

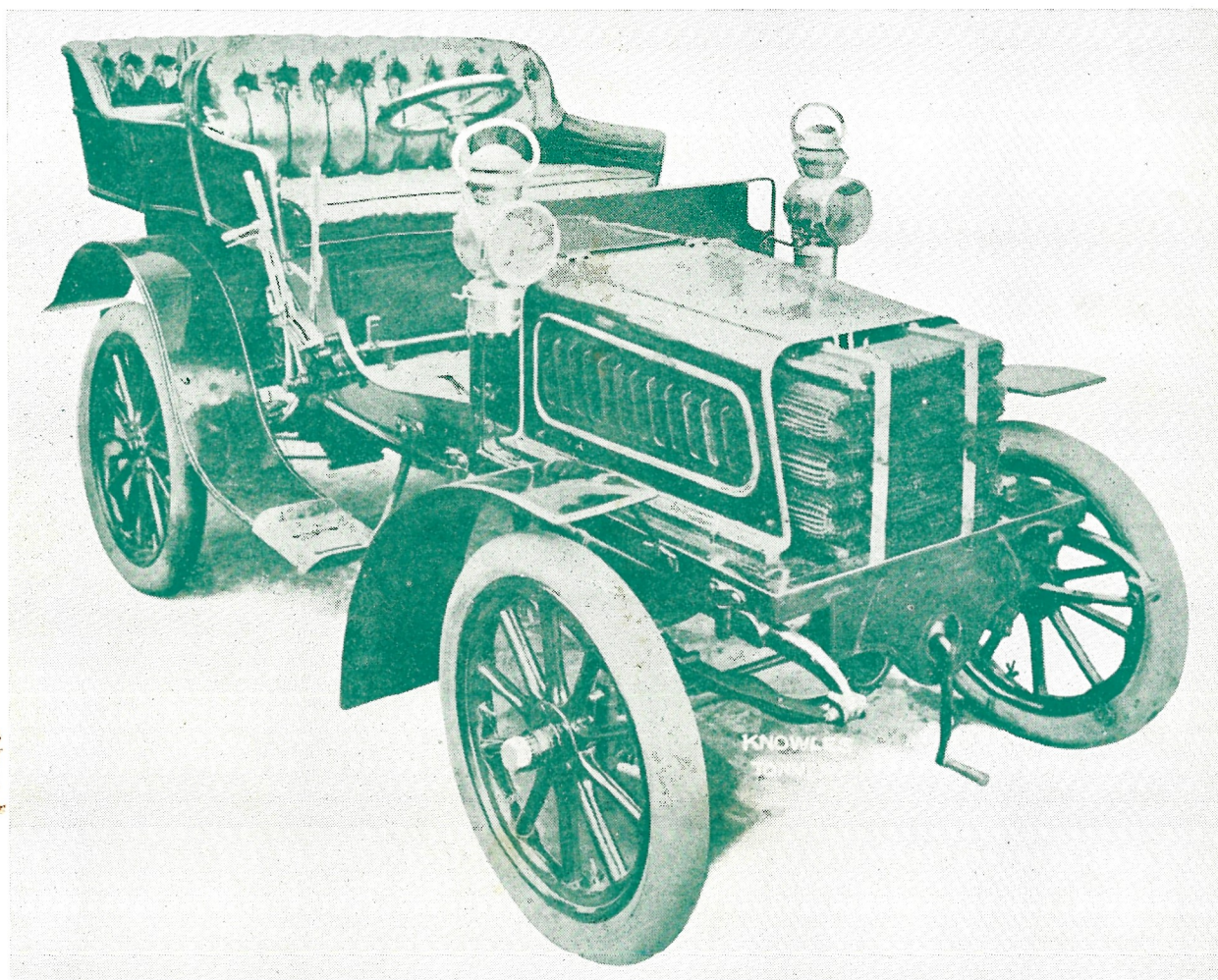
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

