

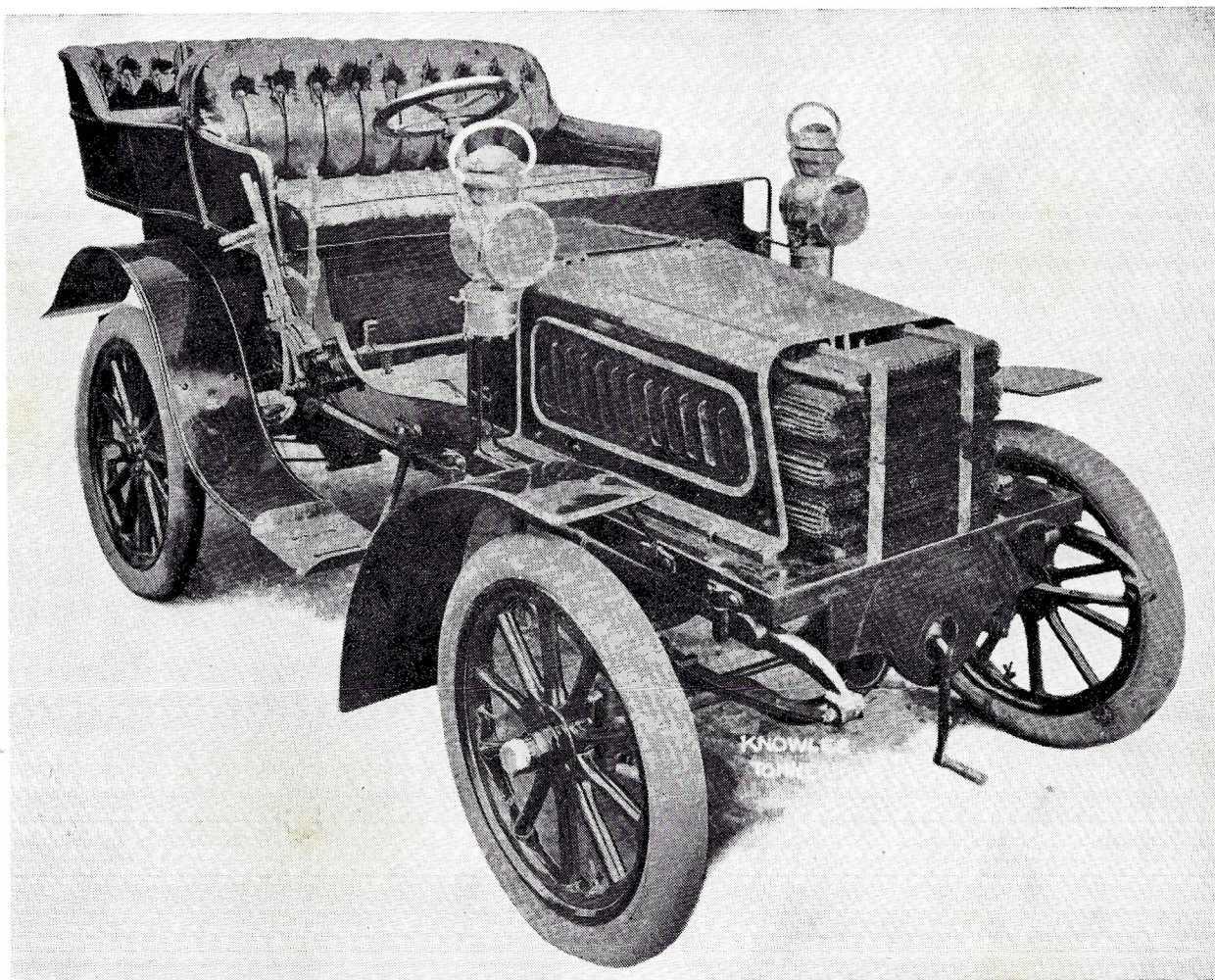
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

● APRIL, 1976, VOL. XVII, No. 10

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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. XVII, No. 10

April 1976

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The next General Meeting of V.C.C.A. (N.S.W.) will be held at 8 p.m.
on THURSDAY, 22ND APRIL, 1976, at our clubrooms, 134 Queens Road, Five
Dock.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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



MAY SCHOOL HOLIDAYS

-

WESTERN TOUR

Max Chapman has arranged a very interesting "Western Tour" starting on Monday, 10th May, the itinerary being as follows:

MONDAY - 10TH MAY: Leave Millers Hotel, Prospect at 10 a.m. - Monday night at the Bathurst Motor Lodge.

TUESDAY - 11TH MAY: Bathurst to Dubbo. Tuesday and Wednesday nights at the Golden West Motel, Dubbo.

WEDNESDAY - 12TH MAY: Local tour.

THURSDAY - 13TH MAY: Dubbo to Gulgong and local tour of Gulgong. Thursday night at "Ten Dollar Town" Motel, Gulgong.

FRIDAY - 14TH MAY: Gulgong to Mudgee. Friday night at Mudgee Motel.

SATURDAY - 15TH MAY: Mudgee to the Everglades Motel at Leura.

SUNDAY - 16th MAY: Leura to Sydney.

There may be some members who wish to participate in the tour for one or two nights and others who will want to caravan or camp out. We already have two groups who will be camping or caravanning and some members have indicated that they intend to use their vintage, or modern cars. That's fine! The whole idea is for a relaxed tour and if you wish to join us then ring Max Chapman, 94.6402 and tell him - you can organise your own accommodation to suit yourself by booking through M.F.A. Reservations or Koala Motels etc.

