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DECEMBER, 1973, VOL. XV, No. 6

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

134 QUEENS ROAD, FIVE DOCK, 2046

OFFICE BEARERS 1973-74

PRESIDENT: L. K. Sheen, Ph. 42-4198 (Home)

VICE PRESIDENTS: R. A. Foy, Ph. 449-1524 (Home). G. A. Roberts, Ph. 371-8626 (Home)

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J. Burke

G. W. King

D. Pearce

R. Petersen

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R. Petersen

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INSURANCE OFFICER: V. Jacobs

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LEGAL OFFICER: E. L. S. Hall

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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
19	974	JUNE	1.7 1.7	27th
JANUARY	Thursday 24th	JULY	,,	25th





PATRON:

His Exectlency.
The Governor of NSW
Sir Roden Catle
AC, KCMG, KCVO, Cbba

NEWSLETTER OF THE VETE ALL CAR CLU. OF AUSTRALIA (NSW)

Vol. XV, No. 6

December 1973

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As is our usual custom, there will be no December Meeting. The next General Meeting will be held at 8 p.m. on THURSDAY, 24TH JANUARY, 1974 at the V.C.C. (N.S.W.) Clubrooms, 134 Queens Road, Five Dock.

COPY REQUIRED BY FIRST THE SDAY OF MUNTH

ADDRESS ALL CORRESPONDENCE TO

SPIT AND POLISH 134 QUEENS RD HIVE DOCK

1040



Another year over - where has it gone?

You may wonder. Like our cars we are showing the years; a wrinkle here, a creak there, more groans, clicks, coughs, squeaks, sighs and rattles, so before we expire, let's make a vow that we will get the most out of our vehicles next year.

Reflecting back, rallies were slightly better attended this year, except the long week-ends away. Surely the victims of inflation (at least 100 dollars for the family man). Our Events Committee, after getting suggestions from members, are putting on a camping weekend, so get those tents and caravans dusted off. A costumed event is also planned - all you Thespians dig into your attics and wear your old glad rags to this outing.

We, your Magazine Panel, have had a trying year, sorting through material to obtain interesting articles for your enjoyment. Doug. Pierce replaced Jimmy Simpson who is having a well-earned rest. Doug. is still feeling his way but we expect big things for '74.

Peter and Eric are still writing merrily along with Chairman Bob still taking the bit between his teeth and urging us along to obtain the ultimate in club chronicles.

Last and not least, the Management Committee under President Len are keeping a tight rein on our finances and are planning ahead for the 1978 International.

THE COMMITTEES WISH YOU, ONE AND ALL, A MERRY XMAS AND A HAPPY MOTORING NEW YEAR, 1974.

EDITORIAL PANEL

A CHRISTMAS MESSAGE 1973

I would like to express my sincere thanks to the Management Committee for their loyal support for the first half of this year's term.

The Events have been well presented by John Burke and Committee, the attendance has been excellent, as have the Social Outings, special thanks to Glad and George King for gift of prizes at the Children's Xmas Outing, also for the hard work the day entailed - a most enjoyable venue for children and parents.

The Magazine Panel under Bob Baxter, with Doug Pearce and Peter Kable you all will agree is a fine publication, keeping all informed of club activities and other information of interest to members.

Our Secretary, Jack, must not be forgotten for all the unseen work very ably carried out, also Treasurer Bill who, with the Hall and club finances, is kept very busy.

Librarian Bob is spending considerable time numbering and filing books which in future will help members to borrow more freely. Public Relations Officer Allen is carrying out a lot of survey work on blinkers and stop lights suitable for our cars, while George Roberts still ably carries on the task of Dating and Investigation Officer.

The Building Committee under George King is steadily improving the Club Hall. The back door to outside of main hall installed. Screen presented by Bob Paddle in position; platform for official table in position. The two fans presented by Frank Nissen will be installed in main hall before next meeting, also the Air Conditioner presented by David Berthon. Our next building programme will be path to toilets which I hope will be completed before winter.

I think the members could give consideration to creating a position of Past President which would ensure a new president an experienced member on the committee, this with the Secretary, Treasurer, two Vice-Presidents and four committee members to make up the ten as present committee, also the term of President should be limited to any three consecutive years.

With these suggestions to think about, I would wish every member and his family a very Happy Christmas and a Prosperous 1974, and bigger and better outings with Veteran Cars.

LEN SHEEN,

President, V.C.C.A. (N.S.W.)

VALE GEORGE BURTON

All the older members of the club were utterly shocked to learn of the sudden death of George. May we extend our deepest sympathy to Mrs. Burton and family who would be, by now, feeling their loss after the initial period shock.

The spontaneous response of such a large group of club members at the service should be of some comfort.

George will be missed by all.

Editorial Panel

Early a.m. Sunday, 18th November, the Veteran Car Club and the whole community, lost a champion, in the untimely passing of George Burton.

George, an early member, with his beaut. white Napier, served on the Events Committee with both Albie Frost and myself. He seldom missed a mountain run, and was always happy to supply a baggage truck plus the expenses of a driver; liked his beer, a good yarn and his company was always enjoyable.

On the 1970 International Tour George handled the receiving and trans-shipping of the overseas cars, at his own expense. I was also on the receiving end of his generosity on our Veteran Car trip to the U.S. George supplied the transport and crane for loading and unloading of "Mabelene". When I asked for a bill, I was told you won't be getting a "bloody bill". I am only one of many who found themselves indebted to this gentleman, who, to me, was a true Australian.

I have never known anyone whose passing left so many grown men in shock. Such was George Burton.

- KEN MOSS

Minutes of the meeting of the Veteran Car Club of Australia (N.S.W.) held at the clubrooms, 134 Queens Road, Five Dock, on THURSDAY, 22ND NOVEMBER, 1973, commencing at 8.20 p.m.

CHAIRMAN: L.K. Sheen.

President Len Sheen called for a 2-minute silence which was held in respect of the sudden sad passing of member George Burton.

PRESENT: 60 members and 5 visitors.

MINUTES: Minutes of the meeting held on Thursday, 25th October, 1973 as circulated, were confirmed on the motion of E. Lang, seconded J. Corby.

APOLOGIES: J. Lewis, D. Swain, G. Stelling, P. Kable, T. Bent, R. McCarthy, C. Burke.

