

# SPIT & POLISH

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● OCTOBER, 1973, VOL. XV, No. 4

● PRICE 40 CENTS







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

134 QUEENS ROAD, FIVE DOCK, 2046

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### CLUB MEETING DATES 1973-74

| 1973      |          |      |  |          |          |      |  |
|-----------|----------|------|--|----------|----------|------|--|
| AUGUST    | Thursday | 23rd |  | FEBRUARY | Thursday | 28th |  |
| SEPTEMBER | "        | 27th |  | MARCH    | "        | 28th |  |
| OCTOBER   | "        | 25th |  | APRIL    | "        | 25th |  |
| NOVEMBER  | "        | 22nd |  | MAY      | "        | 23rd |  |
| 1974      |          |      |  | JUNE     | "        | 27th |  |
| JANUARY   | Thursday | 24th |  | JULY     | "        | 25th |  |

# 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. XV, No. 4

OCTOBER 1973

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October General Meeting will be held at 8 p.m. on 25TH OCTOBER, 1973, at the V.C.C.A. (N.S.W.) Clubrooms, 134 Queens Road, Five Dock. There will be entertainment arranged after the meeting.

COPY REQUIRED BY FIRST THURSDAY OF MONTH  
ADDRESS ALL CORRESPONDENCE TO

SPIT AND POLISH 134 QUEENS RD FIVE DOCK 2046





Varied types of internal combustion engines have been invented over the years using varied fuels of the dry type Coal Gas, Producer Gas from Charcoal, Sewerage Gas now L.P. Gas and possibly more in the liquid form of Petrol, Benzol, Alcohol, Methanol etc. now oil companies have additives of some form or another claiming such advantages as cleaning your carburettor and fuel system while you drive etc., however the standard piston engine, either horizontal, vertical or V Construction in varied numbers of cylinder, has been the most popular, however the other types such as Rotary, Radial, Wankel have all worked in volume production.

Now we have to look to another style of engine in the advanced stages of testing by Designer Ralph Sarich called the Orbital engine; this has a 50% chance of being a commercial proposition. Is the old piston crankshaft engine on the way out?

More on this new engine later....

\*\*\*\*\*

It certainly has been an enjoyable task to help put this month's edition of SPIT AND POLISH into magazine format. The response by members to our request for "letters" has been excellent as can be seen in print and we hope other members will put pen to paper and write about the finding or restoration of their cars or about a minor trip in the countryside such as Vic. Jacobs has undertaken.

\*\*\*\*\*

As you read through your magazine it will be readily appreciated that letters and articles written by members make the best reading. It is noticeable that there is a lack of advertisements, so if you have something to sell, swap or lend, then do not hesitate to make use of the free advertising space available to members. I think we all dream of opening up our magazine to find someone advertising a mate to the brass sidelight that is required to fit on our veteran or a spare engine - so advertise all the spare veteran parts you have sitting in the garage. All you have to do is write or just pick up the telephone and ring any member of your Editorial Panel.

#####



Minutes of the meeting of the Veteran Car Club of Australia (N.S.W.) held at the Clubrooms, 134 Queens Rd., Five Dock, on Thursday 27th September, 1973 commencing at 8.25 p.m.

CHAIRMAN. L.K. Sheen.

PRESENT. 55 members and 10 visitors.

APOLOGIES. J. Lewis, F. Rossiter, W. Maunsell, W. Irish, W. East, J. Corby, G. Roberts, B. Thew, B. Garth, P. Wards.

MINUTES. Minutes of the previous meeting held on 23rd August as circulated were accepted on the motion of J. Burke, seconded L. Sykes.

ARISING. Material for publication in SPIT AND POLISH will in future be screened by the Editorial Panel.

CORRESPONDENCE. Letters received from Cooma Swap Meet, Fitch Motor Bodies Pty. Ltd. and V.C.C.A. (Vic.). Moved J. Wilson, seconded R. Jones that the correspondence be received.

EVENTS. An appeal was made for cars to attend Harold Park for the Sportsman of the Year Event. Hilda Sheen was the winner of the Navigators Rally. About 25 cars attended Warwick Farm. Long Legs Tour will be on October 14th. Officials from amongst the Associate Members would be welcome, start 9.30 a.m. from Queens Park, Concord. Waratah Procession on Saturday October 27th. Drivers and passengers requested to wear period costume. There was a report on the A.C.M.C. outing and also on the staging of a display of our cars for one week during the Opera House Opening Week. Parramatta Foundation Procession on November 3rd at noon. Burwood Centenary Celebrations in 1974. Mid North Coast Branch A.C.M.C. in 1974. There was some discussion on the possibility of organising a Concourse at the next Motor Show in August 1974. The Sydney Historic Tour was won by G. Green.

REGISTRATIONS OFFICER. Registration transferred from W. Jones to R. Hunter Ford T. New registration to W.H. McCarthy for Vinot Et Deguingand. An Officer of the Dept. of Motor Transport had made enquiries regarding the trip to Perth by Vic. Jacobs, and it is suggested we use great care regarding the kind of publicity we receive on long interstate runs. An enquiry regarding Club plates on a car being auctioned.

CLUBROOMS. Two large ceiling fans had been donated by Frank and Jo Nissen, a 6' x 6' projector screen by Bob Paddle, and an air conditioner by David Berthon. Our sincere thanks to these members for their generous donations.

MAGAZINE. The Panel Chairman made an appeal for letters and particularly for articles on members' cars.

SOCIAL SECRETARY. Called for names of those who would be attending the Christmas Party on November 29th at the Music Hall.



C.V.V.T.M.C. Relief of import duty on spare parts would seem to be fairly certain.

An Insurance Council in co-operation with Grace Bros. could be a possibility. The Federal Government may move on quality control of new tyres. An article published in a newspaper suggesting that all cars over 10 years old should be banned from using the roads. There was some discussion on this subject.

GENERAL BUSINESS. A Museum of Motor Transport does not appear to be a possibility at the present time. One make Clubs are applying for special plates. The CVVTMC agrees with this. There was considerable discussion on the use of our cars for long trips. This is quite permissible according to the conditions printed on our Permit to Move. It is hoped Victoria and South Australia will fall in line regarding reciprocal action with our registrations.

Attention was drawn to an article in the D.M.T. Magazine being derogatory to Veteran cars. An enquiry relating to the cost of publishing our magazine. Because of the cost of producing magazines for a number of Clubs, it was suggested that a professional be employed to produce a composite Magazine for distribution to all Clubs.

