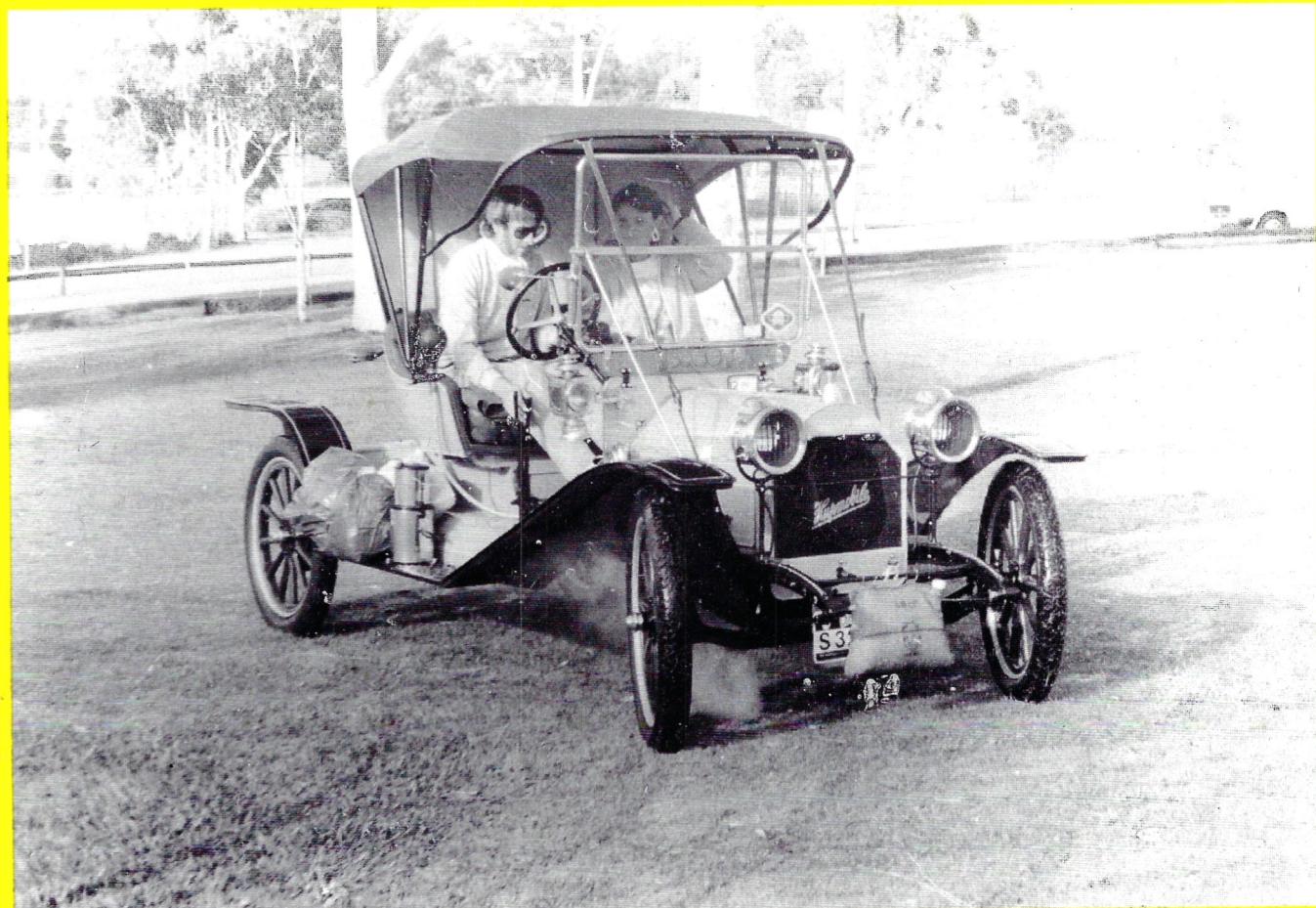


SPIT AND POLISH



The journal of the VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC.

Registered by Australia Post,
Publication No. NBH 1442



MAY - JUNE, 1988

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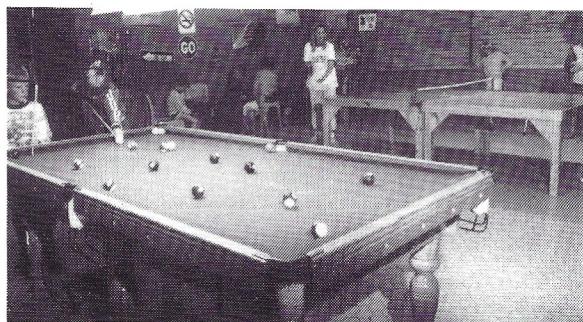
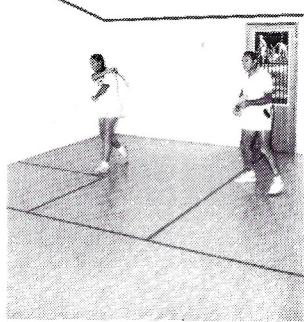
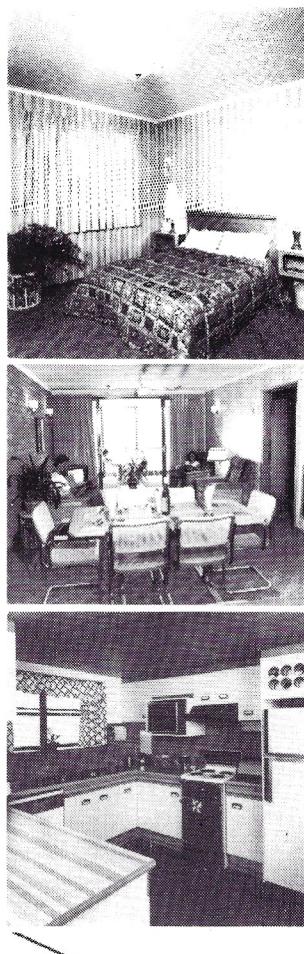
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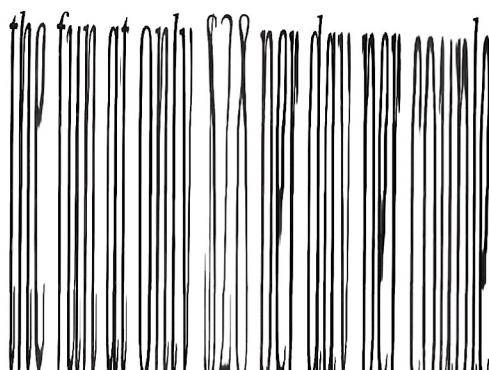
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SPECIAL CLUB GROUP BOOKINGS JUNE – AUGUST

As there are 2 bedrooms and 2 bathrooms in each luxury apartment, perhaps you would like to arrange a group holiday with car club friends. Share the cost and double



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PATRON:

His Excellency

The Governor of N.S.W.

