ph. 798-6941 (Home)

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J. Burke

G. W. King

D. Pearce

R. Petersen

#### EVENTS COMMITTEE:

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INVESTIGATIONS: G. A. Roberts, D. M. Roberts

REGISTRAR: D. M. Roberts

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INSURANCE OFFICER: V. Jacobs

VEHICLE RECORDS: D. Pearce

C.V.V.T.M.C. DELEGATES: L. K. Sheen, R. A. Foy

SOCIAL SECRETARY:

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### CLUB MEETING DATES 1973-74

1973

AUGUST Thursday 23rd

SEPTEMBER ,, 27th

OCTOBER ,, 25th

NOVEMBER ,, 22nd

1974

JANUARY Thursday 24th

FEBRUARY Thursday 28th

MARCH ,, 28th

APRIL ,, 25th

MAY ,, 23rd

JUNE ,, 27th

JULY ,, 25th



# SPIT & POLISH



PATRON:

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

NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (NSW)

Vol. XV, No. 8

MARCH 1974

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The March General Meeting will be held at 8 p.m. on THURSDAY, 25TH MARCH, 1974, at the V.C.C.A. (N.S.W.) Clubrooms, 134 Queens Road, Five Dock.

COPY REQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH 134 QUEENS RD, FIVE DOCK

2046





# OPINION

Our Social Secretary, Gladys King, with the help of the Roberts, Sheen, and Jacobs families has - once again - organised a superb "Progressive Dinner". The convergence of fifty odd guests onto the three homes was a perfectly arranged happening.

We have been very fortunate within our club to have had a series of outstanding social events that were organised without any external hitches and the magnificent response of members attending these functions has been a show of their appreciation of Glad's efforts. All members who participate regularly in our club and social events will agree that the Veteran Car Club offers a range of successful activities unsurpassed by any similar club and through SPIT AND POLISH we all say "Thank you very much Gladys".

\* \* \* \* \*

It is said that talking to oneself is a first sign of insanity. If this is true then your Editorial Panel appeared to be well on the way. Our "OPINION" have been intended to be a series of probing ideas to attempt to provoke you - all and sundry - into some sort of reaction. Alas, there has been no response, not even a yawn, offering either agreement or disagreement for the previous nine months or so. Oddly enough the response is now filtering through in another manner - we are receiving a few letters and articles about the finding and restoration etc. of members' cars and this is exactly what we want.

Each month I get the same request whispered in my ear, "I wish some members would write about their cars because those articles make the best reading of all."

Don't hesitate to start writing tonight - anything from 50 to 5000 words will do great! We thank Frank Nissen for his terrific article about the "Little Giant" in this month's issue.

ED. PANEL

N.B. In this issue you will read of the retirement of our very esteemed member No. 6, Jack Garwood. I personally was disappointed to read Jack's letter, for I know that for over ten years he was, apart from being Treasurer for several years, the most active member of our club. It was a very rare occasion that a rally went by without Jack and one of his pride of Renaults being in attendance with Alan Rose-Bray to misguide him. This combination mentioned was synonymous with Katoomba and a little patch of colour has disappeared from this event.

(Continued on P.3.....)



From all the members may we wish yourself and Mabel all the best for the coming years and from myself happy "ticking".

BOB BAXTER

\* \* \* \* \*

Minutes of the meeting of the Veteran Car Club of Australia (N.S.W.) held at the Clubrooms, 134 Queens Road, Five Dock, on Thursday, February 28th 1974, commencing at 8.15 p.m.

---

Chairman. L.K. Sheen.

Present. 71 member and 16 visitors.

Apologies: C. Burke, E. Lang, D. Berthon, J. Stanley.

Minutes. Minutes of the meeting held on Thursday, January 24th 1974 as circulated were confirmed on the motion of A. Blevins, seconded F. Ehlert.

Arising. Advertising on cars. Notice was given that only relevant rally members be carried and no other form of advertising.

Correspondence. Letter from Mr. Levee, Narromine, re two figure number plate, inviting offers. Return thanks card from the Hardman family. Moved J. Heath, seconded J. Godfrey the correspondence be received.

Investigation. Bob Barr, Willoughby, 1913 Studebaker,  
R. Tunbridge, St. Ives, 1917 T Ford,  
A. Dunlop, Maitland, 1908 I.H.C. Buggy,  
A. Heming, 1912 Franklin,  
O. Burton, Blakehurst, 1911 Napier & 1915 Dodge,  
G. Burton, 1912 Clement Bayard.

Dating Certificates were presented to:

W. Maunsell, 1912, Rolls Royce  
F. Rossiter, 1916 Overland  
J. Cooper, 1911 Clement Bayard  
B. Craze, 1914 Studebaker

New Members. Mrs. Olive Burton, 29 Taro Street, Blakehurst  
Greg. Burton, 29 Taro Street, Blakehurst.  
F. Heming, 3A Colgate Ave., Balmain  
A. Dunlop, 16 Stuart Street, Lorn, Maitland

Moved D. Cawthorn, seconded W. East, the above be admitted to membership.

Events. 26 cars attended the Concours Day. A discussion on the need for a baggage truck for the Katoomba Rally. Jim Wilson very kindly offered the use of his truck. It was then moved by W. East,



seconded M. Chapman, that we carry our own baggage. An amendment moved V. Jacobs, seconded R. Coulcher that a trailer be towed behind an Official's car to carry the baggage on all rallies. On being put the amendment was carried.

The driver of a car in the Blue Mountains Tour to be a member or wife member only.

Burwood Centenary Procession on March 30th. Details of the National Tour in Adelaide will be published in SPIT AND POLISH.