ARISING FROM MINUTES: \$100 had been received from the Ford Company, with a further \$100 to follow.

CORRESPONDENCE: Letters had been received from The Royal N.S.W. Institution for Deaf and Blind Children, Graham McEwan, Newcastle, and the Sydney Committee of the Waratah Festival. Moved A. Garthon, seconded F. Nissen, that the correspondence be received.

INVESTIGATION: The Regal Underslung of John Dixon, Gunnedah and the Overland of Ian Ocrame had been inspected and passed.

NEW MEMBERS: Ian L. Ocrame, 4 Donovan Ave., Maroubra. John Dixon, "Colstoun", Gunnedah.

Moved F. Ehlert, seconded J. Weir, the above be accepted for full membership.

EVENTS: There were reports on the Parramatta Procession and the Lions Club outing for the War Veterans. Warringah Mall outing had been cancelled for lack of support. November 25th, Children's Day to the Model Club grounds at Luddenham. The Concours to be held in February and the Blue Mountains Tour on March 23-24th 1974.

Canberra Tour, Easter April 12th to 15th 1974. Suggested a camping weekend be organised in 1974, also an outing at which period costume be worn. The Management Committee to discuss the possibility of a night event.

MAGAZINE: An appeal was made for letters and articles of interest for publication. An explanation was given regarding postal charges and the size and weight of the magazine.

SOCIAL SECRETARY: 109 people had booked for the Christmas Dinner at the Music Hall.

REGISTRATIONS OFFICER: Dec. 2nd and 9th were the Inspection Days.

J. Wilson's T Ford had been registered. Would members please notify any change of address as early as possible.

CLUBROOMS: A platform for the official table had been built. Fans will be installed and spread bars placed in position. Suggested a heavy curtain at the main door would help to cut down traffic noise. An appeal was made for more tenants for the hall.

PHOTOGRAPHER: Bill Hardman will be contacted for return of all photos of club cars.

GENERAL BUSINESS: J. Wilson had heard from John Robertson that lamps etc.

were available at reasonable prices in the U.K.

Recommended that stop and indicator lights be fitted to veteran cars on a voluntary basis. Extracts from the Motor Traffic Acts were read relative to the fitting of brake lights and direction or signalling devices.

Moved G. Roberts, seconded J. Burke, that the recommendation of the Special Committee on this matter be adopted.

The Navigators Rally Trophy was presented to the winner, Hilda Sheen.

As there was no more business the meeting closed at 10 p.m.

CORRESPONDENCE

"Dear Bill:

Enclosed is a cheque for our $1973/7^4$ subscription. Please notify Jack Dance and the SPIT AND POLISH label-sticker-on of our new address, to which we'll be moving on 16th November. I'd be happy if you could have this published in SPIT AND POLISH as we'd be delighted to hear from members who may from time to time come over to the U.K. We're only 25 miles from Beaulieu, so we could be used as a convenient staging post!

Can't wait to unpack our Bayard parts! After six months in packing cases they'll need regreasing, but then they'll take a back seat till we get the house straightened out. We were very lucky at an autojumble at Beaulieu a couple of months ago, however. After scouring Australia for Ducellier lamps, we picked up a pair and one odd one in half an hour, so we're well on the way to solving our brassware problem.

Regards to everyone in the Club. Will write at greater length when things settle down a bit.

P.S. Merry Christmas to one and all!

JOHN AND CAROL ROBERTSON.

14 Solent Drive, Hook Park, Warsash, Southampton, England."

How to learn in 20 easy miles:

I was speaking to a fellow member the other day who, by good fortune, finished up with three of the V.C.C.A. members' wives in his modern car, as there was insufficient room for them to travel in the veteran cars during the War Veterans' outing in November.

This member (who, naturally, wants to remain anonymous) said that he had the most interesting and informative drive that he has ever had. As soon as the three members' wives got in the car they started chatting about every subject from where to buy cheap groceries, the best person to go to for a hair-do, the funny happenings and experiences of their children, the shocking rising of food prices, the way to relax during the day, their various surgical operations over the past ten years, and then it started to warm up to how inconsiderate their husbands can be, the peculiarities of other members, how the Government should run the country, the potential Women's Lib. in modern society, how to get money out of tight-wad husbands, how their husbands refuse to take them out until, all of a sudden, a Veteran Car meeting or rally comes along, and finally, to sex.

The driver of the car (whose name must remain anonymous) said it was a most interesting, enlightening and informative discussion that he has ever heard, far better than any "Frost over Hollywood" or other T.V. show that he has ever seen, and during the whole trip he never said a word and kept his eyes to the road and ears wide open, whilst Jean, Dorothy and Laurel chatted on!

If any other parties of three or four wives of club members ever wish to be transported somewhere he is only too willing to oblige at any day or night, as in hiw own words, he said: "This sure is the way to learn".

LOST AND FOUND

Our story commences in the rather overcrowded driveway and garage of a certain north-side veteran car owner who is found giving a newlyacquired one-cylinder vehicle a pat on the back (so to speak) for faultlessly carrying he and his navigator wife to the Waratah Procession and home again safe and sound on its first outing in a few years. (Yes Len, I know it is a De Dion Bouton - but us ladies always worry about these things!) When our driver suddenly discovers that the rim off one of the headlights is missing !!??? (much cursing in the usual Australian manner.) Oh well! One complete headlamp and half of the other are put away, our driver saying at lease I have the other for a pattern - no use looking for the rim as it would be smashed to pieces and no idea where it had fallen off. So our driver and navigator are disappointed at a sad end to a successful day's motoring. Time rolls on and a week later our navigator receives a telephone call from Jack Dance, amid the noise of a certain two year old's birthday party celebrations. Shaking at the knees she wonders

what is wrong only to find out that he was the bearer of good news he hoped! Jack thinks he has found our missing head light rim. A lady following the DDB on the previous Saturday saw the headlight rim fall off the car on Pymble Hill. In peak hour traffic, no less, she retrieved same but by this time we had turned off the Highway. Finally after numerous enquiries she locates Jack who in true Perry Mason style tracked the grateful owners down.