Air Marshal Sir James Anthony Rowland
KBE, DFC, AFC, K.St.J.

Volume XXIV No. 7

MAY/JUNE 1988

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Other Veteran Car Clubs have permission to copyNOTICE OF MONTHLY MEETINGS

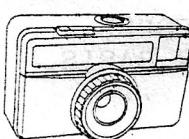
Regular monthly meetings of the Association will be held at 8.00 p.m. at the Clubrooms on:

THURSDAY	JUNE	25	1988
THURSDAY	JULY	23	1988
THURSDAY	AUGUST	25	1988

This meeting will be followed by the Annual General Meeting commencing at 9.00 p.m. sharp. All members will receive the usual Notice of Meeting containing details of the agenda.

KEN QUARMBY - HON. SECRETARY

COVER PHOTO:



Jim Moule captured the 1911 Hupmobile at Parramatta Park prior to the start of the Castrol Bicentennial World Rally. Lindsay and Dale Fuller had a wonderful run, the car went well. Percy Nutt, Dale's grandfather, bought the car in 1959, his son Ken acquired it in the early '60s and then by Dale and Lindsay in 1984. The "Hup" certainly has brought much pleasure to the family over the years.

EDITORIAL



HI, I HOPE THAT YOU ENJOYED THE APRIL BICENTENNIAL ISSUE OF "SPIT & POLISH"-IT WAS ENCOURAGING TO GET A FEW 'PHONECALLS OF APPRECIATION--THANKS.

WE ARE ANTICIPATING GETTING BACK TO A MONTHLY ISSUE AS SOON AS OUR TREASURER HAS HIS BUDGET FOR NEXT YEAR APPROVED BY THE MANAGEMENT COMMITTEE.

LIKE ALL MORTALS YOUR EDITOR HAS HIS PET PROJECTS...GETTING MORE ACTIVE MEMBERS AND GETTING THE CARS WHICH RARELY COME OUT, BACK ONTO THE ROAD.

TO THIS END THE COMMITTEE HAS APPROVED AN EVENT TO BE CALLED "THE JUNIOR ENCOURAGEMENT EVENT" AND YOU GUessed IT...I HAVE THE RESPONSIBILITY OF CO-ORDINATING IT. THANK GOODNESS JOHN WARDS AND GREG DALEY HAVE AGREED TO HELP OUT. WE WILL RUN IT ON 11th SEPTEMBER 1988.

WHILST WE USE THE WORD "JUNIOR" AND WE HAVE THE AIM OF ENCOURAGING YOUNG PEOPLE TO CONSIDER THE BENEFITS OF BEING INVOLVED IN VETERAN MOTORING, WE ARE REALLY APPEALING TO OUR OLDER MEMBERS TO DO A LOT OF THE ENCOURAGING.

HOW LONG IS IT SINCE YOUR CAR OR YOUR SECOND VETERAN CAR CAME OUT ON A RALLY?

YOU MAY HAVE A SON OR DAUGHTER, NEPHEW OR NIECE OR A NEIGHBOUR(THEY DON'T HAVE TO BE YOUNG, REMEMBER)...WHO HAVE EXPRESSED INTEREST IN YOUR VETERAN. WHY NOT ASK THEM ALONG ON THE 11th SEPTEMBER...GIVE THEM A RIDE TO THE VENUE AND THEN UNDER SUPERVISION LET THEM HAVE A DRIVE IN A PRIVATE RESERVED AREA WHICH WE WILL PROVIDE.

WE WILL MEET AT A VENUE(YET TO BE DECIDED) AT ABOUT 10.30 AM, GET ON WITH THE BUSINESS OF ENCOURAGEMENT, HAVE A SAUSAGE SIZZLE LUNCH, MORE EVENTS AND DEPART FOR HOME ABOUT 3.00PM. ENTRY FORMS WILL BE AVAILABLE AS SOON AS WE SET THE VENUE AND IN THE NEXT "S&P".

IF YOU HAVE ANY SUGGESTIONS OR QUERIES OR WISH TO HELP AND PUT YOUR NAME DOWN EARLY...CONTACT MYSELF, JOHN WARDS OR GREG DALEY.

THINK ABOUT IT, THERE IS NO WAY WE CAN HOPE THAT THE CLUB WILL CONTINUE TO PROSPER UNLESS WE, THE MEMBERS, ARE PREPARED TO ENSURE THE CONTINUITY OF NEW MEMBERS COMING INTO THE CLUB TO TAKE OVER WHERE WE LEAVE OFF.

THE ECONOMIC FACTORS ALONE ARE RUNNING AGAINST US..CARS ARE BECOMING VERY EXPENSIVE AND OFTEN BEYOND THE REACH OF YOUNGER PEOPLE. IF WE SHARE OUR CARS AND TIME NOW WE WILL BE INVESTING FOR THE GOOD OF THE VETERAN MOVEMENT IN THE FUTURE.

THE NUMBERS ARE NOT BEYOND OUR CAPABILITIES..SAY WE GET 12 PEOPLE ALONG THIS TIME...MAYBE ONLY 2 or 3 WILL JOIN US ON A REGULAR BASIS, AND THEN WE REPEAT IT AGAIN NEXT YEAR AND GET ANOTHER 2 or 3 ... I WILL CONSIDER THAT TO BE A SUCCESS.

THE "IDEA" NEEDS US ALL TO MAKE THE COMMITMENT...LET'S DO IT!

NEXT COPY DEADLINE

4TH OF AUGUST FOR THE JULY/AUGUST ISSUE, UNLESS OTHERWISE ADVISED.

CHEERS
YOUR "SOAPBOX" EDITOR.



P R E S I D E N T ' S M E S S A G E

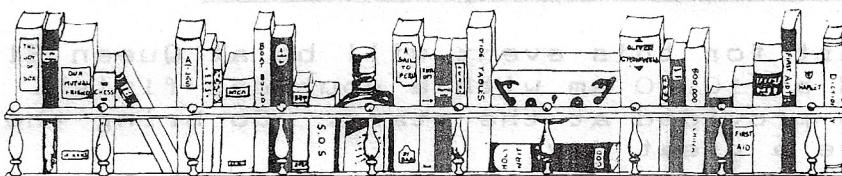
As you are all aware the Committee have been planning to officially open the Club Rooms for some months now. At the May meeting I was pleased to announce that arrangements are now well in hand and invitations will be posted out soon for this long awaited important day, Sunday 31st July, opening by Foundation President, member no. 1, Ron Grant.

Also at the May meeting I read a letter from member Jim Turner, enclosing a donation of \$3,000. to purchase chairs for the main hall in memory of his father - the late Rex Turner - from the family. A suitable plaque and picture of Rex in the Oldsmobile at Brighton will be hung in the hall. This news was met with loud acclamation at the meeting. A sincere thank you to the Turner family from all members.