Wideview Public School, Berowra Fete, April 27th. Liverpool Festival of Progress, March 30th, J. Heath will attend.

South Coast Vintage Car Club Bi-Annual Rally, August 24th and 25th.

Salvation Army Procession to Showground March 17th, F. Heming will attend.

Officials for the B.M. Tour: G. Sevenoaks, G. Adams, W. Maunsell, K. Quarmby, J. Stanley, M. Pope, L. Baxter, E. Lang, D. Swain, C. Burke, J. Butcher, Brian Beale.

Moved A. McLeod, seconded A. Garthon that an outing be organized in May for the express purpose of taking members of the Vaucluse Lions Club for a run in our cars.

Still no Entry Forms for the Canberra Rally but the following members indicated their intention to attend: J. Wards, R. Baxter, J. Godfrey, R. Hobson, V. Jacobs, D. Kay, L. Sykes, D. Steer, L. Sheen, J. Dance.

M. Bendeich and D. Swain agreed to assist at the C.V.V.T.M.C. Swap Meet.

Magazine. A further appeal for more articles and letters.

Social Secretary. Progressive Dinner on Saturday, March 3rd.

Registrations Officer. Some cars have not yet been re-registered, and some cars at the Concours Day were not displaying current registration labels.

Clubrooms. Quite a deal was accomplished at the recent working bee. Another will be held later.

C.V.V.T.M.C. Matters dealt with at the last meeting were, organising the Swap Meet, conducting a survey of insurance in all clubs to determine the feasibility of the Council carrying its own insurance. The Council to present to the R.A.C. a display of all member club badges. A letter had been sent to the Chamber of Automotive Industries regarding the Concours at the forthcoming Motor Show. Moved J. Burke, seconded L. Sykes that one of our club badges be forwarded to the C.V.V.T.M.C.



General Business. Mrs. Wendy Muddell of the Illawarra Vintage Car Club informed our club that the I.V.C.C. were insuring their cars with Hewitt Cummings for half the premium charged by Law Union and Rock. Policy payout increases 12% per year. V. Jacobs reported having discussed Comprehensive Insurance with Law Union and Rock and was informed only nine cars carried this type of insurance with the Company. He would have more to say on the subject at the next meeting.

A. Garthon has available a large range of head gaskets at \$2.00 each, proceeds to the club. List will be published in the magazine.

As there was no more business the meeting closed at 9.27 p.m.

\* \* \* \* \*

FAMILY NIGHT AT THE V.C.C.A. CLUBROOMS, FIVE DOCK -

FRIDAY 5TH APRIL 1974.

No cost to members and families.

CARTOON NIGHT COMMENCES 8 P.M.

Supper provided.

Could you tell me if you and your family will be there? Ring me, 522.7108, or tell me at the March Meeting.

GLAD KING

\* \* \* \* \*

C O R R E S P O N D E N C E

"Dear Sir:

I am enclosing cheque for \$11.00 being amount well and truly overdue for current membership.

As an ex-treasurer of the V.C.C.A. (N.S.W.) this is a shocking performance. I should have attended to this matter as first cab off the rank and set a good example rather than this belated effort.

Would you kindly pass on to Len Sheen congratulations upon his attaining the privileged honour of gaining the President's position with the club. Evidently a gentle breeze on election night was strong enough to disperse the smoke screen, thus enabling his smiling profile to be clearly recognised and gain the exalted position. To Len and all other office-bearers I wish them a very successful term.



Would you please note that as from now on member No. 6 has retired from the V.C.C.A. (N.S.W.) I don't like that word resigned, so let's say I have retired.

In the early days of the club I had a lot of timing trouble with "Hilary", the little red Renault (which incidentally I note is in the 1974 "Tell Them Bob Sent You" Calendar. This car is now of course in Jimmy Cooper's stables. There was a chap in the club called "Hot Lips Masser" and despite repeated efforts by many, Len, together with top dead centre and a small pencil torch and above all a cigarette paper, he got her spot on. Later on that same man made me a top set of dentures. His workmanship was colossal, but when he told me that should I every become shipwrecked in the middle of the Atlantic, just take them out, hop aboard and row home - well for a chap with such a dainty mouth, that just made my day. However, if the same man can insert a "pacemaker" and get the old ticker back into correct timing then I may well consider cancelling my retirement, but I'm afraid a lot of my past activities have had to be curtailed.

Again my best wishes to the officers and members of the club for many years of Veteran motoring and as for the article OPINION about the source of fuel, that sounds a bit Baxterish to me. (Jack, it was not me this time. R.B.) If I am correct then take no notice of his defeatist's attitude, as he has a great habit of pulling your leg - you can always freight them up to Katoomba and let them have a downhill run home.

Kind regards,

J. GARWOOD"

\* \* \* \* \*

"The Editor,

Dear Sir:

Though not strictly a Veteran vehicle I would be glad if you would print the following letter in the first available issue of our magazine and the reason will be obvious.

May I seek the assistance of any member in this State or of any other state who is kind enough to reproduce this request in respect of my restoration of a 1924 Bean 20/25 cwt Commercial Vehicle whose Timken back axle has had a very hard life. This truck which may be a very early example was found to have both differential hemispheres badly worn and thus cracked as the planet wheels yoke was broken into four pieces and each wheel had done the work of a milling cutter into the inner faces of the hemispheres, thus weakening the forgings (understood to be malleable iron) and causing cracks to develop.