If any of our members in Dubbo (Jack or Stan etc.) could suggest a one-day tour in the Dubbo area for Wednesday, then please drop Max or myself a note. We have organised a gas bar-b-que to cook our midday meals and with a little on-the-spot organisation we should be able to arrange a "steak pool" to keep our meal costs to a minimum.

The emphasis on this tour will be relaxation - already we have seven cars entered and your entry would be welcome.

BOB BAXTER

MINUTES OF GENERAL MEETING HELD ON THURSDAY, MARCH 25TH, 1976 IN CLUBROOMS.

PRESENT: 49 members, 4 visitors.

MEETING declared open at 8.25 p.m., Allan Foy presiding.

APOLOGIES: L. Sheen, M. Johns, J. Cooper, P. Nissen, T. Bent, P. Hill,
W. Irish, D. Berthon.

MINUTES: of meeting of 26/2/76 having been circularised were confirmed on the
motion of A. Blevins/B. Bronk. CARRIED.

ARISING: Insurance:

Gallery price of \$450.00 each for pictures had been advised by
C. Parker, and insurance coverage had been increased to \$900.00
accordingly.

C. Parker's letter was read, donating an oil painting (western
Queensland scene) for raffle towards the purchase of 136 Queens
Road, Five Dock. Also acknowledgment by Bill McCarthy.

Vote of thanks by acclamation was given to Col. Parker.

Water Pump Grease:

A. Foy still following up.

Cottage:

Deed of Trust being completed.

TREASURER: W. McCarthy submitted Treasurer's Report (copy attached).

RESOLVED (B. Paddle/R. McCarthy) that the report be accepted.

Donations received, and acknowledged by the Chairman, were from
G. Green (Driver: B. Thew), J. Wards and B. Garth; also K. Quarmby.

CORRESPONDENCE:

1. Letter of thanks from Mrs. Gwen Dunn for Katoomba invitation.
2. The Manly Municipal Council inviting us to parade on 6/1/1977.
3. Illawarra Vintage C.C. advising members elected to committee.
4. VCCA/Newcastle March Minutes (noted no accommodation in central
coast district 8-hour weekend, investigating Coalfields, Hunter
Valley area).
5. VCCA/Tasmania National Rally to be held Marth 5th-13th, 1977, and
not as previously advised.
6. Letter to Parkes Antique C.C. thanking them for interest in our
Katoomba Run.
7. To Rotary Club of Drummoyne re Motorcade in May. Volunteers advised
as B. McCarthy, V. Jacobs, J. Dance & J. Wards.
8. To M.S. Ruddock expressing our thanks for his attendance Katoomba.

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

APPLICATIONS FOR MEMBERSHIP:

Barry Pearce, St. Ives, 1911 T. Ford - car to be inspected. Barry was in attendance at the meeting, welcomed by the Chairman, and advised his application will be dealt with at April meeting.

Ronald Matheson, 32 Young Street, Annandale. 1910 F.I.A.T.

RESOLVED (E. Lang/R. Hobson) that as Ron's 1910 F.I.A.T. is not yet available for inspection, he be accepted as an Associate Member in the interim.

INVESTIGATIONS: Letter from Gary Dibley, member in Coffs Harbour, re his Adler, was read.

EVENTS:

1. Concours on 21/3/76 was reported by J. Wards.
2. Attendance at Canberra Rally - 4 members who were present at meeting.
3. Easter Sunday run to be announced in Herald.
4. Katoomba event reported.
5. Announced Western Tour from May 10th to 15th inclusive is being arranged by Max Chapman - interested members to contact him direct as soon as possible.
6. Wagga V. & V. Rally weekend of June 14th/15th.
7. Volunteers sought to participate in Waverley parade on 1/5/76.

MAGAZINE:

R. Baxter summarized postage expenses; no problems with magazine.

SOCIAL:

1. Presentation on 1st May at Concord - names required tonight.
2. Music Hall on 17th June.
3. Jenolan Caves weekend July 3rd/4th.

REGISTRAR: Roster ready to go to print and majority of States replied enclosing their cheques. Next month should see some action on the Roster.

1978 INTERNATIONAL RALLY:

75 replies received to initial bulletin and at least 50% from N.Z. Entries will be restricted to 400. In reply to a query re the original advertised rally route, Max Roberts advised this was preliminary only and has been shortened to comply with overseas tourism and accommodation requirements.

CLUBROOMS: Max Roberts gave a brief report on clubrooms and amenities in New Zealand.

C.V.V.T.M.C.: Allan Foy confirmed that Swap Meet is definitely 16th May, location at Grace Bros., Chatswood. Smith Family and 2CH negotiations going ahead as per previous minutes.

PUBLICITY: A. Foy advised good coverage on Katoomba Run with features on television of W. McCarthy, J. Thomson and M. Ruddock.

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

PHOTOGRAPHER: J. Thorpe reported that photographs taken on Mountain Rally should be available at next meeting.

GENERAL BUSINESS:

1. Painting

Suggested that raffle be conducted at the Motor Show.

2. Concours Judging

B. Thew referred to allocation of points as per our Rules for the Judging of the Concours D'Elegance & D'Etat, particularly 1(c) Coachwork, 7 Originality and 1(a) Brasswork, and suggested matter be referred to committee for review.