The presentation of trophies for the 1987/88 year will be held at a luncheon after a morning tour in your veteran car. This tour will also be the competitive section for the entrants in the rained out 1988 Blue Mountains Rally. So come on the run and then enjoy the Chinese Banquet or just come and join us all at the restaurant, just phone Lois Cook or Sue Wards for a reservation. Lets hope the sun shines on Sunday 26th June.

SANDY ROBERTS

LIBRARY

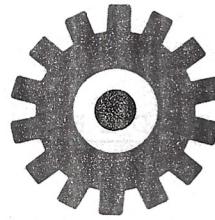


LIBRARY NOTE:

A PHOTOCOPY MACHINE IS NOW AVAILABLE FOR MEMBERS USE AT 20CENTS PER COPY. THIS WILL BE USEFUL WHEN YOU FIND THAT REFERENCE MATERIAL YOU HAVE BEEN LOOKING FOR AT LIBRARY NIGHTS. OUR LIBRARIAN SUGGESTS THAT YOU COME ALONG ON THE SECOND THURSDAY OF EACH MONTH AND LOOK THROUGH OUR EXTENSIVE RANGE OF VETERAN BOOKS.

NAMING OF MAIN HALL AND MEETING HALL:

SUGGESTIONS ARE BEING SOUGHT FROM MEMBERS AS TO THE NAMING OF THESE AREAS OF THE CLUBROOMS. PLEASE SEND YOUR IDEAS IN WRITING TO THE SECRETARY.

EVENTS DIRECTORS REPORTBLUE MOUNTAINS TOUR

Most would be aware that the Blue Mountains Tour held at the end of April was a wash out. Nine hearty souls managed to get their veterans up the mountains, most of the other entrants arrived in modern cars including yours truly. The Benz had more sense than me and decided not to start. All entrants in the Blue Mountains Tour have been invited to compete in a special section of our next outing (Presentation Tour) as a replacement for the competitive section of the washed out tour.

THANK YOU TOUR

Approximately 15 cars took the Lions and Rotary Club members for a trip around the Eastern Suburbs in recognition of their efforts over many years on our charity days. The run was finished off by a very enjoyable sausage sizzle.

PRESENTATION LUNCHEON TOUR - Sunday, June 26

Details in last months magazine. Response so far is very good so it appears we will have a good day (weather permitting).

NAVIGATORS TOUR - Sunday, August 14

The start for this event will be at Queen Elizabeth Park, Concord at 10.00 am with a southern finish. Morning tea will be provided at the start. So bring the boxing gloves and have a great day.

JUNIOR ENCOURAGEMENT EVENT - Sunday, September 11

The purpose of this event will be to encourage our younger members and others interested in our hobby. Full details in our next magazine - keep this day free.

MORPETH TOUR - September 30 - October 3

Entry form and details in this magazine. Very enjoyable weekend - get your entries in quickly.

INVITATION EVENT - Sunday, October 30

8th Annual British Display Day. The venue will be the Hawkesbury Showground, Clarendon, opposite the R.A.A.F. Base, Richmond.

JOHN WARDS - EVENTS DIRECTOR

EVENTS STOP PRESS

1 & 2 CYLINDER RALLY

It is planned that from AUGUST 27 to SEPTEMBER 2, the 1 & 2 Cylinder Brigade will descend on Mudgee for a series of day runs. Suitable accommodation is being sought at present - not that easy as the Wine Festival is on at that time (STRANGE COINCIDENCE!) All One and Twos are welcome to come for all or part of the week or just the weekend or whatever.

Please let JOHN SIMMONS know if you can make it as it will help him with arrangements. John's 'phone (02) 78 2663.

ERRATA

Owen Bourke was listed in the last issue of SPIT & POLISH as a starter in the Bicentennial Rally as Entry No. M 100 for a 1930 Bentley. He did not in fact start.

YENNORA 1988 MOTOR CLUB SHOW - APRIL 15.16.17.

The V.C.C.A. (N.S.W.) Inc. had for the second time a display stand at the Yennora Motor Club Show. The space and one power drop are supplied free of charge by the organisers and the rest is up to the club.

Working on a mini budget the final result was quite effective on our stand 61. The theme was "The Annual Blue Mountains Rally", with a dummy dressed as a control man in Club dust coat, holding a control flag behind a table with time clock and trophies. Another dummy driver sat in the 1912 Franklin which had the bonnet removed to display the impressive engine as did the the 1909 Delage for contrast of a single cylinder. 1911 Rolls Royce Balloon car and 1918 T.Ford, with suitable signs, banners, plants, video and bark chips on the ground completed the picture.

The show was well attended being open from noon Friday till 10 p.m. all day Saturday to 10 p.m. and closing at 6 p.m. on Sunday evening. We did have enquiries about our club and how to become a member

we did have enquiries about our club and how to become a member and the times I was involved with the stand I felt it was a worth while exercise and we should definately join in again next year, planning well ahead so we have an even better display.

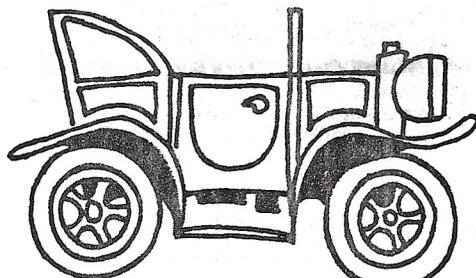
I would like to thank the following members who helped set up the stand and organise the props, Bob Lamond, Keith Edwards, Geoff Simmons, Max Roberts and Neil & Lyn Martin. These members also manned the stand at times throughout the show as did also Ian Streetfield, Ron Cox, Michael Sarkis, Jim Moule, Jim Weir and Alan Maunsell.

In all a genuine club effort by members of our club for our club.

SANDY ROBERTS.

From the Northern Enthusiasts...

It looks as though the Castrol World Rally won't be the only event in 1988 to be talked about in years to come. Unfortunately the '88 Blue Mountains Rally will be remembered as the wettest event, not only for this year, but probably in the history of the Club - no doubt this comment will draw comparisons with the Wollongong Rally in the early sixties, or the Silver Anniversary or some other event, but for mine this one takes the cake.



Despite the rather average climatic conditions on the Saturday, I can still say I enjoyed the day, probably due to a sense of achievement or adventure than good fun. I won't even begin to detail the conditions we encountered other than to say it took us the best part of four hours to get from home to Hornsby and about the same time to get from Hornsby to the Mountains - and we didn't even have a lunch stop, although we made numerous stops only a couple were by design.

To the drivers and crew of the other Veterans to have made it - congratulations & rest assured you're sane - it's the rest of the World that's crazy.

Meanwhile in the North, Mrs "A" is on the road to recovery. I'm told she is getting around quite well and has been out and about. Let's hope it's not too long before we see you again at the monthly meetings and outings.

