



Spit and Polish

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

Hon. Editor and Editorial Address—
Dr. GEOFFREY LEHMANN,
66 Pacific Highway,
St. Leonards. Phone: 43-6363

Vol. IV No. 8

February, 1963

EDITORIAL

As space seems very short this month, I have withheld a few short contributions - these will be used in a later issue. I have been too busy to acknowledge them and when this happens, contributors may feel reasonably certain that the article will be ultimately printed.

+ + + + +

WHO WAS THE FIRST AUSTRALIAN MOTORIST?

- Geo. A. Roberts

The recent discovery of an old handbook reopens and apparently settles the controversial and oft-discussed question as to who was the first person in Australia to own and drive a motor vehicle.

Mr. E. Lincoln, who in 1905, compiled and published this handbook, The New South Wales Motorist's and Cyclist's Annual, confers the honour on "Mr. Knight Eaton" of Brisbane, Queensland.

Although in the minds of many this question may remain debatable, the publication which was made available through the courtesy of Mrs. C.E. Rathgen of Coogee, has brought to light some interesting early Australian motoring history, also the apparent final destination of some of our first cars which found new owners outside this country.

Mrs. Rathgen, who is now in her ninetieth year, is the wife of the late Mr. F. Rathgen, for many years manager of the early Sydney motor organisation, I. Phizackerley.

Discussing "The Evolution of Motoring" in Australia, the author writes:-

"When motors and motor cars were nascent in Paris, Berlin and London, a man in Brisbane made an attempt to produce a motor that would drive a bicycle. This was in 1893. The man was Mr. Knight Eaton, who was then manager in Brisbane for the Austral Cycle Agency. His motor, which was practically made by himself, was fitted to the back of a bicycle - right behind the rear wheel. The motor was not a success, it proving a freak more than anything else. This is the first recorded attempt in Australia to apply a motor to a bicycle, or to travelling road machines of that class.

"In the middle of 1898 Messrs. Gavin Gibson Ltd., of Sydney, imported seven motor tricycles, and it is said that these were the first motor machines ever brought into Australia. Mr. Alfred O'Brien, winner of the Sydney Thousand in 1904, was, in the middle of 1898, Messrs. Gavin Gibson's departmental manager. He ran the motor tricycles about the streets of Sydney, and they were the objects of great curiosity, crowds following and examining the machines with wide, open eyes. Shortly after the arrival of these tricycles, Madame Serpollette, a sister of the famous motor builder in Paris, gave an exhibition with them on the Sydney Cricket Ground, and also in and around Sydney. This was in the latter part of 1898.

"Before Christmas of that year Mr. O'Brien drove one of these tricycles from the G.P.O., Sydney, to the Post Office, Parramatta, 15 miles, in 35 minutes. That was considered very fast going. Some of these tricycles

are still running about Sydney. Several of the original seven were sent over to Melbourne in 1898, and were sold there.

"In 1900 Mr. W.J.C. Elliott, then of the Austral Cycle Agency, imported the first motor car into Sydney. It was landed at the Messageries wharf on May 13 of that year. It was subsequently sold to Mr. A.J. Knowles, who sent it to New Zealand. Shortly after Mr. Knowles imported a similar car, which was landed at Adelaide and brought overland to Sydney. This second car he afterwards took to America for the purpose of having certain improvements effected.

"That car remained in America. In October, 1900, Mr. Fisher, now Hon. Secretary of the Automobile Club of Australia, brought a steam car with him to Sydney from America. It was known as a locomobile. A little later electric motor cars were brought into Sydney from America, and these were soon followed by petrol cars.

"In 1900, Mr. Mark Foy imported a motor car, which he sold to Dr. Magill, of Moree, who is an enthusiastic motorist. In October, 1900, a 3 h.p. Benz motor car was imported from Germany by Mr. Henry Vale, of Auburn, and Mr. Gillett, manager of Anthony Hordern & Sons.