* MAY, 1977, VOL. XVIII No. 11

Registered for posting
as a publication — Category B

* PRICE 70 Cents

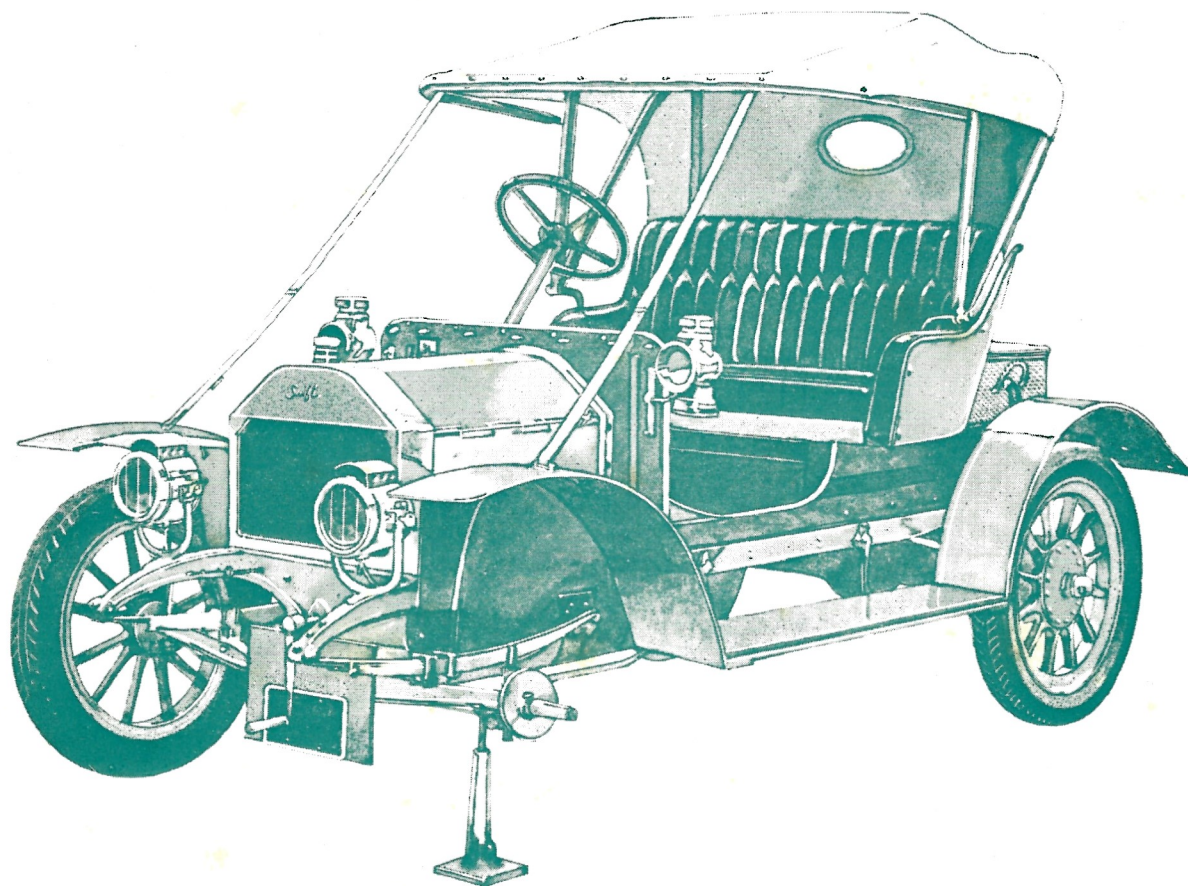


1903 KNOWLES

Made by the Knowles Automobile and Motor Power Co. Ltd.

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A Branch was opened in 1903-4 at 102-104 Spencer St., Melbourne



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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.)

Vol. XVIII No. 11

May 1977

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The next General Meeting of the V.C.C.A. of N.S.W. will be held in the Clubrooms on THURSDAY, 26TH MAY, 1977 at 8 p.m.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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



The Annual General Meeting with its attendant election of office-bearers for 1977-78 is just over one month ahead so it seems that editorially I should "say" a few words. Previous scribes appear to have done this (maybe they too were short on inspiration after ten issues) so there is strong precedent.

Seriously, however, it is a time for members of this fine club to consider nominating for Committee or at least taking stock of the present executive and other possible contenders in order to put up people who will steer the activities as desired.

For those willing to devote time by serving there is the rewarding inner feeling which results from personal contribution. For the critics, here comes the opportunity to set matters right. For all of us it should be a time of assessment and decision on whether change is desirable or whether the present attitudes should be continued.

Editor.