3. Coggins Trophy

Noted that 1913 Wolseley instead of 1910 (A. Blevins) to be changed.

4. C. Stanbridge announced sale of brass bushes and brass bolts, plus prices; also that Honda chain was perfect fit for sprockets of his Belsize.

Meeting closed at 9.20 p.m. (Natter Night.)

* * * * *

S O C I A L

Hope Joan and Ken Moss have recovered from their very nasty car accident, Joan having to have 13 stitches in a head wound.

Have had a couple of letters from Hilda Sheen, who will be glad to be back in Sydney again soon. Hope to see them at Presentation Night.

We received a card from Mrs. McGowan and family thanking us for our condolences at Frank's passing.

At time of writing I have only 24 names for Presentation Night, so buck up and ring up. It is Saturday, 1st May at St. Luke's Hall, 19 Burton Street, Concord, 7.30 p.m., \$5.00 each. A supper dance.

Two other dates to remember: Music Hall, 17th June, Thursday and Jenolan Caves weekend Saturday 3rd, Sunday 4th July.

GLAD KING

* * * * *

1 9 7 7

N A T I O N A L R A L L Y

DEVONPORT - TASMANIA

INCORPORATING 7-DAY TOUR OF TASMANIA

AND

21ST ANNIVERSARY OF V.C.C.A. IN TASMANIA

Anniversary run commences Saturday, 5th March, 1977.

National Rally commences Monday, 7th March, 1977.

ENTRIES for the above rally will be limited, so do
not delay, contact:

P.R. Bryan,
Rally Secretary,
P.O. Box 81,
BURNIE. 7320. Tasmania.

A CORONER'S DISLIKE FOR MOTOR CARS

March 1st, 1907

The Shrewbury (England) Coroner at an inquest today remarked:

"God created horses for the use of mankind and the Devil
invented motor-cars for the destruction of mankind."

The foreman of the jury said that the reporters should
publish that statement. The Coroner: "They can put in in
the papers if they like."

GEO. A. ROBERTS



Once again a club member has taken the bit between his teeth and done something constructive. What? you may ask, but it seems that the May school holidays are an excellent time to have a holiday out west, so Max Chapman has organised a club tour of the Western Districts area taking in Bathurst, Dubbo, Mudgee plus the old goldfields of Sofala, Hill End etc., and judging from the response of members this should be a great trip. Well don, Max.

#####

Sally and Peter Kable are buying a two-man tent to take with them as accommodation is a bit on the short side. I hope there isn't a bushfire ban as the western plains can be mighty cold.

#####

More on the Stude Saga. Well Toby is now on the finishing stages of his Beast. When I last saw the pride and joy it had a horrible list to starboard (unladen). Toby is blaming the spring reseters. Bet. reckons its not his diet, so what has caused it? You may very well ask!!!!

#####

Seven club members and their spouses had a most enjoyable night out recently at a Chinese restaurant with Victor J. as organiser. We ate our way through about 10 courses (burp) of authentic dishes. Ann Baxter, who resided in Singapore for 2 years, stated that it was comparable with any she had sampled. No free plugs, (Jim Simpson may get upset), but any of you connoisseurs can contact Vic. for the address.

#####

As mentioned in a previous issue the time is approaching for election of club officers. Some of the present club Committee have indicated that they are stepping down so all you aspiring (or is it perspiring?) candidates had better start campaigning for votes NOW.

#####

HAPPY MOTORING TO ALL MY MANY FANS.

E.J.L.

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

From Michael Bendeich - Registrations Officer:

"I will be away for several months from beginning of April, so if anyone wants new registrations or alterations, information etc., please contact:

Alan Blevins,
Blackett Drive,
Castle Hill."

"The Editor,
Dear Sir:

I hope you can use the following article. You will probably have to edit it, as I'm rather new to this type of thing.

Our First Rally

What a good weekend the Blue Mountains Rally was for our first outing with the Club.

We took up Mel Pope's kind invitation to give his "T" Ford a run. Having never driven a "T" Ford before, Mel gave me driving instructions on the Wednesday prior to the Rally and on the Saturday morning early before the start. Then the fun started out on the open road on our own.

We were given all the help and encouragement needed from club members and officials from start to finish.

By the time we left Pitt Town after morning tea, we had settled down for the scenic run up to the Hawkesbury Lookout. I was worried about the Ford boiling at the top of the Lookout, but Toby Bent assured me 'T Fords always boil, don't worry about it', so on we went to Springwood for lunch.

Everything went well until 3 miles from Lawson when we did a Trembler Coil in. We just waited until we saw a 'T' coming round the bend and hailed him. Bob Peterson loaned us a spare coil and we were able to make it trouble-free to Leura.

The afternoon and dinner were most enjoyable, it gave us a chance to meet fellow club members and their wives and talk old cars etc.

How lovely and fresh it was on Sunday morning for the drive down to a very nice Bar-B-Q lunch at Penrith Showgrounds! (Those cans were most appreciated.)

Probably the thing that impressed us most, was the interest and courtesy shown us by modern motorists and the public generally. We never stopped waving.

(Cont'd. on Page 9.....)

We would like to congratulate the Events Committee for a job well done, and thank the ladies at Pitt Town for a very nice morning tea.

FRANK & MAUREEN JOHNSON."

"Dear Editor:

I feel that we have now been shamed into putting pen to paper about our Katoomba breakdown. Maybe this is a month late, but better late than never.

