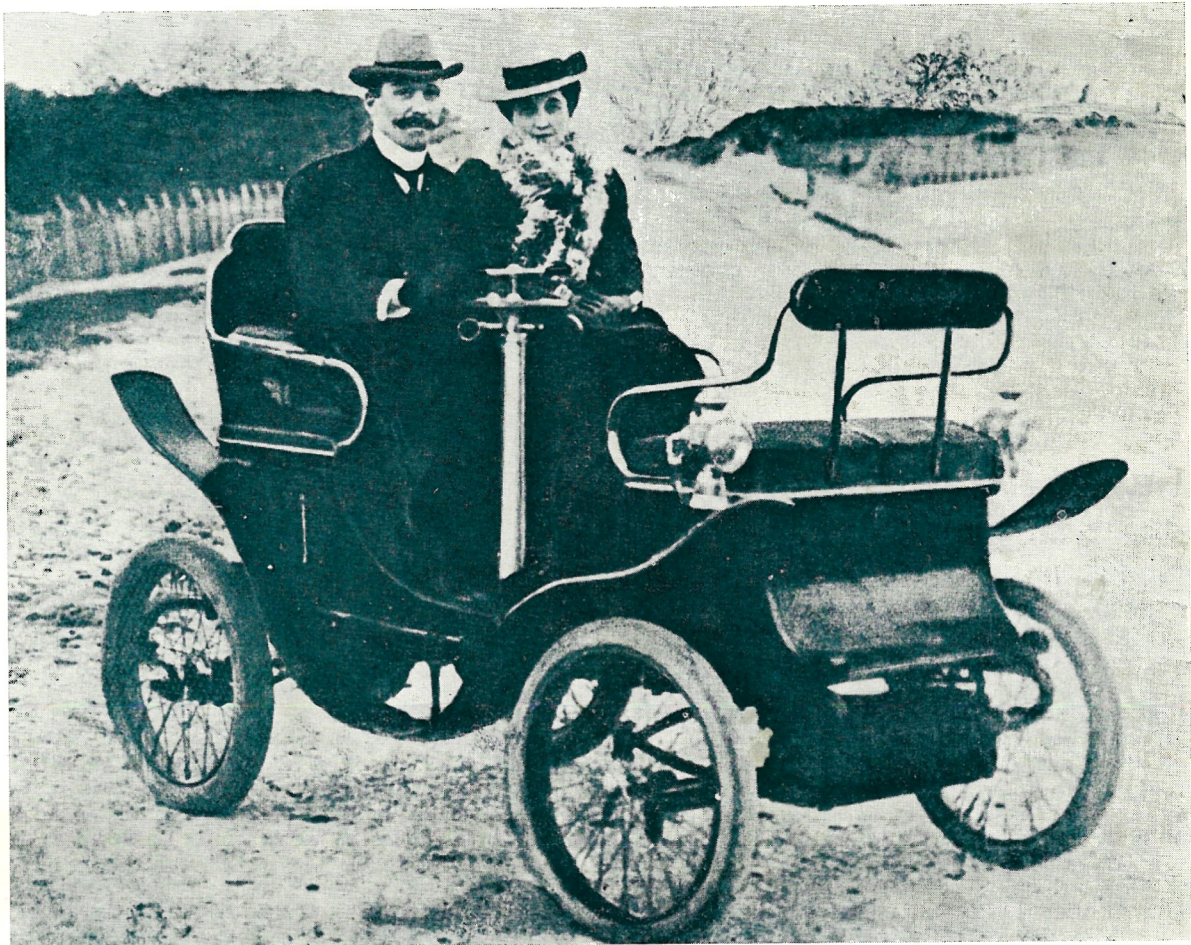


NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)
Registered at the G.P.O., Sydney for transmission by post as a periodical—Category B.

SPIT AND POLISH

● OCTOBER, 1974, VOL. XVI, No. 4

● PRICE 40 CENTS



This is the very first motor car to have run on the roads of Australia, a 3½ H.P. De-Dion Bouton Voiturette purchased in Paris in 1899 by Mr. W.J.C. Elliott and landed in Sydney off the M.M. "Ville de la Ciotat" on April 27th, 1900. In the car, Mr. and Mrs. W.J.C. Elliott.

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

134 QUEENS ROAD, FIVE DOCK 2046

1974-75

OFFICE-BEARERS

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

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LEGAL OFFICER: E. L. S. Hall

"SPIT AND POLISH" PANEL: R. C. Baxter (Chairman), Ph. 522 9661 (Home); E. Lang, Ph. 579 5790 (Home);

J. and F. McGowen, Ph. 50 8536

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RESEARCH HISTORIAN: G. A. Roberts

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AUDITORS: W. V. King & Associates

PUBLIC RELATIONS: R. A. Foy

1974-75

CLUB MEETING DATES

1974

SEPTEMBER

Thursday 26th

OCTOBER

" 24th

NOVEMBER

" 28th

1975

JANUARY

Thursday 23rd

FEBRUARY

" 27th

MARCH

" 27th

APRIL

Thursday 24th

MAY

" 22nd

JUNE

" 26th

JULY

" 24th

AUGUST

" 28th

SEPTEMBER

" 25th

OCTOBER

" 23rd

SPIT & POLISH



PATRON:

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

NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (NSW)

Vol. XVI, No. 4

OCTOBER 1974

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October General Meeting - 8 p.m., THURSDAY, 24TH OCTOBER at V.C.C.A. (NSW)
Clubrooms, 134 Queens Road, Five Dock.

NOTE: Cover caption is reprinted as typed below the photograph that was
from the Elliott Family Album. It is far from being the first car in Aust.!

ENTERTAINMENT AFTER MEETING - a short film, then a "Cup and Natter".

N.B. SPECIAL GENERAL MEETING is to be held before G.Mtg. to consider the
nominations of George Roberts and Allan Foy for Life Membership.

ADDRESS ALL CORRESPONDENCE TO:

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

OPINION

As you are already aware, there will be a Special General Meeting held immediately before our General Meeting on Thursday, 24th October to consider the nominations of George Roberts and Allan Foy for election as Life Members of our Club. It would be a wonderful gesture on behalf of our members if we could have a large attendance at this meeting to record our votes in their favour because both George and Allan have devoted a large slice of their lives in this great club.

What an interesting meeting we had last month! Evan Green certainly added a little bit of life to his description of his participation in the World Cup Rally and his return drive in the P.96 (so numbered for the manner in which the P.76 was modified) from England to Australia. It was a pity that the night was so cold, thus denting the attendance, but it was heartening to see our members from Newcastle and Wyong there in force and I am sure that Evan's effervescent talk made it worthwhile - Evan, thank you very much.