* * * * *

MINUTES OF THE MONTHLY GENERAL MEETING OF THE V.C.C.A. (N.S.W.) HELD ON THURSDAY 28TH APRIL, 1977 AT THE CLUBROOMS, 134 QUEENS ROAD, FIVE DOCK.

PRESENT: 79 members and 8 visitors.

The meeting was declared open at 8.10 p.m. by the Chairman, L. Sheen and the visitors were welcomed.

APOLOGIES: C. Stanbridge, L. Baxter, J. Dance, V. Cross, M. Pope and P. Lamb.

VISITORS: M. Holmes, C. Caghill (Canada).

MINUTES: The minutes of the Monthly General Meeting of 24th March having been circularised in SPIT AND POLISH were confirmed as a true record on the motion of A. Rosebray, seconded by R. Jones. CARRIED.

TREASURER: The Treasurer's Report was accepted on the motion of D. Rosebray, seconded by J. Thorpe. CARRIED.

CORRESPONDENCE:

Letters from L. Jones and P. McKeown re change of address.
Minutes of the Newcastle April Meeting received.

Minutes 28/4/77 (Cont'd.)

Moved J. Corby, seconded W. Spraggon that the correspondence as read be received.

CARRIED.

INVESTIGATION & DATING:

David Short, 1913 Delaunay Belville. Custodian for G. Green.

Brian Hemsworth, 1916 Overland.

Martin Holmes, 1914 Vauxhall.

NEW MEMBERS:

David Graham Short.

Curator, Greens Motorcade Museum Park Pty. Ltd.

RMB56 Hume Highway, Cross Roads. N.S.W. 2170

1913 Delaunay Belville Tourer.

Brian James Hemsorth.

6 Murray St., Harrington. N.S.W.

1916 Overland Model 75 Tourer.

Martin Neil Holmes.

5 Pearce St., Belmont. N.S.W. 2280

1914 Vauxhall Sports.

It was moved by G. King, seconded by R. Paddle that these applicants be accepted as full members of the club.

CARRIED.

The new members were welcomed to the club. Martin Holmes was the only one in attendance.

EVENTS:

Presentation Night 7th May, social evening at Drummoyne Bowling Club.

CVVTMC Swap Meet 29th May at Grace Bros., Chatswood.

Westfield Rally on 4th and 5th June is postponed until possibly November.

Visit to Thirlmere Rail Museum organised in lieu thereof, to meet at Cross Roads at 10.00 a.m.

The Western Tour is now completely organised and there are 17 starters.

V. Jacobs gave a brief account of the Robertson Easter Tour. R. Baxter thanked him on behalf of the members for an enjoyable weekend.

The club barbecue trailer is now almost complete.

MAGAZINE: More articles are required. There were numerous requests from the floor to retain the recipe section.

SOCIAL SECRETARY:

35 couples are needed to make the Presentation Night a financial success; 25 couples going so far.

An attempt will be made to organise a theatre party to see "A Chorus Line" if sufficient members are interested.

REGISTRATIONS: No report.

REGISTRAR: No report.

Minutes 28/4/77 (Cont'd.)

INTERNATIONAL RALLY:

The entry list is now full and there is a long waiting list.
M. Roberts made a request for good black and white photographs for the final magazine.

CLUBROOMS: An application has been made to the Municipal Council for permission to erect a carport at No. 136.

LIBRARIAN: No report.

CVVTMC: The Warwick Farm outing will be on 11th September. The application for F.I.V.A. membership by the Vintage Federation was opposed by the Antique and Classic Motor Club.
The next Federal Meeting of the Vintage Federation is scheduled for 18th June 1977.
Tony Fallstein to be Rally Director for Warwick Farm.
Replacement registration labels are now to cost three dollars.

PUBLIC RELATIONS:

The entertainment at this meeting will be Parts 5 & 6 of "The History of Motor Racing".
Part I of this series covering 1904 to 1914 is to be purchased by the club.
The Westfield Rally has been deferred until November.

PHOTOGRAPHER:

Photographs taken on the Blue Mountains Rally were circulated.
Calendar photographs given to Fred Hoskins.