"In November, 1901, a number of motorists went out to Lady Robinson's Beach, where they met by agreement. These were Mr. H. Vale, Mr. Spencer Nolan, Mr. C. Highland (Castlereagh Street), Mr. Jones (Asphalt Company), Mr. Innes (Messrs. Innes & Mills), Mr. Thurla (McMahon's Point, North Sydney), and Mr. Bradwyn. Each had a motor car, and it was then believed that the cars which met at Lady Robinson's Beach that day were the only ones in Sydney.

Mr. Innes's was an 8 h.p. Winton, Mr. Highland's a 4 h.p. Cudell, Mr. Nolan's a 4 h.p. Cudell, Mr. Jones' a 5 h.p. Decubille, Mr. Vale's a 3 h.p. Benz, Mr. Bradwyn's a 4 h.p. Piper, and Thurla's a De Dion. Mr. Elliott's pioneer car was a $3\frac{1}{2}$ h.p. De Dion, the motor being such as is now put on a bicycle. Since 1901 many and greatly improved cars have been brought into Sydney, and the latest are things of beauty and joys for a long time.

"The evolution of the motor tricycle and bicycle in Sydney is interesting. In 1894 Mr. C. Highland made an attempt to produce a motor tricycle with a Daimler engine and chains, but the effort was not a success. He made further attempts in 1895 with launch motors, but only freaks were the result. It is said that a motor tricycle made in Sydney in 1895 is now in Tenterfield.

"In 1897 petrol motors were tried, but success did not follow. About nine years ago a gasoline motor bicycle (P. Muller's), with lamp ignition, was brought out from Germany and tried in Sydney. It cost £100. It was clumsy, and not a success. It was taken back to Germany. In 1898 Messrs. G.W. and G. Wood, of Leichhardt, made a motor bicycle after the style of Mr. Eaton's in Brisbane. It was not a success.

"Between 1898 and 1901, Mr. George Hamilton and Mr. H.M. Murray attempted to ride other freaks, but these were abandoned. At the end of 1901 two motor bicycles were imported from America. Dr. Farrell, of Quirindi, got the first, and Mr. J. McKinney, of Nangus Station, Gundagai, got the second. These appear to have been the first successful motor bicycles in N.S.W. Since then many improved ones of different makes have been imported, and the latest specimens are machines that both scientific engineers and cyclists are proud of."

Later on in the book, the foregoing was modified by the following paragraph: "It appears that Messrs. Wood made two motor bicycles in 1898. The first was for Mr. C. Highland, and, according to his instructions the motor was placed behind the back wheel. That was not a complete success. Afterwards, Messrs. Wood made another, placing the motor between the wheels, as is done at present. That was, in every sense, a success, though the batteries at that time were not equal to what they are now."

+ + + + +

Early Days of the R.A.C.A.

Further extracts from the "Motorists and Cyclists' Annual" deal with some of the early history of the Royal Automobile Club of Australia:-

"The Automobile Club of Australia has its headquarters at Ushers'

Metropolitan Hotel, at the corner of King and Castlereagh Streets, Sydney, where it holds a meeting on the last Thursday in every month, when new members are elected. The office-bearers are: President, Mr. H.A. Jones; Hon. Secretary, Mr. W.E. Fisher, 2 and 3 Victoria Arcade, Sydney; Hon. Treasurer, Mr. H.S. Cusack; Hon. Consulting Engineer, Mr. J.R. Bainton; Vice-Presidents, Messrs. John Gibbs, E.P. Simpson, Mark Foy, W.H. Kelly, J.S. Brunton, and Dr. Hinder; General Committee, Messrs. J.M. Arnott, S. Hordern, Jnr., R.S. Gillett, C.W. Bennett, Harrie Skinner, C.A. Berry, I. Phizackerley, J. Spencer Noland and H.J. Vale."

+ + + + +

Pioneer Motor Car.