In the pipeline for a future meeting, I believe David Berthon is arranging a win-tasting with the appropriate wine expert to tell us all about "fruity reds" and "expressive whites" and he suggests that we should make this "Ladies and Laddies" Night - a good idea! I am sure this will draw a good attendance.

Well, winter is now over, and more and more members will be spending a little bit more time in the garage preparing "Veteran" for Inspection Day - Vic. Jacobs' outing with Vacluse Lions Club for the Crippled Children on 10th November and for the "Opening Extraordinaire" of George Green's Museum of Veteran Cars on the first weekend in November. So shake up the Brasso can (or the greasy cloth for those black iron beauties) and into it!

R.C.B.

COMPETITION:

Can you guess how many batteries Vic. Jacobs used on those hilarious wiper specs. whilst he was in Adelaide?

Send all entries to Editor, Spit and Polish. FIRST PRIZE - "TT" Model Hot Rod.

Minutes of the Meeting of the Veteran Car Club of Australia (N.S.W.), held on 26th September, 1974 at 8.15 p.m.

Chairman. L.K. Sheen.

Present. 56 members and 2 visitors.

Apologies. J. Cooper, F. Nissen, L. Baxter, F. Elhert, G. Green, R. McCarthy, J. Wilson, C. Burke, K. Carden, J. Dance and J. Thorp.

Minutes of meeting held 22nd August, as published, were accepted on the motion of J. Burke, seconded G. King.

Correspondence. Letters had been received from Turramurra Pageant of Praise, Telemark Productions, Lions Club of Vaucluse, Diabetic Association of N.S.W. and Howard Hughes of Lismore.

Moved J. Pickup, seconded W. Spraggon that correspondence be received.

Investigation & Dating. No new applications, so no dating. 3 forms had been sent to country members for information on their cars.

Events. The Lions Club Outing was successful, except for the run after lunch.

September 29th "Manly Daily" outing. Start Brookvale Oval, 9.30 a.m. Prize of 20 gallons of petrol for the best period costume and also for the car travelling the longest distance.

Pittwater Festival. A. Blevins the only starter.

Long Weekend, Somerset Camping Ground.

Lions Club and Vic. Jacobs request 50 cars for Crippled Children's Outing, Sunday November 10th. Finish Lane Cove River Park.

J. Wilson and the Events Committee are organising a Ladies' Day to start at Liverpool and finish at Geo. Green's Museum.

Inspection Days - November 17th and December 8th at Len Sheen's and Arthur Garthon's. Entry forms available for 1975 National Tour, Ballarat.

Campbelltown Procession, November 2nd.

Magazine. More letters and articles required. New covers had been printed for SPIT AND POLISH at a cost of \$178 for 14 months' supply.

Social Secretary. Film Night, October 26th.

Christmas Theatre Party, November 18th.

Children's Day, November 30th.

Kamahl at the Opera House, Wednesday, December 18th.

Registrar. A new roster of members will be printed in January 1975.

C.V.V.T.M.C. Warwick Farm, 1301 cars, including moderns, attended. Approx. 700 cars on display. Gate takings were \$640.52.

S O C I A L

Hope Frank Nissen is feeling well again, also Reta and Bill East.

Don't forget I must know by the October Meeting who will be coming along to the Feature Film Night on Saturday 26th October, at 8 p.m. \$1.00 per head; 50¢ for 16 years and under, supper provided. I have been told "Half a Sixpence" is a very good film and features Veteran Cars. And young and old enjoy a cartoon.

Monday, November 18th, Christmas Night at Music Hall, Neutral Bay. Opens 6.30. I must confirm and pay by 1st November, so please let me know, also at next meeting, if you are coming. \$5.80 per head, which includes dinner and the Show.

For Children's Day at Area 6, Lane Cove National Park, Saturday 30th November, at 2 p.m. Plenty of fun and games for all; we suggest modern cars as we have to park in a nearby car park. Ice cream, drinks and sweets for all children.

New Member to be: To Peter and Gloria Garwood a son (and to Jack and Mabel a grandson) Brook Peter, a mere 9 lb. 3 oz., born 20.9.74.

GLAD KING

* * * * *

1975 NATIONAL RALLY FOR
VETERAN & VINTAGE CARS

VENUE: Ballara, Victoria.

DURATION: 19th April to 26th April, 1975.

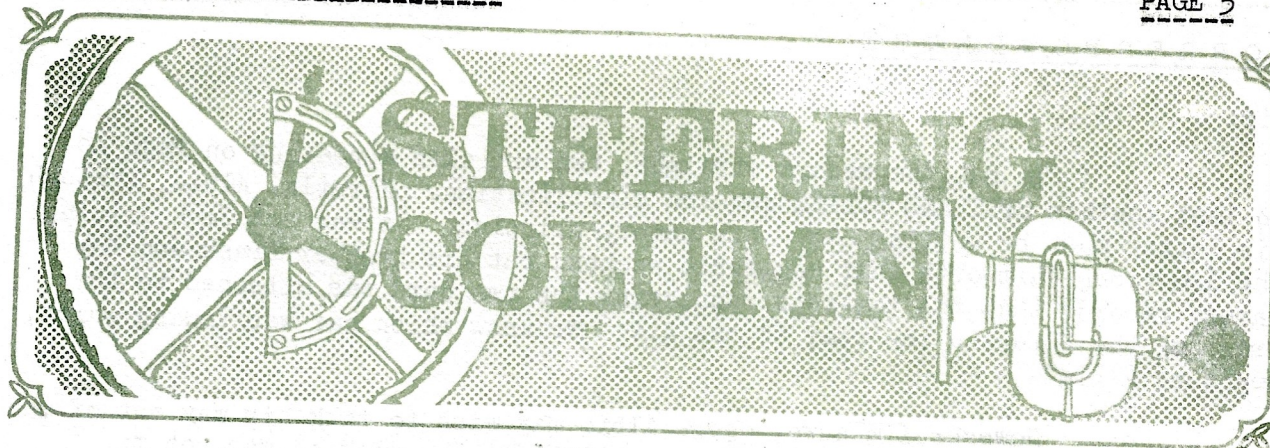
ENTRY FORMS: available from our Secretary, Jack Dance, or by writing to:

Mr. I.A. Cartwright,
Rally Secretary,
42 Dehnert Street,
Doncaster E., Victoria 3109.

* * * * *

DID YOU HEAR ? On Channel 2 News on Friday, 4th October, there is a Whisky Still in the U.S.A. using a car radiator. Type? Model T, considered O.K. for use as it is brazed, not soldered. (Hope for you yet, Vic. - Mountain "Likker".