First we must extend our sincere thanks to Bob Baxter, who was at Blakehurst nearly every weekend for about 8 months, to get an overhaul done on the Star motor. Roley has now learnt quite a lot about that motor. We must also thank Reg Jones, who did one of the quickest re-assembly jobs that this club will ever see. There were others involved in the resurrection and we would also like to thank them.

Well, we set out for Katoomba, practically at daybreak, not sure how we would go, and being a bit wary about a foot brake shudder. By the time we got to Auburn, we were beginning to feel more and more confident, when suddenly plenty of noise, no traction. George King pulled up and diagnosed a broken axle. Nothing for it but to call a tow wagon. Mum and I waited while Roley went home to get the modern.

Several southsiders pulled up and commiserated, while we waited four hours for the wagon. It was a very sad sight to see the Star rear end up on the back of a tow truck. Safely stored at Roley's work, we then proceeded to Katoomba.

Even with our disappointment, we still had a most enjoyable weekend. It was great to see the kids, young and old, have something to entertain them in the various games rooms etc. I enjoyed the return trip on Sunday in the sidecar of George Beisman's A.J.S. Have you ever seen the time when these bikies have not had a great time on a Katoomba weekend?

During the following week Roley pulled the back wheel off. Not a broken axle, the wheel nut had come off. These nuts have now been replaced on both back wheels and heavy duty split pins firmly fitted. A little further poking about underneath revealed that the gear box housing bracket required welding. Upon removal it was further found that the transmission brake bracket had completely sheared. All brackets have now been repaired and after driving it back to Blakehurst, we now find that there is no foot brake shudder.

Our conclusions are that if the wheel nut had not come off, the gear box may have fallen out. Some minor nuisances may be a blessing in disguise.

With just a few more minor technical adjustments we hope to have Twinkle Twinkle Little Star permanently back on the road giving us the reliable motoring we have been used to in the past.

JAN COULCHER

P.S. If I get the brackets mixed up, don't worry, they have all been fixed anyhow."

WHAT 20 YEARS OF OLD CARS HAS

MEANT TO ME

by David Berthon

Back in 1956, having commenced High School at Meadowbank Boys High and settled down to normal High School day to day drill, it was somewhat pleasing when one day in April the Headmaster announced that 15 students in Class 1A had been invited by Ryde Rotary Club to tour the Port Kembla Steelworks.

Being fortunate enough to have my name drawn from the hat, together with my school mate Ian Costley, we arrived at school on the given day to be met by the Rotarians for the drive to Port Kembla. Our chaperone for the day, as it turned out, was a Mr. Dance (at this stage unknown to me) and his co-driver George Potter who, many older members will remember, was custodian of George Green's Alpine Rolls. Jack at this stage drove a black 1951 2½ litre Riley Saloon which Ian and I soon realised was his pride and joy.

As the day progressed we soon came to realise that Mr. Dance and Mr. Potter had either not seen each other for over 10 years or were absolutely wrapped up in old cars and everything about them. (At this stage I did not know of course of Jack's reputation for talking the leg off a chair). Anyway, after a very interesting day we were invited by Jack on a rally in his 1908 Talbot "Tilly" which we thoroughly enjoyed, this being the first of many rallies I was to accompany Jack on.

Up till now the only thing mechanical that I had owned was my Speedwell Bicycle fitted with 3 speed Sturmey-Archer gears bought for my 11th birthday. However Ian and I had found in an open shed not far from home a 1928 square-nose Morris Cowley utility which we drove around much to its owner's delight, who was in his 70's and gave us hints on how to keep it going. In his shed was an old B.S.A. motor bike and side-car which after much pestering the old chap let us ride - it only requiring a new battery and air in the tyres. At this time speedway riding was in great vogue at Sydney Speedway and Ian and I made a circular track in the paddock and envisaged ourselves to be great speedway stars having many hours of fun after school until yours truly went thru' the cattle gate off line and left the side-car wrapped around the gate post. (Jim Simpson would have cried.)

During this time I attended many Rallies including several Wollongong Rallies sponsored by Golden Fleece (one nearly entirely in the rain, "Tilly" at this stage minus hood, an experience every veteran motorist should endure), and several Brighton Rallies. All I remember much to my mother's delight as my father had died in August 1956 and she was anxious that I should have as much male company as possible rather than be brought up in the constant company of a woman. To this end I was very grateful to Jack and whilst it was fun to attend rallies in "Tilly" as much enjoyment was had on the Saturday before the rally helping prepare her, cleaning those seemingly huge S. Smith and Son headlights, cranking the engine or just generally helping maintain her.

(Cont'd. on Page 11.....)

In 1960 Jack, having filled "Tilly" with family for the weekend, asked Frank Meek - then President of the Rolls Royce Owners Club if he could take me as a passenger on the Annual Newcastle Rally to Gosford. Frank at this time drove George Green's cars and on this particular rally had "Christopher", George's 1910 Silver Ghost Laundalette which, as it turned out, was the first veteran car I was to drive - down some very deserted back roads on the way to Gosford. Frank at this time was a driving instructor in the C.M.F. and so there was no one better to teach me the art of double shuffling.

Participating in this Rally I remember was "Tiny" Barlow in the 1908 Renault Roadster (now owned by Bill Spraggon) with his petite wife - a sight to behold on the road and at dinner at our table on the Saturday night in the Central Coast Leagues Club where he was smoking the largest cigar I had ever seen - a really nice bloke.