"Although the motor car imported by Mr. W.J.C. Elliott, and landed in Sydney on May 13, 1900, was Sydney's first motor car, it was not really the first motor car that appeared in Sydney.

"What is claimed to be the first car was brought to Sydney by Boat from Melbourne by its inventor, Mr. H. Thomson, of Melbourne, who was accompanied by Mr. E.L. Holmes. The car was exhibited at Easter, 1900, in Sydney at the Royal Agricultural Show, and in the latter part of April at Bathurst Agricultural Show.

"The car, which consumed kerosene, left Hall's Park Hotel, Bathurst, on April 30, 1900, to make 'the pioneer motor trip of Australia', viz., from Bathurst to Melbourne, a distance of $493\frac{1}{2}$ miles. The car, with Mr. Thomson and Mr. Holmes in it, accomplished the overland journey in 10 days (from April 30 to May 9), the average speed being 8.72 miles per running hour.

"The journey was over Fitzgerald's Mount, through Blayney, Cowra, Young, Cootamundra, Bethungra, Junee, Wagga, Albury and on through Victoria to Melbourne. A good deal of rain fell just before and during the trip, so that the roads were very bad. Creeks had to be forded, the drivers got bushed and bogged, being many times stuck in red clay and other bogs, to say nothing of ruts 2 ft. deep, and bottomless sand, and once had to seek refuge in a sheep drover's camp.

"The drivers, after many accidents, heart-breaking trials, and sore and grievous afflictions, reached Melbourne, having finished 'the pioneer motor trip of Australia'. The journey was not undertaken for speed or record making, but experimentally, to prove 'the suitability of the car for long distances, rough roads, and Australia.'

"The car, before coming to Sydney, where it was awarded first prize, had run upwards of 2,000 miles in Victoria. In going from Bathurst to Melbourne it travelled sometimes at five miles an hour, or less, and occasionally, perhaps, downhill, 40 miles an hour. The average daily working time was $5\frac{1}{2}$ hours, the average daily run being 50 miles.

"The construction of the car was commenced by Mr. Thomson, at Armadale (Vic.), in 1896, and the first successful trial run was made in 1898."

"An Imposing Sight".

Referring to the early hill climbs promoted by the Automobile Club of Australia, the book says: "A hill climbing contest was held at Coogee on Saturday, August 5, 1905. The scene of the contest was the steep hill which leads to Maroubra, and which is a very stiff climb, with a grade of from one in six to one in twelve. There are also a couple of sharp turns in it. The distance of the climb was just a little over a quarter of a mile.

"The display of motor cars was easily the best that has been seen at a gathering in this State. In addition to the 22 cars which were competing, there were many others present. The value of the cars present was upwards of £20,000, and they made a very imposing sight.

"The 16-20 h.p. Martini car of Mr. O.G.S. Lane carried off the honours of the afternoon by climbing the distance in the exceptionally fast time of 1 min. 40 secs., easily winning in its class, and leaving, owing to

its great hill climbing capabilities, all other competing cars far in the rear. Mr. Lane's car was, with one exception, the highest powered car to face the starter. Mr. J. Arnott's 19-20 h.p. car in the heavy class was also a very good one. Mr. Arnott's car did the climb in 2 mins. 4-45 secs.

"Mr. C.O. Sherwood's 6 h.p. De Dion carried off the honours in the small car division, and its performance in climbing the hill in 3 mins. 11 secs. was a very good one.

"The contest was a great success in every way, and it is probable that the Club will hold similar events often in the future."

"Advice to Motorists"

There is a paragraph regarding the respective merits of light and heavy cars for use under Australian conditions, which makes entertaining reading. "Mr. C.G.S. Lane, a member of the Automobile Club, who owns a car which cost £1,200 landed in Sydney complete, with extras, says 'This car I selected when I was Home. There is a great diversity of opinion about light and heavy cars for Australian roads. I am a supporter of the heavy car, having tried both. I certainly think that no man should drive a car unless it is fitted with magneto-ignition, low tension preferred. This does away with, I should say, 80 per cent of the troubles usually experienced by motorists, for sooty plugs cease to worry. The balance of their troubles is usually made up of having an inexperienced or, so-called chauffeur.'"