GENERAL BUSINESS:

J. Garwood has had open heart surgery and is progressing satisfactorily.
On the subject of Vintage cars it was moved by B. Bronk, and seconded by W. Holmes that, "Delegates report to the Federal body as follows: The members of the V.C.C.A. (N.S.W.) wish their club to remain for Veteran cars only." Speakers for the motion, A. Rosebray, B. Bronk, L. Sheen, W. Maunsell, R. Baxter, J. Simpson and R. Newman. Speakers against, K. Quarmy, V. Jacobs and P. Michaels. CARRIED.

The raffle was won by P. Adams (wine rack).

As there was no further business, the meeting closed at 9.30 p.m.

*Driving Instructor: 'Now, madam, this is the gear lever;
down there is the clutch on the left; next to it, in the middle, is the
brake; and next to that, on the right, is the accelerator.'
Lady: 'Just a minute! Let's take one thing at a time. Teach me to drive
first.'*



Reports of comings and goings at 134 Queens Road on a recent non-meeting night. That is, a non-meeting night for both this and the Ford T Club. Shame on the people concerned for not reading their magazines.

The 1-cylinder trophy for the Blue Mountains Run seems to be alternately held by those De Dion speedsters Peter Hill and John Thomson. Will the same thing happen now between Frank Nissen and Alby Frost and their shared 16 cylinders? In this age of big brother, there seems to be a risk that some anti-collusion regulation could be invoked.

Anybody seen Jim Eisenhower's boat rack on top of his Toyota? If you have, you will readily believe Jim's story of much third gear work in the wind when towing the caravan and carrying the boat on top. Maybe he uses the Serpollet steam engine to hoist the boat onto the rack - it sure looks high.

Ask Allan Blevins about almost landing with undercarriage retracted - not the Wolseley's either.

Nice to have Martin Holmes as a full member with "Fifty Bob", even though there was momentary confusion with his nominator's first name when this was read out at the meeting. How did "Sandy" evolve from W. McD. anyway? Hope we will see both the lads and the car on runs soon.

Who comes to mind as the Club's keen and consistent dancing couple? The lady wore a red frock (similar in colour to their veteran) at the Presentation Dinner and was seen to have her shoes off under the table. No sign of tired feet later on the dance floor though.

How about the hat-trick by the East machine? Congratulations, Bill.

On a trailer building bee, one of the workers frankly admitted blotting his record by running a bead of weld on his vyce instead of on the job he had clamped. Another chap broke the first fellow's quarter inch drill (it was a nice'n), and having threatened publicity in this column now has to report both misdeeds to demonstrate impartiality. Probably a flaw in the drill though.

Have you ever seen a lady engaged simultaneously in animated conversation and lipstick application? A lustrous one was soon doing just that at the Presentation

Dinner and it was interesting to note the long periods when it was not possible for the stick to catch the lips in action.

Relocation of the Simpson menage must have been quite a task, especially with the Besa power source in pieces. May we expect a full description in your inimitable style please Jim?

Reports of a very steep hill on the Vintage Sports Car Club of Australia's run to Cherry Park - it was an invitation event for VCCA members. Mick had to give the Chalmers a second run at it (albeit as a result of being baulked part way up by another car). Ray Hill's Overland had big-end trouble later, thought to be attributable to the steepness of the climb.

* * * * *

E V E N T S

SATURDAY, 28TH MAY

Swap Meet Chrysler Restorers Club
Top Ryde Parking Area
2.00 p.m.

SUNDAY, 29TH MAY

Swap Meet C.V.T.M.C.
Grace Bros. Parking Area, Chatswood
8.30 a.m.

SUNDAY, 5TH JUNE

Thirlmere - N.S.W. Rail Transport Museum
Assemble at Cross Roads Hotel
10.00 a.m.
Proceed via Menangle
Cars will be parked in grounds
Adults \$1.00 Children 20¢
Barbecue facilities
Steam train ride Thirlmere-Buxton and
return Adults \$1.00 Children 50¢
NOTE TIME FOR THIS - 11.45 A.M.
to give ample time for lunch and visit
to Green's Motorcade Museum on the
return journey where Admission \$1.00
and Devonshire Tea \$1.10.

* * * * *

BACK ONE DECADE

From SPIT AND POLISH May 1967.

Meetings were still being held at Bankstown - Royal Aero Club.
Club funds were in excess of \$1,000.

Helpers were sought for the coming (the first) CVVTMC Warwick Farm event.

The Investigation Committee enjoyed the hospitality at Castle Hill and incidentally did get around to inspecting the respective Buicks of Jim Weir and John Corby.