The significant numbers on the two Timken mating forgings are 22039 and 31516 (CW Side) and the yoke appears to be un-numbered. I understand that quite a number of British vehicles used this manufacturer's axle and, of course, Hudsons, Cadillacs etc. and numbers of these complete axles do not seem to relate to the numbers on the Bean counterpart.



Should anyone know of interchangeability or, better still, find these numbers on any spare hemispheres, I would be most pleased to hear, as, though my pair are not beyond brazing, I would prefer to have a pair which had not been repaired."

PAUL W. BUTLER"

\* \* \* \* \*

S O C I A L

Our second progressive dinner was a complete success, thanks to the combined efforts of Victor Jacobs, Hilda and Len Sheen, Pam and Max Roberts. My sincere thanks to you all for a very pleasant evening. Also to all the ladies who brought along those delicious sweets.

What a perfect setting it was to start the evening with that magnificent view of the harbour from Victor's home unit. I feel sure all those who came along thoroughly enjoyed the evening.

You have asked for an evening you can bring the children to, well "The Cartoon Night" is it, on Friday 5th April, at 8 p.m. Come along and enjoy it but please let us know the numbers for catering purposes.

Our sympathy to Joan Moss who recently lost her mother. Also to Helen and Bill Hardman who also lost their mother.

The Presentation Night this year will be held in our club hall, on Saturday, 11th May. It will be a film evening with a difference! - so keep this date in mind.

GLAD KING

\* \* \* \* \*

COMING EVENTS

Burwood Centenary Procession, 30th March, 1974. Period Costume of Vehicle era required, if possible, to make this section as attractive as only such colourful dress can.

Next important outing is Canberra V.C.C. Invitation Tour at Easter. As yet, no entry forms are available. Hope to have them at March Meeting.

Note: All holders of returnable trophies are reminded to return same no later than April Meeting. These are required so new winners' names may be engraved on them before Presentation Night.

As this Magazine goes to Press our Annual Blue Mountains Tour will be over, successfully, I hope, and now the Events Committee can get back to the running of monthly outings with renewed vigour and are hoping for the continued support of all members and their Veteran Cars.

EVENTS COMMITTEE



CONCOURS JUDGING DAY17/2/74WEST PENNANT HILLS BOWLING AND RECREATION CLUBNEW LINE RD., WEST PENNANT HILLS

The following cars were in attendance and most were judged for one or both Concourses:

<u>Owner</u>	<u>Driver</u>	<u>Make</u>	<u>Reg'n. No.</u>
G. Green	T. Cook	Speedwell	192
W. East	W. East	Studebaker	035
Don Steer	D. Steer	Wolseley	213
M. Chapman	M. Chapman	Wolseley	117
J. Pickup	J. Pickup	Studebaker	145
J. Godfrey	J. Godfrey	T. Ford	205
G. Green	G. Green	R.R.	185
W. Hardman	W. Hardman	Daimler	140
B. Gillings	B. Gillings	R.R.	016
F. Rossiter	F. Rossiter	Studebaker	204
R. Marshall	D. Berthon	Delage	101
J. Thomson	J. Thomson	De Dion	207
N. Martin	N. Martin	T. Ford	046
J. Lewis	J. Lewis	Buick	109
V. Jacobs	R. Hobson	T. Ford	091
M. Bendeich	M. Bendeich	Chalmers	163
F. Nissen	F. Nissen	Humber	042
F. Ehlert	F. Ehlert	T. Ford	164
L. Sheen	L. Sheen	Humber	039
R. Baxter	R. Baxter	Calthorpe	123
G. Green	G. Roberts	R.R.	019
J. Dance	J. Dance	Talbot	096
F. Nissen	J. Stelling	International	122
J. Simpson	J. Simpson	B.S.A.	024
J. Weir	J. Weir	Buick	166
R. Jones	R. Jones	Clement Bayard	200

Also half a dozen or so members came along in modern cars, which augers well for the club by the interest taken by so many members.

Events Committee

J. Burke  
G. King  
J. Stanley

\* \* \* \* \*



1974 NATIONAL VETERAN & VINTAGE RALLY - PROGRAMME OF EVENTS

SUNDAY SEPT. 22 ARRIVAL DAY - OPENING CEREMONY AND ISSUING OF RALLY PACKS.

MONDAY 23 RUN TO BIRDWOOD MILL MUSEUM.

TUESDAY 24 VISIT TO BAROSSA VALLEY AND A WINERY.

WEDNESDAY 25 HILL CLIMB AT COLLINGROVE, ANGASTON IN THE BAROSSA VALLEY OR A TRIP TO BIRDWOOD MILL MUSEUM. THE HILL CLIMB IS NOT COMPULSORY, BUT FOR THOSE INTERESTED.

THURSDAY 26 STRATHALBYN - VICTOR HARBOR RUN. SLOWER CARS WILL TRAVEL TO STRATHALBYN AND FASTER CARS TO VICTOR HARBOR.

FRIDAY 27 COMPETITIVE FUN DAY.

SATURDAY 28 COMMEMORATIVE 40 YEARS GLENELG RUN.

SUNDAY 29 PICNIC DAY AT WILLUNGA.

SOCIAL EVENTS: (INCLUDED IN ENTRY FEE)

MONDAY SEPT. 23 WINE TASTING & MANNEQUIN PARADE.

WEDNESDAY 25 SOCIAL NIGHT AT THE SPORTING CAR CLUB - CLUBROOMS.

SATURDAY 28 DINNER DANCE.

THE CLUBROOMS OF THE S.C.C. WILL BE OPEN ON THE OTHER NIGHTS OF THE WEEK. THERE WILL BE AVAILABLE TOURS OF THE CITY LIGHTS OR THE FESTIVAL THEATRE. DAY BUS TOURS WILL ALSO BE AVAILABLE FOR THOSE INTERESTED.