As there was no more business the meeting closed at 10.05 p.m.

\* \* \* \* \*

#### 1973 NEWCASTLE TOUR

Members who attended this year's visit to the Newcastle Club over the Six-Hour Day weekend were entertained in the usual good spirit and hospitality, barbecue and informal natter etc. at Peter Adams Saturday evening and George Adams Sunday evening.

Sunday was an excellent spring day, warm with a pleasant breeze ideal for veteran motoring. This year's run was well planned by Don Barker and started from the Lions Park at Charlestown using the car registration numbers as your entrant number, covering approx. 70 miles of the best varied scenery in and around Newcastle.

On leaving Charlestown the route to Newcastle and Nobbys Heavy Industry to the left and coastal scenery to the right, back past Nobbys and Newcastle Beach ascend King Edward Park Hill climb venue of the 50's for morning tea.

The second part of the run passed Bar and Merewether Beaches via the scenic road to Kahibah turning off here for Dudley and Redhead. Competitors were tricked in this area and some confusion arose, then to Belmont North, taking the lake road and following the north shores of beautiful Lake Macquarie to Bolton Point for the lunch break.

Lunch was served Smorgasbord Style in the Pavillion and catered for by Newcastle member, Graham McKeown, who did an excellent job. After lunch entrants moved off for the final run via the old historic mining town of Minmi, to finish at Blackbutt Reserve, Lambton.



NEWCASTLE TOUR - RESULTS OF ENTRIES

|  |                  | <u>Points</u> |                            |
|--|------------------|---------------|----------------------------|
| Newcastle                                    | George Adams     | + 27          | Garford Fire Engine        |
|  | Peter Adams      | - 37          | F/N Tourer                 |
|  | Len Masser       | Non-finish    | Hupmobile Runabout         |
|  | Don Moffat       | + 10          | Metz Roadster              |
|  | John Riley       | + 25          | Albion Tourer              |
| Gosford                                      | Bob Newman       | + 12          | Talbot Tourer              |
|  | Nev. Preston     | + 4           | Talbot Roadster            |
|  | Bob Robinson     | + 11          | S.P.A. Tourer              |
| Sydney                                       | Jack Dance       | Non-finish    | Talbot Tourer              |
|  | Alan Rowe        | Zero          | Buick Tourer               |
|  | Bill Spraggon    | - 47          | Renault Roadster           |
|  | John Pickup      | - 5           | Studebaker Tourer          |
|  | David Manhart    | Zero          | Hurtu Roadster             |
|  | Doug. Pearce     | Non-finish    | Benz Roadster              |
|  | Michael Bendeich | - 30          | Chalmers Runabout          |
|  | Jock McGowen     | - 39          | Armstrong Whitworth Tourer |
|  | Ken Quarmby      | - 36          | Hupmobile Tourer           |
| Visitor, Non-Competitor South Coast Car Club | Alan Coleman     |               | Chevrolet Six Tourer       |

1st Prize to George Adams - Travelling suitcase  
 2nd " " John Riley - Overnight bag  
 3rd " " Bob Newman - Portable Floodlight

plus all received a memento of the event.

\* \* \* \* \*

E V E N T S

Day held at Harold Park Paceway 30/9/73 to aid Spastic Centre. 10 cars need to parade around track carrying the ten top sportsmen of the year. Members indicating their willingness to attend include G. Stelling, G. Green (2 cars), P. Kable, F. Elliot, L. Sykes, A. Foy, R. Baxter, G. King and R. Jones.

Navigators' Tour 19/8/73:

|                |                 |                |
|----------------|-----------------|----------------|
| <u>Winner:</u> | Hilda Sheen     | Loss 20 points |
|                | Mamie Vanstone  | 36             |
|                | Laurel Rossiter | 36             |
|                | Paula Bryson    | 45             |
|                | Ann Baxter      | 56             |
|                | Sandra Godfrey  | 60             |
|                | Olive Jones     | 60             |
|                | Val. Garthon    | 71             |
|                | Marion McLeod   | 76             |

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



Events (Cont'd.)

Vic Jacobs arrived with a Japanese navigator who filled his answers in Japanese symbols, which made it a little difficult to decipher, not knowing the language.

\* \* \* \* \*

Next outing is the Waratah Procession on 27th October 1973 in conjunction with the Opera House Opening. 30 cars are needed by the Festivities Committee. 37 members indicated their wish to participate - we need as many cars as possible to go on display immediately after the Procession in a Bond Store at 28 York Street North, in the Rocks area. These vehicles will be on display for 1 week and may be taken from the building on Saturday 3rd November. Some members are going direct from the Bond Store to Parramatta to attend Procession which starts from the Park Gates at 12 noon. Members who indicated their willingness to attend include A. Foy, J. McGowen, K. Kay, A. Rowe and any other member who may wish to participate in welcome.

\* \* \* \* \*

Long Legs Tour to Camden Air Port Museum 14/10/73. Events Committee wish to apologise to members for not sending usual notices through the mail. Owing to the backlog of letters and the delay in mail delivery, it was decided to phone as many as possible of the most likely starters on this event. Start is in Addison Ave., alongside Queen Elizabeth Park, Concord. Not as advertised in SPIT AND POLISH as Queen Victoria Park. 9.30 a.m.

\* \* \* \* \*

Twnty-five veteran cars attended a most successful C.V.V.T.M.C. Day at Warwick Farm. The weather was fine and there was an excellent display of cars numbering in excess of 500.

\* \* \* \* \*

11th November, Vaucluse and Mosman Lions Club (Vic Jacob's Day) and War Veteran's Outing. Vic. will require as many cars as possible to help him arrange a good day for the Old Diggers.

#####

S O C I A L

Congratulations to Rhonda and Robert McCarthy, who were married on September 22nd. Best wishes for your future happiness.