Mr BETCO has added another vehicle to his restoration programme, a Charron, or the remains of two it would seem. Peter tells us they actually belong to eldest Son, Neil. From what I saw I think Neil may have to join the two if he is to be any chance of 'fitting' it.

Ray Thomas has acquired an F.N. a 1600 series to share the garage with his Renault, it is partly restored but there is enough to be done to keep Ray out of mischief for a while.

On the motoring front the group has been rather quiet since the International. The Sorenson Family were alone when they ventured to Tanilla Bay on Mothers Day, accepting a very late invitation to visit the residents of historic Tanilla House. They tell us they had a good time despite the lack of Club company.

A few of the group journeyed to Morpeth and surrounds to view the vehicles in the 1 & 2 cylinder event on the 29.5.88. I certainly enjoyed sitting at the top of a rise at Glen Oak watching the cars 'pop' by. Our Editor's recent acquisition certainly seems to perform well & looks quite smart. He had a grin from ear to ear as he overtook the Rover climbing the rise to my vantage point.

The John Hughes Talbot seems to have developed an unusual feature - it changes colour with the weather - I hope it's not contagious.

Finally, the planning for Morpeth is well under way, hopefully you will find the entry forms in this issue. Early interest has been very promising, so if you have thoughts of going, get your entry in quick to ensure your choice of accommodation.

Regards,
Graeme Newman.

MOTHERS DAY 1988 RALLY - NORTHERN ENTHUSIAST (SINGULAR)

Sunday, May 8, 1988 dawned clear and bright as if to make up for the previous year's Mothers Day of howling wind and rain. The Hunter Valley Club objective was to travel to Tanilba Bay House (a National Trust Building circa 1831). There the Rally cars were to meet and be hosted by Helen and Mar Oberland who, incidentally, also own and run the old-established "Alcron" Restaurant in Newcastle City. So the food to be offered by our host was something to look forward to.

Apologies had already been received from George Adams and wife Beatrice, laid up with three broken ribs after a close encounter down Wagga Wagga way on the International Rally. The chassis of his Studebaker got terribly bent after a hit on the front near side wheel put the car out of action and Beatrice in hospital.

A last-minute accident with Ray Thomas in his modern and an overnight stay in Royal Newcastle Hospital put the Renault on the stay-at-home list. As I was to find out later, the list was to grow steadily. The Oberland's invitation was at rather short notice and that didn't help matters either.

However, 10.00 a.m. came round and the 1916 Oakland fired up with a healthy beat to the 3 Litre American Northway Engine, my wife Lorraine and I set off with a short stop at the local garage to check we had 50 lbs. per square inch pressure in all 815 x 105 beaded edge tyres. We soon found ourselves at Newcastle West Lee Wharf Road and the Bicentennial Fleet was in Newcastle Port. A quick check of the Soren Larsen and the rest of the fleet and we soon got onto the Industrial Highway and passed 7 kms of B.H.P. complex.

Setting the "cruise control" on the Oakland (a small hand throttle on the steering column quadrant) crossing the Hunter River South Arm Bridge and then along Kooragan Island (flat as a strap) straight and over the Hunter River North Arm massive Stockton Bridge and the Port Stephens Road we turned left onto the Lemon Tree Passage Road and still no sight of a Veteran Car.

Tanilba Bay loomed into sight on the south western shore of Port Stephens (once the site of the proposed Capitol, Carrington of Burley Griffen heritage lay across the Bay). The stone convict-assisted building of Tanilba House and its Grecian Doomsday temple nearby loomed into sight on a rocky knoll lapping the shores of the lake.

Our hosts greeted us with "Where is the rest of you, I was expecting 88 (stutters) (unquote)." We were immediately treated to tea/coffee and devonshire scones. Later to follow was the Quiche Lorraine (very thick) and Avocado Salad with dressing, Tia Maria Cake and Pavlova with cream. Can you imagine, and the place was built in 1831 by some Navy Lieutenant of the 5,000 acre grant only 4½ acres freehold remained.

Tanilba House was open this day for public inspection and \$3.00 entitled the participant to a devonshire tea and guided tour of the mansion afterwards. Colonial cedar doors, teak wood floors, 18 inch mason stone walls were everywhere. A bonus for the visitor to view was the 1916 Sherwood Green Oakland Tourer Model 38 Speedster with its wire spoke wheels and wax polished body, soon to be mauled by visitors, young and old. It is going to take a week to polish it in readiness for the June Denman Rally.

Granddaughter, Lauren Sorensen, aged 7 months, stole the show by insisting on meeting everybody and was carried about by the eldest daughter of our host. This included a visit to the side yard and a pat of the retired race horse that would insist on occasions of putting its head through a side window opening of the reception area and receiving a biscuit for its efforts.

Well, 4.00 p.m. came around only too soon and Mothers Day looked like being over. After piling our host's children (at her request) into the back of the Oakland, they were transported round the 4½ acre property and returned.

Mrs. Oberland then extended the invitation that every Mothers Day in future the Club was welcome to visit Tanilba House. This is to remain a standing invitation for all time in the future - Historians please note. Our host appeared quite pleased that at least one Club Car had turned up at such short notice as I explained having cancelled a prior engagement to do so.

The return trip in late afternoon was on totally flat bitumen road, the 19 hp engine remained in top gear and ¼ throttle all the way.

Son, John Sorensen, with wife Shirley and granddaughter Lauren, following in their modern clocked the Oakland travelling at a modest 70 km/hour. The seasonal mileage Od-O-Meter had a trip recording of 63.7 miles for the day's outing.

With our Club reporter Graeme Newman being absent, no doubt for reason of other lawful pursuits, I feel that this particular outing should not go unnoticed and perhaps next Mothers Day our Sydney enthusiasts could make a go of it with perhaps staying overnight on Saturday in one of our many motels along the main road, in the Newcastle South area.

Comments: Both mothers in our party enjoyed their day and the Oberlands are wonderful hosts, and no doubt appreciated the presence of a Veteran Car as a feature attraction to their investment at Tanilba Bay.

An enjoyable, pleasant day was had by the all-so-few; the rest of the Club was sadly missed.

Hi there!



Martin Sorensen

CARS BEING DATED:

Graham Steer has presented his Scottish-built Argyll for dating: the claimed year of manufacture is 1911. The car is a 15 hp, 4 cyl., 80mm x 120mm bore and stroke engine, cast in pairs No. 15102/336. Chassis No. 9335. The original club owner was founder member, the late Jack Myers. Any information concerning Argyll of this period that can be presented to the Dating Committee will be gladly considered.

MAX ROBERTS

SNIPPETS FROM PAST MINUTES OF V.C.C.A. MEETINGS

by courtesy of Jan Coulcher

A CONTINUING SAGA

During the latter half of 1987 the need arose to go back through the minutes of our club, all to do with incorporation etc. Breaking that "Golden Rule" of "Never Volunteer" I offered to carry out the exercise.