THE DAY RUNS ARE NOT COMPULSORY, BUT ARE AVAILABLE FOR THOSE WHO ARE INTERESTED.

ENTRY FORMS AVAILABLE FROM OUR SECRETARY, JACK DANCE.

\* \* \* \* \*

"A RARE OLD CAR"

About ten years ago I went to a farm at Glenorie to see an old T Model Ford Car. After speaking to the farmer for a while about the Ford, I mentioned that I had restored a 1906 Humber car, to which he replied: "I've got the remains of an old car in a shed down in the paddock." He also informed me that he had owned the car for forty-two years and had bought it second (?) hand.

So we went down to the back paddock and there, lying on the floor of an old shed, was a 2-cylinder engine, a gearbox, differential and countershaft. Over against the wall was the radiator and up at the end of the shed a heap of sprockets, drive chins, springs etc.

From an old drawer the farmer produced a magneto and carburettor. The chassis had been cut into 3 pieces and the pieces were scattered around outside the shed. Down the road in another paddock was the rear axle being used on a tractor while the front axle was somewhere else.

Having acquired the machine from the farmer and taken it home in a box trailer, after supplying a substitute axle and wheels for his trailer, I have welded the three pieces of the chassis together and have assembled quite a lot of the car.

The chassis is made of angle iron riveted together. The engine is a two-cylinder opposed type, driving through a two-speed epicyclic gear box attached to the differential housing on the countershaft, with a chain drive to each rear wheel. The rear wheels have external as well as internal brakes and there are also brake drums and bands on the countershaft.

To operate the gears, a foot pedal is pressed down for first gear, this is then released and a lever is pushed forward and locked in position for top gear. For reverse, the same lever is pulled backwards and has to be held manually while manouvering, leaving only one hand to steer and operate the throttle control.

The wheels were originally wooden-spoked with solid rubber tyres, but these had been replaced with other wheels welded to the old hubs. The steering box had been used on the tractor. Various levers, brake rods etc. were in time found and I now have most, if not all, of the car, a "Little Giant" motor car manufactured by the Chicago Pneumatic Tool Co. I have written to the Chicago Pneumatic Tool Co. and their reply was to say that they were amazed to know that a "Little Giant" still existed as they had ceased to make them during the first World War.

FRANK NISSEN

\* \* \* \* \*





Bill and Bob McCarthy set out in two cars to attend the Concours Day, seems the Vinot et - etc. etc. became contrary along the way. Must have been that Martini Chaser!

#####

Title of latest pop song: "Who is in the Strawberry Patch with Sally?"  
Well, Peter ???

#####

Don Steer fell down a ladder and damaged his rear end. Snakes and Ladders is still a dangerous game for a lad of Don's age.

#####

High cost of Living Dept. Hi, high on the eighth floor in a high rise, high density unit, live a brace of V.C.C.A. members, one is higher than the other (not all the time). Seems the higher of the two blames the other for the high wind, blowing the high fashion, high cost of curtains, out of the high lite windows and high over the highway when last spotted the High flying, High cost, High fashion curtains were disappearing over the High Hill on the High side of the High rise, ad infinitum.

(Ed. comment: In future keep the blank, blank window closed. SMOCK!!)

#####

Hey Alby, when is Top Hat going to put in an appearance? There must be a lot of members who have never set eyes on its elegant splendour.

How's about it Al Pal?

#####

Bob Trevan's done it again. Not only having a pair of 1909 Model T Fords. He has now found a 1906 Model N - he must be the "tinniest" Ford collector in Australia. Well done, sir. Whilst on the subject, Bob has at last uncovered a 1914 Ford coil box for Eric Lang's Woody - it only took 18 months. Now Woody can line up for the Concours Day. Tt, Hm, Hm - or should I say with "Tatts"!

#####



VALE JACK JEFFERY

Jack Jeffery, a member of our club and one of the best-known figures in the motoring world, died at 5 a.m. on 15th March, 1974.

We extend our sympathy to his wife Belle. He will be greatly missed by his host of friends.

THOSE GLORIOUS THIRTIES

(OR PONDERINGS FROM A PLANTATION, ED.)

PART II - Extracted from 'Malaysian and Singapore Vintage Car Register.

"I was now sent away to boarding school in Sussex, where through the tears of homesickness I watched the airship Hindenberg fly over one afternoon. Shortly afterwards the banner headlines told of the disaster in which all on board lost their lives. Other new boys with me were Fairlie, Holloway and Sainz. Fairlie was the son of Gerard Fairlie, on whom Sapper had based his character 'Bulldog Drummond'. I remember watching awestruck when the great man came down to visit his son, what a thug he was too! Unfortunately, he didn't arrive in a 4½ Bentley as Sapper would have had us believe. Holloway was the son of Stanley Holloway at that time famous for his satirical sketches "Albert and the Lion" and the tales of "Sam Small".

The last boy, Sainz, was a Spaniard whose father owned an Hispano-Suiza. We lost no time telling him what a rotten old heap an Hispano was and that Rolls-Royce was much the better make. Sainz however remained strangely unconvinced. We felt sorry for Sainz as his father was in Spain where the civil war was then raging.

We all backed Franco and sang rude songs about the communists. I was somewhat surprised that my pro-Fascist sympathies were not entirely popular with friends at home.

So the year passed, radio Luxembourg produced it's commercial broadcasts and if one switched on, one could hear such delightful ditties as:-



"You sit in your bath and you whistle away  
Its Andrews that's making you feel so gay."