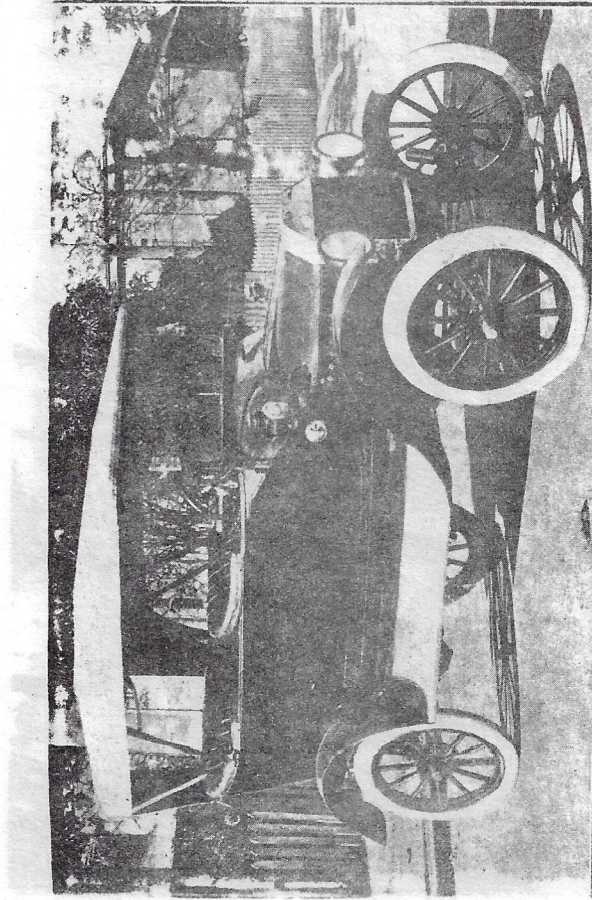
Our sympathy to Olive and Reg. Jones on the recent loss of Reg's mother.

Final reminder for our Christmas night out at The Music Hall, 156 Military Road, Neutral Bay on Thursday, 29th November. Wine and Dine from 6 p.m. Show commences at 8.30. Tickets \$5.50 per head, ticket money at October Meeting, please.

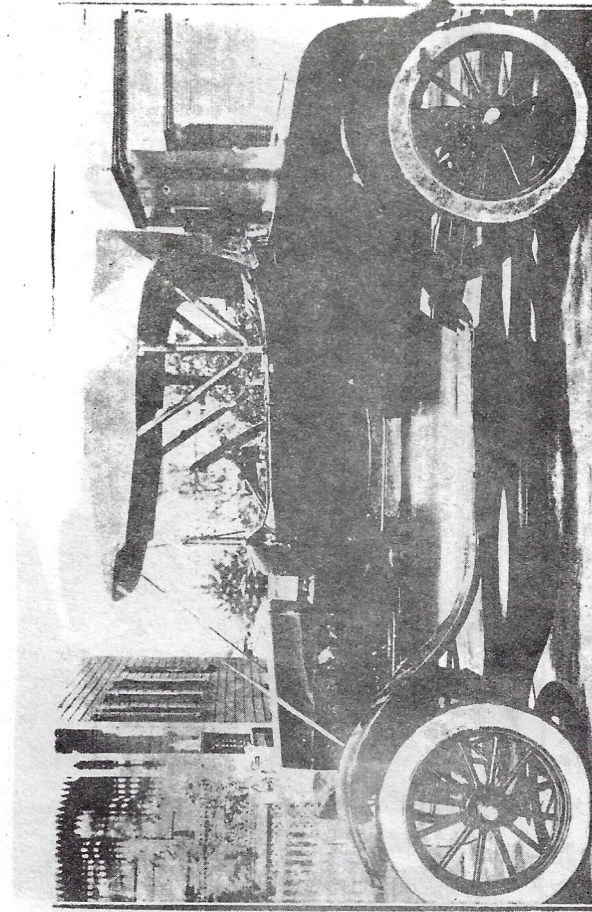
A most enjoyable evening was had by all who came along to Dirty Dick's Theatre Restaurant last Thursday. Alby and Shirley Frost were crowned King and Queen for the night - both playing their parts well. BEST WISHES TO EILEEN SYKES - hope you are feeling better.

GLAD KING.

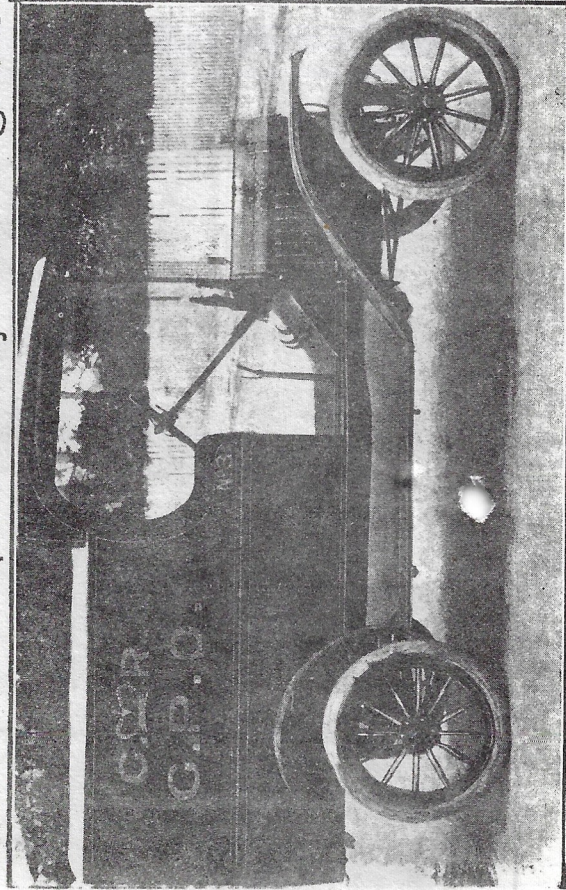




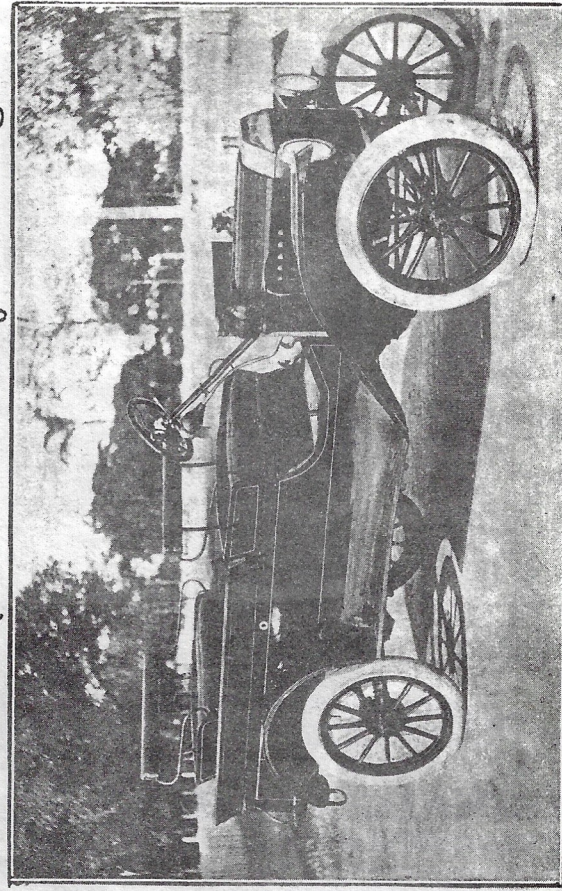
"Ford" Touring Car - body built in Brisbane