PRIZE-WINNERS 1977

The following were awarded at the Presentation Dinner.

ANNUAL BLUE MOUNTAINS TOUR

| | |
|-----------------|-------------|
| 1-cylinder | J. THOMSON |
| 2-cylinder | W. SPRAGGON |
| 4-cylinder | R. BAXTER |
| 6-cylinder | W. EAST |
| 8-cylinder | F. NISSEN |
| 2nd Place | J. GODFREY |
| Outright Winner | R. BAXTER |
| Hard Luck | R. THOMAS |

CONCOURS

Concours
d'Elegance
Senior Trophy W. EAST

Concours
d'Etat W. EAST

Concours
d'Elegance
Junior Trophy A. BLYTHE

NAVIGATOR'S L. HARDMAN

OFFICIAL TROPHY W. IRISH

GOODWILL TROPHY D. BERTHON

* * * * *

S O C I A L C O R N E R

No report to hand but we who were at the Presentation Dinner had a most enjoyable meal, natter, dance, fizzy drink, prize(s) to take away according to our individual whim or luck.

Thanks Barry,

M.C.

PIONEER PACKARD AUTOMOBILES

Packard is without doubt one of the great names in American automobiles. The end of the firm in 1958 through what some feel to have been the result of management ineptitude surely constitutes a loss to us all, but fortunately the legend, supported by the many fine cars in collectors' hands, keeps alive the memory of the Packard and all it meant to three generations of motorists.

The first Packard automobile manufacturing firm was established at Warren, Ohio in 1899 as the Auto Division of the New York and Ohio Company electric lamp manufacturers. This firm still exists as the Packard Electric Division of General Motors. The first operation gave way to what was called the Ohio Automobile Company, and in 1903 the Packard Motor Car Company was founded. The company ended its days as the Studebaker-Packard Corporation, located at Detroit.

The Packard brothers, James Ward and William Doud, planned a car as far back as 1893. J.W. was an engineering graduate of Lehigh University and brought back an early de Dion Bouton from France. In August of 1898 J.W. bought the 12th Winton built...the car broke down on the initial 50 mile trip from Cleveland to Warren... JWP confronted Alexander Winton and the latter is reputed to have said, "If you're so smart, build a car yourself." Workshops were set up in the family electric light plant and lamp bulk factory in Warren, Ohio, they hired Wm. Hatcher, Winton shop superintendent, and George L. Weiss, another Winton man who was Cleveland's first garage proprietor.

The first Packard car ran in November of 1899. It had one cylinder horizontal engine that gave 12 h.p., it had a patented spark advance mechanism, a buggy type body with wire wheels and tiller steering. The machine was sold in January of 1900 for \$1250. It is now exhibited at Lehigh University.

Car No. 2 was completed early in 1900 and made a successful 100 mile plus run in May at an average speed of more than 11 mph. With this success, the firm incorporated, in October 1900, with J.W. Packard as President, George Weiss as Vice-President and W.D. Packard as Secretary-Treasurer. At the New York City auto show in November of 1900 the Packard was a big hit and three cars were sold, two to Wm. Rockefeller. About this time, J.W. coined the slogan "Ask the man who owns one," in response to a correspondent asking for literature not yet printed by the young firm.

One major factor in the early Packard success was the presence of engineer Wm. Hatcher. He developed the radius rod to counteract the tendency of over-turning when one wheel hit a bump, a problem common to many early motor vehicles. Hatcher, with J.W., also designed the H-slot gear shift and introduced the first steering wheel on a US production car (in 1901).

Publicity sold cars then as now, and Packard gained valuable notoriety when a Warren, Ohio owner was arrested in his 1901 Model C Packard for doing 40 mph. And the same year five Packards in the New York to Buffalo endurance run all finished, though less than half of the other entries did so. In 1903 "Old Pacific" made the transcontinental trip by auto (Winton was first), from San Francisco to New York, in 61 days. This car has in recent years been exhibited at both the Smithsonian and the Henry Ford Museum.

In 1903 Packard introduced the Model-K, their first four cylinder model, designed by Charles Schmidt, formerly with the French firm of Mors. This followed the 1902 reorganization of the company with Detroit money and Incorporation as a West

Pioneer Packard Automobiles (Cont'd.)