Motor Gymkhana

"The Automobile Club have arranged to hold a motor car gymkhana on the Sydney Cricket Ground on Wednesday, November 22, almost immediately after the finish of the motor car race from Melbourne to Sydney," says a paragraph. It is thought that there will then be a large number of cars and expert motorists in Sydney, and that some good exhibitions of skill and daring may be witnessed.

"There will be starting, stopping, turning, climbing and getting over obstacles. There will also be a race in which the one who can go the slowest without stopping will win, and there may be lap sprints.

"'Dodging the dummy' will be one of the items on the programme. There will be a row of dummies which will slide along on wires, and the dummies will be pulled so that they will slide about most elusively. The cars will start on a given line, and try to get through the dummies without touching them. There will also be starting on a given line, speeding the length of the ground, and stopping on a given line. The car must not go over the line, but stop just on the line.

"There will also be a ladies' race. In this the driver will hand a lady passenger into a seat in his car, drive to a given point, where he will stop and hand her out into another seat.

"The public will be invited to pay for being spectators at this entertainment, and the proceeds will go towards a contemplated club house."

"Noteworthy Motor Runs"

Thirty miles an hour for an hour and a half was considered fast going, as the following paragraph shows:- "A noteworthy motor run was made in November, 1904, from Geelong to Melbourne 46 miles, by Mr. W.J. Proctor, of Melbourne, General Manager for Australia of the Dunlop Tyre Company, he being accompanied in the car by Mr. C. Sherwood, Manager of the Sydney house of the Dunlop Tyre Company. The distance was covered in 1 hour 34 minutes, the speed being at the rate of about 30 miles per hour. This was not bad travelling, as the Melbourne-Geelong Road is not comparable with an English 'Roman' road. The car driven was a 12 h.p. twin-cylinder De Dion."

- GEO. A. ROBERTS

GENERAL MEETING, THURSDAY, 24TH JANUARY, 1963.

There was a good attendance of members and visitors, the Chairman, Mr. G. Green, giving a special welcome to Sam Small of Kent, England, Henry Crocker of Tasmania, and John Bailey of Breeza.

Mr. A. Rose-Bray reported having attended an inaugural meeting at Newcastle accompanied by Messrs. G. Roberts, L. Jones and G. Foy. This meeting saw the actual birth of the Newcastle Branch of the V.C.C.A. (N.S.W.) and we are sure it will grow into quite a lusty youngster.

The Registrar intimated that he still had not received Inspection Certificates and money for several cars holding veteran plates, and cautioned that unless cars carried current registration labels, they would be unable to participate in the Rally on Sunday, January 27th.

Ron Craze and Len Sheen of the Events Committee gave us last-minute briefing on the 175th Anniversary Rally, and news, to date, on the Katoomba Rally. This should prove to be a most enjoyable week-end, particularly as we will have a hall for our own private use and the children will be able to accompany their parents to the Saturday night entertainment.

This meeting provided another milestone in our history as we accepted our first two junior members. Altogether, six new members were admitted as follows:-

Junior Members: David Jacobs of Bellevue Hill,
Colin Burke of Mortdale.

Associate Members: Miss J.R. Jacobs of Bellevue Hill,
J.C. Knight of Dundas,
G.C. Fisher of Reid, A.C.T.

Full Member: J. Goddard of Newport.

The Social Secretary, Mrs. Masser, announced that the Annual Dinner and presentation of trophies would be held at Princes on Saturday, March 30th.