The Editor (well known for his twisted sense of humour) suggested that if we put excerpts from old minutes into SPIT & POLISH we may get some of the older members to comment on their accuracy or perhaps suitably embellish them with related stories on their subject matter.

30/4/54 *Inaugural Meeting held at the residence of R.K. Grant.*
 Present: Mr. and Mrs. R.K. Grant, Mr. and Mrs. A.J. Myers,
 Messrs. F. Klein, J. McLean and K.A. Daly and R. Powell.

It was decided unanimously that a club, to be known as "The Veteran & Edwardian Car Owners Club of Australia" be formed, members to be active owners of Veteran and Edwardian cars. A quorum shall consist of 5 members. J. Myers was elected Hon. Sec. and proceeded to collect 10/- from all present. Receipts were issued.

Feb. '55 Name of club changed to "Veteran Car Club of Australia".

3/3/55 *R. Grant, J. Garwood, R. Hope elected as first Events Committee,
Mr. McLean authorised to make necessary contacts with a view to
obtaining "bloc" registration of Veteran motor cars.*

7/4/55 Hon. Sec. to write to V.C.C. Vic with a view to affiliation.

5/5/55 Profit for Year Five Pounds.

4/8/55 Proposed trip to Medlow Bath was discussed.

(To be continued.....)

M - I - N - D - S - T - R - E - T - C - H - E - R

Solution to No. 67

OBfuscation

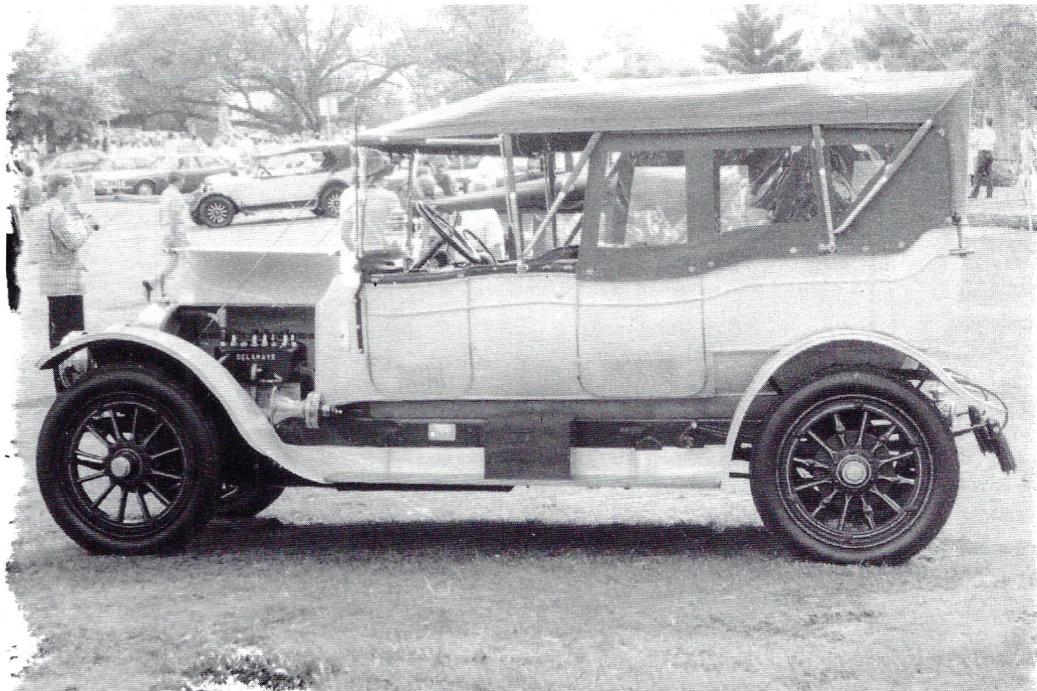
Did you have to dive into the dictionary? In other words:

1. Twinkle, twinkle, little star.
2. Never look a gift horse in the mouth.
3. Birds of a feather flock together.
4. Look before you leap.
5. Beauty is only skin deep.

No. 68

FOUR-ON-THE-FLOOR

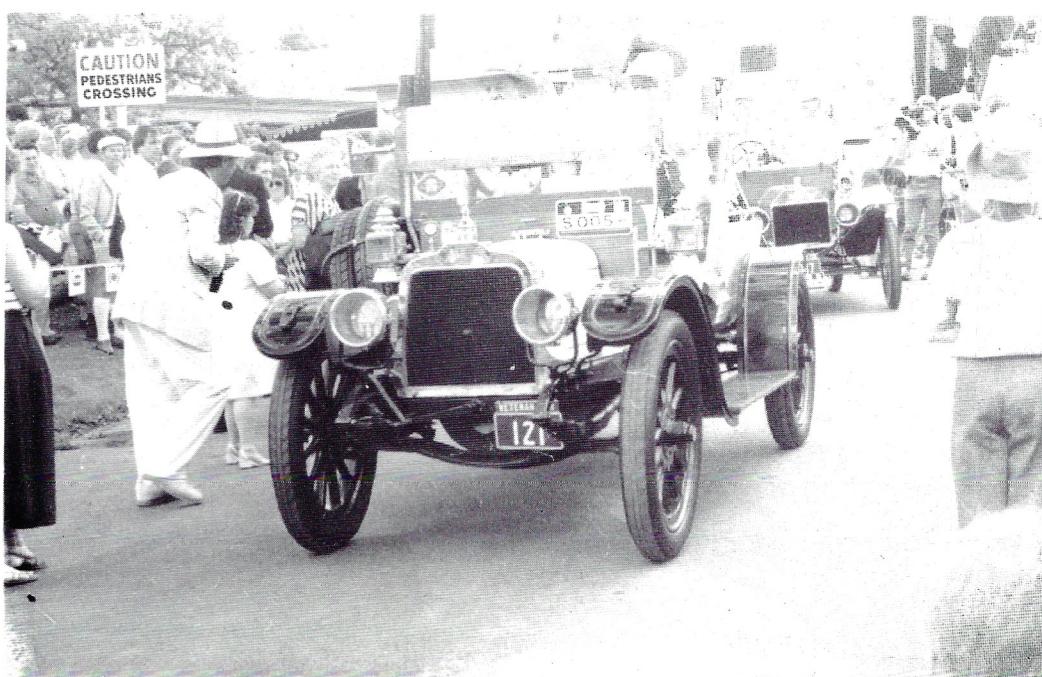
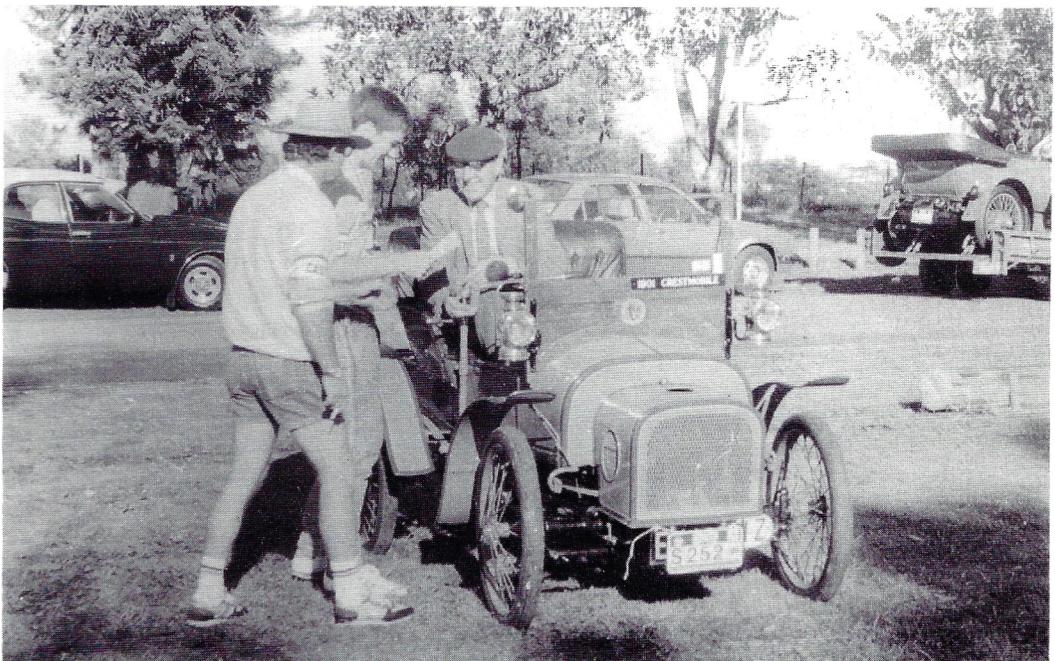
In a second-hand furniture shop I saw 19 tables with a total of 66 legs among them. Some tables had 4 legs, one had only 1 leg (!) and the rest had three legs. I noticed that the three-legged tables in total had fewer legs than the four-leggers. How many four-legged tables were there?