Needless to say our fearless driver, on being told as soon as he arrived home from work that the headlight rim had been found in true veteran style, dropped everything and got into his 1972 (Ford) Station Wagon and took off in hot pursuit of the headlight rim. Meanwhile many beers and some two hours later, the rim was installed INTACT with no scratches or dents and not a mark on the glass!!

With thanks,

THE THOMSON'S

SOCIAL

Our sincere sympathy to Mrs. Burton and family at the sad passing of club member, George.

Hope Darryl Swain's wife is home from hospital.

Hear Roy Farrell has a new grand daughter. Congratulations.

Our Children's Day at Luddenham was a success - 62 children came along and most enjoyed train rides.

Christmas Night out at The Music Hall was attended by 109 members and friends and was quite an enjoyable evening. Jack Dance celebrated his birthday, and Hilda and Len a wedding anniversary. Hilda Sheen has kindly offered her home for February - we need two more.

My sincere thanks to all members who have attended social outings throughout the year.

George and I wish you all a Merry Christmas and prosperous New Year.

GLAD KING

EVENTS

A most enjoyable day was had by a large number of members and their families at our Children's Christmas Outing to the Model Club at Luddenham.

The day was sunny and perhaps too hot for most people. Nevertheless, it helped to give the kids quite a thirst, not many soft drinks were left over.

EVENTS (CONTINUED)

Very pleasing to see so many come in modern cars as well as Veteran Cars. Keep it up, members, if your veteran is not mobile or you are an Associate Member, come along in your modern car to these outings. Noticed Lionel and Mrs. Jones circulating through the area, also Daryl Cawthorne and his family, whom we don't see much of.

The two very fine prizes - books (which were so kindly donated by George and Glad King. Many thanks to George and Glad) were well received by the two proud winners. The boy's prize - a book on New Guinea, won by Neil Quarmby and the girl's prize - a book by Rolfe Harris on Australian Walkabout - was won by Lorrae Foy. Congratulations to our two winners.

The response by the members to outings such as this is most heartening to the Events Committee - our thanks to all who attended.

Dates to Remember:

The first outing for 1974 is our Annual Concourse Judging Day, possibly 17/2/74. Venue, hopefully, is West Pennant Hills Bowling Club Picnic Area, with use of club facilities.

Blue Mountains Tour 23-24 March. Application form available end January 1974.

Burwood Centenary Celebration Procession Saturday March 30. His worship, the Mayor of Burwood, is particularly keen for occupants of all Veteran Cars to dress in costumes of their car's vintage.

A.C.T. Bi-Annual invitation to Canberra over Easter Week-end. Entry forms will be available in January 1974. So far 20 have indicated their willingness to take part in this event.

A VERY MERRY CHRISTMAS AND A HAPPY AND PROSPEROUS NEW YEAR TO ALL MEMBERS AND FAMILIES OF VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

Events Committee
J. Burke, G. King and J. Stanley

CHILDREN'S DAY

The final event of the year - "Our Children's Day", starting at Liverpool Swimming Centre, went off with confusion at the start - a little navigation difficulty, cars running in all directions - after this the run went fairly smoothly, passing through Rossmore to finish at the Society of Model Engineers, Luddenham, for lunch.

The use of tents, annexes and car covers made up for the absence of natural shade to make it more pleasant for lunch.

Not only the small kids enjoyed their rides on the trains and viewing of the water craft and speed cars.

Young Georgie King was enjoying himself tinkering with his prize little steam engine in the repair bay. Incidentally it was 4.30 p.m. when he finally decided to stop for lunch. I am assured that it was moonlight when George and his clan left for home.

Kids and all agreed that it was an excellent day.

THE VICTOR JACOB'S DAY'S OUTING

BY ERIC LANG

The eleventh hour of the eleventh day, eleventh month a fleet of Veteran Cars, what's that? Yes Frank, also two vintage ring-ins. After having tea and bickies, hooted away, T.V. cameras grinding, from the Mosman R.S.L. Club, conveying five score or more World War I veterans, male and female, on the Annual Victor Jacob's Lions Club Outing.

V.J. was in his element entertaining the Diggers, modesty prevents him disclosing that he was in the First Show, the First Light Horse, only his Perth jaunt prevented him from driving a tank in the lastest Middle East conflict. (What's that, Mr. Green, a tank should be a breeze after the Fronty Ford).

Meanwhile the fleet, led by a motor cycle cop, meandered its way up Epping Highway, Beecroft, Pennant Hills, Pymble etc. to the St. Ives Showground where the Lions Club awaited us with cool drinks, hors d'oeuvres etc., then later a delicious bar-b-que lunch, followed by ice cream, yum yum.

Afterwards a display of model aircraft flying, unfortunately a terrific storm washed out this event, but our members' et sprit de cor prevailed throughout, led again by our trusty cop we returned to civilisation via French's Forest over the Roseville Bridge to the North Sydney Anzac Club for afternoon tea and finis to a memorable day. A credit to our Victor Organiser Extraordinaire.

A list of members and their cars participating appears in this issue.

VOLUNTEER VETERAN DRIVERS & THEIR CARS - 1973 LIONS CLUB-VICTOR JACOB'S DAY

DRIVER	MODEL	CAR	NO. OF PASSENGERS
Arthur Garthon Laurie Sykes Bob Baxter Ron Craze Jim Simpson Allen Foy	1914	Delahaye Tourer	4
	1910	Star Tourer	2
	1912	Calthorpe Roadster	1
	1912	B.S.A. Tourer	3
	1908	B.S.A. Tourer	3
	1914	Vauxhall Tourer	3

(Continued on P.11.....

Lions Club-Victor Jacob's Day (Cont'd.)

