

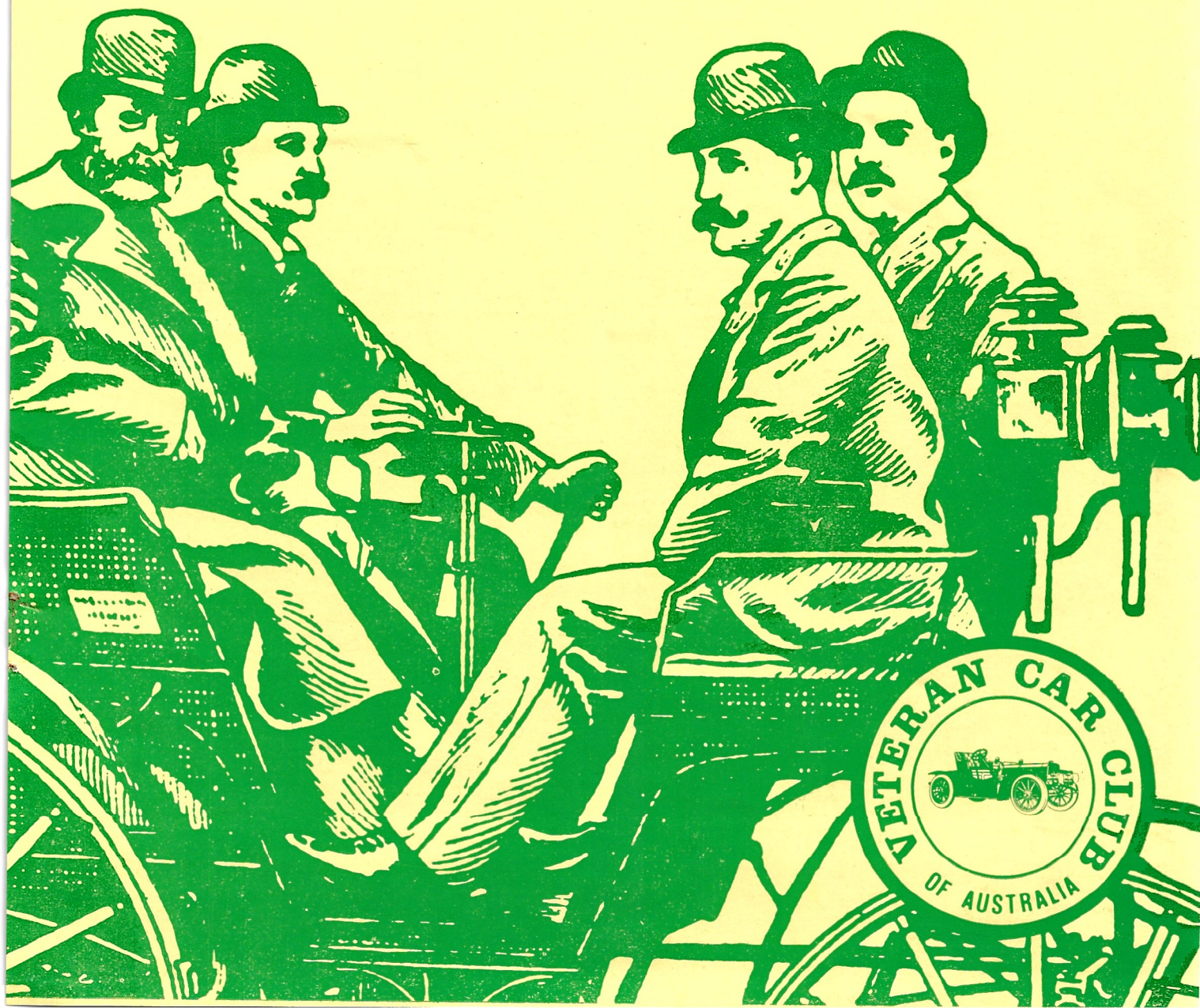
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

September 1977. Vol. XIX. No. 3.

Registered for posting
as a publication — Category B

* PRICE 70 Cents



SPIT & POLISH



PATRON:

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

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

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Volume XIX No. 3

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TABLE OF CONTENTS

Opinion	Page 2
Minutes Meeting 25/8/77	2
Bendigo Swap Meet	5
Early Sydney Motor Traders	5
Ask The Man Who Owns One	8
Steering Column	9
Beaded Edge Tyres from Britain	10
A Speculative Thought on What Might have Been	11
The Navigators Rally	12
For the Cooks	13
The Social Corner & Scene Socially	14
An Early Sensation of Speed	14
Back One Decade	15
Interesting Origins	15
Advertisements	16

PLEASE PAY ANNUAL SUBS. AND MAKE THE TREASURER SMILE.