The next historical event was the launching of the Queen Mary, the largest liner in the world. How we teased those French and Italian boys at school, just wait till the Q.M. crossed the Atlantic, the Normandie and Rex would have to hide in shame. In point of fact although the Q.M. did take the Blue Riband, it was not nearly so superior as we'd thought and the Normandie and Rex still had their admirers.

Back for the holidays, I went to my first dance at the Smith-Maxwells, 7 to 11 p.m. Actually it was my sister Anne who was the more enthralled about the ball, she was having lessons with Sybil Tollemache and the Tollemaches had promised us the Railton, complete with chauffeur Fennessi, to take us there. At six o'clock when Fennessi was due, Anne had been ready for hours. At 6.30 when Fennessi eventually turned up, she was weeping copiously. 30 miles to go in as many minutes and the thought of being late unbearable. I'll never forget that drive, down winding Cheshire lanes, the governess Miss Chrisholm uttering wild Gaelic cries of dismay, but we made it in time! What a car that was, and what a driver! 'Tolly' as he was affectionately known, was one of the original committee members of Brooklands in 1906 and he had a stable of fabulous cars including a very special boat type Mercedes. The only cars I remember though were a brace of Lincoln-Zephyrs and the Railton.

There is nothing that pleases me more than basking in the reflected glory of relatives or associates! Quite unashamedly then, may I relate how I met my first old car lover. I was staying with my first cousin, Brian Trubshaw, presently the chief test pilot of the Concorde; I was about 10 years old, Brian perhaps 13, and his great friend John Mansell-Lewis who lived over the other side of Pembrey Golf Links, about 15. John's parents owned a circa 1925 Rover which was old enough, but John himself had been given an even more ancient car of unknown make. With ham-fisted assistance from Brian and I, he made the aged machine run again and hysterical were the rides we had in it over the golf links. On one occasion we towed the unlicensed car behind the Rover to Pendine Sands and raced the two machines up the beach where Parry Thomas had met his death some 9 years previously.

John really loved old cars and I think it was he who sowed the love of old cars within me. I never met John again; some four years later, at the tender age of nineteen he was a fighter pilot and was killed in the Battle of Britain.

School again and talk of Brooklands, all the other boys had been there during the hols. and I (living up in the frozen north) felt rather out of it.

It didn't take long however to learn the names of the drivers and their cars, and before long I could take part in the conversation when it veered round to this favourite topic.

I was in the choir (only tone-deaf or deaf mutes weren't) and the end of the term brought the choir treat, a visit to the Power Boat company of Hubert Scott-Paine, who'd built the hull for Sir Henry Segrave's boat "Miss England". We had scrounged this by promising his son that he'd be a hero if he got his father to invite us. Scott-Paine's parents used to come to the school regularly and never used the same Rolls-Royce twice.

In the summer of 1937, we went to Anglesey as usual for a summer holiday by the sea. Amongst my sister Pam's boyfriends was one "Pill" Jones, whose main



claim to fame was the fact that he owned a two seater M.G. I managed several rides in this by perfecting the role of the little brother who had to be appeased if the way to his sister's heart was to be won. While Pam preferred her young men to whisk her around in fast cars, sister Sheila gathered about her a more passive set who were content to sit and watch her perform on the tennis court, crying out "Oh well played Alice Marble" from time to time. Alice Marble, Budge, Bunny Austin! What characters; every boy named Austin at school was nicknamed "Bunny", just as everyone named Mathews was called "Jessie".

Jessie Mathews was (and still is) my favourite film star. Those glorious musicals "Gangway", "Evergreen" and "Head over Heels", together with Jack Buchanan and Elsie Randolph in "This'll make you whistle", were in my opinion, far superior to their American counterparts Fred Astaire and Ginger Rogers. As to comedy, Tom Walls, Ralph Lynn and Robertson Hare were supreme in such films as "Thark". There is an entry in my diary - "Went back to school. Had luncheon" (sic - and spelt correctly!) "on the train. Tom Walls sat at our table". Brief mention, perhaps, but I spent the whole of that term boasting about it!

"You'll never guess what Miss Gina has done" wrote my mother. "She's sold the Sunbeam and bought a silly S.S. Jaguar." I must confess I rather liked the look of the S.S. from the cigarette card series, but when I went home the local ladies were shaking their heads. "What an absurd car to buy - she'll live to regret it." And she did! The S.S. gave nothing but trouble from the word 'go', and the ladies said: "There; we told you so."

Was it 1937 or 38 that the Northern Lights (The Aurora Borealis) were seen all over England? I can remember watching the fabulous colours changing all the time, while the monks strove to get it down on canvas. The next morning their frantic scrabblings looked ridiculous, just masses of different coloured paints splurged about as though a chimpanzee had run amok with a paint brush. These of course were the palmy days before the National Health Scheme, and one selected one's doctor on merit. Our choice was Dr. Pollard, who seldom seemed to say anything but 'Yes' and 'No', and so quietly that one had to lip read. I used to enjoy his visits (unless of course it was I who was ailing) for he used to arrive in one of his Alvises. He always kept two, and around 1938 they must have been speed 25's, Silver Crests and possibly 4.3's. Fine cars that went like the wind, and Dr. Pollard enjoyed letting them have their heads.

The thirties were now drawing to their close, Tommy Farr had nearly put paid to Joe Louis, what a stir that caused! The Railton Wonder Car and the Thunderbolt fought it out for the title "The fastest car in the world", but somehow they didn't appeal to us all that much and we preferred our dinky toy models of the Silver Bullet, Golden Arrow and Bluebird.