DRIVER	MODEL	CAR	NO. OF PASSENGERS
Jack Godfrey Geoff Vanstone Reg Jones "P.J." Wards Eric Lang John Pickup Jack Dance Doug Pierce Ken Quarmby Bob Peterson Fred Rossitor Frank Ehlert Fred Rossitor Bill East Gerry Stelling Len Sheen Col Bryson Jock McGowan Frank Illich Don Steer Max Roberts Roy Farrell Max Chapman Bill Maunsell John Spalding	1914 1908 1908 1915 1914 1914 1911 1915 1918 1914 1911 1916 1915 1912 1914 1911 1911 1929 1928 1911 1915 1913 1913 1913 1918	Metallurgique Tourer Clement Bayard " "T" Ford Tourer "T" Ford Jitney Bus Studebaker Tourer Talbot Tourer Delaunay-Belleville Hupmobile Tourer Ford Tourer Studebaker Tourer "T" Ford Tourer Overland Tourer Overland Tourer International Buggy Humber Roadster Ford "T" Tourer Armstrong Whitworth La Salle Auburn Argyll Tourer Ford Tourer Ford Tourer Ford Tourer Fiat Tourer Wolseley Roadster Vulcan Tourer Italia Tourer	334343343333321338 334233

GO WEST YOUNG MAN

GRAND FINAL INSTALMENT

By Victor Jacobs

Well, the last part of the serial that I have been writing on my trip to Perth was from about 290 miles out from the W.A. capital, so I take it up from there.

The last night before finishing our journey we stayed at Meredin and because of driving into a thunderstorm we lost time and I an and I drove into town in pitch darkness behind a semi-trailer, which we used as our guiding light. It had been raining heavily with a westerly wind blowing right into our faces and I can assure you we were both cold and miserable and would have sold out quite cheap for say a veteran Rolls Royce!

I pulled up at the local Ford dealer and the first thing Ian and I did was to get our bottle of Scotch out from underneath the seat and drink it neat

to try to bring some warmth back into our cold bodies. We were wet through, and thank goodness, now, wet inside! The Ford dealer gave us a new Cortina so we could go back and find "Henrietta", and after driving for 15 miles on a very dark, wet night we saw a funny flickering glow in the distance and we knew that this would be "Henrietta's" acetylene lights. We blew the horn as we passed and turned around, as we had the heater on in the car I said to Ian: "We will drive 'Henrietta' back so the boys can have a drink and give them warmth in the Cortina." We pulled over in front of 'Henrietta' and saw a very cold, wet, miserable Bob Hobson behind the steering wheel. On telling him that we would take over so that he could drive the Cortina back into town he said: "Not on your bloody life - I have come out here to drive a veteran car from Sydney to Perth and no one is going to do me out of 15 miles of the journey - I will make it back under my own steam."

Next morning we had several telephone calls from the Perth T.V. and newspaper offices wanting to know exactly what time we would be arriving and 10 miles from the capital Channel 9 was waiting, together with the press reporters. They took their pictures and so we made our grand entrance into Perth which on late afternoon was as busy as any city streets. Six months previously I had written to the Rally Secretary telling him that I would be there at 5.30 p.m. sharp on the Tuesday evening and we actually arrived half an hour before our schedule, which even I was surprised at!

We drove directly into the display point at the Floreat Forum which was a big shopping centre with a parking station underneath that would accommodate several hundred cars, and this had all been set off as a display point with proceeds going to charity. Did we get a fantastic reception when we drove in, from club members, spectators, more newspaper reporters — all gave us a resounding reception and, of course, being shy of publicity may I say I was embarrassed!!!

The cars were left on display on the Wednesday, Thursday and Fridays and quite substantial money was raised by the Lions Club for various charities and on the Saturday morning the Rally officially started. We were all clocked off by the local Lord Mayor in drizzling rain and by this time we N.S.W. members were calling Western Australia the rainiest state in the Commonwealth. At this point I handed to the Lord Mayor a letter of good wishes from the Lord Mayor of Sydney which I had been carrying in my case from Sydney. I told him that I was relieved to deliver it to him personally as I would have hated to have broken down somewhere across Australia and had to give it to a "truckie" to deliver on my behalf. I would never have stood the ridicule and criticism and laughter of all you people who are reading this article in the SPIT AND POLISH if I had not made the trip on our 4 wheels and the thought of Geoff Vanstone, Laurie Sykes, Jock McGowan, Reggie Jones and a few others laughing at me must gave me the encouragement to complete the

After leaving the starting point we set sail for an 800-mile trip south of Perth to some of the most beautiful country in their State and took in places such as Bunbury, Manjimup, Pemberton, Nannup and other scenic places. The tour was a semi "hub" tour as the first night we were at Bunbury, also the second night, then we went to Pemberton for two nights and thus did local

tours during the day and then back to Bunbury for two more nights while local tours were carried out. It meant that you were not in the one Hotel all the time but did some moving on without the monotony of moving on each night. Our team appreciated this after packing and unpacking each night from Sydney.

There were only three competitive days which meant that you could relax and drive as you wished on the odd days, also took away the exacting detail work for those who wanted to go out to win (I came second last). The tour lasted five days and then we came back to Perth where 3 days were devoted to local tours which took us to scenic places such as King's Park, the Vineyards, the beaches and the weirs around Perth. They were very enjoyable relaxed days. One of these days we finished up at a poultry farm where there were literally dozens of vintage and 30-40 ere cars laying in a shed. It would have been a collector's dream, but in the next shed which had all been plastic-sprayed inside to stop dust coming through, a concrete floor and plastic-proofed walls there were 8 of the most delightful veteran and vintage cars you could see and including Jack Jeffrey's locomobile. The cars were all on blocks, beautifully kept and dust-proofed from the outside elements. owned all these cars is not a member of the West Australian Club, does not believe in driving them as in his words: "They may get damaged" so they are literally shut off from the outside world. I could not help smiling to myself thinking the pleasure that we and other members get from driving our cars to this bloke who had just left them in mothballs.

Well, now for the unusual cars that were in this Rally, and without being parochial the one that took my fancy (other than the Fronty!) was Eric Langton's 1906 N-Model Ford roadster. There are only two of these in Australia and the other is in the Coolangatta Museum. Eric drove this on the tour and many times I got behind him in the Fronty and he was sitting on 55 m.p.h. up and down dale and pulled equally as well as any normal T-Model - a very good hill climber and therefore has been similarly constructed to the T. The other unusual car was a 1910 Fuller Buggy, which was made by the Jackson Automobile Company in the States. The large diameter wheels and hard rubber tyres were intended to suit the ruts made by waggon wheels and looks like a real, true horseless carriage. The vibrations of the car whilst the engine was running were just fantastic and the young wife of the owner who did the complete tour was 5 months' pregnant. She is certainly going to have a rattling good baby! We all thought she was going to have a miscarriage in the horseless carriage at any time during those 5 days.