The next General Meeting of the V.C.C.A. (N.S.W.) will be held in
the Clubrooms on THURSDAY, 22ND SEPTEMBER, 1977 at 8.00 p.m.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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



OPINION

Recently in the daily press appeared a quotation attributed to Robert Louis Stevenson, which I recall as "It's better to travel hopefully than to arrive."

For those prone (literally) to roadside restoration this is perhaps a fitting motto which the cynics would undoubtedly endorse but the said R.L.S. had personal rather than spatial aspirations in mind when he wrote it.

In the context of motoring, we take arrival for granted and only occasionally, when presented with figures about the astronomical number of ignition sparks or piston strokes and such, marvel briefly at the reliability of vehicles.

There is good cause for us to be proud of the generally trouble-free veteran motoring which we enjoy so perhaps we could adapt "It's veteran travel happily to arrive."

Editor.

MINUTES OF THE MONTHLY GENERAL MEETING OF THE V.C.C.A. (NSW) HELD ON THURSDAY, 25TH AUGUST, 1977 AT THE CLUBROOMS, 134 QUEENS ROAD, FIVE DOCK.

PRESENT: 51 members and 7 visitors.
The meeting was declared open by the Chairman (L. Sheen) at 8.05 p.m. and the visitors were welcomed.

VISITORS: V. Lyons from South Africa, B. Inder, G. Newman.

APOLOGIES: B. Baxter, L. Baxter, P. Lamb, F. Nissen, R. Thomas.

MINUTES: The Minutes of the Monthly General Meeting of 28th July, 1977 were read. Moved M. Chapman, seconded J. Simpson, CARRIED.

MATTERS ARISING: L. Sheen advised that M. Roberts will have windshield cards for Warwick Farm.

TREASURER: The Treasurer's Report was accepted on the motion of B. Peterson, seconded B. East, CARRIED.

(Cont'd. on P.3....)

Minutes of Monthly General Meeting 25/8/77 (Cont'd.)CORRESPONDENCE:

Letter received from I. McEachern.
Letter received from A. Ryan.
Letter received from Model T Ford Club.
Letter received from Veteran Car Club (Newcastle Branch).

Moved L. Stewart, seconded J. Pickup,

CARRIED.

INVESTIGATION& DATING:

G. Roberts reported investigating Wolseley-Siddeley, 1909, owned by B. Cliff.

NEW MEMBERS:

Application for Full Membership received from:

Barry Cliff,
71 Epping Drive,
FRENCH'S FOREST. 2086 1909 Wolseley-Siddeley Tourer.

Application for Junior Membership:

Graeme Newman,
Pacific Highway,
TUGGERAH.

Moved D. Steer, seconded G. King,

CARRIED.

EVENTS:

B. Thew reported that Navigators Rally to commence Addison Street, Concord and to finish Government House, Parramatta Park.
Vintage Sports Car Club on 3rd September, 1977.
Orange Blossom Festival 10th September, 1977.
Warwick Farm 11th September, 1977.
Newcastle Rally 1-3 October, 1977.
Annual Charity Day for Blind Children 27th November, 1977.
Vic. Jacobs spoke on possibility of Club providing open cars to carry the War Service Veterans in Anzac Day March. Invitation extended by Anzac Day Committee and it was agreed that this Club participate.

MAGAZINE:

M. Chapman advises nothing further to report and requests more copy.

SOCIALSECRETARY:

D. Berthon reports first social function at 680 Club at Killara.
Next social function Saturday, 19th November, 1977, B-B-Q,
J. Corby's place at Castle Hill.

PERMITS TO
MOVE:

Requests for permit to move received from: G. Daley, FN Roadster,
F. Simes, T. Ford, D. Lovel, F. Johnson, Hupmobile Tourer.

REGISTRAR:

Nothing further to report.

CVVTMC:

Nothing further to report.

(Cont'd. on P.4.....)

Minutes of Monthly General Meeting 25/8/77 (Cont'd.)PUBLICRELATIONS:

B. Spraggon's Renault on display at Sydney Motor Show on Renault stand. \$250.00 received and it was requested by B. Spraggon that this money be used specifically for the children's Christmas Picnic.

2CH donated Social and Events Calendar.