* * * * *



Welcome back all those members who represented our club at the National Rally held in Adelaide, S.A. Well done, chaps!

#####

Hands up all you rallyists who fell in love with a little bloke called "Fred". Just who is this "Fred" you may ask. Well, "Fred" is a little metal man with moveable arms, who was used to direct cars at difficult turns. We will be seeing a lot more of Fred one of the most brilliant ideas for the help of the rallyist!!

#####

Can't resist this. Guess what make of car won the Concors in Adelaide? You're right, Geoff Smith's 1912 Model T Ford from Queensland - also Bob Hobson drove Vic's "Henrietta" to Broken Hill in two days. 750 miles all up. He made Cobar in one - 550 miles. How about that?

#####

We suggest that Leyland should start re-producing their veteran, vintage marques plus the successful M.G.'s, Rileys etc.

#####

Believe the camping out weekend at Colo was a success in spite of the weather - rumour has it that there is a move to do the same next October - when we hold the Bi-Annual run with the Newcastle mob? ?

#####

Watch for the gala opening of "Green's Mammoth Motor Museum" at Leppington. By the way, George, what are you going to do with that large leather trunk you bought at the auction. What a beauty!

#####

HOT OFF THE PRESS! "S.M.-H." 11.10.74: "Victor Jacobs, a veteran car enthusiast, has just concluded a novel postal experiment..... While in Adelaide he posted himself a card before hopping into his T-model Ford and laboriously heading off to Sydney. Ten days later he arrived home and - of course - he beat the card by three hours.

#####

SPIT AND POLISH - OCTOBER 1974

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

"Sir:

To set the record straight, two articles appearing on Page 18 in last month's SPIT AND POLISH require clarification. Firstly, Albie, through his letter must be getting old - his memory slipping. It was not Jock driving the Armstrong-Whitworth that memorable weekend but his brother Frank and the camera records that the tow-rope connecting the two cars was attached to the front of the Ford and the rear of the A.W. We know which car was towing which, don't we Albie?

However I'm sure, where Albie may wish to talk his way out of the towing affair, he will agree that the highlight of the weekend was yet to follow.

The rain continued unabated and Paddy's River inched over its banks. That evening the temperature dropped and we men congregated in the marquee, had set up a brazier for warmth, near the centre ridge pole before preparing our bunks. Young Masser as usual kept the conversation going, but even his eloquence was waning as the night drew on. Then it happened, just as we were preparing for bed. The sound of a motor car could be heard above the rain, getting ever closer till it stopped just outside the tent. No one ventured out, but awaited the driver, the sole occupant, in a vintage Buick tourer, devoid of hood, to make his appearance. The tent flap parted and there, soaked to the skin, looking like a drowned rat but with his usual exuberance and a grin from ear to ear, stood Jimmy Simpson. How he had reached 'Inveraray' (the name of George Green's property) is Jim's story, but the yarns he told from his moment of entry and later while propped up against the brazier drying off kept all of us awake and in fits of laughter till the early hours of the morning.

Next day, the normal exit now impassable, George Green led us out to the highway through a back road. A memorable weekend indeed.

* * * * *

The second article, "Woman Invents Windshield Wiper", this I don't dispute, but the date is certainly open to question. Cars just didn't have windshields in 1902, period.

GEORGE A. ROBERTS."

In reply: "Dear Alby:

It is indeed a pity that you have managed to locate one of the more sacred and secret areas of the McGowen history. Your story of the "T" model Ford and the Armstrong Whitworth in the river at Goulburn has remained one of the best kept secrets for a number of years. There are those of course who are prepared to swear that the Armstrong Whitworth was in fact pulling the reluctant Ford into the river in rather a similar fashion to when it pulled a 1912 Cadillac that had thrown a rod, on the way home from Canberra. However, as much as I appreciate your story and regret that you had to reveal the innermost secret of the McGowen household, if you remember carefully it

Correspondence Cont'd.

wasn't me, it was my brother Frank. Sorry Alby!!! I was there the year before.

J. McG.

A letter to Albie Frost:

"Albie, you're my friend for life, you're terrific, you're colossal - only that your wife Shirley would object, I'd kiss you!

It brought gladness to my eyes to read your article in the September issue of SPIT AND POLISH how you, in "Henrietta", pulled Jock McGowan in his aristocratic Armstrong Whitworth from a flooding stream on George Green's property some 15 years ago.

Oh what a laugh! I just can't stop. Jock is always throwing off at me for having a T Model - a tin lizzie - a bag of bolts as he calls it, and now I learn that a dear old "T", and especially "Henrietta" which I now own, actually saved his "big cumbersome tank" because it couldn't go through a little bit of water and saving it from becoming a greater rust bucket than it is at present. Oh what a laugh - I'll laugh all the way to the next meeting!

Albie, you particularly asked in your letter to the Editor, "Do not repeat this to any newspaper". I'm sorry, I can't agree to do that 'cause I'm going to tell it to the WHOLE WORLD!

Reading that article has not only made my day - it's made my year, in fact it's made my life!

VIC. JACOBS.

From: 14 Solent Drive, Hook Park, Warsash, Hants, SO3, 6HB, England

"Dear Bob:

It's about time you heard from us - it's now over a year since we left Australia and I did promise you a letter from time to time. We seem to have seen more of our friends and neighbours from Sydney in England this last twelve months than ever we did in Australia. The VCCA was well represented by Doug and Mavis Pearce, and John and Marion King, and both left me with shopping lists. Parts are relatively easier to get than in Australia, and usually on a cash rather than swap basis, mainly at Autojumbles and through specialised publications like Exchange and Mart, and Penny Wise Motoring. Carol and I get around to most of the autojumbles in the south of England, though we've found very little for our Clement Bayard.

We did, however, spend a fortnight in France trying to find parts and came back with a couple of wheels and a lot of information. We picked up a complete list of Clement Bayard models from 1900 to 1920, by year, and while we were unlucky in not tracing the catalogues in the museum, we were very fortunate to meet the club's chief mechanic - a Monsieur Menier -

Correspondence Cont'd.

who had supplied more than half of the 50-60 vehicles in the museum and had as many more in a shed beside his house for restoration. He was very helpful, though he couldn't put us on to any other 6-cylinder CB's. What he does have, however, is a complete series of "L'Auto Carrosserie" from 1904 to 1914 - a trade magazine for coachbuilders, complete with scale plans for many of the body styles of the period for continental cars. So far as he is aware, it's the only complete set in existence (he got it from the editor's widow), but he won't part with it, even though he claimed that a Swiss offered him a small fortune for the right to photocopy it on a commercial scale. He turned the proposition down because he uses the plans for his own restorations and didn't like the idea of dozens of the more attractive body styles running around when he's taken so much trouble to use the designs on his own cars. After that sort of build-up, I must have looked a bit crestfallen, because he hastened to assure me that if I found a style that suited our car, he would be delighted to let me have it for photocopying. He helped me pick out a beautiful design for a 1912 coupe de ville torpilleur, which I got photocopied at an extortionate price in the local drug store. I'm now trying to get hold of enough seasoned beech-wood to start building. He doesn't speak English, and would not, I'm certain, entertain requests from people he doesn't know.