The 1913 Star Tourer owned by Keith Muldoon of South Australia was a car that had to be seen. It was originally bought by his father, brand new, and has done 18,000 miles and the purr of that motor was a delight to listen to. Immaculate and original in every detail, I start to think that I may have misjudged our own "Twinkle, twinkle, little Star". He was unfortunate to lose a wheel during the tour and the car careered over an embankment and fortunately nobody was injured. In true veteran car style the members fortunately nobody was injured. In true veteran car style the members trailered it into Bunbury where new parts were lathed at the local Technical College and he completed the Rally with the rest of us.

Mack Luckie drove his 1912 Talbot 4-cylinder roadster all the way from Victoria and he and his wife deserve a medal for restoring the car only a week

before and driving the car across with no previous mileage history. The car is well restored with big wheels that must have given them some comfort as compensation for the mileage they drove. The balance of the cars of veteran and vintage era were all well restored, and a credit to any club showing that the standard of restoration is very similar throughout our Commonwealth. The organisation, the members, the friendship and hospitality that was extended by the Western Australian people was first-class and when I reflect back on the 1973 Rally West Tour, I can only feel that it was great to have been a part of it, and am thankful for the hospitality that was extended to us all from New South Wales.

I think some step should now be taken to organise our holidays so we can invade South Australia in force in September, 1974 with a National Rally to be held in Adelaide - and for those that normally trailer their cars to rallies, take the bull by the horns and plan to drive over because this will give you a great amount of pleasure and give you added confidence that these old horseless carriages can really stand up to a lot of miles.

* * * * * * * * * * * * * * *

THE 1974 BAROSSA VALLEY TOUR will commence in Adelaide on Sunday, 22nd September, 1974 and continue until Sunday, 29th September. The Rally fee is \$25 per car, with two adults, plus \$10 per person above that number - children free.

This fee covers your basic dinner costs on Saturday night, the wine and cheese tasting, Reception etc. on Monday night, plus all the other "nick-nacks" that go with this event.

Entry forms are available from the Sporting Club of S.A., or:

Mrs. J. Longbotham, 260 Portrush Road, BEULAH PARK, S.A. 5067

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Pleased to see Doug Rose-Bray navigating Eric Lang's "Woody" on the Vic Jacob's outing. Welcome back to the clan, Doug. How's about stoking up the Stogwer??

"A certain member still has his childhood teddy bear, his "new" wife is starting to get jealous - comes from being a bachelor for too long. Him! Hmurgique!

Bob Forbes has exchanged the Hupp for a Model T. Yes! Len, another one. F.O.R.D. - FOUND ON RUBBISH DUMPS.

When driving west along Parramatta Road out Lidcombe Way, look up at the roof of Bob Hobson's "Phil-ezi" Service Station and lo and behold: PLUME!! Yes! The paint is lifting a revealing the old sign beneath.

V.J. has the latest in sun glasses, complete with electric windscreen wipers a present from Bayard Sheldon, U.S.A. Remember the wicker-bodied Napier in the '70 International?

Wonder if Glad is speaking to George yet, after spending all day trying to get steam up on his model train on the Kids' Day Out? We thought Glad would bust his boiler - well did she ????

Who hasn't noticed Eric Lang's new Ziff? He has been told he looks like Fu Manchu, Col. Sanders, Frank Gunn, James Mason, a Rabbi, etc. Hm! Hm!

Saw "King" Kable flaunting a new bird - at the Music Hall. Said she was Sally's mate! Well Sally, if you have more mates like her tucked away, may I suggest that -- !!! The mind boggles!!

What's this I hear - Black Iron in George Green's stable!! Never, never, surely never!!

INDICATOR LIGHTS RECOMMENDATION

A committee has looked carefully at this situation and made the following recommendation:

"That Veteran Cars be fitted with Stop Lights and Direction Indicator Lights in accordance with the requirements of the Motor Traffic Act in force at the time of fitment, on a voluntary basis."

It is further recommended:

"That the committee be authorised to investigate stop and direction indicator light systems suitable for Veteran Cars".

The current regulations are as follows:

- 16. "Every motor vehicle except a vehicle referred to in paragraph 17 of this Schedule at least one brake lamp".
- 17. "The requirements of this Table shall not apply to -
 - (a) any motor vehiclefirst registered before the 1st January, 1934."
- 31. "Any brake lamp shall:
 - (a) be affixed at the rear of the motor vehicle;
 - (b) when lighted display a clear red or amber light to the rear of the vehicle so that it will be visible at a distance of 100 feet by day or night: Provided that red light only shall be displayed to the rear of any vehicle first registered on or after the 1st January, 1961;
 - (c) be so affixed that the centre of the lamp is not higher than 5 feet from the level of the ground on which the vehicle stands and so that it, or where there are two or more such lamps, one of them, is in the centre, or to the right-hand or off-side of such vehicle;
 - (d) be such that it will light when any of the service brakes on a vehicle or combination of vehicles are applied."
- 72. "Signalling devices."
 - (1A) (a) "On and after the 1st June, 1963, there shall be affixed to -
 - (i) any motor vehicle first registered on or after that date;"
 - (d) flashing light turn signals to indicate a "Turn Right" or "Turn Left" movement, provided:

Indicator Lights Recommendation (Cont'd.):

- (i) the signal equipment consists of two lamps facing forward, one on each side of the front of the vehicle, and two lamps facing rearward, one on each side of the rear of the vehicle, or in the case of motor lorry less than 24 feet in length or a motor car, the signal equipment may consist of only one lamp on each side of the vehicle showing light to the front and to the rear or in the case of a trailer, the signal equipment may consist of only one lamp on each side of the vehicle showing light to the rear:"
- (ii) the signal lamps are symmetrically placed not less than 30 inches apart and not more than 20 inches from the extreme width of the vehicle in the case of any vehicle other than a motor cycle and mounted not less than 16 inches nor more than 6 feet above ground level in the case of every vehicle;
- (iii) the switching on of such lamp is followed by the appearance of the light within a maximum period of one second and the light flashes regularly at a rate of not less than 60 nor greater than 120 per minute;
- (iv) the light emitted by such signal lamps is readily visible both by day and night from the front or rear of the vehicle as the case may be, at a distance of 100 feet;
 - (v) there is an indicator which will inform the driver by visible or audible means when the signals are functioning correctly;
- (vi) signal lamps on the same side of a vehicle or combination of vehicles shall flash in phase and shall be operated by the same control switch."
- 3. "There may be affixed to any motor vehicle for use as supplementary to any other signals required or authorised under these Regulations any semaphore type of signalling device mounted in a position otherwise than in accordance with sub-paragraph (2) of this paragraph but complying in other respects with the provisions of such subparagraph."
 - 4. "Any light from any signalling device referred to in this paragraph shall be white or amber in colour when projected forward, and red or amber in colour when projected to the rear: Provided that amber light only shall be projected to the rear from any such device in the case of any vehicle first registered on or after the 1st January, 1960."
 - 5. "Any signalling device referred to in this paragraph shall be such that it can be operated readily."