ARTHUR GARTHON'S
1914 DELAHAYE

(which the editor
covets unashamedly)

BILL DELANEY (NZ)
IN CRESTMOBILE.
HE ALSO BLEW A
MEAN SAX!



NEIL JOHNSTON
LEAVES THE START
IN THE 1909
TALBOT

1911 RENAULT Type A.X., 2 cyl., 8 H.P. Roadster

Chassis No. 31625, Engine No. 1289

Owner: John Pickup, Epping, N.S.W.

Popular as the types AG, AX and the later EK, two cylinder Renault's were in their hey-day, they seem to have lost none of the appeal that comes with veteran motoring, whether it be a major event or a 1 & 2 cylinder rally, a fact that was born out the many times we encountered John and his 'AX' touring in bright sunlight along the highways and byways of our recent Bicentennial World Rally, as he drove with apparent ease and pleasure over mountain terrain, or through the plains country, west and south.

Their rugged conventional construction combined with simplicity of design, adequate cooling capacity to comply with our temperate climate and low maintenance of the Renault, were possibly the factors that created this popularity and probably the reasons for the numbers that exist today.

Some numerical statistics of these machines may be of interest to members, hence the following has been compiled:-

Throughout the V.C.C.A. the total numbers are not recorded, but at least seven, mainly roadsters have been dated in N.S.W. alone and many are known to be in operation in other States. From the advent of motor vehicle registration in N.S.W. early in 1910 and to March 31st. 1915 the total Renault content was 361 cars, 196 of them twins, while the information contained in The Holdernes Guide for Motorists for N.S.W. reveals that the third vehicle registered and to bear No. 3 Licence Plate, was a 20/30 H.P. Renault that served the Police Department, N.S.W. Government, in a ministerial capacity.

The then N.S.W. distributors were Davies and Fehon Motors Ltd., 112 Hunter Street, Sydney.

Yet another listing, the VCC of GB Roster can account for a total of 130 Renaults, 72 of them twins.

The history of John Pickup's car is unknown to him, except that previous owners included, J. Owens, R. Windward-Smith and of course, until last year, Ron Cox.

1911 AMERICAN (UNDERSLUNG) Type 22 Scout, 4 cyl. 22.4 H.P.

Runabout, Chassis No. X184, Engine No. 5759

Owner: Keith Ross, Gunnedah, N.S.W.

On October 5th. 1905 a rather insignificant news item appeared in the middle of page 392 of the "AUTOMOBILE USA", simply stating that the first car of the American Motor Company of 910 State Life Building, Indianapolis Ind. is practically finished. The car is equipped with a "Continental" four cylinder motor and has shaft drive. The plans of the company have not been perfected, but it is expected that cars will be marketed in the spring of 1906. Harry Stutz is the designer.

So began a new venture for two men, V.A. Longaker and D.S. Menasco who had amassed a fortune from the lumber industry in the Northwest; into the automobile business.

The initial designs were conventional touring cars and since the company had not yet acquired manufacturing facilities, the cars were assembled from purchased components.

The first car assembled in 1905 was given a slogan that soon became famous, "NO NOISE BUT THE WIND".

By early 1906 the company was tooling up, each car hand built (the) was an improvement on it's predecessor, but the ever ambitious and restless Harry Stutz was to transfer his talents to the Marion Motor Car Company. As a result Fred I. Tone, formerly chief Engineer with Marion joined American Motors, took over the reins and with Cecil O. Dale and James Crawford (later chief engineer for Chevrolet) as draftsman, Tone's dream of the UNDERSLUNG car began to emerge.

It's principle, an inverted chassis frame to lower the car's centre of gravity and improve suspension was designed and the car designated Model '40'. Constructed throughout 1907 it was completed in the late summer of 1908, while the idea of a lower, lighter sports roadster by mounting the axles above the frame was first conceived by Tone when he observed a conventional chassis frame being unloaded in the factory, upsidedown.

Seven models in all, both conventional and underslung were offered for 1909, including a speedster, all with four speed transmission and detachable 34 X 4½ rims, while in four models the cylinder dimensions were increased from 5" X 5" producing 40-50 H.P. at 1250 R.P.M. to 5½" X 5½" developing 70 H.P. and the roadster's wheels were increased in diameter to 40" X 4". One such model was offered with 41" X 4½" tyres.

Shortly after the advent of the 1911 models F.I.Tone left the company over a disagreement, taking Dale with him. This loss of talent along with internal problems prompted a reorganisation and the introduction of a smaller car. "The Scout Model '22' was produced". A letter written to dealers Feb. 2 1911 announced the Scout would be ready for delivery in May 1911, it's design based on the larger successful "Traveller" model, but at half the price \$2,000, later reduced to \$1,250.