Frank's interest in old cars centred around his 1920 Rolls Royce Silver Ghost "Harriet", a beautiful Cunard bodied Cabriolet previously owned by the M.D. of Schweppes Drinks and garaged in the still standing coach-house on the estate on the Pacific Highway near the Railway Bridge at Turramurra. The coach-house is quite tall and was designed to house the unique Cabriolet Top which was fitted with a lifting ring to facilitate its removal, converting the car into a high-sided tourer. Frank incidentally purchased the car from the estate in 1956 for £300 (eat your heart out) in very original condition albeit the Cabriolet Top which, although burnt, was nevertheless restorable.

At the time of meeting Frank the car was in the final stages of restoration, requiring only the hood lining, blinds and tassels to complete it. During the next few years I became to know "Harriet" more and more whilst also maintaining my interest in "Tilly" and drove her on many occasions including many weddings when at that time Frank would borrow "Regina" from George Green, making a fine pair, both cars were painted in similar colours and looked superb in wedding attire.

"Harriet" to me was the ultimate car to drive, able to display so much low speed top gear torque, pulling away from 10 m.p.h. with effortless stride, her commanding bus-like driving position and the general feeling of driving something so beautifully engineered and precise for a car at that point of time over 41 years old.

In between my association with "Tilly" and "Harriet" I had purchased a 1931 Austin Seven Meteor with damaged front end from a friend at Church Fellowship who, when leaving the drive-in one night, forgot to put his glasses back on after all the action on and off screen and collided with the last speaker upright in his row, ripping out the front axle. After replacing the front end and using the car as everyday transport for some 6 months I sold it to an American Exchange Student who took it back to America with him.

My next car was a 1926 Austin Seven Chummy Tourer found beside a house in Dorset Street, Epping, the owner having laid it up on blocks under a fern house, the consequence being that the body was in very poor shape, yet mechanically it was excellent.

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

The old chap being a mechanic by trade had stored the magneto in the house and had kept the engine in good order. Having managed to acquire a roadster body, I was then able to restore it and used it for two years as everyday transport, a very reliable car, taking my mother and myself into the city and return each day.

At this particular point of my youth my interest started to develop in La belle femme and as some of my mates had begun to acquire sports cars I felt rather left out when on trips to the beach I would be blown off by Austin Healeys, Triumph TR2's and the like and to top it off the indignity of one day descending the hill beside Epping High School with a girl I had taken to the beach for the first time when the fabric universal joint behind the gear box fractured, allowing the tailshaft to jamb in the chassis cross-member causing the dreaded side-slip into a ditch, the car rolling on to its side with Berthon sitting on lady friend's head - fortunately no one hurt - but needless to say my first and last outing with that girl.

Some time later I sold the Austin Seven Roadster for £80 and acquired, much to my mother's anguish, a near near 1961 Austin Healey Sprite Mark I. At this point of time my interest was divided between Veteran Cars, Sports Cars, Surfboards, Bilgola Beach and last, but not least, but probably in that order at that time, anyway, Diana, whom I had met in 1960 and who worked 2 floors below me in Caltex House as an architect's Secretary/Typist. Having taken Di out for some time her father, who was a Jaguar enthusiast, at the time expressed an interest in Frank Meek's "Harriet" which I was often enthusing over and so one Saturday I took her down to Palm Beach where Di and her family spent summer week-ends arriving at about 6 p.m. Having loaded all the family aboard I proceeded to go thru' the starting procedure (which I might add I thoroughly enjoyed) last of all turning the lights on which duly fused the entire electricals, leaving only the magneto ignition, very embarrassing and I think the worst drive of my life through Frenchs Forest following the white guide posts by moonlight and keeping an eye out for oncoming and overtaking cars.

On the Queen's Birthday weekend in 1962 Frank Meek invited me to attend the Annual Rolls Royce Federal Rally to Mildura which to me was the ultimate Rally - good driving stretches broken up into reasonable mileages through country I had not seen and in the company of other fine cars. "Harriet" enjoyed this sort of run and loped along at a steady 60 m.p.h. with ease. I remember that on the flat country out from Cobram (on the Murray Valley Highway) we had been cruising at about 65 m.p.h. when the late Jack Jeffrey, hood down and resplendent in fur-trimmed coat and hat passed us in George Green's "601" with cut-out open - a smile from ear to ear - thoroughly enjoying himself. Also in close company was Barry Gillings in George's "Basket Rolls" travelling at speed with Ken Moss as co-driver fresh from an operation on his hernia and after 1200 odd miles of Barry's driving and the "Basket's" suspension he was ready to offer himself to his doctor for another operation.

One car that I remember on the rally that I have not seen since was Reg Hunt's Veteran Rolls Royce Tourer, a beautiful car driven in reverse thru' a flagged course by the owner as though he was seated in one of his racing cars - he incidentally won the event against all comers, some of whom were driving very modern machinery.

(Cont'd. on Page 13.....)

Thru' my association with Frank and "Harriet" I had come into contact with Dick Heher who at the time drove for the George Green Stable, usually behind the wheel of the Prince Henry or the Franklin. Many older members will probably remember his sister whose husband drove George's F.N. raceabout in some early rallies. Anyway, Dick had at this time a superb 4½ litre Bentley Tourer, in original condition, and was in need of garage space so as our garage at Epping was large enough for 2 cars, I offered it to him hoping that some day he may offer me a drive of this superb car. As it turned out I did manage to drive it on many occasions - a fantastic experience and probably the only time I will ever drive a Bentley like it again.