A. FOY & D. PEARCE

STORY OF THE "ARROW"

Continuing the story of the Japanese car:

"After a couple of months of thorough research and planning, he began designing on December 1913. The car was supposed to be the smaller version of Ford T, wheel base 1.8 meter, whole length 2.6 meter and engine 1 liter. The car was named after its designer and was called 'Arrow'. (The 'Ya' in Yano actually means 'arrow').

Designing itself finished in the spring of 1914, and then he proceeded further to the real construction in April of that year. He started with the building of a wooden framework but later he decided to give an order for its construction to some other manufacturing factory. After three unsuccessful trials of making pieces of cast iron, it was decided that some of them should be made in some other factory too. He made a part of clunk shafts and gears at a laboratory of Fukuoka Technical School. He decided to use the radiator of the old De Dion Bouton; so it must have been decomposed. (This radiator was made by him and had been installed on the De Dion Bouton.) On May 20, 1915, he hired a corner of a machinery manufacturing factory, employed 7 workers (3 turners, 2 finishers, 2 forgers) and began the completion of chassis. They utilized facilities in the manufacturing laboratory at Kyushu University for bowling of engine cylinder. (It is said that Murakami had no hesitation in utilizing facilities of this kind because he thought anyone could use such laboratories built with the money from local and central governments.) By that time, two important parts of cogcutter bevel gear which he ordered from Takeda manufacturing factory and spring for suspension ordered from Tsuruoka manufacturing factory had arrived on hand. In this way they produced any part of the engine including carburettor by themselves and almost all of chassis parts were made by themselves too, or by some domestic factories. But some pieces must have been bought from overseas. The most expensive of them were tyres. They used four 700 x 80 type tyres from Goodrich which cost 116 yen altogether. (Four rims for the wheels cost 20 yen, 2 plugs of Bosch cost 6 yen). These were bought from overseas with Japan Motor Car as intermediator. A necessary magneto was bought from Germany. In case they could not have got the magneto piece, they were considering installing a timer on the top of the camshaft; that timer was to distribute induced current for the ignition of the battery. But fortunately Yano heard that Kaishin Motor Company had a German magneto and he could buy it from them. It was the same type of magneto used for the 1914 type Datsun. The welding technique had not been introduced in those days and necessary parts were welded by soldering. (That sophisticated welding technique was introduced in Japan immediately after the completion of the "Arrow").

In August 1915, chassis of the "Arrow" was finally completed. Yano immediately had a test drive with a simple sheet put on the framework of the bare chassis. But the condition of the engine disappointed Yano's expectation. He could not understand the reason for failure even after thorough reconsideration. But fortune smiled on him again because he heard that one of the German prisoners of war in World War I, kept in some prison of Fukuoka, was an engineer from Benz. After negotiations with army officers, he was allowed to see the German prisoner to consult him about the

condition of the engine. The prisoner, whose name was Haltingbusch, began to laugh as soon as he saw the carburettor made by Yano himself. He pointed out that it was absolutely impossible for Yano to get a nice mixture of petrol and air with such a carburettor, and told him the name of a shop in Shanghai at which he could get a proper carburettor.

Yano took his advice and went to Shanghai immediately. (In those days to go to Tokyo from Fukuoka by train took as many days as to go to Shanghai by ship). He got a carburettor at the shop of Zenis at the cost of 49.3 dollars (42.6 yen). It was close to the end of 1915. He must have paid quite a lot of money to buy it; quite a lot because the return ticket to Shanghai cost only 16 yen in those days.

After the new carburettor was installed, the engine showed a remarkable improvement and Yano could drive the "Arrow" with enough confidence. Thus the chassis was completed and the carburettor was replaced and engine became fairly satisfactory. During wint , he kept on going with the test driving on a bare chassis and the result was that he could be confident about the efficiency of the whole part. From May 1916, they began to make the cover of the body. It was planned to make an open car type and to have four seats. To make the whole weight as light as possible, they made a special device by putting a thin plate of aluminium with a paper framework underneath. This framework was different from those of Japanese traditional sorts of dolls, and the paper was put on another framework of metal net. To make the paper framework waterproof and anticorrosive, a special paint of fruit juice was used. (Something like Japanese Urushi painting). Yano says he came across this idea when he saw "Ikkanbari" (also traditional Japanese artificial piece) famous products in Nagoya. Anyway, his special device gave him a light and strong cover for the body. It took three months to finish making the cover and it was the 24th August, 1916 when the "Arrow" was eventually completed. Yano was 24. Till the completion of the "Arrow" three years had already passed. Even since the actual process of building was commenced, two years and four months had passed. The total cost amounted to 1224 yen, 75 sen (excluding the salary for Yano himself. Actually he got no payment throughout that interval). If the cost is converted to today's currency value, it comes to several million yen or more than that. In that total cost were included the cost of buying tyres and magneto, the cost of buying raw materials and processing them, the cost of having the ordered pieces made outside and the salary for 7 employees.

Mechanism of the "Arrow"

It is a matter of course that the "Arrow" has a simple and primitive type of structure. The basic framework of the body, made of steel, has literally a ladder shape. Two side rails are placed parallel and other rails are put perpendicular to combine the parts of the front and rear of the side rails, and the parts where the engine is loaded and where the gear box is installed. On this basic framework another wooden framework is put and the light-weighted body covering is on this wooden framework.