D. Berthon expressed thanks to all members for taking part in Motor Show Concours - Bill East 1st place and G. Steer runner-up.

Outright Winner: Jack Hockstadt, Packard. Dress Section: John and Noelene Thomson 1st place, D. Berthon runner-up.

16th October, 1977, Garden Party at Government House.

A vote of appreciation was extended by D. Berthon to G. Roberts for his assistance with Motor Show Concours.

CLUB ROOMS:

Nothing further to report.

OFFICIALPHOTOGRAPHER:

J. Thorpe advises photographs taken of car of the year and cars for International Rally and also cars at Sydney Motor Show and will also attend Navigators Rally.

INTERNATIONALRALLY:

M. Roberts requests any person who has not sent in accommodation deposit to do so.

GENERALBUSINESS:

J. Wilson requests advice on whether a small box trailer can be towed behind a veteran vehicle. L. Sheen advises Club has a letter from Dept. of Motor Transport forbidding towing. L. Sheen advises that CVVTMC not established to run events and as such should a request be made to CVVTMC for an event to be run it should be handed to a Club to conduct such an event. D. Berthon advises that CVVTMC President did not delegate responsibility for the staging of Motor Show Concours. Delegates from this Club to query CVVTMC handling of the event.

E. Lang advises feeling of members of T Ford Club re Sydney Motor Show as their members felt it was being reserved for 'pot-hunters'.

General discussion ensued re role of CVVTMC and instructions to delegates of this Club.

Minutes of CVVTMC meeting to be circulated not later than next meeting of Veteran Car Club after CVVTMC's meeting (4 weeks max.).

B. Peterson advised problems re purchase of tyres and article to be published in SPIT AND POLISH.

D. Steer moved a vote of thanks to D. Berthon re Motor Show.

A. Foy advised Caltex Grease available.

B. Butler advises parties interested in attending Bendigo Swap Meet may like to hire a bus.

(Cont'd. on P.5.....)

Minutes of Monthly General Meeting 25/8/77. (Cont'd.)

Raffle won by J. Vanstone.

Mr. V. Lyons, member of South African Club, spoke briefly on the activities of his Club in Johannesburg and Veteran motoring in South Africa.

As there was no further business the meeting closed at 10.00 p.m.

THE BENDIGO SWAP MEET

Re proposal to charter a coach to take members there and back.

Paul Butler has made tentative enquiries and it looks as if a 38-seater could be chartered for about \$40.00 per person return with an estimated travelling time of 16 hours each way. If you are interested, contact Paul at the September meeting and in any case, the fare will have to be paid by the October meeting in order to secure the charter.

EARLY SYDNEY MOTOR TRADERS

By Geo. A. Roberts

Mr. Percy Bridge, of North Bondi, a friend of some 35 years and who is now in his 84th year, was a member of the staff of Davies and Fehon, 112-114 Hunter Street, Sydney, as early as 1912.

Recently when discussing this subject he offered to compile a list of dealers and makes of cars with which he was familiar at the time, also some notes from memory. This listing is presented verbatim for the record and for information to members.

Sydney Motor Traders in 1912

1. Davies and Fehon, 112-114 Hunter Street, agents for Ford, Renault, Crossley, Metallurgique, Bianchi, Lanchester.
2. Dalgetys, Phillip Street; Ross Royce, R/N, Daimler.
3. Elliots, Phillip Street; Regal Underslung.
4. McNiel and Mackintosh, Elizabeth Street; Buick.
5. Roy Sandford, Elizabeth St.; Chandler, Chalmers.

(Cont'd. on P.6....)

Early Sydney Motor Traders (Cont'd.)

6. Garrats, Elizabeth St.; Fiat.
7. Phizackerleys, Castlereagh St., Hupmobile, Minerva.
8. Eyles and Crowle, Bathurst St.; Hudson.

Notes:

- a. 112-114 Hunter Street is the only Sydney garage of the 1912 era still engaged with cars (now as a parking station).
Note: "The large, Ford (winged pyramid) sign is still visible under the paint on the western wall of this building when viewed from Chifley Square." (G.A.R.)
- b. In 1912, registration plate No. 1 was attached to a 12/16 h.p. Renault, driven by a Constable Harrison.
- c. To obtain a driver's licence, learners were required to drive down into the back yard of police headquarters and reverse out, or drive into Easey's Lane off Hunter Street, near George Street, and reverse out. Mr. Bridge's licence, No. 4957, was taken out at Muswellbrook in 1911 and handed in, in 1972, after 61 years of driving.
- d. Early Hudson cars had a plate clutch with cork inserts, running-in fluid, never fierce, never slipped, improvement on leather cone.