In General Business, Mr. Vic. Jacobs outlined an idea he had had in mind for some time, and that is that members and their ladies be permitted to dress in the costume applicable to the era of the car in which they are travelling. After some discussion, both for and against, it was finally resolved that this would be permitted for the Katoomba Rally.

Len Sheen displayed a bulb horn which he said was procurable in either nickel or brass at a cost of £4 each. Anyone interested, please let him know.

After supper, Barry Gillings and Henry Crocker showed some particularly nice slides of veteran and Rolls Royce cars.

- JACK DANCE

+ + + + +

CITY OF SYDNEY'S 175TH ANNIVERSARY CELEBRATIONS RALLY

At 9 o'clock on Sunday morning, 27th January, 1963, (Australia Day week-end) we saw our veteran cars line up at Bondi Beach for the start of the City of Sydney 175th Anniversary Rally.

After speeches were made, Alderman Harry Jensen, Lord Mayor of Sydney, sent the first competitor on his way, who was Frank Nissen in his 1906 Humber, followed by the other 38 starters.

Jack Dance's 1908 Talbot which was playing up had to be pushed to get started, but ran all day without any further trouble.

The starter's flag had been washed and ironed ready for this special occasion but our starter forgot to bring it with him.

The route taken was a comparatively easy one with the larger cars travelling to Epping, Castle Hill, Windsor and Richmond, and returning through Marsden Park to Parramatta with the smaller cars travelling to Hornsby, Castle Hill, to meet up with the larger cars at Parramatta for lunch. After lunch the Rally left Parramatta Park for Sydney along Parramatta Road to the Sydney Art Gallery, where the cars lined up for public inspection.

The navigators had their hands full trying to answer all the questions on their rally sheets, and there were quite a few sheets handed in with many questions not answered (mine being one!)

The day was HOT. Temperatures well in excess of 90° at our Parramatta lunch stop. During this period in a nearby Maternity Hospital, Mrs. Ross Marshall presented Ross with a new baby daughter.

This was also the day that the Marshall's "Brush" was being christened as this was its first rally after being restored, also to help nervous Ross make this a day to be remembered, he was placed equal second with Ken Nutt (1911 Hupmobile) in the small car section of the rally.

Other mishaps during the day were that Frank Nissen (1906 Humber) had to get Len Sheen (1912 Humber) to tow him to get started in the afternoon, and the fan on George Green's Crossley ran riot and caused some rather bad radiator leaks. Len Masser was having trouble with his 1903 De Dion on the way to the starting line at Bondi and turned back home, but arrived at Parramatta in a modern car to join us for lunch. Besides seeing Ross Marshall's Brush for the first time, we also saw Jack Jeffrey's Locomobile and Don South's Overland.

Major placings were as follows:-

<u>LARGE CAR SECTION:</u>	1st	Car No. 43, 1911 Renault, Stan Rumble.
	2nd	(Dead Heat)
		Car No. 33, 1910 Rolls Royce, Barry Gillings, Car No. 3, 1908 Metallurgique, Jeff Vanstone.
<u>SMALL CAR SECTION:</u>	1st	Car No. 43, 1906 Reo, Allen Foy.
	2nd	(Dead Heat)
		Car No. 46, 1909 Brush, Ross Marshall, Car No. 49, 1911 Hupmobile, Ken Nutt.

Full point score is listed below.

Major prize winners will be presented with their trophies by the Lord Mayor of Sydney, Alderman Harry Jensen, at this Club's Annual Ball to be held on 30th March, 1963 at "Princes" Restaurant, 42 Martin Place, Sydney.

- JACK SMITH

+ + + + +

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

CITY OF SYDNEY 175TH ANNIVERSARY RALLY

Sunday, 27th January, 1963.

WINNER AND PLACE IN RALLY.