Virginia Corporation, and to move to Detroit in 1903. J.W. Packard stayed behind in Warren, Ohio, because, it is said, his wife didn't want to move; but he remained President until 1909 when he became Chairman, a post he held for three years; Henry Joy succeeded Packard as President in 1909.

In 1904, 500 cars were sold and the Model L introduced the yoke-shaped hood and hexagon hub caps. Packard became larger, and in 1907 the Model 30 cost \$4,200. In 1911 the six cylinder Model 38 attracted attention, and that same year a Packard truck was driven from New York to San Francisco; Packard built trucks from 1908 through 1923. The Packard red-hexagon trade mark was adopted in 1913.

One of the great events of American automotive innovation was the introduction of the 12 cylinder "Twin-Six" in 1915, the first such by a U.S. Manufacturer. Ten thousand were sold in 1916, and the engine design led to the famed Liberty aircraft engine.

Packard continued to use novel promotional schemes, speed records with famous drivers (in the early 20's they held more land sea and air speed records than any other make), they promoted the Lincoln Highway, and they went as far, in 1913, to advertise the escape from an insane asylum of millionaire murderer Henry K. Thaw in a Packard Six: "When high speed is necessary, when a fast getaway is an absolute imperative, 'Ask the man who owns one'". More influential as sales promotion schemes were Packard engines that powered ten Gold Cup powerboat winners, and the use at later auto shows of as many as 14 pretty girls on hand to pose with the new Packard models for amateur photographers - the winner to get a free car! Packard ads of the 20's are remembered as among the most elegant car ads ever printed.

Packard's largest percentage of the market came in 1907 when they had 3.26% of national sales on a volume of 1400 units. Top numerical sales were in 1937: 110,000, following the introduction of the cheap "120" series in 1935.

In 1923 the Twin Six was dropped and the 8 introduced. Packard was the first car to be used by the US President to ride to his Inauguration (Harding, in 1921).

Packard turned out some modified Twin Six models in the 1930's on special order for important personages, and also made a number of armoured models for governmental leaders. They made one for Gen. Chiang Kai-Shek, though the most expensive (\$35,000) they built was for Chiang Tso-Lin of Manchuria. Standard Packards were used by King Alfonso of Spain, King Alexander of Yugoslavia (he had 50), the Belgian Royal house (Queen Astrid was killed when a Packard driven by King Leopold went off the road in Switzerland). The Czar Nicholas of Russia had a Twin-Six with skis in place of the front wheels. Many Packards were used by the Soviets, too, perhaps explaining the fact that for years their Zis looked so much like a Packard.

During World War II Packard designed a 12-cylinder engine for torpedo boats and produced more than 50,000 Rolls-Royce aircraft engines; they increased the output from Rolls' 1200 to more than 2,000 h.p.

The end was foreshadowed when company president James Nance, in 1952, ordered all historical records destroyed; some were, happily, saved by a few old employees. In the 1954 the Company lost money. And in the final year, 1958, they turned out only 1700 cars.

* * * * *

FOUR CYLINDERS - TWENTY VALVES

There were many changes of proprietorship and combinations of activities in the early days of the motor industry. Maybe the most well known was the Benz, Daimler and Daimler-Benz set up. Often when we think of a make in that era, we visualise the "father" of the make. Very soon personalities were absorbed in the companies which grew, sometimes from the hard work and small capital of the owner, many times from capital introduced by ordinary investors. One such was the Daimler Motoren Gesellschaft (Daimler Motor Company) which got to manufacturing their vehicles at Wiener-Neustadt, in Austria. They differed from the Bod Cannstatt products, though following them closely, and were known as Austro-Daimlers.

The 1909 models were still a conventional design, having side valves, but a T head. There were two models, each of 4 cylinders of 105 mm x 130 mm, and 115 mm x 154 mm. A fairly abrupt change took place in 1910, with a 16/18 h.p. 80 mm x 110 mm small car which had side valves in an L head, and a sports 27/80 h.p. which was built with a real purpose, namely, to win the 1910 Prince Henry Tour. The company was not disappointed, for it won the Tour with ease.

But - their faith in winning was strengthened by the use of a technique never previously adopted for anything but a racing car. The engine was fitted with a single overhead camshaft operating five "very large" inclined valves per cylinder - we repeat, 5 valves per cylinder! These were employed on the basis of 4 exhaust valves and 1 inlet valve - PER CYLINDER. The essential details of this engine were 105mm x 165mm, and the capacity was 5714 cc. Chain drive was fitted.