"Ford" Roadster - body built in Brisbane

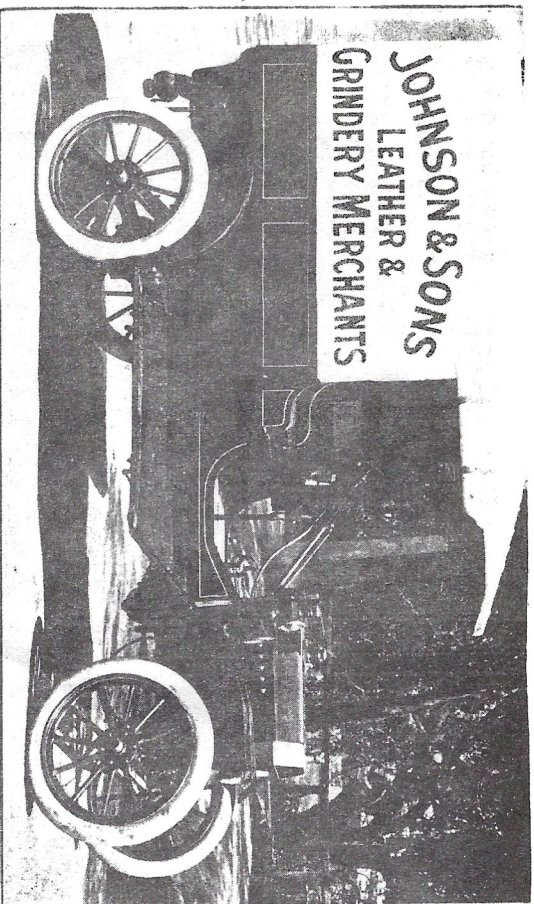


Post Office Mail Van

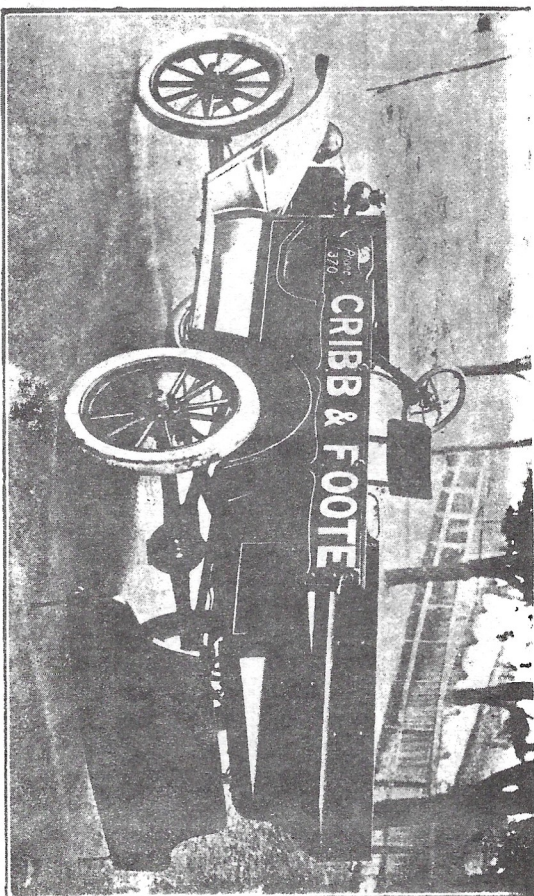


Station Utility Car with removable back seat

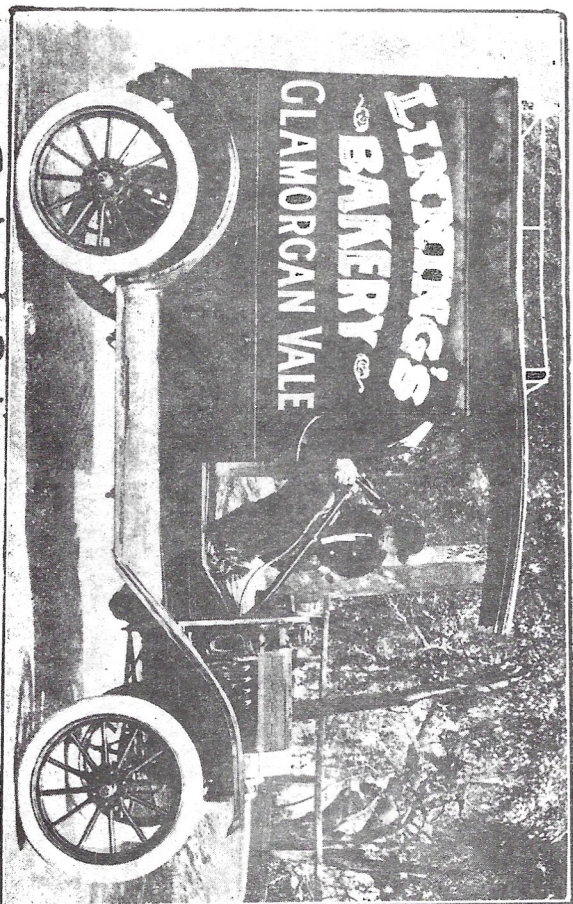




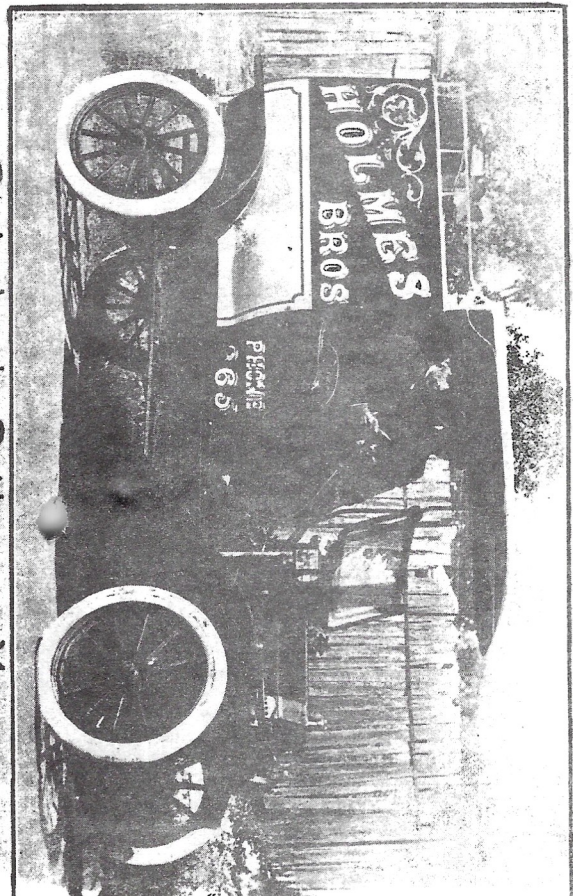
Leather Merchant's Delivery Van



Grocer's Delivery Van.



Bakers Delivery Van.



Butchers Delivery Van.





There was a big fight at Harold Park to see who would have the honour of driving Humphrey "B" Bear around the track. Well, Gerry Stelling downed Allan Foy with a blow to the left ear and quickly dropped George "F.L." King with one below the belt and layed rubber with "Inter-Bug" at full throttle all the way around Harold Park with 500 kids and Humphrey on board.

#####

Believe Jack Dance picked up a bit of fluff in "Tilly Talbot" at Bolton Point, during the Newcastle Tour. We have it on good information that it was Blonde and became very attached to the main jet of his carburettor.

#####

King Alby and Queen Shirley Frost were elected as rulers of "Dirty Dick's" and it was duly noted that King Alby kissed all his female subjects with much decorum -- well done, Alby!

#####

For those of us who attended the "City Tour" this year, we can well remember lunching at Balls Head Reserve and apart from enjoying the day, it is due to the enterprise, or should I say public spirit, of one of our members that others may benefit (!) and so much for open government!! :-

"Dear Madam:

Re Public Toilets, Balls Head Reserve

I wish to thank you for your letter of 27th June, 1973, re relative to the fitting of doors to the women's section of the above toilets and have to advise that doors were not included in the design of Cour 11's standard toilet block (of which there are seven throughout the Municipality) because past experience had shown that the fitting of doors to toilets in public reserves was a waste of money, as they suffer severely from damage by vandals and are often completely removed from their hinges and carried away.

Council has, however, always been mindful of the desirability of fitting doors and a further observation on the behaviour of vandals has indicated that they are more inclined to be attracted to new facilities than to those which have been in existence for some time. To test this theory, the circular toilet block at St. Leonards Park was provided with doors for a trial period. The doors were damaged within two weeks of installation but have not suffered further damage since their repair.

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



Steering Column, Continued

Following the success of this trial, Council has resolved to provide doors in all seven of the circular toilet units, including Balls Head Reserve, and the doors will thus be installed in the near future.

D.W. GEDDES

Town Clerk."

C O R R E S P O N D E N C EA Warning from Howard Hughes

"Dear Members:

V.C.C.A. members are warned to enter TREVAN territory only at their own risk. Once you are in, it is almost impossible to escape. In fact, if it wasn't for the balmy climate, anyone could be forgiven for thinking they were in a Siberian labour camp.

Once there they do nothing except detain you, work you, and torture you (by forcing you to crank one of those b....y "T" model Fords).