The body is made as explained in the earlier paragraph (aluminium plate on the paper framework put over the wire net.)

On the floor of the car, wooden planks were placed and the sheet was placed on the floor. The floor itself can be removed quite easily and the chassis too. But the back rests of both front and rear seats are connected with the body covering, consequently they cannot be removed or replaced.

When the car was designed and completed, both suspensions in the front and rear were installed horizontally and were a type of leaf-spring and each of them supported the radius load. But because of the instability during driving, the leafspring of the front side was cut into half and was connected with the basic framework, which is a canti-lever-spring type. This reconstruction was done after the body covering was completed. Judging from the fact that nothing has been done about suspensions since then, it seems that satisfactory stability has been obtained by that device.

The brake system is used in completely the opposite way to the commonsense of these days. That is, the foot brake is a centre brake to tighten the chain of transmission (which lies just behind the gear box and just in front of the universal joint which connects the drive shaft). And the manual side brake is an interior extension type which makes the shoe of the rear wheels drum. While the car is being driven, the centre brake is used. This should be operated by foot. The side brake is for emergency and parking.

In designing and building the "Arrow", Yano got much influence from the ideas embodied in Ford T, and the evidence of such influence is observed in these brake systems, horizontally placed leaf spring (also the placing of rear and front radius load), and the way to make the basic frame. These are made in the same manner as the Ford T. Yano says he had also learned from Wolseley and Fiat.

The engine was of the water cooling type and has two L-head cylinders in line and those two cylinders were made of cast iron. The bore and stroke are 3½" square, the volume of exhausted gas is 1054 cc. The compression ratio is 5.5, and the number of maximum rotations is 1800 rpm. The power of the engine was calculated by the old method of the RAC system, and according to that measurement, it was 10 hp. This special method of measuring the horsepower was done by -

 $\frac{D^2 \times N}{2.5}$ D: radius of cylinder (inch) N: number of cylinders

and had been introduced for the sake of fair taxation on the different cars. Till 1911, the tax on any car was the same 30 yen/year. When the Government of Tokyo doubled its taxation on the car in 1911, they tried to work out fair different rates for the different horsepowered cars. Hence the introduction of RAC system.

This system doesn't work well for the modern motor cars due to various reasons, but it used to be recognised as a general standard. As it was once employed by the Police Department, it used to be called The Police Department Measuring System. The 10 hp of the "Arrow" was calculated by that method and is not the actual power. As the measurement by the modern method has not been done, the actual power is not known, but it seems that it was

something around 7-8 hp. This estimation is due to Rated Horsepower.

The clutch is of the wet and multi-plated type. All the Japanese cars and almost all of the foreign-made cars in those days had clutch with leather. Yano had begun realizing that the efficiency of cars depends largely on the workability of clutches because he had annoying experiences with its poor functioning when he changed De Dion Bouton's cone clutch to multi-plated one.

Knowing Ford T and Wolseley had a multi-plated type of clutch, he made his own wet and multi-plated one, modelled after that of Ford "T". A wet and multi-plated clutch has advantages of smooth contact, nice dispersion of heat and small inertia because the clutch discs are soaked in oil. Other than those well-known advantages, Yano points out other reasons for the employment of this type of clutch. By increasing or decreasing the number of plates, the pressure on the spring can be changed and the friction also can be changed by the number of the same type of plates, that is, the adjustment can be achieved easily.

As for gears, it has got first, second and third for forward motion and one for reverse, and of course it is not synchromesh.

Driving power is transmitted from the gear box to the drive shaft (with universal joint) to the bottom of the spiral bevel 4.5:1 and this makes the rear wheel rotate. It used to have Goodrich's 700 x 80 tyres, but after they had worn out, it was and still is installed with 660×64 (or $26 \times 2\%$) type tyres. The latter is a bit smaller than the former but is still large enough for the "Arrow". In addition to that it's easy to get new and the same type of tyres because they are still widely used as a wheel for carts.

The wheel base is 1828 mm: 997 for the front track and 965 mm for the rear track; car is 2591 mm long, 1168 mm wide, and the height is 1524 mm (with the shield on the car). So, except for the height, the "Arrow" is a bit smaller than the modern light-weight cars. The modern light-weight cars have at least 1920 mm for wheelbase (new Shante has 2200 mm for wheelbase) and 1080 - 1140 mm for track. The limits of length and width are restricted to 3000 x 1300 mm for light-weight cars and every model of Japanese light-weight ones is as long as and as wide as the limits.

Seeing these data, the reader may be able to have the idea of the size of the "Arrow"; to see the "Arrow" actually, people would not feel it is so small. The accessories on the car are two headlights lit by acetylene gas, a gas producer, tail lights lit by a petrol lamp and two different types of horns (manual and foot). The manual horn is the ordinary trumpet and the second one is of the type using exhausted gas and used to be called Nightingale. In those days the manual horn was used to warn the people nearby, and the second one to warn those far off. Recently one more horn knob was installed on the right hand side of the driver's seat. The reason for the installation is this: When the "Arrow" is driven out into the city, the driver is so busy operating the throttle, brake and clutch by foot that he cannot press the foot horn as well. So the device was made to sound the foot horn by operating the knob by hand. The "Arrow" has also been furnished with

a battery lying underneath the front seats.

The original tail lights of petrol lamps were re-made into stop lights and brake lights, and the battery is to light those stop and brake lights. These are devices which are indispensable to drive in today's conjested car streams on the road. Without them the "Arrow" would be hit from behind.

Regarding the "Arrow's" efficiency:

About the efficiency of the "Arrow", it was written in Yano's report that its maximum speed was 35 mph (56 km/ph) and its hill running ability was half that. There are some people who say this maximum speed is over-estimated. Actually this maximum speed was not actually measured (the "Arrow" has no speedometers, petrol meters and so on). This speed is only a guess. As a matter of fact, we have no way to know how fast it used to run, though it still goes fairly well.

The weight is said to be 600 pounds (272 kg). There are also some people who say it is under-estimated. But considering the facts that the body covering or any other dases are all made of thin aluminium plate, and that the structure is quite simple, it is true that the car is remarkably light.

Epilogue

After the completion on August 24, 1916, Yano test drove the "Arrow" for a while. It was registered on April 1, 1917 at Fukuoka city. The registration number was F36J.