We are told that they were "very large" valves. With a bore of 105 mm how large could the valves be? Except, of course, they were inclined, which must suggest a well domed head over each cylinder. BUT, there was only one camshaft! With, presumably, a "well domed" head, how were four valves per cylinder actuated simultaneously?

*Breathes there a man with soul so dead
Who never to a cop has said,
When over the limit he has sped,
'Why don't you pinch that car ahead?'*

ROSTER ADDITIONS & ALTERATIONS:New Members:

David Graham Short, 667 (F)
Curator, Greens Motorcade Museum Park P/L.,
RMB56 Hume Highway, CROSS ROADS. 2170

Brian James Hemsworth, 668 (F)
6 Murray St., HARRINGTON. 2427

Martin Neil Holmes, 669 (F)
5 Pearce Ave., BELMONT. 2280

Change of Address:

Lionel P. Jones, 136
21 Eddystone Road,
BEXLEY. 2207

Peter J. McKeown, 291
8 Kelvin Rd., ST. IVES. 2075

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FOR THE COOKSFor the Boys in the Back RoomTIA MARIA A LA CHAPMAN

2 oz. jar of Instant Coffee
 2 cups boiling water
 4 cups white sugar
 1 pint brandy
 1 whole vanilla bean

Method:

Mix coffee with boiling water in an electric mixer, or blender, or use a rotary beater and whisk in a large bowl. When coffee has dissolved add the sugar and beat until dissolved. Add the brandy. Cut the vanilla bean in halves, then split each half down the centre (4 pieces). Find two pristinely clean and beautiful brandy bottles and place two pieces of the vanilla bean into each bottle. Pour in the Tia Maria mixture. Close the bottles tightly. Find a hidey hole and secret the bottles in it for at least a month, then fetch out your Tia Maria and serve "to conne" with a dab of whipped cream. Now, Anne Baxter, match that!

(Note: copy not easy to read; "pristinely clean" maybe should read "pristinely clear" and "serve to conne" copied as written.)

For the Girls in the Front RoomMACAROON CREAM

First, find the hidey hole and slurp out a good tablespoon of the Tia Maria. Put aside and collect together the following ingredients:

1 large container of ice cream. Allow it to soften to room temperature. Beat into it 1 teaspoon of instant coffee mixed with 1 tablespoon of water. Put aside.

Now, crush a packet of macaroons. (If you make them use about 12). Next, make a syrup with 1 tablespoon of Tia Maria and 2 tablespoons chocolate syrup. (Ice cream topping will do.)

Place ice cream and macaroon mixture in alternate layers in a greased mould, or an ice cream container.

Freeze. (24 hours if possible.)

Unmould and serve with wafers. If you are expert, it can be piped with cream and decorated with walnuts, or cherries. Simple and delectable! Just about as delicious as Anne Baxter's Rum Pie. (Do you know it?)

A last comment. You may like a more definite flavour of Tia Maria. If so, add more. Alternatives to this liqueur are cherry brandy or Grand Marnier, or any of the fruit-based liqueurs.

* * * * *

RON CRAZE AND HIS B.S.A.

This article is reproduced from The Holiday City Express of 23rd March, 1977 and included glamorous pictures of the said Ron and the said BSA.

"THIS BSA HAS COME A LONG WAY - AND IT'S ONLY
ONE OF FIVE."

There are only five 1912 BSA motor cars in the world today. Port Macquarie has one.

Birmingham Small Arms Co. is better known for the manufacturing of motor cycles and guns than for their motor cars.

Authorities differ as to whether they entered this field in 1907 or 1908, but they did continue with the making of BSA cars until 1926.

Although radar checks were yet to come, in 1904 there was apparently hazards for the unwary motorist, who was inclined to put his foot down, as the following printed in an English publication of that year shows:

'Screened by the wayside chestnut tree, the village PC stands. The "cop", a crafty man is he, with a stop-watch in his hands, and the muscles on his lower jaw are set like iron bands.'

How much more hazardous it must have been by 1912, the year that Birmingham Small Arms Co. Ltd. built the car that retired builder Ron Craze, of Port Macquarie, has restored.