Keith Ross in communication with Walter S. Sealey of Jamestown N.Y., who replied April 13th. 1983, using the American Motor Co. letterhead, expressed surprise that another American Underslung had turned up. The letter further advised that Keith's car No. X184 was the earliest Scout in existence and was number 30 on the roster of all surviving American Underslungs.

Sealey further commented that the former Sydney dealers for these cars was Stanton-Turner & Co.

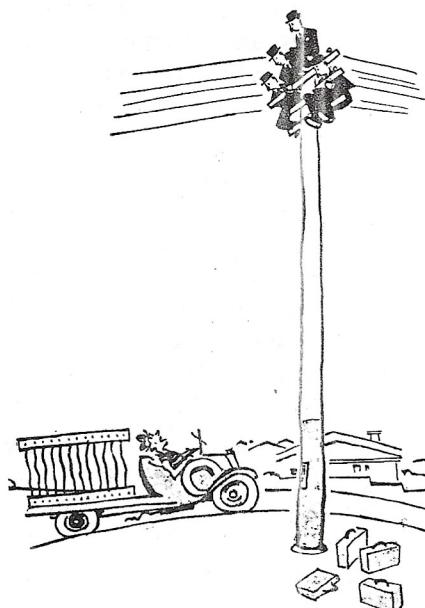
In the days (1908) when provision for the inevitable puncture was a must, even for a Sunday afternoon drive, two American Underslungs, a Roadster and a Traveller, completed a round trip from Indianapolis to Boston and return, a distance of 2,500 miles each, using 40" X 4" tyres, with a complete absence of tyre trouble of any kind; a feat attributed to the large diameter tyres.

On May 10th. 1913 A.V. (Archie) Turner attributed much of his success in his record breaking run from Sydney to Melbourne, 19 hours 2 minutes, to the performance of his 50 H.P. American Underslung and larger than average tyres, 40" X 4½", despite four blowouts resulting from a bad crash and atrocious roads. Many photographs exist providing evidence of the bad conditions.

Keith Ross's dossier in photographic form tells the story of his "Scout", as found in a delapidated condition and being swallowed up by the earth at "Matong" Boggabri, 30/11/1981. Some components had been spread far and wide, but recovered after exhaustive inquiries. Others show the car being driven by Mr. Moore (snr) about 1920. From 1982 to 1988, the latter when restoration was completed each photo draws it's own conclusion and the vehicle attains it's former glory. Congratulations Keith!

To end this saga I should add that the demise of "American" came swiftly in 1913, through over-development and the ravages of mother nature. the company expanded it's works area, plant and facilities and absorbed "Marion"; disasterous floods hit the U.S.A. in March and April, preventing transportation to and from the factory of workstaff and materials, the expected spring weather failed to arrive and production was at a standstill. American Motors went into liquidation and the grim-reaper, the Winternitz Wrecking Company bought the plant and materials for the sum of \$100,000.

George A. Roberts
Research Historian V.C.C.A. (NSW) Inc.



"Happen to notice a circus lion, boys?"

MURPHY'S LAW AND VETERAN CARS.

Reproduced by courtesy of the Albury-Wodonga Mag.. "Cough & Splutter" Murphy says "whatever can go wrong--WILL" Our thanks also to the official journal of the" Canberra Antique & Classic Motor Club and the Illawara Vintage Club. Members of these clubs obviously share the same frustrations as our members!

Never fix anything that is not broken.

The nut or bolt that is the most difficult to reach will always be stripped or seized.

No tool will ever be found again,once it is put down.

Nothing is ever put back together in the reverse of the way it is taken apart.

The one last pull on a nut or bolt to make sure it is tight will always strip it or snap it off,BUT, if it doesn't get that extra pull, it will always loosen and fall off.

Bright,clean and new parts are always defective, but dirty,greasy old ones work fine,unless you clean them.

During a roadside repair with the wrong parts being used, the fit will be perfect and the repair permanent.

A prospective purchaser attempting to start the engine will usually cause ignition failure and flood the carburettor.

If a part is carried as a spare,it can never be found or it won't fit when needed, and if a spare part comes in two sizes or in lefts and rights, the one you need is not the one that you have.

If, when removing a special irreplaceable bolt or nut, it is dropped onto the floor, it will vanish forever.

The probability of a car not starting is in direct relation to the number of people standing nearby watching you.

Any tool dropped while working on your car will automatically roll to the geographical centre under the car.

A tyre will only go flat when the jack or wheelbrace has been left at home.

The likelihood of paint running is increased by the obviousness of its location on the car.

Any starter motor or generator will work perfectly on the workbench. It will only cease to work,when it has been fitted to the car.

When you double check everything prior to a run,you stand a greater chance of running out of fuel.

No matter what fails on your car,there is always someone who knew it would.

Carrying an extra set of plugs,points,coil and condenser will usually result in the lower radiator hose bursting.

The later you leave to return home after a rally,the greater the chance of the light switch not working.

The possibility of a mudguard being scratched is increased by the number of hours spent polishing it.

The best way to locate a part in better condition is to send it to a professional restorer or chrome plater.

No matter how rare the accessory, there is always someones/uncle who had one just like it.

WHEN RAIN REIGNS

Traditionally there is generally some sort of rain over the mountains during the Club's Annual Tours. What worry is a drop of rain, anyway? It mars the brasswork - so what?

But there are times when the rain is a little too persistent. Noelene - we remember the year that John made it late into The Carrington basement with the D.D.B. He was pretty wet when he eventually "dropped anchor" amongst other assembled vehicles. But, even with a few stops, he made it. No one missed out down the line.

So now we come to our Silver Anniversary Tour! The start was a grey and eventually wet day, too. But did it matter? Not really! Everyone was looking forward to a week of travel. Out of the rut for a while. But the Weather Gods had us in their sights all right. As we made our way up the mountains the weather deteriorated, until finally, when we reached Lawson the rain had become quite heavy.

A couple of Northerners' cars - Talbots - were parked on a wide verge separated by about 5 or 6 feet, and a sheet of canvas was spread across both vehicles, thus providing a 'rainless' area in which to enjoy a coffee break.

By the time night arrived the rain had eased, and the temperature had dropped.

Some new members will have no clue as to the date of the Club's Silver Anniversary. We set out on Saturday, May 5, in 1979. That date was pretty close to this year's Annual Tour - April 30. Strange coincidence. But we had beaten the Weather Gods then. This year the Weather Gods made a certainty of stopping us by pouring down so much water that most vehicles had to call a halt - before they even reached the starting point.

A rotten bit of luck, but 9 were able to battle round the worst areas.