I only called for five minutes, and was lucky to escape after forty-eight hours. I don't know how much longer I could have survived.

HOWARD HUGHES."

#####

"Chairman:

It seems strange sitting here writing to my V.C.C. friends with the thought in the back of my mind that it may be some time before we see each other again. We are very much looking forward to spending a day or two with the Roberts and Godfreys at Bright during the Xmas holidays.

As arranged, we departed Sydney on Friday, 24th August about 5.30 p.m. and drove into light misty but extremely dirty rain. The wipers had to work non-stop as did the washers and the heavy transports heading out of Sydney didn't help matters. We only went as far as Bowral which took about 4 hours; we were all very tired, having been up early and spent all day packing.

The next day we continued on to Wodonga, calling at Berrima on the way, the local people there are taking a real interest and turning the town into an attractive tourist place, the chap who owns "the village" shop is opening an eating house with an early Australian atmosphere - should be very nice.

We left Wodonga on the Sunday and diverted through Beechworth, we had a good look around and also spent some time looking through the carriage

(Cont'd. on P.9....



museum. The fellow from the historical society who was on duty said that the visit of the veteran cars during the International Rally was the biggest thing that has happened to the town since lace-up boots.

Our furniture which was to arrive on the Monday didn't turn up until Wednesday so we had to cool our heels for a couple of days.

It was our intention to build a home down here and had bought a block on a previous visit. However the building situation is chaotic, at least 4 months wait on bricks, timber (hardwood) very scarce, oregon impossible to get, no nails - what a mess!

I believe one major home building firm has brought two brickworks to guarantee their own supply. So we decided to buy an established place - another headache - its a seller's market down here at the moment and the agents have nothing to sell and when they do, properties are sold in two or three days, sometimes in a matter of hours. We had just above given up hope when early one morning I saw an advert which said "historical old home, restorer's delight, lots of room", and we were the first to inspect and bought it immediately.

It is an Edwardian house around 18 squares, with 5 fireplaces and 10 ft. high pressed metal ceilings - a real treasure and probably more in keeping with our nature than a modern home. The bathroom and kitchen need modernising and general external maintenance is required, but otherwise it is in very presentable order. NOW FOR NEXT WEEK-END - I REQUIRE A FEW VOLUNTEERS!!! Mel Pope, I have come across a number of mirror signs during our travels, "Ballarat Bitter", "Victorian Bitter" etc., about 4 all told, but the current asking price is \$130 to \$150 (each). Still interested?

Would love to hear from anyone who would like to drop a line or if in Melbourne, please ring on 725.9652. We will be moving into our house about mid-December so will drop a further note at that time with address and new 'phone number to SPIT AND POLISH.

Have not contacted the V.C.C. down here yet, as you can imagine, we have had our time cut out.