We had another good day at the Automobile Club de L'Ouest in Le Mans, where we found a couple of 1911 Clement Bayards. We were told that the Director, Monsieur de Lasse, could probably give us the exact date of manufacture of our car if we provided him with the chassis number. We've yet to take this up with him. We also looked up a keen Renault enthusiast, Monsieur Bigot, of 78 Avenue Georges-Durand, Le Mans, who has now retired from his garage business to concentrate on restoring the numerous veterans he has piled in tin shack at the back of his garage. He turned out to be very helpful and I'd recommend a visit to anyone going to France, provided they speak French.

I'm attaching a photocopy which you might like to reprint in SPIT AND POLISH, as everyone I met in Australia found Clement Bayards particularly difficult to date. Our own 6C2 model is, we established, a 1912 vehicle, and we found quite a few photographs in motoring magazines of that year.

We visited the Musee de Voitures Anciennes at Montrichard, Loire, and were told that they had been given a considerable amount of Clement Bayard material by the widow of the Works Director of the C.B. factory. There were a number of original advertisements, but the museum staff could not track down any of the publications which were supposed to have been acquired from the Bayard bequest. We hit a bad time because the President, Monsieur Pellouard, was moving house and couldn't find any of the documents he had in safe keeping. The museum is run by the local V & V club at Montrichard, and is used for housing members' cars in between rallies. It's a great barn of a place, with an earth floor, but quite well laid out (if badly lit) and has a recorded commentary on the best of the cars there.

We called on Monsieur Boutet, of 'Depanoto' in Nogent-le-Routrou, a must for any car enthusiast. He's got a considerable selection of vintage

Correspondence Cont'd.

parts, though not much now in the veteran line. However, I did notice that he'd a wide range of De Dion engines, and is developing a good business in reproduction castings, particularly brass windscreen supports. He's far from cheap, so be prepared for surprises if you use him. I haggled for two hours over a selection of lamps, but he wasn't very flexible and I came away empty-handed. On leaving Nogent-le-Routrou we called in at an antique supermarket and found a fire pump with a Delahaye engine, instruments and front axle about 1912-14 going for 2000Fr. It's probably still there if anyone's keen enough to come 12,000 miles for it.

Please pass our regards to everyone in the Club. We keep in touch through the magazine news, but we are delighted to see members when they come over.

Sincerely,

JOHN & CAROL ROBERTSON"

* * * * *

PROPOSED 1978 INTERNATIONAL RALLY

Further information from Mr. Peter Halther, secretary of F.I.V.A. in Switzerland that the next meeting of F.I.V.A. is to be held on 26th October, 1974, and that Luxemburg has previously applied for an official F.I.V.A. Rally for 1978 and subsequently Australia's request will be put for a F.I.V.A. International Overseas Rally as has been done in the past and so two International Rallies will be held in 1978.

Official confirmation of this rally should be to hand by the November meeting.

MAX ROBERTS

1978 Rally Director.

* * * * *

OFFICIAL DATING

IF ANY MEMBER WISHES TO HAVE HIS VETERAN
OFFICIALLY DATED, THEN PLEASE CONTACT
GEORGE ROBERTS, 'PHONE 371.8626 (H).

* * * * *

Minutes 26/9/74 Cont'd.

Sydney Motor Show was most successful - John Thomson winning the Concours with D. Steer highly commended.

The Council Executive directed to look at all aspects of concessional registrations.

General Business. W. McCarthy had found insurance premiums on 2 cars to be very favourable with Law Union and Rock.

A short report on the Federal A.G.M., including a resume of the minutes.

G. Roberts gave a report on the 1978 International Rally.

The meeting closed at 9.15 p.m. after which the meeting was addressed by Mr. Evan Green.

* * * * *

VALE BILL TROLLOPE

It is with very much regret that we must announce the sudden death of our esteemed member Bill Trollope in Bangkok on 10th October 1974.

We extend to his widow Kath and son Will our very deepest of sympathy. Bill in his little red Renault will be sadly missed by all the members of V.C.C.A. (N.S.W.)

This club is about to suffer a very severe body blow with the pending resignation of our Honorary Secretary, Jack Dance. After twelve years on the front table, Jack has regrettably decided that it is about time he went travelling, sightseeing and fishing with his very understanding wife, Billie.

This means that the V.C.C.A. (NS.W.) is now looking for an Honorary Secretary. Any takers for this very rewarding position?

* * * * *

E V E N T S

Sunday, September 29th. "Manly Daily" Fund-Raising Day at Brookvale Oval. A good number of cars from Veteran to Modern took part in the procession (from where I stood it was more like a race). A truck with 5 or 6 musicians on the back, all playing Dixie Land Jazz, led the procession, followed by the V.C.C. ably led by Jimmy Simpson, who did himself proud, until they arrived back at the oval. Yes, you guessed it, that darn Beza stalled at the gate and Jim, affected by the music, began to dance and wave his arms about in the front seat of the Beza, which soon attracted the attention of half doz. or so lifesavers who pushed the car into the oval, much to the merriment of their mates. Other participants were Max Chapman, John Pickup, Ken Moss, Alan Blevins, Allan Foy and Don Steer, who arrived in the lovely Wolseley just as the procession was moving off. Don, dressed in his finery, sure looked the part of a Country Squire.

Ian Steer arrived a little later in the Tudor Ford T. Len Sheen drove Bill Spraggon's '29 Chev. while Bill came along in the Caddy (Vintage). Congratulations to Ken who, I understand, won a prize of 20 galls. of Ampol Petrol. It is hoped we may see more of Ken (now he has all that fuel) at our usual outings. After lunch we were treated to an excellent March Past by the Northside Surf Lifesavers Clubs. And several games of Touch Football by Manly-Warringah, North Sydney, Balmain and Manly Veterans. Also a display of Gymnastics. The organisers of the day are hoping to repeat the event next year and make the procession even bigger. Many thanks to those members who took part in the day's activities.