Cars

The following cars, taken in alphabetical order, have disappeared from today's general road scene, but reappear in the hands of veteran and vintage enthusiasts:

- A. Alldays and Onions, Ansaldo, Argyll, Albion, Adler, Arrol Johnston, Auburn, Armstrong Siddeley, American Underslung, Alison, Australian Six, Alpina Flyer.
- B. Brown, Brush, Berliet, Brasier, B.S.A., Belsize, Bugatti, Bianchi, Bedelia.
- C. Calthorpe, Carter Car, Chenard-Walcker, Chandler, Cleveland, Chalmers, Cole V8, Cord V8, Clement Bayard, Cerano, Chater-Lea.
- D. Diana Straight 8, Dort, Delage, Darracq, De Dion Bouton, Delaunay-Belleville, Detroiter, Delehay, Diatto, Dixie Flyer.
- E. E.M.F., Essex, Empire, Elcar.

(Cont'd. on P.7.....)

Early Sydney Motor Traders (Cont'd.)

- F. Franklin, Flint, Fafnir, F/N., Flanders.
- G. Graham Paige, Gobron Brillie, Gray, Gregoire, Grant.
- H. Hupmobile, Hurtu, Hotchkiss, Hispano-Suiza, Holsman, Hudson, Horch.
- I. Invicta, Isotta-Fraschini, Itala.
- J. Jeffery, Jarret, Jackson, Jewett, Jowett, Jordon.
- K. King 8, Kissel Kar.
- L. Lanchester, Leon Bollee, La Buire, Lagonda, Lea-Francis, Le Zebra, Lexington, Locomobile, Lorraine Dietrich.
- M. Maudslay, Mitchell, Metallurgique, Mercer, Minerva, Metz, Marks Moir, Moon, Marmon, Martini, Maxwell, Morgan.
- N. Nyberg, Nash, N.A.G., N.S.U. Napier.
- O. Overland, Oakland, Opel.
- P. Pierce Arrow, Packard, Pullman, Pope Hartford, Panhard Levassor, Paige, Peerless, Phoenix, Pick.
- R. Regal Underslung, Rocket Schneider, Rickenbaker, Republic, Rollin.
- S. Scania Vabis, S.C.A.T., Straker Squire, Star, Sizaire-Naudin, Sizaire Berwick, Sizaire Freres, Siddeley Deasey, Sheffield-Simplex, Stoewer, Standard, Stanley Steamer, Studebaker, Stutz, Summit, Sterns Knight.
- T. Tarrant, Terraplane, Trojan, Talbot, Templer, T.H. Schneider, Turcat-Mery, Thomas Flyer.
- U. Unic.
- V. Vulcan, Velie, Valeless, Voison.
- W. Willys Knight, Waverley, White, Winton, Waltham, Wanderer, Wills Sainte Claire.
- Z. Zust.

(Cont'd. on P.8.....)

Characteristics:

Minerva, Daimler, Willy's Knight also some models of Argyll, Siddeley Deasy, B.S.A., were fitted with sleeve-valve engines.

Hurtu, Renault, Siddeley Deasy and Clement-Bayard had radiator behind engine.

Hotchkiss, Delaunay-Belleville, Calthorpe, Maudslay and Spyker had round radiators.

Lanchester had engine between driver and passenger.

Overland accelerator pedal on floor board was moved by heel, pressing sideways left to right.

Detroit gearbox ran in oil from engine.

Early Renaults, 8-9 h.p., 9-10 h.p. (2 cylinder), 10-12, 12-16, 14-20 and 20-30 had quadrant gear change, not gate.

Franklin was air-cooled.

Trojan, made by Leyland, had a four-cylinder opposed, two-stroke engine, starting handle on right side, was chain driven and had only 9 working parts.

Napier, Jarret and Brush engines turned anti-clockwise.

Carter Car and Metz were friction-drive vehicles.

G.A.R.

* * * * *

"Ask the man who owns one."