We would both like to say a very sincere thanks for the farewell evening and our particular thanks to Glad King and the other good ladies who provided the supper and those people who paid us the honour of attending the evening; we will always remember this kindness.

114 Hull Road,  
Croydon. 3136 Vic.  
'Phone: 725.9652

Regards,

MAX & ELIZABETH WELCH."

#####

"Dear Club Members:

After the short spell at a camping ground in Switzerland, where, incidentally, I was nearly frozen solid crossing a mountain stream, we climbed the Brenner Pass and rolled down the other side to the old town of Lucerne. This place has some beautiful scenery including a lake, a cog railway, beautiful views of the Alps and snow from the mountain top of Rigi Kulm - plus another auto museum - much to the girls' displeasure. This

(Continued on P.10....



museum had an Ajax and a Fischer, plus several Martinis among the rear exhibits.

The mountains and small towns of Switzerland are picturesque but they were soon left behind as we headed towards Basel and then Strasbourg. We also saw the famous Strasbourg clock with its 12 apostles. Leaving Strasbourg we drove over the Rhine into Germany and the quaint little towns of the Black Forest. At one town we saw a water wheel driving all the machinery in a small bagging factory.

Next we went to Suggart, Augsburg, Munich and Salsburg. Salsburg is a beautiful place and much liked by Denise as the "Sound of Music" was filmed here and we visited some of the actual locations. The Salsburg Castle, with its high walls and torture chambers was well worth the visit but we must have been out of condition because we were puffing before we reached the Summit.

From Salsburg there was a long drive down the Autobahn to Vienna where the van became properly lost trying to find its way to the Vienna Woods and Grinzing, which is the main wine-making and drinking spot in the city. The woods were finally found and we admired the view of the city from the mountain and then went to sleep in the parking area, where we slept soundly until rudely awakened next morning by a policeman thumping on the door. So off we went to the Spanish riding school which was closed as the horses were supposedly sick, so we looked at the main attractions and then headed for the Prater or Amusement Park which has the biggest Ferris Wheel in the world - takes 1/2 of an hour to do one revolution. On the return trip through the city, a chap nearly ran into me and then wanted to thump me but one look at my gleaming axe and he was off - thank goodness - as he was much larger and stronger than me. Maybe he didn't have to crank veteran cars! That night we slept in the Schobran Palace parking area so that we would have a good position for a tour of the Palace and also be near the main Tech. Museum, which holds a number of veteran and vintage cars, including the oldest petrol engined car in the world - a Marcas.

Nuremburg was the next main stop where we visited Hitler's Headquarters and the Colliseum where he held his rallies (not car rallies, either) and then we headed for Berlin. This was a real experience; crossing the wall and seeing the sights on the other side. All I feel is pity for the people there as their life would be similar to one in a prison. We saw the graves along the wall where they had tried - and failed - to escape to a life of freedom. That night we heard machine gun fire at the wall and were pleased to learn next morning that 9 had escaped; how we don't know, as the wire fence is electrified. There are guard dogs on long wires, the ground is mined, there are machine gun posts and also automatic shotguns which fire at the wall where it is touched. That day we looked over a transport museum and also a museum of escape ways through over and under the infamous wall.

After Berlin we headed towards Hamburg and then Esberg in Denmark, where we saw some of their famous bookshops! Then back to Germany and Holland where we visited Amsterdam and Rotterdam which are both enjoyable places to visit. I didn't quite realise that there was so much reclaimed land behind the 30-mile sea wall which you drive along to reach Rotterdam. Soon we were aboard the Sea Link ship and heading towards Harwich, with nearly all our trip over. A really bad feeling I can tell you!

(Continued on P.11.....)



Once back in England we went to Stoke on Trent and had a conducted tour of Wedgewood factory - then back through Wales, passing through Oxford and Cowley and then into London. On Len Sheen's advice I went to the Crystal Palace Camping Ground where we advertised the van and sold it within two days. I sold it for £300, losing only £50 on the mudguard and dents so we felt quite pleased. Now being equipped with more money, we spent a few days in London buying music boxes and antique bits and pieces and also sending parcels home as we were sadly overweight.

After a pleasant flight home on a Jumbo we are glad to be home and realise that Australia has plenty to offer - even with the mob now trying to run the place.

All told, we drove 9,500 miles and spent far less than we expected, so I reckon we might just do it again one day.

DENISE & MICHAEL"

\* \* \* \* \*

Two old war veterans were seated on a garden seat of the War Veterans Home. Suddenly one said: "Bill, do you remember when we were at the Boer War and they gave us those tablets to make us stop thinking about women?"

"Er, yeah - I remember" said Bill.

"Well, I think mine are starting to work."

\* \* \* \* \*

"Jack Dance:

Arrived Perth on schedule Ford way is the sure way. Please collect \$500 bet Toby Bent. Accept my apologies and Bob Hobson at meeting.

BLACK IRON VIC."

### GO WEST YOUNG MAN

#### 3rd and Final Instalment of Serial

by Vic. Jacobs

Well, I know you will all be pleased that this is the last instalment so from here on someone else can help Bob Baxter with SPIT AND POLISH material.

As I commence to write this article, I am riding "shotgun" again in "Henrietta" and we are just 290 odd miles from Perth, having travelled 2400 miles to here. What a wow of a time and better than any holiday I've ever had - full of fun, laughter and friendship from everyone along the way.

The days run each day has been a long one and excluding the 2 rest days, we have averaged over 200 miles per day. In one patch we covered over 930 miles in 4 days as we haven't been wasting time, and this includes 150 miles of gravel.

(Continued on P.12.....)



Both cars have gone like a charm but with "minor" (!) problems - i.e. "Henrietta" broke a pinion bearing 110 miles west of Ceduna when Ian and I were driving - Bob tracked it to the bearing but we had no parts. By process of elimination we located one 50 miles away laying in a paddock so this was picked up, and after 8 hours loss of driving time, we were on again. The Fronty broke a perch bolt on the Nullabor gravel section. Got into an uncontrolled spin right across the road and finished up facing towards Sydney - any oncoming traffic would have killed us dead.

The boys located some dog chain and 9 ft. of fencing wire, strapped it up, then off again and we travelled 1200 miles and sometimes at 60 m.p.h. on that modification. The Fronty also had a flat tyre in the Ceduna dealer's showroom when the seam of the tube opened and other than a few broken speedo cables (all that have since been fixed and now working well) we've not missed a beat.