While Ambrose asked us to "Change Partners" and Lew Stone called for "Music Maestro please", I played with my Auto Union model racer the fastest in the school - and called "The Yellow Peril".

Do you remember Lobby Lud? An announcement would be made that Lobby Lud would be in such and such a town on a given date. He would be wearing a grey overcoat, black bowler and would be carrying a brief case. One rushed round asking everyone who fitted the description (ans some who did not) whether they were Lobby Lud, and if one recognised him, won an astronomical sum of



money. How much more amusing than the football pools. The bloated business tycoons however didn't think so, and would arrive at their office white with rage and moustaches bristling having been accosted by all and sundry!

The dark clouds of war, and before the sun finally shrank behind them I have one last memory. My cousin Hubert came to stay bringing his 1925 open tourer Red Label Bentley named, oddly enough, Henry.

H.A. STONER."

\* \* \* \* \*

THE SEARCH FOR 1917 STUDEBAKER PARTS

(By courtesy Polishers Rag, Darling Downs)

Having acquired the running gear of a 1917 Studebaker in the most common utility condition (Farmer's chop down specials), the search for body panets etc. begins.

A mate in Brisbane told me of a Studebaker near Rockhampton from which he removed the engine etc. ten years ago and reckoned the body would still be there. Eight hundred miles round trip was too far on the off chance so annual holidays were conveniently arranged at Yeppoon.

On arrival at the farm on the North side of Rockhampton I was concerned to see there was a riding school on the property and I thought if there was anything here someone would have been sure to see it. I was directed to a large overgrown bush and I soon understood why my mate thought the car would still be there. From the riding track about twenty foot back it was impossible to make out any part of a vehicle. One of the large bushes that grow in the vicinity had overgrown the complete body.

After negotiating with the owner to whom I am very grateful, I returned the following day to attack the veteran bush. I parked some hundred yards from the house and proceeded to walk, when I noticed a very large Billy Goat that had also noticed me. About half way from the house the Billy became very inquisitive and having had past experience with such curly horned creatures, I yelled out to the lady "Does it bunt?" She replied "No." I wasn't taking any chances and headed for the car. About half way back to the car with the goat in hot pursuit the lady yelled out very excitedly, "It might." As I flew into the car the old goat stuck his head through the window. The kids screamed but all the goat wanted was me to stroke his long beard.

Dismantling the Stude was no easy job as I had to crawl under the bushes with hacksaw, cold chisel etc. On reaching the vehicle I was greeted by the usual animals, as out from under the mudguards came swarms of wasps. Unable to burn them out I let them have all I had, a pressure pack of nut loosener. It doesn't kill them but keeps them moving about ten foot away.

After a couple of hours of knuckle-barking and assistance and advice from Bev. we had all the removeables dismembered.

Packing a Studebaker into a Holden Waggon requires much thought and skill (or the passengers have to walk home). What doesn't fit inside



must go outside so decking was lashed on the hood racks but it still wouldn't fit. The problem piece was the back section with two mudguards well and truly rusted together and being an extremely hot day with much sweat and no shade, a decision was made and a calculated reconcealable (I hope) cut was made in the centre of the back section.

Arriving back at our unit in Yeppoon we must have looked like Steptoe as we drove up the driveway with rusted old parts sticking out everywhere. We soon had several curious spectators who were amazed at our trouble over such prized rubbish.

When I told the chap at the goods office I had some car parts to rail to Dalby he asked me to bring them in. I had to take him outside to explain that they wouldn't fit through his 3 foot door. He insisted on weighing the pieces so I had to hold them (taking a little of the weight) while he did so on a set of scales. Incidentally, I beat the parts home by a fortnight.

Considering the vehicle had been so long at the mercy of the elements and burnt at least once, most of the panels recovered would be repairable providing a lot of patience and effort can be provided.

It was interesting to note the chassis numbers are only 753 apart.

So the search for Studebaker panels goes on.....

This time refer wanted column.....Will tackle anything.

WALLY LANAGAN

\* \* \* \* \*

THE NORTHSIDE PROGRESSIVE DINNER

By E.J.L.

Drinks at Victor Jacobs' penthouse. Up we went to the Eighth Floor apartment with its magnificent view over our 'Arbour and the Eastern Suburbs. Liners, ferries and odd boats scampering about and the city glowing like a jewel in the dusk.

Horses d'doovers and Black Douglas Whisky, flowing like the Warragamba spillway at floodtime. Vic and Lucy as hosts and Vic's son David plus wife Jane waiting on our wants; all this was for starters!!

Then on to the Sheen's for dinner, meanwhile the Burkes, Corbys, Weirs, Berthons, Langs, missing out at Vic's, went directly to Chatswood where the mob caught up. Hilda and Len had a huge spread dished out for us, both hot and cold food, washed down by a choice of either Burgundy or Moselle.

As the weather was perfect we all sat outside under the stars, where Len had an Olde Rugby and Buick with FOR SALE signs on them. "50 cents" was offered by "Scrooge Baxter" - we won't print Leonard's reply.

ONWARD VETERAN SOLDIERS - the Mob then took off for the Roberts' PALACE at Gordon. We were met at the drawbridge by BARON MAX.



"Alas", he apologised, "It's the butler's night off." (We all have this same problem with servants; just the other day I said to my footman, "Fred," I said --- what's that? "How about getting on with the narrative." Oh yes, where was I?

Anyhow, ashing our Winchesters, and removing our hob-nails we entered and partook of lashings of rum cake, pavlova etc., washed down by coffee, whilst admiring the decor which is Louis XV.