<u>LARGE CARS</u>	<u>QUESTIONS SCORE</u>	<u>LOST ROAD SCORE</u>	<u>TOTAL</u>
S. Rumble	350	40	310
J. Vanstone	320	20	300
G. Green (33)	360	60	300
G. Green (32)	360	80	280
G. Roberts	360	100	260
J. Dance	360	105	255
G. Burton	370	120	250
C. Bryson	310	70	240

R. Baxter	320	70	240
J. McGowan	300	65	235
R. Jones	310	80	230
A. Frost	300	70	230
D. Heher	320	100	220
A. Craze	330	115	215
V. Jacobs	320	105	215
R. Newman	310	95	215
W. Dudley	250	55	195
A. Cawlett	300	105	195
J. Jeffery	330	150	180
G. Green (31)	280	110	170
J. Simpson	250	100	150
D. South	290	145	145
A. Garthon	280	145	135
L. Jones	270	115	115
W. East	80	20	60
K. Moss	150	95	55
F. Niss.n	No Score		
L. Sheen	No Score		
R. Farrell	No Score		
R. Craze	No Score		

SMALL CARS

A. Foy	360	70	290
K. Nutt	320	50	270
R. Marshall	310	40	270
J. Smith	310	100	210
D. Davis	360	170	190
K. Lober	310	135	175
H. Welsh	220	50	170
J. Masser	170	140	30

POSSIBLE SCORE FOR QUESTIONS: 430

The Events Committee would advise all drivers to give more attention to correct road signals. We also wish to thank all Officials for their help on this Rally.

+ + + + +

REVS. AND BACKFIRES

By Len Masser

Did you get a look at the Locomobile? As I said: Whew! Its proud owner, Jack Jeffries, who is no pygmy himself, even looks small in it. The monster of all monsters but what a bottler.

Those two old smoothies, Stan Rumble (Renault) and Alan Foy (Reo), winners in their respective classes in the last rally, have something in common - neither of them are pot hunters, or so they lead us to believe, but what I like is the look of bewildered innocence on their faces when informed that another gong has come their way. You know the act..... "Who? Me? Well, waddaya know!" You don't fool any of us youse blokes.

Smile on the face of the tiger. Didja see the grin on the face of Don South (Overland) after his first run in a rally? Couldn't be erased, particularly as he so aptly put it - 'Never had a minute's trouble with the bleddy thing'. Shouldn't think he would, as by the sound of the infernal confusion dept., it hasn't done more than a few thousand miles.

Headline of the week! Wee Georgie Green runs out of gasoline. You all know how he pulls in at a garage and with that charming, disarming smile says: "Ten bob's worth, please, and would you check the tyres, radiator, batt. and oil?" Should teach you a lesson, George. Don't be lousy - fill it up next time.

Glad to see the Brysons on deck again. Was a bit disappointed that they never brought that large dog along with them, but by the look of Col. and the avoirdupois that he is collecting these days I don't think that dawg could fit in the Empire Eagle, as the aforementioned avoirdupois sometimes appears in the wrong places.

Can't anyone stop old Fatso Burton from hanging around the little Clement Bayard and telling the open-mouthed peasants how good (or better) his bigger Clemmy is. If its half as good as his Napier is, it will be a beaut. Cheese it Burton, its hurtin'.

Am told that Dr. Geoff. Lehmann (Austin) our esteemed editor, has designed a special couch for veteran cars. The idea is that you jack the beast onto the cot and he'll psychoanalyse it for you. I think his Austin must have a split personality and delusions of grandeur or sumpun, but I hope it will be well enough to appear in the Mountain Rally.

You know my De Dion didn't make the grade in the last event. Never even got to the start. Its the first time in the last seven years that she's let me down. I inadvertently let out a nasty swear word when she started to get tired, and I'm sure the headlamps half turned to me with a reproachful look and I heard a faint little voice say in French (of course, I had to translate it) "Fair go - Aussie!"