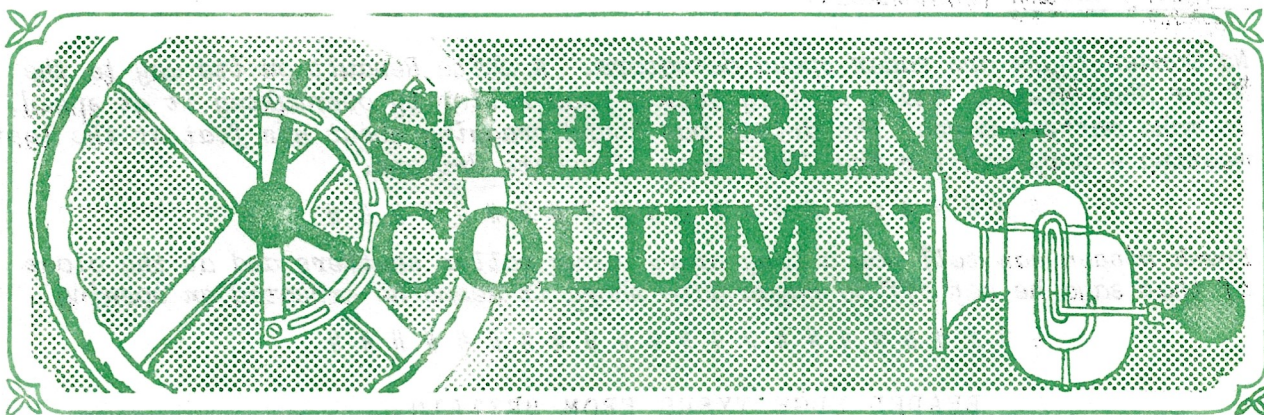
This was for many years the catchcry of Packard Motors.

We had always considered that these were consoling words of wisdom to any prospect doubting the quality of the make. We have been chasing a wrong thought.

It seems that when Packard Motors were promoting the marque with a show, one prospect asked the flurried, overworked sales chief for a brochure. At that stage the brochures had not arrived, so in a split second he proffered that advice.

Seems reasonable, anyway.

* * * * *



Out where the Carss Park they get plastered - the ceilings, that is, don't know about the residents. Ask Fred Rossiter how to make it stick against the laws of gravity. He's on the final house repairing stint and just itching to restore the Calthorpe.

#####

What about the \$25,000.00 De Dion with its owner photographed languishing at the controls whilst exploiting a fair lady as a self-starting model. Women's lib will have a wholesale underwear fire when the truth is about. No comment about the price tag - there is some inflation, especially out Dural way, it seems.

#####

Noting that Don has his street named in line with his business - we refer to Warrimoo Ave. - it seems feasible that a rumour currently going the rounds could claim some authenticity. Following his recent trip to hospital it would seem that there could be a request to the local council to rename his district "Wounded Knee". You remember that a town (or village) of that name appeared in the news recently because of riotous behaviour. You should note also, that this snippet appears in Steering Column.

#####

Luck is with some people - such as the fellow who didn't bring his wife to the 680 Club and sat conveniently so that the lovely body from the show could sit on his knee.

#####

The big chap in the 680 show looked very much like Jim Eisenhower in some of the sketches. Bad luck that Moira and Jim weren't able to attend as we might have seen some witness confusing double acts.

#####

Out at Ingleburn lives a tech. teacher who used to be rude to others in the profession about their holidays. Guess who didn't find time in the break just concluded to remodel the kitchen and instal the dishwasher still in its crate!

#####

(Cont'd. on P.10.....)

Steering Column (Continued)

No wonder there are radar speed detectors. A white Renault on its way to the Motor Show display had a victory over a road roller by overtaking it at speed. To make matters worse, the driver was heard bragging about his feat at the last meeting - very bad for the Club image of sedate drivers.

#####

Frank Nissen can tell you a long story about roller shutters and at the close of that saga he set off to Bogan Gate where it seems he expected an opening.

#####

BEADED EDGE TYRES FROM BRITAIN

A brief chronicle of the exercise recently carried out by a member.

DAY

- 1 Wrote to Vintage Tyre Supplies, U.K.
- 4 Quotation received for tyres and tubes.
- 23 Transferred money to London.
- 30 Order acknowledged.
- 52 Wrote to Canberra - Form G132 By-law application to avoid duty.
- 53 Shipping details from U.K.
- 55 Acknowledgement of application from Canberra.
- 63 Canberra advised that application not approved.
- 79 Cargo notification.
- 80 Telephoned by Department of Business and Consumer Affairs, Bureau of Customs, advising re-investigation of situation and exemption from duty to be allowed.
- 81 Tyres arrived in port.
- 94 Customs details finalised and tyres collected.