This car, incidentally, ended up some years later residing near me in Castle Hill in company with a fabulous Speed Six Roadster - both cars now owned by Owen Bourke who has since restored the 4½ litre to concours condition. Dick also at the time owned a 1913 Rolls Royce Silver Ghost Chassis which was part restored and garaged over at Cremorne. This, to me, was the ultimate veteran and when Dick sold the car some time later for £1,250 I vowed that one day I would save up and buy an old Rolls, which I finally accomplished last year when I acquired a 1927 Phantom I chassis. Dick also owned a 1928 Rolls Royce Phantom I Barker Bodies Limousine, painted in two shades of grey with matching smoke coloured upholstery. I used to help wash this car of a Saturday and usually was offered a drive afterwards which to many members now probably sounds crazy, but to me at that time was something to lose sleep over. This car, incidentally, is now owned by Max Roberts and looks far nicer in its present colours.

After a lapse of several years in which time I was more involved with studies, I re-joined the club and in 1966 on the way to a club meeting at the Sea Scouts Hall at Meadowbank, Ray Hill told me of a S.C.A.T. at Hurstville that was available from a retired member, Brian O'Brien, for \$180.00 - a basket case - but nevertheless a chassis with all major items intact. Having acquired the car, some time transpired during which I became married and S.C.A.T. parts became a familiar sight in our flat - lights hanging from the wall, radiator under the bed (not for cooling purposes either) and an assortment of brassware in the linen closet. Restoration work was slow to commence as we were saving for our house and I could only afford to restore items that involved little expense. During 1968 Barry Thew offered the use of his father's garage and workshop - which became a regular Saturday venue for which I was very grateful.

Mum had since sold our house and had bought a home unit and I no longer had a garage to work in. I was at this time able to restore items such as brake rods, linkages, front end and the gearbox. Continuing my association with "Tilly", Jack in early 1969 asked me if I would like to become custodian of her during his six month visit overseas, a chance I jumped at with appreciation. Thus, after an association I had developed with "Tilly" over some 13 years, I finally had reached the point where I would actually drive her - to this day as Jack often points out, the only person apart from himself to actually take the wheel.

After completing the 1969 Katoomba Rally in "Tilly" I was approached by Ross Marshall to become custodian of his 1912 Delage and to take it in the 1970 International Rally.

(Cont'd. on Page 14.....)

I had found that now being able to participate in Rallies made me all the more anxious to complete my own car, which although I had the basics, still lacked a lot of the smaller detailed items which help to make a veteran so interesting and unique. In my search for S.C.A.T. parts I came across an old copy of "Early Cars", courtesy of Librarian Barry Thew, newsletter of the Veteran Car Club of W.A., which contained an advertisement for a S.C.A.T. engine plus an early Daimler Chassis with, of all things, a Sydney telephone number. On phoning I found that the owner had had little success in trying to sell the items and so I hot-footed it down to Drummoyne to an old waterfront mansion (under Gladesville Bridge). Here, in what appeared to me anyway to be part of the old grandiose days of early Sydney, I was met by an interesting man called Wallis-Young whose father had been one of Sydney's leading Dental Surgeons and who at one time had owned a 1909 S.C.A.T. 22 h.p., the motor of which he put in a speed boat in 1930, and which was now available together with the sad remains of a 1914 Daimler with huge 930 x 130 beaded edge wheels.

This car unfortunately, had as Wallis-Young explained, been left in Erskine Street, City, by his father's chauffeur in 1922, when a boy had let the handbrake off and it rolled into a telegraph pole, damaging the front engine block and sleeve valves which apparently proved difficult to replace. The car was pensioned off and whilst garaged for some time, was then left part-dismantled under a large fig tree which kept it in an almost constant moist state.

The car was past restoration and as a parts car was at least able to help complete George Green's rare chain drive Daimler with a radiator and steering box. In the coach-house nearest the street stood 3 Studebakers which presumably the father acquired in succession after the Daimler. These were a 1923 4-cyl. tourer, 1926 6-cyl. Dictator Sedan and a magnificent 6-wheel equipment President "Straight Eight" Gentleman's Roadster that Frank Illich would have blown his mind over. Wallis-Young told me that the "straight Eight" held the honour of doing 90 m.p.h. at the top of the hill coming up from Bulli Pass - a story I could never confirm. The only car that was available was the 1923 Tourer which I did not want. Willis-Young proved to be an extremely interesting man as his father had obviously been very clever with his hands and in the boat-shed on the water's edge sits a speedboat fitted with 6-cyl. Studebaker motor that he had built up during the 30's. Wallis Young himself could tell so many interesting stories including his earlier days with his then unknown cousin Errol Flynn, showing me early correspondence and photos of when Errol went to America. An extremely clever man himself, Wallis-Young practised in Macquarie Street specialising in the repair of facial bone damage on war and accident victims. Anyway, with the items I managed to purchase I was able to swap and trade for various items for the S.C.A.T.