Campout October 5,6,7 - Holiday Weekend. As usual - wet. Anyone who went to Colo for the weekend - we offer our sincere commiserations.

Ladies' Day, Sunday October 27th. A most pleasant outing starting from Queen Elizabeth Park, Concord, at 9.00 a.m. finishing at Bullens Animal World, Wallacia. Jim Wilson has kindly donated a "Sunbeam Lady Shaver" as a prize and a lucky lady must win it. So make this day a must on your Events Calendar.

Sunday November 10th. Lions are taking out the Crippled Children from Bankstown and Parramatta. Vic Jacobs requires 50 cars to carry the kids and so far only 13 have nominated. Come on fellas, please don't let the kids down. Think of the pleasure they will get from this outing, besides, all food and drink, petrol and oil are supplied free by the Lions, so how about ringing either John Burke, 533.5625 or Vic Jacobs, 69.6666, offering your cars. A truck will be provided to carry wheelchairs etc.

Sunday November 17th. 1st Inspection Day (Compulsory). Venue for inspections: Len Sheen's and Arthur Garthon's premises as in other years.

Saturday November 30th. Children's Day at Ground 6, Lane Cove National Park. Suggest modern cars for this outing, as parking is a little distance from picnic area and supervision is not possible.

Sunday December 8th. 2nd Inspect Day, also at Len Sheen's and Arthur Garthon's premises.

JOHN BURKE, JIM WILSON,
Events Committee.

1974 NATIONAL VETERAN AND VINTAGE RALLY,
ADELAIDE.

- A Woman's View

Our plans for the trip to Adelaide started at the end of 1973 when "Edsel" joined our car family. Edsel is not a Veteran nor a Vintage car but is most surely a Classic car in eye-popping bright red.

We left Sydney on Thursday 21st September, with 160 miles to Edsel's motoring credit. Being on the cautious side we planned Orange for the first night's stop and made it trouble-free, so the next morning we set off for Cobar. From Orange onwards was new country for all of us, never having been to Adelaide on this route before and very new to me as I had never been to Adelaide, let alone the different ways of getting there. I rather expected to be in part of the great outback soon after leaving Orange, but after a check on the map (THE map was my responsibility as Chief Navigator and Relief Driver), I saw that we did not have to drive too far before we reached Wellington and Dubbo then on to Narromine, Nevertire and Nyngan. There was plenty of open country between Nyngan and Cobar, so maybe that was why I drove along that stretch of road, at a steady 42 m.p.h. No traffic to really worry about except those huge semi-trailers that appear from nowhere to roar past at some fantastic speed and then get smaller as they disappear along the road which is so straight for so many miles.

Feeling brave I decided to drive into Cobar. Never again, as once in the main street I mucked up the gear change to do a simple right hand turn to the motel and then for some obscure reason applied the brakes and with a tour coach sitting on your tail, the whole experience was frightening and husband terrified. Luckily the coach had good brakes but no doubt the driver had a few choice words to say when we got out of his way. I must emphasise that we arrived safely at the motel. Then, just as we started unloading our luggage from the car a lady came rushing over from the reception office and very breathlessly offered us the key to another room which had single beds, the one we had been allocated had one double bed. She thought that the person driving the car was a MAN. So girls, if you have short hair, wear a peaked cap and dark glasses and like me insist on driving old cars, just make sure that when you arrive at motels you jump out of the car outside the reception office looking very much a female. After the driving episode in Cobar and the motel one too, I decided no more driving in "built-up" areas.

Weatherwise Cobar was the coldest place on the trip so far. At long last, with Cobar behind us, we really were in the "outback" with 110 miles to Wilcannia, half way there we stopped by a station mail box and had a beer (out of the Eskey, not outback pub). We should by now have been at a place called Barnato - no such place - then we remembered that this was the name painted on the mail box, so that was all that Barnato had to offer the sight-seer, one mail box.

We stopped in Wilcannia for some lunch and after looking around the place decided that all it had to offer was a service Station which provided meals, but since then we have heard that Rally entrants from Newcastle and a couple from Sydney had a great time in Wilcannia, attended a barbeque and enjoyed some flagons of a very good red which they bought very cheaply in Wilcannia. So we've decided that if we plan to go through Wilcannia again we'll get in touch with the Newcastle boys before we leave.

From Wilcannia a drive of 121 miles to Broken Hill. Nothing of interest on the map on this stretch of road, but to our surprise a most colourful countryside. We had expected to drive through a sun-baked, barren countryside, but it was full of colour, with so many wild flowers in bloom. I can only describe the scene as just one huge carpet of colour and really very beautiful. We also saw quite a few emus along this stretch - new for me as I'd never seen them "in the wild" before. Nearing Broken Hill, the purples, yellows and reds mixed with green on the red earth changed quite dramatically to the very dominant red of Sturt's Desert Pea - a most impressive sight. This flower has taken the name of the explorer Sturt who also founded Broken Hill. So we arrive in Broken Hill, a country city dominated by the mines which provide the main source of income.

From Broken Hill, 170 miles of "nothing" to Peterborough, except for so many emus and a very colourful country after all the rain they have had in this region. We found it interesting to note how, after some miles, the vegetation changed in type and sometimes quite dramatically from low-growing plants to more scattered, bigger shrubs. What amazed me was to see signs directing one to stations, some of which were some 70 kilometres from the main road, so these just have to be way out in the bush if they are that far from the main road.

Peterborough on a Sunday a very quiet place. Nowhere open for food, so with some very good navigation we took the "wrong" road to Adelaide and drove through the Clare Valley (they produce an excellent white wine here, well recommended.) This wrong route was great, because it took us through some of the lushest country we'd seen for some time, reach rich farming country. Eventually we rejoined the highway and nearing Adelaide the traffic got heavier so a typical city scene on Sundays.

Unloading the car at our motel in Adelaide and at long last we saw someone we knew - George Adams.

We've since discovered that we could only have just missed Vic Jacobs and Lucy in Broken Hill as they arrived in Adelaide one hour before us.

As I explained, Edsel was not eligible for entry in the Rally, so the purpose of our trip was to see friends in Adelaide and of course, see the cars. So with visits to friends organised, we joined in the Rally for the visit to B Barossa Valley where we hoped to see everyone else who had travelled from Sydney.