It is interesting to note that the determination for by-law protection was specifically for this order only and dated for the month of delivery only. The normal duty rates are 20% on tyres and 6% on tubes.

By-law protection is only possible if the duty payable is over \$100.00.

The saving on five tyres and tubes was over \$130.00 on locally quoted prices (which may not have remained firm) and had duty been levied the saving would have been \$33.00.

Bob Petersen.

A SPECULATIVE THOUGHT ON WHAT MIGHT HAVE BEEN

Much of the populace - flag waggers, enthusiasts, perfection buffs - has basked in the limelight of the magic name "Rolls Royce". The make was even accorded the blatant title "The best car in the world". But, at one stage, was it indeed entitled to that classification?

Royce set out to build motor cars in 1904 in a feeling of frustration at having to pay too much attention to a Decauville car which he owned, observing that "I could build a better motor car myself." And undoubtedly he did do just that.

In 1906 Rolls won the Isle of Man TT race quite handsomely with a Royce, having failed in 1905 by ignominiously stripping a gear in the first few yards. Rolls Royce continued to gain a reputation for fine cars.

The start of a one model policy took place in 1906, and in 1907 the seal of success landed on the marque by the gratifying 15,000 mile R.A.C. observed trial by a Silver Ghost.

But what of Napier? In 1899 Montagu Napier started building motor cars, in making a replacement for an 1896 Panhard owned by S.F. Edge. In 1900 the first complete Napier car competed successfully in the 1,000 mile Trial. That was four years before Royce's first car! In 1901 Napier and Edge made the 17,157 c.c. 50 which produced no less than 103 HP at 800 r.p.m. In 1902 a light-weight 6.5l. shaft driven racing car scored a lucky win in the Gordon Bennett Cup, and put Napier, as well as the British motor industry, onto the map. Towards the end of 1904 a 15.1 l. racing version appeared, the famous L48, which was an excellent sprint machine, taking the World Mile Record at 104.65 m.p.h. on Ormonde Beach, Daytona.

As Royce did not start manufacturing till 1904, it can be considered that when he started, Napier had a "ton" lead on him. However, by 1906 Royce was turning out cars which demanded attention, not so much for their speed as for their reliability and sheer quality, as far as both engine and body were concerned. But, Rolls Royce did not build bodies, only chassis.

By now, Napier were apparently taking a leaf from the Rolls Royce book, and were building luxury 6-cylinder cars. In 1907 Edge did a 24-hour stint on Brooklands at 65.9 m.p.h. Napier stepped out of racing in 1908.

They went hard onto the passenger market, and did pretty well. By 1911, in order to satisfy a wide ranging demand, they had a bracket of 11 models. Even with this wide market, and notwithstanding their winning the 1910 Dewar Trophy for a London to Edinburgh run in top gear, they could no longer compete against Rolls Royce's solitary Silver Ghost in the luxury market.

In 1912 S.F. Edge left the company, and it started downhill immediately. In 1924 balloon tyres and four wheel brakes appeared, and the company folded up that year.

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

Many attempts were made to revive the make. In 1931 the company made a bid for the Bentley assets, but, as we know, were beaten back by Rolls Royce.

To 'fizzle out' was a quite ignominious end to an undeniably high quality car which would seem to have been a worthy contemporary for Rolls Royce. Their last activity was a three wheeler tractive unit of 1931, which was marketed by Scammell as The Mechanical Horse. (That's right, isn't it, Joe?)

J.S.

THE NAVIGATORS RALLY

A report compiled from information received as the dreaded wog and the editor were in what threatened to be mortal combat during the event.

The course wasn't easy and some short cuts were taken. The weather wasn't quite to the standard set by Peter Wards but it should not have deterred entrants.

No reports of salmonella poisoning due to under-cooked meat on the Club's trailer barbecue so it either worked or failed completely in its role and people resorted to the local fish and chip dispensary.

Those attending in veterans were:

Reg Jones
Jack Dance
Bill McCarthy
Bill East
John Wards
Frank Nissen
Jack Godfrey
Jim Wilson
Ray Hill

Peter Wards brought the trailer and Peter Michaels was at the finish in a vintage model. Among the Officials were Barry Thew and Warren Irish.

To protect me from Consumer Affairs - E. & O.E.

M.C.

FOR THE COOKSMeat Loaf with Creamed Cheese Sauce

(Contributed by Hilda Sheen who acquired it from her daughter, Denise.)

½ cup milk
2 eggs
2 slices of bread cut into small pieces
¼ small onion
1 teas. salt
Dash of pepper.