Baroness Pam, looking elegant in a clinging Givenchy, was busy dishing out seconds of Rum Cake (Hic Hic) and showing us around the palace, which is a replica of the one at Versailles.

George Sevenoaks, always in training for flagging away the cars on the Annual Blue Mountains Run, dived into the sparkling blue pool and did 20 laps, while Judy Garth stood by with a MAE WEST at the ready, in case George ran out of steam!! Hm. Down at the Motor House, we examined the gleaming fleet: Rolls Phantom 1½, Humber, Dort, Theex Resch's Bentley, and the pride of my heart, a Model T. A new Merc. Benz Coupe was totally ignored by the true blue Veteranarians who used it as a back rest.

Baron Max again apologised for the lack of cotton gloves to handle the bright work. (Don't let it happen again, Baron). Vic. Jacobs became quite agitated at the sight of the perfect Dort. "A Dort," he exclaimed. "Why the first car we bought and sold at Broadway Motors was a Dort.

Seriously, though, Pam and Max, you have a very lovely home and we all appreciated you throwing it open for us, as did Hilda and Len, Vic and Lucy.

As the hour for departure drew nigh and we had to be home by 3 a.m. to turn back our clocks, Len as President gave a speech thanking everyone for supporting Glad and George King. Victor J. responded on behalf of the Hosts and Robert Baxter on behalf of the guests. As we were leaving "Twinkle" Sykes asked Pam if he could slide down the bannister of the staircase. We didn't catch the answer.

Driving home we reflected on the night and voted it a roaring success. Well done, hosts and very very well done Glad and George.

P.S. It was suggested that the dinners continue and the next one be held in the Hills District - well how about it clique - over to you!!

\* \* \* \* \*

This must be the classic statement of the WEEK, Month, Year or Decade:

Overheard at the Progressive Dinner last Saturday night at Vic Jacobs' Flat, North Sydney -

George Sevenoaks to George Roberts: "Nice to see Vic back from the West and looking so well. Did his FORD get back too?"

George Roberts: "OH, I THINK SO."

CARS REGISTERED IN N.S.W. IN 1917

A number of the following names do not appear in 'complete' car encyclopedias, so whether they are fictitious, spelt incorrectly, home-mades, or just been forgotten, is anyone's guess.

One each of the following:

Anasgas, Ace, Alpena Flyer, Albatros, Agro, Arden, Allen, Autocrat, Baimber, Bentall, B. & B., Brixia-Zust, Borbein, Brennabor, Black-Crow, Baguley, Buckingham, Cyclonetter, Commer, Clarkson, Chambers, Canada, Canadian, Canda, Charoutter, Chassonette, Cenn, Case, C-Sunray, Cameron, Clyde, C-Monocar, Climax, Chater-Lea, Dayton, Darcy, Derick, Decauville, Deemster, Douglas, D.L., Foy Steele, F.I.F., Forrest, G.M.C., Great Western Halford, Horley, Herff Brookes, Halley, Iris, Jarrott, Johnson, Jewel, Leslie, Lovely, Little Giant, La-panetta, Little John, L.M., Lims Wel, Le Beuric, Marghon, Motoblock, Milburn, Moon, N.E.C., New Era, Norwalk, Neptune, Nyberg, O.T.A.V., Oryx, Pope, Parry, Pick, Porthos, Per Val, Pullman Junior, Prima, Rapid, Royal Star, Stanley, S.A.V.A., Stimula, Silent Bell, Swinnaton, Seabrook, Sampson, Tarrant, Turbine, Tweenie, The Willus, Turnbull, The Black, Thamos, Tiny, Twombly, Tri-mobile, Vicars-max, Van, Warweena, W.R.M., Warne, Woodrow, Woods, Mobilette.

Two each of the following:

A.C., Adams, Brouhot, Bedford, Bellhaven, Brown, Bayonet, Coventry, Crow-Elkhart, Detroit Electric, Dixi, Dennis, Enger, Elcar, F.L., Fischer, Garford, Horstmann, Harding, J.B., Leyland, Le Gui, Monarch, Mercury, Nagant, Pathfinder, Packard, Peterson, Phoenix, Roamer, Ritz, R.M.C., Rollo, Ranger, Stutz, Swiftsure, Starling, Scout, Spyker, Vermorel, Wilton.

Three each of the following:

Ascot, Auto, Carter-Car, Dixie, Hansa, Henry, Imperial, Lancia, Lanchester, Leon Bollee, La Licorne, Mercer, Opel, Penn, Republic, Sheffield-Simplex, Thomas Flyer, Turner, Velie, Willeys Knight.

Four each of the following:

Astor, Ariel, American Underslung, Clement, Dodson, Kissel, Lexington, Marlborough, Marathon, Marion, Pierce Arrow, Princess, Premier, Pilot, Sizaire Berwick.

Five each of the following:

Buchet, Herreshoff, Lacre, Mass, Oldsmobile, Read, Riley, Rambler, White, Warren.

Six each of the following:

Auburn, Bell, Clement Bayard, Madison, Simplex, Schneider.

Seven each of the following:

Briton, Delahaye, D.F.P., Everitt, E.M.F., Hurtu, Holsman, Hollier '8', Mors, Partin-Palmer, Scania-Vabis, Trumbull, Unic.

Eight each of the following:

Cole, Cutting, Delaugere-Clayette, Schacht.



Nine each of the following:

Austro-Daimler, Chenhard-Walcker, Cottin des Gouttes, Detroit, King,  
Moline, New Pick.