A short time later I came to hear of a S.C.A.T. which had belonged to Sep Hall's father and had been garaged at Redfern, the whereabouts of, many older members knew about. After Sep had recovered the car, which was totally complete, he gave it to a friend who, having dismantled it for restoration, left the chassis and firewall on a vacant block of land next door as it would not fit in his garage. On return from holidays he found that the chassis had been bulldozed under many tons of earth to make way for a block of Home Units. At this point Sep, having recovered his temper and the dismantled parts, put them, unknown to

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me, with the help of Keith Chambers under Ryde Squash Courts. Some years earlier while attending Meadowbank High School I had become friendly with Brian Purdue whose father at the time was involved with the North Coast Vintage Car Club at Lismore and owned and still owns many Veteran and Vintage cars and parts (previous owner of Max Roberts 1906 Humber) and who had given Brian a 1921 (?) Lorraine-Detreich chassis to restore. Brian, who resided at a boarding house at Ryde, stored the car under the Squash Courts next door. Each afternoon on the way to Ryde Station from school I would drool over this rare vintage chassis with its finely polished aluminium crankcase.

Remembering this some time later and having lost contact with Brian I decided to take a look under the Squash Courts, only to find to my surprise the remains of S.C.A.T. - which I finally ascertained was Sep's. Apparently the Lorraine-Detreich had some time before found its way to the tip - only to be recovered some time later minus a lot of its brass and copper jewellery - a great pity. Anyway, after constantly ringing and approaching Sep to the point where I made an absolute pest of myself, he finally succumbed and gave me the remainder of his S.C.A.T. - a gesture that to me was in the true club spirit and to which I will be ever grateful - enabling me to make a complete and detailed restoration of a fairly interesting and rare Italian car.

As the car is now reaching the final stages of restoration, I feel I should express my gratitude through SPIT AND POLISH to Sep Hall, Barry Thew, Barry's father Tom, Michael Bendeich, Ross Marshall and Max Roberts, whose help and generosity one way and another have enabled me to restore a car I would not otherwise have been able to do.

It is for this reason why I have written this article for I consider that the biggest problem facing our club over the next 10 to 15 years will be the continuing drop of active full members, helped little by the general lack of foresight among an "old school" of members who to me continue to grasp on to 2 or 3 unrestored chassis which they will never in their lifetime restore, or who own several restored cars, one of which they could offer to some responsible associate or potential member on a custodian basis.

I therefore consider myself lucky to have met the Jack Dances, Frank Weeks, Ross Marshalls etc. who have all helped foster my interest in old cars and who introduced me to what I think is a unique and fascinating hobby offering enjoyment to not only myself but to my whole family.

DAVID BERTHON

* * * * *

EXTRACT FROM "THE MOTOR", 1ST NOVEMBER, 1910, under the heading:

"QUEENSLAND MOTORING

We have received a letter from the Managing Director of the Canada Cycle and Motor Agency criticising an article which appeared in the 'Motor' of 12th and 19th July last on Motoring in Queensland. It is said that the writer of the article was employed by the company and in the course of the article he remarked that the concern meant well and no doubt in time will do well'. The company say that not only are they likely to do well in the future, but they have done remarkably well in the past. They say that our correspondent's ideas were not colonial ideas and because the latter did not fit in with what he thought was right with the usual English conservatism he thinks they must be wrong.

Our correspondent took the foreman mechanic of the concern severerly to task and mentioned that he had since been replaced by an Englishman. The company say that the Englishman's reign was very short and a more dismal failure in the position one could not imagine. The Englishman has since been replaced by another colonial, with a very great increase in efficiency. We have pleasure in giving the other side of the picture."

NOTE:

The Canada Cycle and Motor Agency were early car distributors, both in Brisbane and Melbourne, concentrating largely on the sale of Studebaker and Dodge products.

GEO. A. ROBERTS

* * * * *

FROM BUICK CAR CLUB JOURNAL:

W A R N I N G

CAR POX (Var. Herpix Vintageous). Vector: Lance Bosanquet

A disease very contagious to adults, particularly males. Victims known as Vintage Car Cranks. (Must be referred to as 'Enthusiasts' in their hearing).

Symptoms:

Continual complaints as to need for more time, more room, more money. Victim frequently has blank expression, sometimes deaf to wife, kids and reason. Has no taste for work of any kind, except mechanical (known as 'tinkering' or 'restoring'). Frequently checks workshop manuals and 'for sale' columns. Hangs out in fellow victims' garages workshops, from which issue periodical bouts of heated discussion, bangs, foul language, and various noises (such as 'purrs', 'snarls' (good) or 'piston slap', 'diff howl' (bad) etc. Victim makes extended phone calls to remote country areas, goes on wild goose chases, mumbles to self, lies to everyone, frequents queer gatherings known as Rallies and swap meets.

NO KNOWN CURE - VICTIM SHOULD BE HUMOURED AND TREATED WITH GREAT SYMPATHY.

EXTRACT FROM "VETERAN CAR" (The Gazette of the Veteran Car Club of Great Britain - Winter 1975):

F.I.V.A. AND THE F.I.A.

The Regulation of International Veteran and Vintage Motor Sports

When the V.C.C. was founded in 1930 and the V.S.C.C. four years later the events which the clubs organised were lighthearted largely social affairs with an element of innocent competition thrown in. Few of us who were around at that time would have guessed that the Brighton Run would soon attract more spectators than any other sporting event in Britain or that 15,000 would be a modest gate for a Vintage race meeting.

But this happened, and as the competitive aspect grew so did the responsibilities of the organisers and the need for rules and regulations. So with the benevolent understanding of the R.A.C., the two major clubs in this country evolved their own rules for competition.