So on Tuesday off we set on the route to Seppelsfield, passing some very interesting cars on the way, then we recognised a car from Sydney parked off the road, a white Talbot, so there we stopped for a chat with Jack Dance and friend who were enjoying a morning cuppa. Off again along the route which was signposted by a most interesting little cardboard character, called Fred. He did an excellent job directing cars to Seppeltsfield, over 300 in all. After establishing where the wine was available for tasting (free) we met up with Toby and Betty Bent and Bubbles (for those who don't know, Bubbles is a most beautiful long-haired daschund) so off we set to sample the wine/s. The white was very rough; the red we did not try, Toby and Jock made excellent waiters fetching glasses of wine, fortified or otherwise. Two huge queues for the food, so we decided to grog on for a while, by this time joined by Laurie and Eileen Sykes, Jan and Rowley, Stan Rumble and wife, so quite a party of Sydneysiders. We all eventually had lunch after some smart action in queue-

jumping and then, when the majority had been fed and disappeared to other areas; there we were enjoying a glass of port when in walked this man in yellow and white outfit, then we recognised the specs. (the ones with wipers) so enter Vic Jacobs and Lucy. So with many more glasses of port a good time was had by all.

Time to leave Seppeltsfield, and then we saw the Lang family, Eric (Gatsby) and Peg; we made plans to meet later for a beer, but Eric, what happened, did you get lost in all that Adelaide traffic? Back in Adelaide and to the Showground where all the cars were on display to the public each evening. In the Showground we had a chat with George Roberts' brother Don. It really was an excellent display of cars - Veteran, Vintage and a few very young ones. One must be impressed by the notice on Jumbo Goddard's car, 20 hours from Sydney to Adelaide. Could be argued that this may not be good publicity for Veteran or Vintage motoring.

All in all it was worth going to Adelaide just to see this very impressive display of cars, some of which were very rare.

We only stayed in Adelaide for four days when we left on the coast road to Melbourne via Mount Gambier, in parts a boring drive compared with what we had seen on the way to Adelaide. From Melbourne we went via Bacchus Marsh to friends in Blackwood, where I hoped that at long last I would see a kangaroo in its natural habitat; no luck. Blackwood by the way is a small but very old hill-billy village, in its heyday a centre for gold mining. From Blackwood we headed north to Cobram and more friends, in the orchard area but we were too early in the season for peaches and apricots. From Cobram to Conargo, a small place between Deniliquin and Jerildere, in all this area they have had bad bloods recently and we certainly drove through a fair bit of water at times, a complete con-rast to the last time we were in this area two years ago when it was dry and drought-stricken. Then at long last on this station outside Conargo I saw my first red kangaroos in the wild, a most impressive sight, one just watched us the whole time whilst the other thumped his way across the paddock to the distant bush. From Conargo we headed for home through Cowra and Orange to Sydney.

In retrospect: a fantastic trip of 2,800 miles in just that bottom right hand corner of this huge continent Australia. There is still so much more area to cover.

- F. McG.

ALL ARE INVITED TO OUR FILM ON SATURDAY NIGHT, 26TH OCTOBER AT 8 P.M.

ADULTS \$1.00 - Supper will be provided.

COMPULSORY INSPECTION DAY.

17th November, 1974 - 1st Inspection Day at Arthur Garthon's Workshop, Hurstville and Len Sheen's Garage, Lane Cove.

8th December, 1974 - 2nd and Final Inspection Day.

CONTINUATION OF SEPTEMBER'S ARTICLE OF INTERVIEW BY MR. PETER MAGREGOR, A.B.C.ON MR. HAROLD ELLIOTT OF GOSFORD

(14. 1. 1971)

"....We also came back and another trip we did was across country from Muswellbrook through Denman, Sandy Hollow, Merriwa and across to Maryvale - that is the railway line that there has been so much dissension about; it having never been put down. Another run we made was from Glen Innes across to Grafton and that was done at night because the train got in there so late and they were anxious to get the look of the place down where the North Coast Railway was going to be. However we got to Grafton that night at about 12.30 a.m. Next day we took off and it started to rain. The roads from Grafton down through the coast there were clay and as it started to rain - there were three cars in this particular turn-out - and we got as far as two miles out of Coffs Harbour and we couldn't get any further. The clay - the wheels simply skidded in it, so a couple of the fellows walked into Coffs Harbour and they got chains, whipped the chains around the back wheels and we were able to get back into Coffs Harbour. By that time the rain had ceased and we were able to make our way back to Newcastle. I'll tell you how many years that was ago, that is if you hang on, and that was sixty years ago. When I look back on it, it looks as though it was only yesterday that we did these sort of trips.

Another trip I did was I took the car down to Cooma on the train and with the Decentralisation Commission with the object of surveying between Cooma and the coast. Well, we did the trip across through Nimmitabel, Bombala and down to Bega. As you know now, the railway line has gone as far as Bombala but they never took it down any further.

The biggest problem in motoring in those days was tyres. Motor cars generally were reasonably reliable, excepting for the tyres. When you got a puncture in those days you simply had to jack the car up and you undid what they called 'creepers' which were supposed to hold the tyre from turning, and then you took the tube out of the tyre (they were what they called 'Clincher' tyres in those days) and you replaced the tube with a spare that you were carrying. If there were any nails in the tyre, well you pulled the nail out and put the patch on the inside of the tyre. If you blew the tyre out as I did (I had a brand new tyre on one car I was driving from Sydney). I got as far as Carlingford and with a brand new German tyre, it blew out, and so I had eight spare tyres on the car to go as far as Bogan Gate and I was able to replace it with another tyre.

The tyres used to be run at a pressure of anything from 70-90 lbs. and you had to pump them up by hand, and I tell you, you needed a strong heart and a weak mind to get the wind into those tyres.

Number plates didn't come in until 1909. Registration and number plates came in together on, I think it was 30th May, 1909 and they gave us a period of twelve months before it became compulsory and the last day on which you could drive a motor car without a licence and without number plates was 30th May, 1910. My licence number is 1577, but at that stage you had to be 21 years old before you could get a licence. Well, the government brought down a validating bill to anybody that was driving a motor car, didn't matter what age, before that date they were offered a validated licence. There was the Mark Foy Junior, and his brother and there were the three Denistone boys, Sir Hugh Denistone's sons, my two brothers and myself, and we were all under-age

I think that it was about 12 altogether, that were offered these licences on the day which you couldn't drive a motor car after that date, 30th May, 1910.

In the early days, when my father had agencies for many cars, there were no such things as mechanics. If you had a motor car, you had to know all about it otherwise you were sunk, but we did have a bit of fortune, we had a chap came out from England and he was a very good fitter and turner and motor mechanic. Actually he was what I would consider one of the first chaps that was a real motor mechanic so far as we were concerned then. There were people who were fitters and turners but you would ask them something about a job, and they just gave you a blank look; they wouldn't know anything about spark plugs etc. We had manuals on all these vehicles and a study of the manual would give you some idea as to what you had to do to get the thing going, and actually, such things as breakdowns of gearboxes, clutches were very rare because you went so slow and the damage to motor cars in my recollection of those days was nothing like the amount of work that has got to be done on a present-day motor vehicle.