Cold? I'll say it is. I reckon Robertson has lovely climate compared to what we have struck all the way except for one day around Hay. The Nullabor particularly was bitterly cold. I drove with 2 pullovers, overalls, rain jacket and still was cold and today, nearing Perth, its no better. better. Ivy Tanks bang in the middle of the Nullabor has temperatures of 34° in the summer and about 19° in the winter. We ran out of daylight so drove to 9 p.m. on gravel road on acetylene and kero lights, whilst Fronty had some auxiliary lighting - the bumpy road caused the gas lights to fluctuate from real bright to real low and Ian in front in the Fronty said to Bob: "Wish blcody Victor would stop dimming those lights."

The gravel section of the Nullabor will shake your teeth out - its like a cobbled road with big stones making up the road - these at times stuck out an inch or two and boy! when you hit them, you bounce around like a yo yo. It lasts for 270 miles and I thought it would have ruined the cars, but they surprisingly stood up well. Dear old "Henrietta" was less affected of the two, because of her extra weight. I thought the radiators would have opened up but they didn't.

Now for some short happenings along the way:

- (a) In one small town a local said to Bob: "You do this for a living?" - must think we are actors or something.
- (b) In Penong, west of Ceduna, I had the occasion to ring the next town. Picked up the phone and when the exchange answered, I said "Ceduna 187 please". Quick as a flash the switch guy said: "How are the cars going?" Shows you have everyone knows everything that is going on out here - anyrate I gave him a good resume and got my call for free, which, as you all know, suited me nicely. (Jim Eisenhower note.)
- (c) Ivy Tanks is in the Nullabor and consists of a Petrol Bowzer, sand bar and communal living quarters. (Mixed dormitories!!) No telephone, and of course, 32V. power, self-generated. I booked in by "Bush Telegraph", i.e. I stopped a truckie and told him to book me in. Everyone tracks you down here in this manner and knows what is going on. Anyhow, I got to Ivy Tanks, booked in and the chappie gave me a bucket of water. He said "this is for drinking, cleaning your teeth and washing". No such things as showers! I then noticed a big 1 gallon jar on the counter full of dead scorpions at least 6 inches long or the size of a King Prawn. When I said where did these come from, he said, very nonchalantly "Oh around the motel part" before going to bed I took the



rubber hammer from the car (used for changing tyres) and put it under my pillow! By the way, it was so cold we all slept in our clothes.

- (d) A very happy site at Pt. Pirie when Stan and Madge Rumble passed us trailing their Maxwell. They put it on the train at Pt. Augusta so we will catch up with them in Perth. Its good to have the best beer drinkers in the club with us.
- (e) It is really outback from Ceduna to Norseman - 1200 miles between post offices and 1200 miles of NOTHING. Didn't see one living animal in all that distance but many dead kangaroos and wombats. Normally about 60-80 miles between a stop point for petrol and they are really crude. Remarkable thing is where they have a garage at these stops they are devoid of equipment. I had my heart in my mouth because if anything did go amiss there would be Buckley's chance of getting facilities to fix it up. In case of injury I believe the Flying Doctor lands on the roadway.
- (f) After 270 miles of gravel it turned into a bitumen road at the W.A. border - I was so elated I stopped the car with one foot on the gravel and one on the bitumen. I kneeled down and kissed the black tar. I didn't know but there were a couple of roadworkers nearby and they yelled: "Sissy!"
- (g) Went to pay my account at the motel yesterday and asked the manageress if she would take a cheque. She said: "We don't take cheques but in your case it'll be all right as you can't get very far!" (Can't have much faith in T Model Fords - must have been speaking to G.G.)
- (h) Purchased 6 brand new tennis shades in Adelaide to wear in late afternoons to shield us from the late afternoon western sun - never wore them on any day as we never saw the sun, so if any member would like to buy a new tennis shade with "souvenir of Nullabor Crossing" written on them and signed by us all at \$4.00 each. Please let me know.
- (i) You get a bit blase driving big mileages. I said to Ian at one stage: "Only 750 miles to Perth". In saying that I have forgotten that 750 miles is more than Sydney to Brisbane!
- (j) One big mistake I made on the itinerary was going into Adelaide. After being on so many big rallies I should know better - keep out of cities - I hope future rally organisers will not forget also.
- (k) Ian who is a farmer in N.S.W. got really cut back to size talking to a farmer at Ballodonia, a town 400 miles East Kalgoorlie. The farmer said to Ian: "Oh I've been busy the last couple of days, been looking for a bull out in the back paddock - took me just on 2 days to find him." When Ian enquired how big the back paddock was, he said "Oh about 25 miles by 10 miles."

Well, here I am on page 5 and can keep going on but do not want to bore you all too much, so must away, especially as it is now my turn to drive. I said earlier that this was last instalment, but haven't even covered the Rally yet, so there may still be a Grand Final Instalment - that is, Bob Baxter permitting.



Article reprinted from "The Tatler & Bystander", 6th January, 1960:

"VIVE LES ANCIENS!"

by Gordon Wilkins

The fact that more than a million people turn out on a raw autumn Sunday, usually in pouring rain, to watch the veteran car run to Brighton, is accepted by most foreigners as further evidence that the British are odd people with an exaggerated regard for things which are old.

But the germ is spreading pretty fast. Americans have been buying up some of our rarest examples. Sweden, Germany, Australia, South Africa and many other countries have their veteran car events, there is a splendid new car museum approaching completion in Turin and prices of fully-restored examples are out of reach of all but wealthy collectors.

The French, who were deeply involved in pioneering the motor industry while we still had the Red Flag Act, have awakened late to this trend, and are rather bitter about their lost opportunities (a high proportion of the cars which make the pilgrimage to Brighton every year are French-built and many were unearthed in France). I was inclined to sympathise and wished good luck to the enthusiasts who are trying to assemble the remaining relics of France's glorious pioneer days in sheds under the banking at Montlhery. Then someone said, 'You should go and see Monsieur Malartre in Lyons. You'll be surprised.'