Before long the wind of veteran and vintage enthusiasm blew around the world - and in its wake came overseas participation. 1954 saw the first Anglo-American Rally and thereafter international competition grew apace. In 1966 the need for some concurrence at an international level was achieved by the formation of F.I.V.A. - a fusion of the International Federation of Veteran Car Clubs and the European Federation of Veteran Automobiles.

Most members and certainly all who have taken part in events overseas will recognise the initials F.I.V.A. They stand for Federation Internationale des Voitures Anciennes. F.I.V.A. offered experience to organisers and, as far as was in the power of a voluntary body, brought basic uniformity into the regulations for running international events. Philip Mann, an active member of both the V.C.C. and V.S.C.C., has been President of F.I.V.A. since 1972 and as a result of his determination an important step forward in the international recognition of veteran and vintage motor sport was taken in Paris on 10th October, 1974.

F.I.V.A. has thirty-three member clubs drawn from twenty-six countries all over the world. Most countries have one member club: Britain has two (the V.C.C. and the V.S.C.C.) as has Germany; Spain and France have three.

A great deal was accomplished. It is unnecessary to record all thirty-five of F.I.V.A.'s Articles, but three deserve mention - the acceptance of British dating definitions of Veteran and Vintage, the compilation of an orderly international events calendar and the nomination of a country to run the official annual F.I.V.A. rally.

F.I.V.A. had recognised for some time that an international organisation would be of limited value unless it had power to enforce its rulings; and further, that any exercise of power in the field of motor sport must be achieved within the rules of the authority already governing all competitive motoring, namely the Federation Internationale d'Automobile or F.I.A. In short, what F.I.V.A. needed was F.I.A. recognition.

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Now before the thought occurs, as well it may, that the F.I.A. is a pretty powerful hammer to crack the modest nut of our lighthearted motoring, let it be remembered that ALL competitive motoring in Britain is subject to R.A.C. sanction and regulations, and the same applies to domestic control in other countries.

So it followed that if international veteran and vintage motoring was to be rationalised, this could be achieved only through an authority having power over the responsible national organisations. And that authority is the F.I.A.

The F.I.A. works through committees called (French being the working language) commissions. The commissions "...de Tourisme" (C.I.T.) and "...Douaniere" (C.I.D.) for example, are known to most. The one which concerns us is the "Commission Sportive Internationale" or C.S.I. Through the C.S.I. all motor sport is controlled.

The C.S.I. works through "sub-commissions" each with its special interest; there is one for Grand Prix racing, one for rallying, one for interest; circuits and safety and so on. What happened on 10th October, 1974 was the promulgation of a new "sub-commission" to look after Historic cars, as part of an agreement between F.I.A. and F.I.V.A. whereby F.I.V.A. recognised the F.I.A. as the only authority in the field of motor sport and the F.I.A. recognised F.I.V.A. as the only authority in all other matters concerning Historic Cars.

So elderly cars are formally recognised again by that same authority which governed motor sport in the days of their youth - to be exact since June 1904. (Lest the historians pick me up, the F.I.A. was known then as Association Internationale des Automobile Clubs Reconnus).

Now the F.I.A. is wise enough to appreciate that the C.S.I. and its sub-commissions must have on them people who know their subject. The Historic car commission is eleven strong; five are appointed by F.I.A., five by F.I.V.A., plus the President who is Count Giovanni Lurani of Italy, than whom surely there could be no better choice.

The F.I.A. representatives are drawn from the governing bodies of various countries: so far appointed are Prince Hohenlohe (Germany), Jacques Rousseau and M. Renault (France) and Michael Bowler (G.B.) One name has yet to be added. The R.A.C.'s nomination of Michael Bowler is excellent news; as an active competitor and a motoring journalist, he understands the problems which face the new sub-commission.

The F.I.V.A. representatives are Count Caproni (Italy), Nicholas Franco (Spain), Peter Halter, who is Secretary of F.I.V.A. (Switzerland), Paul van Leeuwen (Netherlands) and Kenneth Neve (G.B.) who is Vice-President. I am trying worthily to discharge the duty of representing the British point of view on the sub-commission. Forty years of veteran and vintage competitions, coupled with some modest share in administration, has left firmly implanted that while rules are necessary for the proper enjoyment of every game, we use our veteran and vintage cars for fun. The sub-commission must never allow itself to forget that essential truth. Under Johnny Lurani this is not likely!

Britain has enjoyed its veteran and vintage motoring for some 45 years, during which time experience has forged adequate and acceptable rules. We have a dating system second to none, we have regulations which keep

(Cont'd. on Page 19.....)

modifications for rallying and for racing within reasonable bounds, and we have scrutineers competent to understand and enforce the regulations.

Committee members will know well how long it can take fully to describe, discuss and decide upon technical problems to the satisfaction of members of the one club. Michael Bowler and I will have to draw heavily upon our experience and upon the wisdom and tolerance of the officers and officials of the V.C.C. and the V.S.C.C. during the coming years if we are to make effective contribution to the new C.S.I. sub-commission.

KENNETH NEVE

(Possibly it would have been more appropriate if he had signed the article with K.N. Editor.)

* * * * *

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CLUB MEETING DATES 1975-76

1975
NOVEMBER Thursday 27th
1976
JANUARY Thursday 22nd
FEBRUARY " 26th
MARCH " 25th

APRIL Thursday 22nd
MAY " 27th
JUNE " 24th
JULY " 22nd
AUGUST " 26th