On September 1 of the same year, the private-car-registration of the "Arrow" was changed into a hiring-car-registration. It worked as a hiring car for two years and, after that, its registration had not been renewed.

Yano's enthusiasm to produce the "Arrow" model car on a commercial basis had not been realized due to the unfavorable social situation in those days. He decided, however, to get financial independence, without getting any aid from Murakami (though he still stayed at Murakami's place). It was possible because in Kyushu Island, no one else except him could take care of those cars which were out of order. Actually most of these cars were second-hand ones from Tokyo and they easily developed trouble.

Yano was quite busy in repairing those which were brought to him from various parts of Kyushu. He kept on working as a motor car specialist and became technical adviser of a company when Yanase Motor Car Trading Co. opened its Fukuoka branch.

In August, 1920, Yanase got a contract with Kumamoto prefectural Government who ordered them to reconstruct Chevrolet's 1-ton truck into a dump bodied one. The large-sized dump trucks could be imported from the United States, but what Kumamoto prefectural Government needed was

a dump trade of smaller size, hence the reconstruction of Chevrolet. Yanase Co. couldn't manage that job, and it was handed to Yano. On this occasion a car screw jack gave him a hint, which led him to a new idea for a new type of drump truck.

His idea was to cut the side body for transmission, to get power by installing a gear in it and to make the nuts move. The wires, the end of which are fixed with those nuts, would pull the loading parts of the dump truck. The reconstruction was done enthusiastically and finished after The result was successful. This successful device was named three months. Yano's dump mechanism, and demands for the dump trucks embodied with this device came to him from numerous coal and metal ore extracting companies. Thus he began his own factory producing mainly special types of cars like dump trucks and so on.

His Auto Factory went on successfully and he was involved in producing special types of cars. But his enthusiasm for ordinary small passenger cars never faded away and he kept on studying them too. He completed, in 1924-25, two different kinds of V8 engines, both of which were supposed to be a power unit for his passenger cars. These V8 engines are rather small types. The first one is 11/2 x stroke 13/4! (38 x 44.4 mm) and 405 cc air cooling, and the second one, made in 1925, is 134 x 2" (44.4 x 50.8 mm), 620 cc water cooling. Both of them are of the type OHV, 90° V8 and the 4-cylinders are combined together as a unit. The former engine had a maximum rotation of 2800 rpm and approximately 8hp and the latter 2600 rpm and approximately 12 hp.

Yano's original plan was to produce about 30 small passenger cars with these power units and rent it to the public at a very cheap price, and afterwards advertising in this way to produce it on a commercial basis. But the legislation about small size cars was changed so often, and his factory needed much of his concentration on special type of cars, and the social situation was still unfavourable for such a scheme. Thus his dream of small passenger cars had not been realised.

He changed the name of his factory from Yano Auto Factory to Yano Special Car Manufacturing Factory in 1942. It survived World War II and is now enjoying prosperous business. The "Arrow" and both of air-cooling and water-cooling V8 engines are now stored carefully in the special garage in a corner of Yano's garden.

Yano is now coming close to his 80th birthday. He says his enthusiasm in small passenger cars has not gone away. His dream is still vivid and he is waiting for the next step of realizing it.

ADVERTISEMENTS

FOR SALE: One only old-time glass bowl Petrol Bowser.

John Richards, Richards Motors, Princes Highway, Arncliffe.

Suit 1911-14 Benz, 2 wire wheels WANTED: splined and hubs (BUY OR SWAP) Tyre size 815 x 120 (Series

interested please contact Secretary.)

W3 - W5 815 x 105 30 x 3½ - or pair larger wheels

and hubs (No name supplied with this ad. - if

GIVING IT A NAME

The motor car has become so widely accepted as part of our present way of life that it is interesting to reflect that many of our citizens, still living, were born before the first petrol driven vehicle appeared on British roads. How, then, did the name "motor car" originate?

In his book "My Motoring Reminiscences", S.F. Edge, deservedly numbered among the greatest of pioneer racing motorists, mentions that the Hon. Evelyn Ellis is generally credited with having brought the first petrol driven car into England. It arrived early in July 1895, a twin-cylinder, 3½ h.p. Panhard and Levassor with iron tyres, tube ignition and a surface carburettor. Edge states that his friend F.R. Simms accompanied Ellis later in the month on a journey from Southampton to Datchet, a trip of 56 miles which they covered at an average speed of 9.84 miles per hour. Simms was quick to recognise the possibilities of the petrol driven vehicle and devoted much time and energy towards overcoming the widespread prejudice against "this new fangled contraption". He was one of the founders of the Automobile Club of Great Britain and Ireland, now the Royal Automobile Club, and his claim to have invented the term "motor car" is supported by the following letter which appeared in "The Autocar" in 1896:-

"Although I have been interested and engaged in the mechanical road locomotive question for many years past, it is only within the last two years that I have been able to notice the increasing public interest in the great industry of the future. I think a proof of the coming event to be carried out by all the civilised nations of the world is manifested by the many names that both the public and the press have been trying to invent and suggest. I give you the following list of names for the new horse, suggested by the British press and people, as well as by our American cousins: Petrocycle, Motorfly, Automotive, Horseless Car, Motor Cycle, Oleo-Locomotive, Volvite, Autokenetic, Mechanical Car or Carriage, Automobile, Electrobat, Paramount, Locomotive Car or Carriage, Non-equine, Automotive Car or Carriage, and last but not least, the Autocar and Motor Car or Carriage."

"For the former, viz., "Autocar" I know you are responsible, and I consider it a name wich is especially suitable for a journal, as well as for the thing itself, and I feel certain that the popular name will be either the Autocar or Motor Car - for the latter of which I humbly flatter myself to be responsible."

As the club's Vehicle Records Officer, it is my job to accumulate a record of all the cars in the club. To help me with my task I would like every member to complete and return a page with the following information.

Requirements for register album:

PHOTOS

- 1. If possible photo before and after restoration, if not, as is.
- 2. Brief History.
- 3. Information from club, Dating Certificate if dated.

Return to:

Doug. Pearce, Vehicle Records Officer, V.C.C.A. N.S.W. 134 Queens Road, FIVE DOCK, 2046