So last time I was down that way I drew up outside a vast grey garage in the suburbs of Lyons. Inside I first saw nothing but rows of smashed cars and trucks - relics of recent accidents - for M. Malartre is a car breaker by trade. Cutting torches flashed and there was the clang of metal as men in dark alcoves tore the wrecks apart, adding to piles of wheels, tyres, springs, axles, brakes and rows of engines and gearboxes. Then I looked farther, feeling something of the emotions which must have surged through the explorers who first penetrated the tombs of the Egyptian Pharaohs. All around me, line upon line, mingled with the modern cars, on the ground floor and packed wheel to wheel in galleries above, were dozens - scores of priceless veteran cars, while stacked in corners or hung on the walls were hundreds of velocipedes, penny-farthing bicycles, tricycles, motor-tricycles, motor-bikes and miscellaneous freaks and oddities of early road locomotion.

Some of the cars gleamed and shone as on the day they left the factory half a century ago. Others were shabby, moth-eaten and decrepit. Everywhere, mingled with the crumpled wrecks of cars that left the production lines only a few months ago, were brave survivors of the dawn of motoring.

There were all kinds of De Dion, some driven from the front and one with the steering wheel at the rear; a lovely old Rochet Schneider of 1895 crowned by a great sunshade with a fringe; a splendid Gobron Brillie of 1899 and an almost unused vis-a-vis Peugeot of 1897 with its leather hood gleaming as new, standing next to a Hispano-Suiza of a more recent period.

There was one of M. Malartre's special joys, a 1901 F.N. completely restored, and a perfect Benz phaeton of 1894 poised high on slender wheels. Farther

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



Vive les anciens! (Continued)

back, clambering over wrecked trucks, I found a Silver Ghost Rolls-Royce side-by-side with a Sizaire Berwick.

M. Malartre, with his son and daughter, charmingly receive the visitors who find their way to his garage from all over the world, giving up much of the working day to showing them round. He really has no idea how many cars he has. Some are kept at a house in the country and his son took me over to a great yard which has been roofed over as a reception area for shabby, moth-eaten relics, covered with dust and rust, which stand packed together just as they were brought in from the barns, farmyards and stables where they have lain forgotten for years.

His method is simple. His representatives, who tour France buying up modern wrecks, inquire incessantly if there are any old cars in the neighbourhood, and he runs regular advertisements in the press which bring in many more. Thus in 20 years he has acquired a collection which must now be worth not less than £80,000.

But M. Malartre is not interested chiefly in the value. He has a full share of the curious acquisitive instinct which one so often finds in car breakers, and which sets them apart from motor traders. Once he has acquired a veteran or vintage car, he flatly refuses to sell it, even if he already has two or three of the same type. He is restoring them at the rate of two a month. Many are therefore condemned to stand idle for years yet, but at least they will not deteriorate further. A few of those which are fully restored are driven by M. Malartre and his family in veteran car events and charity galas.

That, until recently was as much as the outside world knew of this fabulous collection. But M. Malartre came over to England for the opening of the Montagu Museum at Beaulieu and that fired him with a new ambition. He is now looking for a chateau where the whole collection can be housed as a permanent automobile museum of France's motoring past."

(Note from Geo. Green: He now has his chateau well worth seeing.)

\* \* \* \* \*

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

FOR SALE: I have for sale a 1915 International 30 cwt. It is reasonably complete except for all wood and radiator.

(Members - if you are interested, make sure that you- COLIN TAYLOR,  
contact George Roberts to verify "age" of 62 Moorebank Ave.,  
truck. Ed.) Liverpool. N.S.W. 2170

\* \* \* \* \*

WANTED: Updraft Kingston carburettor - URGENT.

- GEORGE KING,  
19 Kangaroo Point Rd.,  
Sylvania. 522.9661

Adverts. cont'd. on P.16.....



Advertisements (Continued)

W A N T E D: 1909 4-cyl. De Dion Chassis, Gearbox, Diff., Steering Box and front axle  
 1913 Mercedes Gearbox and Steering Box  
 1908 Clement Bayard Radiator front mounted type and Gearbox  
 1913 Singer Ten Chassis Diff. and Steering Box  
 1909 J.D.S. Deasy Radiator  
 1910 Star Chassis  
 1905 Talbot Progressive Gearbox and Diff.  
 1911 AB Talbot Gearbox and Diff.  
 1911 M type Talbot Gearbox

AVAILABLE FOR SWAPPING:

|  |   |
|--|---|
| 1 Dietz Generator, nickel on brass                 | 1 Prestolite Cylinder and gauge                             |
| 1 Merryweather & Son copper & brass sidelamp       | 1 Lucas 756 Left  |
| 1 pair Dietz Dainty Sidelamps, brass               | 1 Lucas 654, Right  |
| 1 pair Dietz Steel sidelamps, steel rims           | 1 Dietz Dainty Brass Tail lamp                              |
| 1 pair Dodge Driving lamps                         | 1 Pair Dietz Steel Sidelamps, brass rims                    |
| 1910 Brush Engine                                  | 1 Pair Woodlite Special Driving lamps                       |
| 1 Northway Engine; cone clutch, open valve         | 1 Pair Tiltray Driving lamps 9" glass                       |
| Secqueville and Hoyau No. 198, crankcase and shaft | 1 Pair Ford Sidelamps                                       |
| 1 IHC Buggy Front Axle, wheels poor                | 1910 Clement Four Cylinder Engine (small) with cone clutch  |
| '09 de Dion front Axle, complete                   | 1 JAP V Engine 54148  |
| 1 Metz Rear Axle, Wire Wheels                      | Ford T Engine from '14 to '27 and most parts                |
| 1 Metz 1/4 Front Axle & Wire Wheel                 | '07-8 Peugeot front axle complete                           |
| 1 1910 Empire Rear Axle, no Wheels                 | '03-4 de Dion Chassis and rear running gear (front cut off) |
| 1 Brass Radiator by Serck Bermingham 63496         | 1 Pair Oakland Wood Felloe Front Wheels                     |
|  | 1 Arrol-Johnston body, double seater, dash radiator type    |
|  | 1 Talbot Radiator V, Bowman Birmingham 30056                |

Accessories:

Ford T lower steering box and shaft  
 Car Jack branded Flanders 20, made by Buckeye - Ohio  
 " " " Overland, Cooks tool Co. Michigan  
 2 screw jacks, unbranded  
 Carby Schebler updraught '03-'011 air intake by curved pipe from the bottom around the side of bowl and up  
 Carby, 1 Rayfield '11 new, updraught  
 1 Renault Gearbox, ball coupling type  
 1 de Dion Gearbox, ball coupling type

- JOHN KAY,  
 680 High Street,  
 Penrith.