People did understand such things as magnetos. The Bosch Company sent out a representative and a couple of mechanics from the German factory and I think that they were located somewhere around about Wentworth Avenue and if you had magneto trouble, of course they were the people, they did a good job; but magnetos very seldom ever gave trouble - they were marvellous. There were the Simms and the Bosch, the two particular ones and they were almost foolproof.

The first car you saw was the De Dion. Strangely enough it had pneumatic tyres. The next one was the Renault, its original conception was a twin-cylinder job, 10/12 horsepower. Now it had a most extraordinary gearbox in which instead of the gears sliding they used to clash and you had a big job ahead of you changing gears on them. The Panhard et Levassors were all four-speed jobs, big gearbox and solid tyres and in those days - by the way there was no such thing as ball races - and all bearings throughout these jobs were bronze bushes with steel, hardened steel thrust washers to hold them in position. Another job that I remember now that we also took on together with the Daimler was the Clement-Bayard which was a French car and it was a very popular one. There were several other makes of cars used their patents to build with...and the Clement-Talbot I recollect was one of them. Then the Humber Company, they were in the game early in England, and they built two cars, one was called the 'Coventry Humber' and the other was the 'Beeston Humber'. The Beeston was a big job and the Coventry was a very popular job. And last, but not least, of those that I remember was the Darracq 10/12 h.p., 2-cylinder. It was a mighty job; very hard to start, that was the only trouble because it had great big cylinders and you had to crank them over by hand and I tell you, you had to be a Superman.

I've shown you a picture of the earliest sports car I can remember was the one that belonged to Sir Hugh Denistone who gave it to me and that was a Gladiator, a French Gladiator, a 1904 model, two-seater. I've shown you the picture of that down in my office, and it had four speeds forward and it had not the present conception of gate change, it was what is called 'quadrant' change. You went from low gear to second, from second to third and third to top, and if you had to come back at all, you had to come back through the gears to start off all over again, which was very awkward but they didn't know anything about gate changes until about 1910 or maybe 1908 would be about the first of the gate changes.

It looked powerful but it would make you laugh, I've got on it that it could do 40 miles an hour downhill.

I went to the 1st World War early in the piece, I was a 1914'er, and when we landed on Gallipoli there was a big hue and cry for brass for bullets for the soldiers and my mother gave my beautiful Gladiator car covered with brass everywhere, lamps and radiator and speedometer and everything and she gave it to them for bullets for the soldiers fighting in Gallipoli.

Today that car would be priceless, as you look at it down there it would be priceless, and I should say that you wouldn't get it for \$6,000 as a mint piece.

I don't know about Europe, but there are no Gladiators out in Australia. It was made in France, Gladiator was actually its name and it was made in one of the French suburbs, one of the Paris suburbs.

My father stayed in the motor industry until his death. He was associated with a number of companies right up until the day he passed away. I've been in the motor business from the time I was able to -- I got out of the cradle and fiddled about with motor cars and I'm still in it.

I can't remember the first fatality in motoring but I can remember a chap once getting knocked down in Elizabeth Street. There was a great hue and cry but he jumped off a tram in front of a car coming back from the races. He wasn't hurt. I have never been in any serious smashes - I'm a member of the Veteran Motorists of Australia, my number is 785 and I hold the honour badge for having driven for 50 years without an accident. I have driven up to 60 now but when I put the 60 on I think I'll look too old.

There wasn't much trouble with oil and petrol because they had big flabby engines and they'd run on almost anything. The first petrol I remember was actually a stuff called Pratt's Naptha, very popular for the first several years and supplied in four gallon tins and two tins to a case and you could strap them easily onto the side of your car, like onto the running board (in those days every car had a running board) and the lubricating oil for the cars, well, you carried your own - there were no garages to go to - and you bought it in one-gallon tins. My earliest recollection of lubricating oil is that it was 1/6d. a gallon, the petrol was 8/- for two four-gallon cases...two four-gallon tins in a case; around about 1/- a gallon.

The engines didn't use a lot of oil. You could take a tin of oil with you and you could go a fair distance with them. There were no talks about oil changes or anything like that, like we've got today.

With my Gladiator car I would have done about 35 m.p.g. - it was a 10/12 motor and the carburetion was quite good on it ---

People talk about the N.S.W. roads being very bad in the early days but they weren't. They were what we call macadam - that's crushed-up blue metal and they get ground into the earth with the rain and after it rained the soil would bind them together. I drove from Newcastle to Wingham in about 6 or 8 hours, knocking out about 15-18 miles an hour, you just chugged along, and you got there.

In those days the cars had canvas hoods and the very early cars didn't have windscreens and the next improvement of course was windscreens and hoods. Well everybody was a brave man, a motorist in those days would put up with anything.

If you got into a dust storm you just stuck a rag around your face and put up with it.

I didn't ever drive cars before they had steering wheels. The only first car on the road that didn't have the steering wheel, so far as we are concerned, was the De Dion, the car we've talked about.

My mother, all the ladies, loved motoring - everybody loved motoring in those days - as long as you didn't go too far and you didn't have to walk too far if anything unforeseen happened. The ladies wore big hats with veils to cover their faces and in many instances they wore glasses just the same as the men and a big flowing dustcoat kept the dust out.

There were several early women motorist/drivers but I can't recall them. I haven't got them listed. My mother didn't ever drive.

Of course at the very first there were no licences at all but regarding the history - this was a very strange position. Mr. Edwards at the time was in charge of the traffic control of Sydney and they decided to give certificates of competency to drivers of cars as a preliminary to the issue of licences. The first two gentlemen appointed to do this were Mr. Harry Skinner and Mr. J.O. Sherwood and those two gentlemen were foundation members of the Royal Automobile Club. Then the decision was made to implement the Traffic Act of 1909 and so the government - the Premier at the time was Sir Joseph Carruthers - decided that they'd transfer Mr. Edwards from the position he held with the Sydney County Council and make him head of the Traffic Branch of the Police Dept. with headquarters on the corner of Phillip and Hunter Streets, Sydney. Now they decided we would have some examiners and the Gilbertian situation was that my father, my elder brother Fred and myself had the job of teaching the police the rudiments of the motor car and the requirements necessary to issue a licence, and when I got my licence, I had to get it from the chap that I taught in the first place to drive. Sergeant Roberts was his name and on retirement he was a superintendent. Later on they taught other chaps to drive, but that's some part that's outside my knowledge of just what went on after that. I was about 15 years old when I taught him.