Also:

Austin - 151; Adler - 50; Abbott - 11; Argyll - 44; Albion - 16;  
Alldays & Onions - 22; Armstrong-Whitworth - 51; Arrol-Johnson - 36;  
American - 24; Benz - 64; B.S.A. - 86; Buick - 1179; Brasier - 111;  
Bayard - 131; Berliet - 65; Belsize - 56; Briscoe - 35; Bianchi - 11;  
Brush - 41; Cadillac - 222; Chevrolet - 272; Crossley - 34;  
Charron - 17; Coey - 12; Calthorpe - 52; Chandler - 18; Chalmers - 66;  
Car-Nation - 50; Calcott - 22; Deasy - 40; Delauney Bellville - 32;  
Detroiter - 43; Daimler - 153; Darracq - 57; Dodge - 375; De Dion  
Bouton - 101; Delage - 43; Diatto - 12; Enfield - 10; Empire - 88;  
Ford - 4100; F.I.A.T. - 377; F.N. 185; Fafnir - 28; Flanders 14;  
Grant - 31; G.W.K. - 23; Gregoire - 13; Humber - 192; Hotchkiss - 34;  
Hillman - 53; Hupmobile - 547; Hudson - 112; Humberette - 12;  
Hispano-Suiza - 18; Itala - 45; I.H.C. - 24; Jeffery - 21;  
Jackson - 13; K.R.I.T. - 22; Little Fourie - 10; Little - 26;  
Metz - 190; Mitchell - 88; Maxwell - 214; Minerva - 165; Mercedes - 20;  
Maudslay - 11; Morris - 32; Metallurgique - 35; Martini - 10;  
Napier - 95; Newton Bennett - 16; N.A.G. - 22; New Parry - 10;  
N.S.U. - 12; Oakland - 240; Overland - 986; Panhard - 16; Paige - 50;  
Peugeot - 15; Palladium - 14; Pullman - 40; Rolls Royce - 29;  
Rover - 39; Reo - 39; Renault - 349; Russell - 22; Rochet-Schneider 11;  
Regal - 58; R.C.H. - 13; Standard - 104; Star - 257; Swift - 71;  
Studebaker - 725; Sunbeam - 107; Singer - 92; Scripps-Booth - 43;  
Stellite - 23; Siddeley Deasy - 24; Straker-Squire - 20; S.C.A.T. - 43;  
S.P.A. - 23; Stoewer - 60; Sizaire-Naudin - 21; Saxon - 47; Stonleigh - 16;  
Talbot - 339; Vauxhall - 60; Vulcan - 35; Vinot et Deningerde - 13;  
Wolseley - 138; Waverley - 25.

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

FOR SALE: Two Cabin Trunks, Fair Order, two sizes - \$40.00 pair.

FOR EXCHANGE: Two Rims, 23" (suit 500 x 23)  
Rushmore (Acetylene) 9" Searchlight  
Saxon " 9" Headlight  
Pair small Acetylene Headlights (7" d.)  
Amilcar Chassis, Axles, Wheels, Engine Parts.  
Metz Engine and Back Axle (1914)  
Ericsson Wall Telephone (c.1910)

WANTED: Tyre 500 x 23 )  
23" Sankey Wheel, Detachable Edge, 5-Stud ) to suit 1924  
Smiths Cut out and Ammeter/Switch Panel ) Bean Truck

- PAUL W. BUTLER,  
1 Darley Rd., Randwick, N.S.W.  
2031. 'Phones: 29.3086 Bus.  
39.4786 Priv.

AVAILABLE. Brand new pairs of gas headlights, 9" across front. Lights consist of complete body shell, with rim. No chimney or brackets and are new patterned on the Ford Jno. W. Brown Model 19. Any type of fittings suitable for other makes could be used on the body shell.  
\$52.00 for the pair (limited supply).

- MAL GRANT,  
6 Hamilton Street,  
Bisborne. 3437.  
Ph. 282-640

WOULD LIKE TO EXCHANGE (cash adjustment if necessary)

M.G.Y. Sedan - 1948 - complete car - going but needs complete restoration - outside and mechanically its O.K. - inside tattered and well worn.

- for - (a) M.G.T.C. without motor and gear box  
or (b) M.G.T.F. needing complete restoration  
or (c) enough bits and pieces to get started an early veteran - before 1905 preferred.

Also wanted - starter motor for a Silver Ghost. - BILL MAUNSELL

Home: 32.2379  
Bus.: 929.7422

WANTED:

One Model 4AB Talbot engine, circa 1910-12, 12-16 h.p.  
Have to swap one model 4CY Talbot engine, circa 1915 12-16 h.p. in reasonable order, plus a second engine suitable for spares,  
or one model 4AB gearbox complete but needs reconditioning,  
or a lot of mechanical parts for 1913-14, 22 h.p. Buick  
or assorted brassware.

- JIM WEIR,  
Peats Ave.,  
Castle Hill. 2154  
'Phone: 634.1388

EXCHANGE (with cash adjustment)

- 1 - 1938 TRIUMPH MOTOR CYCLE, 500 cc. Tiger 90.  
(1 or 2 accessories missing, but a real go-er).

for

- 1 - Late Model T, 2 speed Diff., with 13/40 Ratio and 10.1/2" Backing Plates - IN GOOD ORDER.

Will consider selling Motor Cycle separately.

- TOBY BENT, 2208  
'Phone: 50.7368 3 Colwell St., Kingsgrove.

WANTED:

For T Model Ford.

- 1 - 40 tooth Crown Wheel and 13 tooth Pinion. Will buy or exchange.

- TOBY BENT,  
'Phone: 50.7368 3 Colwell St., Kingsgrove.