- VOICE FROM THE PLAINS

V. C. C. A. (NSW) MEMBERSHIP UPDATE NO. 34

1. NEW MEMBERS.

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WELCOME TO
RAYMOND E. PICKUP MEMBERSHIP NO. 840A

PEARSON LANE H 048 851478
ROBERTSON 2577, B 048 851503
SURREY, B.C., CANADA

or P.O. Box

8. MEMBERSHIP BENEFITS

2. MEMBERSHIP RENEWAL
JOHN R. DAVIS MEMBERSHIP NO. 409A
16 EDWIN AVE.,
AVALON 2107

3. CHANGE OF ADDRESS

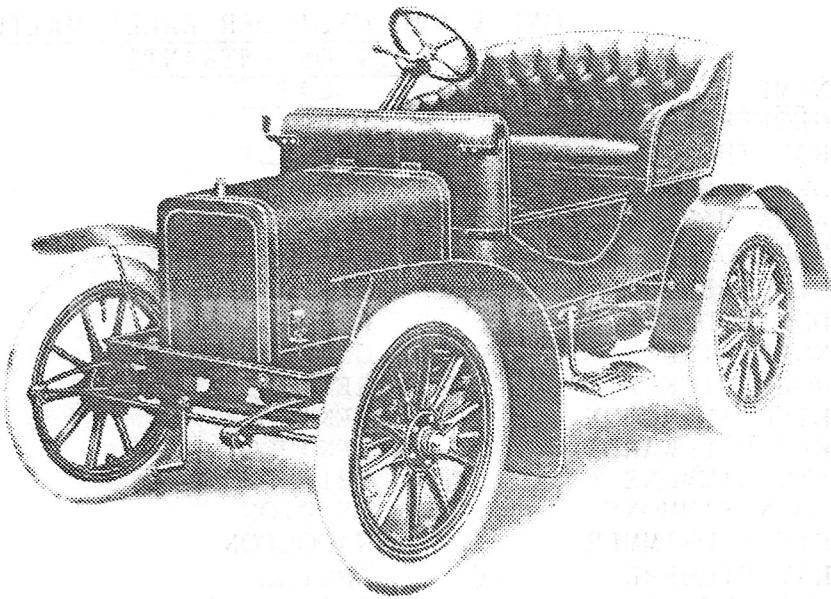
CHANGE OF ADDRESS
PETER MCGRATH NO. 241
29/3494 MAIN BEACH PARADE
MAIN BEACH
QUEENSLAND 4217

4. RESIGNATIONS

<u>1. RESIGNATIONS</u>	
COLIN PARKER	MEMBERSHIP NO. 103
OWEN BOURKE	" 198
JOHN RILEY	" 322
VALDA CROSS	" 580
KEVIN WILLIS	544
MAX BOURKE (JUNIOR)	" 719

MOLLY MORGAN MUTTERINGS

The first thing I noticed about Maitland on the 28th and 29th May was the improvement in moisture content over the last Veteran Venture (nothing to do with drinking). The second thing was, there were more veteran cars gathered at the Motel for the 1st '88 1 and 2 cylinder rally than I saw at the '88 Blue Mountains Rally!!!



16 Cars and 4 Motor Cycles became mobile once again to harass the potholed meandering roads of the Hunter & Paterson River Floodplains.

Unfortunately, the road harassed the Napoleon resulting in a broken stub axle and the Argyll from Rylstone didn't like the hills. I also saw a Brush being pushed by members of the Raymond Terrace Historical Society, or should that be the Historical members of the Raymond Terrace Society?? There was another car having some sparking plug trouble on the Sunday run, however, the route was dominated by reliable Renaults that seem to be multiplying like rabbits. Mr. R.E. Olds was well represented only to be out performed by a burgundy blur from the same country. The "D" Cars from Froggyland were struggling against cubic capacity, not to be outdone by an Exotic English Thoroughbred. Then, of course, there is always one which "sweeps" the field.

Socially, people seemed to enjoy discussing sarcastically the events of the day, revelling in the eccentricity that attracts us to this real veteran motoring.

Many thanks must go to John and Ann Simmons for their excellent efforts in organising and creating an atmosphere that caters for and brings these small cars out of moth balls and, of course, many thanks to all the competitors.

Every member is welcome to be present at these rallies, to enjoy the social atmosphere and maybe slot into a spare seat in a 1 or 2 cylinder car, but the presence of larger veterans does detract from the speciality of the rallies for these special cars.

Yours in Veteran Motoring, *Mal*

MAL GARTHON

ONE & TWO CYLINDER RALLY-MAITLAND
LIST OF ENTRANTS

NAME	CAR	YEAR
GEOFFREY SIMMONS	DELAGE	1909
RAY THOMAS	RENAULT	1911
BOB LAMOND	BRUSH	1910
ALAN MAUNSELL	DE DION	1903
NORM GULLICK	RENAULT	1912
BILL SEWERT	B&B JAP M/c	1909
DON LIDDLE	REO	1909
NOEL BIRD	CLEMENT BAYARD	1911
JOHN PICKUP	RENAULT	1910
BILL SPRAGGON	RENAULT	1908
KEITH EDWARDS	RENAULT	1910
ANN SIMMONS	TRIUMPH M/c	1915
JOHN SIMMONS	DE DION	1903
STEVE PRIMMER	NAPOLEON	1903
RAY HIBBERD	ARGYLL	1901
STAN RUMBLE	REO	1906
MALCOLM GARTHON	ROVER	1905
BILL MAUNSELL	OLDSMOBILE	1903
JIM EISENHAUER	FORD	1904
MAX ROBERTS	RENAULT	1910
IAN CAMERON	FN M/c	1904
NOEL GAVINLOCK	BSA M/c	1910
PETER STEADMAN	READING STANDARD M/c	1910

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IAN GEORGE 03 787 7531

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BOB HAWKES 09 446 2278.

FORD "T" BRASS RADIATOR MODEL 1915 CAR \$ 15000 NEG.

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099 381 150PLANETARY GEAR SYSTEM FOR COMBINED STARTER/GENERATORS FOR
1913 STUDEBAKER (STARTER END MISSING)

M. THOMPSON 09 450 2579

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J. D. S. DEASY 1913

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060 25 5809 A/HDE DION BOUTON 1903 SINGLE CYLINDER 6HP ENGINE
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LIGHTS AND ANY OTHER BITS.

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1913 DARRACQ ENGINE ANY CONDITION

D. MARTIN 08 336 8416

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A. CARPENTER 071 453 852

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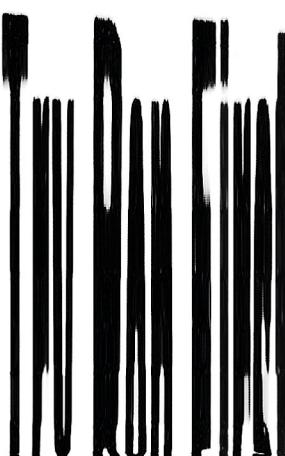
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