If I had had a vision in those early days of what the motor car would really do to humanity I would be a trillionaire.

When I was first driving, still under-age, I had quite an experience. When the white American fleet came in here (I think it was July 1907) the government had no motor cars and hired all the cars we had. They left the Premier out, Sir William Lyon, and he was very upset. However, my father got the police to get me to get up early and get down to Sydney and I was to drive Sir William Lyon in the Clement-Bayard we owned. In those days nobody drove a car unless they had a white cap, gloves, leggings and a dust coat, and when I turned up, Sir William Lyon took one look at me and said: 'Don't tell me that you can drive a motor car!' Well, I said: 'My father is W.J.C. Elliott, that should tell you something. I think the best idea is to get in and try me out', which we did and I drove him out to South Head through the traffic up to the top of Watson's Bay where these big white ships were coming in. I was 14 at the time and when Sir William saw my father again he said: 'Your son is an excellent driver, Mr. Elliott, and he also has a very great command of the Australian adjective'.

I have driven Sir Samuel Hordern, Sir Hugh Denistone (he was a marvellous man, who had about 8 cars.) Then there was Sir Joynton Smith who owned the

Arcadia Hotel and who eventually established Victoria Park Racecourse and who became the head of Smiths Weekly and also the Lord Mayor of Sydney.

Another one I drove was Sir Joseph Carruthers - a very nice gentleman. He had a Wolseley-Siddeley 1907, six or seven model, and I used to like to drive him, he was a very nice gentleman to drive. Of course, he not only saw that I got all the comforts, but was always complimentary about the way I drove.

On tips - they were very appreciative of my ability as a driver and I used to get, well, a golden sovereign was nothing for every day I took anybody out and that occurred 7 days of the week because there was no 44 hours in those days.

Yes, I must have been the rich young man of my family. I was getting £3.10.0 a week and that was a lot of money in those days for a young fellow of my age. I really grew up quite young. The most famous one I drove was General Holmes (at that time Captain Holmes). He came back from the Boer War and with a Distinguished Service Order - a very high decoration. They had no reparation benefits in those days and they found a job for him and he was Secretary of the Water Board. They had no motor cars and they used to hire a fleet from us. He was a splendid organiser of all to do with the Water Board and he was the man they sent up to Rabaul as a Colonel in charge of the first Australian Expeditionary Force. He came back, was appointed a Brigadier-General, 9th Brigade. He served on Gallipoli and took command of the division and in France, while bringing Holmes back from the front line a 9.2 shell burst and killed him. We have as a memorial to him the famous General Holmes Drive at Sans Souci.

I was born on 3rd October, 1896, so that makes me a very young man when I was driving motor cars. I don't know about working at my business for a number of years, but I am not going to retire. I've got a very big engineering works here in Gosford. I'm Managing Director of a company with a capital asset of a quarter of a million, plus other assets we have built up to about 400,000 and I am not only enjoying life but I am seeing that everybody does their job properly and I look forward to doing it for the next four years anyway. So much so that I am President of the Returned Services League here, a sub-branch with 1,333 members. I work about 10 hours a day, seven days a week. We build 25 ton low-loaders, big tippers that carry 30 tons, and an enormous variety of engineering work that we have established here.

My opinion of Gosford, as I have seen it since the early days, is that its lovely. Its expanding, its really bursting at the seams and the Premier says that we're going to have 500,000 here between Sydney and Newcastle by the year 2,000. I think that's a bit ambitious, I don't think they're going to get that many because the lad that we've got about here for development isn't sufficient to carry that number of people and also the factories they envisage."

* * * * *

IT SEEMS ODD..... In reply to the letter with the tyres appearing in SPIT AND POLISH last month from the Federation of Vintage Car Clubs of Australia, it is odd that 30 x 3½ B.E. tyres can be bought in U.S.A. for \$34.95 (U.S.)

AUSTRALIAN MADE

It is also odd that these tyres are not available in Australia but can be purchased from Lucas Engineering, 11848 W, Jefferson Blvd., Culver City, CA90230, U.S.A.

- R. BAXTER

* * * * *

ADVERTISEMENT SWANTED

for 1923 20 h.p. Rolls, engine undertrays, petrol cap, oil cap, rim wind clock.

- NEIL MARTIN,
45 Railway Road,
Guildford. 632.5047

WANTED

Model A Ford Roadster, complete or body only. Cash.

- ERIC LANG,
61 Pacific Avenue,
Penshurst. 579.5790

FOR SALE

- (a) Veteran "T-Ford" Chassis
- (b) RAJO Head C35 for T Ford with valves
- (c) HALL-SCOTT 2-speed diff. for T.Ford, similar to "Ruckstill" 2-speed diff.
- (d) T-Ford wire wheels
- (e) '27 T-Ford Roadster dismantled
- (f) VAUXHALL Radiator circa 1910 in good condition.

- ARNOLD WORBOYS,
P.O. Box 212, Gunnedah, 2380

FOR SALE

Brass rear view mirrors, rectangular shape, \$2.50.
Veteran Car Club Badges \$7.00
Lapel Badges 50¢
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- BILL MC CARTHY,
Hon. Treasurer. 798.6941

FOR SALE

1911-12 4-cylinder Maxwell (complete with all lamps, "Smith Form A Truck conversion" and spare parts).

Offers to - CHAS. E. PURDUE,
6 Milton Street, Lismore. 2480

Also from Lismore: Howard Hughes writes - "You may care to mention that Victor Jacobs' recent survey on Australia's surviving veteran Fords had three important omissions, namely three model "N" Fords.

These are all 1906 models and are owned by Gilltraps' Museum (Coolangatta, Q.), Eric Langton (Applecross, W.A.) and Yours Truly, Howard Hughes (Lismore, NSW)."

* * * * *

1975 ROSTER OF MEMBERS. 1975 Roster of the V.C.C.A. is about to be printed with all additions and notified changes. Any member wishing to change, add or delete any part of their entry should immediately contact Max Roberts, 10 Anatol Place, Gordon. 2072. A note correctly stating the entry as it should appear is all that is necessary, e.g. Surname, initials (Christian or known as name, plus wife), Address, 'phone - home and business if required. Cars with date. THIS INFORMATION MUST BE TO HAND BY 15/11/74 TO ENSURE INCLUSION IN THE ROSTER TO BE DISTRIBUTED EARLY '75.

- MAX ROBERTS.