Fortunately most of the history of this car is authenticated by such documents as the original invoice, the shipping papers, and the Customs clearance papers.

What is not known is whether a slick car salesman 'conned' Doctor S. Roseby into believing he was purchasing a 1913 car, but the chassis number proves the car to be a year earlier. Perhaps the good doctor knew that he was being sold a superseded model, because undoubtedly he struck a hard bargain.

Advertisements of the day show that the BSA, 'the car for the owner driver', was priced: 'Two seater, with hood, screen, lamps and horn, 310 pounds'. 'Four seater with hood, screen, lamps and horn, 325 pounds.'

Turning to the invoice we find that on 8/7/14 the London Motor Exchange of 24 Baker Street, London, sold to Dr. Roseby a 'shop soiled BSA complete with hood and screen, oil slide and rear lamps, two self-contained acetylene headlamps, pump, jack, horn and tools for 255 pounds, less two pounds 10 shillings for cash.'

Wily doctor! He not only saved himself 72 pound 10 shillings, but apparently had the pump, jack and tools thrown in for good measure. Who 'conned' who?

The car was shipped to Australia and used by Dr. Roseby around Sydney until 1922 when he tired of the rush of city life and moved to a grazing property at Bredbo, the car going with him.

Tom Roseby, the son of the doctor, carried on the grazing property

RON CRAZE AND HIS B.S.A. (CONT'D.)

and found good use for the car. Not only did he use it for driving round the district to cricket, but removed the back seat and cutting the back panel out of it, converted it to a utility for use on the property.

Tyres were hard to get for the car, so when they wore out, Tom ran it on the rims.

That was the history of the car to 1952.

'When I first saw it, the back seat was being used for a verandah seat-patio lounge I suppose you would call it today,' Ron said.

The back of the body that had been removed to make it into a utility was lying against the wool shed and the back of the car was full of cow manure.

Ron says: 'The car was just what I wanted, so I asked Tom if he would sell it to me. "No" was his reply and he kidded me along for a while.'

"I won't sell it to you, but I'll tell you what I will do. I'll give it to you, if you send me a photo of it when you have restored it."

'You can imagine, I jumped at the offer.'

THE EASTER 1977 BUSH COUNCIL RALLYA STATISTICAL LOOK AT THE BUSHMAN'S ROLLUP

Rally: The 7th staged by the Council of Country Antique Motor Clubs.

Host: The 1st time for the Parkes Antique Motor Club.

Location: The 2nd Council Rally in the Parkes area.

Days of Events: Two days + Saturday and Sunday.

Length of runs: Approx. 55 km. on Saturday and 115 km. on Sunday.

Vehicles entered: 144 Cars and Bikes less 4 scratchings.

Different makes: 43.

People entered: 299 adults, 142 children.

Meals booked for weekend: 799 adults and 275 children.

Motel Beds: 238 booked in Parkes motels by the club.

Hotel Beds: 12.

Caravans, sites and camping: 25 places.

Private accommodation arranged by entrants themselves: 28.

Number of Clubs in attendance: 32.

Number in P.A.M.C.: 36 families.

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

THE EASTER 1977 BUSH COUNCIL RALLY (CONT'D.)

Number of Outside Helpers: 3 score and many more.

Members allocated jobs: The lot.

Members that objected: Not measureable, but not unnoticed.

G. Gibbs.

Comments by Reg Jones:

The Rally was attended by the following Veteran Club members -

| | |
|--------------|---------------------|
| P. Lamb | 1911 F.N. |
| B. Hemsworth | 1923 Overland |
| R. Cox | 1930 Ford |
| W. Muddell | 1926 Rover |
| S. Tweedie | 1930 Nash |
| R. Jones | 1908 Clement Bayard |

A Brazier from Parkes won the Veteran section and Peter Lamb was runner-up. Peter's father, Mr. C. Lamb, was chosen to represent the Bush Council in his Willys Knight at Warwick Farm in September.

(For more information about the Rally - see Reg Jones. Ed.)

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

(Members: When submitting Advertisements, please neatly print or type details and include name, address and postcode.)

FOR SALE: Trumbull Roadster 1914 model,
restored with full equipment.
Excellent performer.

- DOUG PEARCE 50.6280

FOR SALE: 1910 Tipo 1 Fiat 85% restored.

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