Mix the above ingredients well, then add 1 lb. of ground beef. Mix again - thoroughly. Place into a loaf tin which has been lined with foil.

Bake at 350° for ¾ hr. Remove from oven and drain off any surplus fat. Return to oven for another ¾ hour. Total cooking time, 1½ hours.

Sauce

¾ cup milk
2 tablespoons butter
2 " plain flour
2 oz grated cheese

Make a roux from the flour and butter, gradually add milk. Cook over low heat, continuously stirring until thick and smooth. Add 2 oz. of cheese.

Serve loaf and the sauce with a French salad, or suitable vegetables. It is also very good when cold.

President's Trifle (Hilda is not a trifle to Len, but she contributed the recipe.)

1 large tin fruit cocktail
1 Tasmanian raspberry jelly (or whatever you like)
1 jam and cream roll
½ glass of sherry (size of glass depending upon penchant for sherry)
1 pt. milk
custard
cream

Make the jelly using as little boiling water as possible to dissolve the crystals, then make the liquid up to 1 pt. by adding the syrup from the fruit cocktail. Place the fruit and half the jelly in a serving dish, then add the sponge cut in 1 inch slices. Pour sherry on top of the sponge slices. Pour on the remainder of the jelly. Set in the fridge and make your favourite custard. When cooled, pour the custard over the jelly mixture and return to the fridge. Decorate with whipped cream before serving. This trifle improves if it can be kept for 24 hours before eating. According to Hilda the sherry soaks through and it is great.

THE SOCIAL CORNER

Thank you Diana, for a very enjoyable evening at the 680 Club where the players deftly mimed recorded parts and acted appropriately on an almost non-stop basis.

As you can see on your Events Calendar, the next social event is a barbecue at John and Jill Corby's on 19th November.

SCENE SOCIALLY

Ron Craze, though not going as well as his BSA, was very interested in Club affairs when visited by Bob Baxter recently at Port Macquarie.

Len and Hilda set the clock back and took one grandson on a holiday. Hilda reckons Len has lost his touch with children.

* * * * *

AN EARLY SENSATION OF SPEED

Well within the veteran era some very fast machinery was made. In 1910 Barney Oldfield, at Daytona, did the mile in 27 2/5 secs., a speed of 130.8 m.p.h.

In 1909 the fabulous Blitzen (Lightning) Benz was produced. It was a mere 22 litre 185 x 200 mm. engine.

Here is a description of a run round Brooklands track, given by a correspondent of The Autocar, who occupied the passenger's (or should it be the 'mechanician's') seat of the Blitzen Benz:

"We scrambled into the mechanic's seat, being bidden to work vigorously at a large tyre pump in order to obtain the necessary fuel pressure, while two men stood on the starting handle to get the half compression gear home. The handle was given a turn and a thunderclap from the exhaust pipe heralded the awakening of the Benz to it's usual deafening uproar and vitality. Above all the uproar and pulsation came the grunt of the first speed being engaged, the seat hit one violently in the back and we swung out to the track, leaving a trail of smoke among the deafened but admiring crowds. Once out upon the banking the great beast shook off its sluggishness, and the thunderous reports merged into an inferno of noise, changing to one continuous note as the car climbed a little to rush down the Railway Straight.

.....the wind whistled over the protecting screen, the track flew towards one in a continuous stream flecked with high-speed telegraph posts, the edge of the banking came nearer, and with a great swoop we swung down to the fork.

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

Early Sensation of Speed (Continued)

Hornsted (the driver) had signalled enough pressure and guided my right hand to a leather strap somewhere over the tail side, then by bracing one's feet against the sloping floorboards down among the many flickering gauges, the seat felt firm enough for what was to come.

Up and up the banking flew the Benz, while the track curved over and the nearer landscape became even more blurred; the Members' Bridge shot into view to flash by almost unseen. Then the wind howled like all the devils chanting in unison, the motion of the great car seemed like floating, and with a great roar we flew down to the Railway Straight, earth, heavens, track and trees rushing towards us in a pandemonium of noise and appalling speed. Abruptly, Hornsted indicated the revolution counter, now steady at 1400 r.p.m., the car heeled over on the far banking, the fork flashed into view, and we had attained 130 m.p.h. for one supremely glorious burst down the straight."

BACK ONE DECADE

From SPIT AND POLISH, September 1967.

A new model had just arrived in the Godfrey menage. Congratulations, Michelle, on attaining double figures.