Jimmy Turner's smiling dial was a welcome sight to a lot of old members at the Anniversary Run. He wasn't in the Bedelia but I've got an idea it will be turning up at the Newcastle events, as he is now stationed there. That vehicle (?) is so low that its said he wears out the seat of his pants every time he drives it.

I've had the word that the Royal Easter Show people are having a Cavalcade of Transport at Easter for a couple of nights, starting with bullock carts and running right thru' to the latest heaps of chrome. Jimmy Simpson should enter the B.S.A. in the first category and really get a cheer. Don't forget the whip and the language, Jimmy.

Little Lenry Sheen had some expensive noises in the gear box of his Hudson when he started to tow his Humber down to Melbourne en route to the Tasmanian do. Only got one mile from his home and then had to crawl back in low gear. Unfortunately I wasn't there with the De Dion or I would have towed the lot. Laugh you may, but it will happen one day and there will be some red faces. I only hope that it will be Mossie's Cadillac.

A welcome addition to the fleet is Marshall's lovely little Brush. Its really got some steam too because it burnt the black Brush off on the hills. The one lunger runs like a sewing machine even if it is made in the U.S.A.

The Annual Ball is on again, so save up your pennies and roll up in large numbers and make a success of it. At Prince's on 30th March - and we hope it will be a real smasher. Make up a party with your friends and let your hair down for the big event. Believe the Lord Mayor will be on hand to present the trophies. Dress informal - so no excuses. Its Trad, Dad.

Its sad to hear of the death of L.C. O'Meagher popularly known as the Count. The old chap and his sense of humour will long be remembered. One of his wise admonitions: "Avoid accidents by keeping well back from the goat in front". Let's hope there's a baby Renault awaiting him on the other side.

+ + + + +

SIDE-LIGHTS

The Club has received the following donations - arising from display of articles or use of vehicles -

C. Bryson	£1. 1. 0	
G. Green	£10. 0. 0	
J. Smith	£5. 0. 0	
J. Smith	£15. 0. 0	(Fix article on the Sizaire).

CHANGES OF ADDRESS:

J. Hochstadt, 193 Glenwood Ave., Coogee.

R. Sevenoaks, 11 Bilberry Ave., Bilgola Plateau.

+++++

FOR SALE

- (1) 440-23 straight side tyre, Olympic in good order.
- (2) Tubes to suit, also in good order.
- (3) Wood spoke 23 inch wheels with brake drums attached, probably off an Overland.

Price £5 the lot. Jack Dance, 17 High Street, Epping, 86/1432.

+++++

1909 Renault 9 h.p. Tourer, restoration almost complete. Spare motor and gear box.

R. Collyer - 88/1741.

+++++

Copy of letter dated 30/1/1963 from Ken Swinbourne:

The Editor,
"Spit and Polish",

Sir:

I am writing to support Vic. Jacobs in the motion he proposed at the Club meeting on the 24th January, regarding the wearing of clothes of a style to match the cars at future rallies.

I think that it is an excellent idea and would add tremendously to our enjoyment of rallies, and to the enjoyment of spectators.

Some people feel anxiety about "showing-off" and larrikinism which may result, but I consider that undesirable behaviour will not be encouraged if a high standard is set in the beginning. If the standard of dressing-up is as high as the standard of restoration of the cars, the Club has nothing to fear.

I, for one, am certainly looking forward to seeing the results in the forthcoming Katoomba Rally.

- Ken Swinbourne.

74 Permanent Ave.,
EARLWOOD.

+++++

Your Public Relations Officer would like members to supply him with photographs of their cars, as he constantly needs these in his efforts to have this Club's rallies and outings published in the various newspapers and magazines.

The type of photograph required is an 8" x 6" Black and White glossy finish, with clear sharp lines of the car and with little or no background.

These photographs will remain the property of the Club and be used for this purpose only.

Please send them as soon as possible to:

Jack Smith,
77 Partanna Avenue,
MATRAVILLE, N.S.W.,

or hand them in at the next General Meeting.

+++++