Max Pratt's Fiat fleet had been inspected by the Investigation and Dating Committee. How about de-mothballing one of them and joining one of our runs, Max?

The Club had started on a record of members' cars - George donated a special loose-leaf folder for the purpose. What has become of the very worthy and necessary project for a Club like ours?

INTERESTING ORIGINS

Considering that the manufacturers were T.G. John Ltd., how was it that their product was named ALVIS?

T.G. John, formerly of Siddeley-Deasy, and G.P.H. de Freville, formerly of D.F.P. (Doriot, F landrin et Parant) joined forces to turn out a speedy light car.

De Freville, while at D.F.P., had designed an aluminium piston which went by the name of ALVIS (presumably a copyrighted word in connection with pistons).

So there you have it.

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

WANTED:

For 1915 T Ford entered in the International Rally.

one pair front guards
brass radiator
coil box switch
bonnet
16 rim bolts and nuts for demountable rims
crank handle

WANTED:

For early 1915 T Ford (C42776)

chassis
differential and driveshaft
front and rear tapered springs
steering column and bracket
front radius rod
pair spring perches
coil box
head side and tail lights and carbide generator either
complete or parts

TO SWAP:

N.O.S. four ball kingston carburettor
1924 20 h.p. Rolls Royce gear box
front stub axles and hubs
large quantity Garford spares
fire engine fittings, suction hose, branch clips,
washer retainers.

- ROBERT FORBES
537 Chapel Road,
BANKSTOWN. 2200
70.2098

#####

TO SWAP:

Remo Hand Klaxon good condition for sulky bell
good condition.

- RON HULME
Wauchope.
'Phone: 133

(Cont'd on. P.17.....)

FOR SALE: 1915 T Ford Aust.; body fully restored.
Has plenty of brass to clean.
Includes spare 1914 chassis-motor-gearbox-diff.
We are asking \$4,500 o.n.o.
Will send photo to interested person.

Riley Moncarco 1928 9 h.p.
Fully restored and in mint condition; this
vehicle is very rare and has fabric body in maroon,
with black mudguards painted in dypethane, white
wall tyres, sterling silver radiator.
Has all original parts, original hand book,
genuine 62,900 miles.
Photo on request and will deliver free to any state.
Asking price \$9,500.00.

- J. WEBSTER,
51 Price Street,
Nambour. 4560 Q'ld.
'Phone: 41.2750

#####

FOR EXCHANGE:

1915 Reo, 4 cylinder, radiator, lights etc.
less rear of body.

SEEKING A VINTAGE AUSTIN SEVEN steel or fabric
saloon for restoration.

WANTED:

Magneto M2 BTH 180° or magnet to suit
1 5/8" deep x 3 7/8 high.
21" B.E. front m/cycle wheel
Douglas TS gearbox, pulley and sprocket

OTHER CLUBS AND STATES PLEASE COPY

- PAUL W. BUTLER,
1 Darley Rd.,
Randwick.
'Phone: (02) 399.3786

#####

(Cont'd. on P.18.....)

WANTED:

T Ford Parts
1913-14 Headlights
E & J Model 656, 666 or 66
Brown Model 16
Victor Model 2

1913-14 Side lights & tail lights

1918 windscreen frame

1916-1926 side lights and tail lights

- PETER MATTHEWS,
32 Contarf Street,
Seaforth. 2092
'Phone: (H) 94.4809

#####

WANTED:

Payment of overdue subs.

- TREASURER.

#####

LAST LAUGH:

In certain parts of the U.S.A. 'traffic regulators' - as they are called there - have noticed that motorists seem to regard the hundreds of conventional signs as part of the scenery, and that they are more likely to be slowed down to a mere 70 miles an hour by such signs as:

- * DRIVE CAREFULLY. DON'T INSIST ON YOUR RITES.
- * SEVENTY-THREE PEOPLE DIED HERE LAST YEAR FROM GAS. TWO INH/LED IT, FOUR PUT A LIGHTED MATCH TO IT, AND SIXTY-SEVEN STEPPED ON IT.
- * THE AVERAGE TIME IT TAKES A TRAIN TO PASS THIS CROSSING IS TWELVE SECONDS - WHETHER YOUR CAR IS ON IT OR NOT.

While a warning posted at the entrance to a frequently-flooded country road reads:

TAKE NOTICE. WHEN THIS SIGN IS UNDER WATER, THE ROAD IS IMPASSABLE.

#####

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