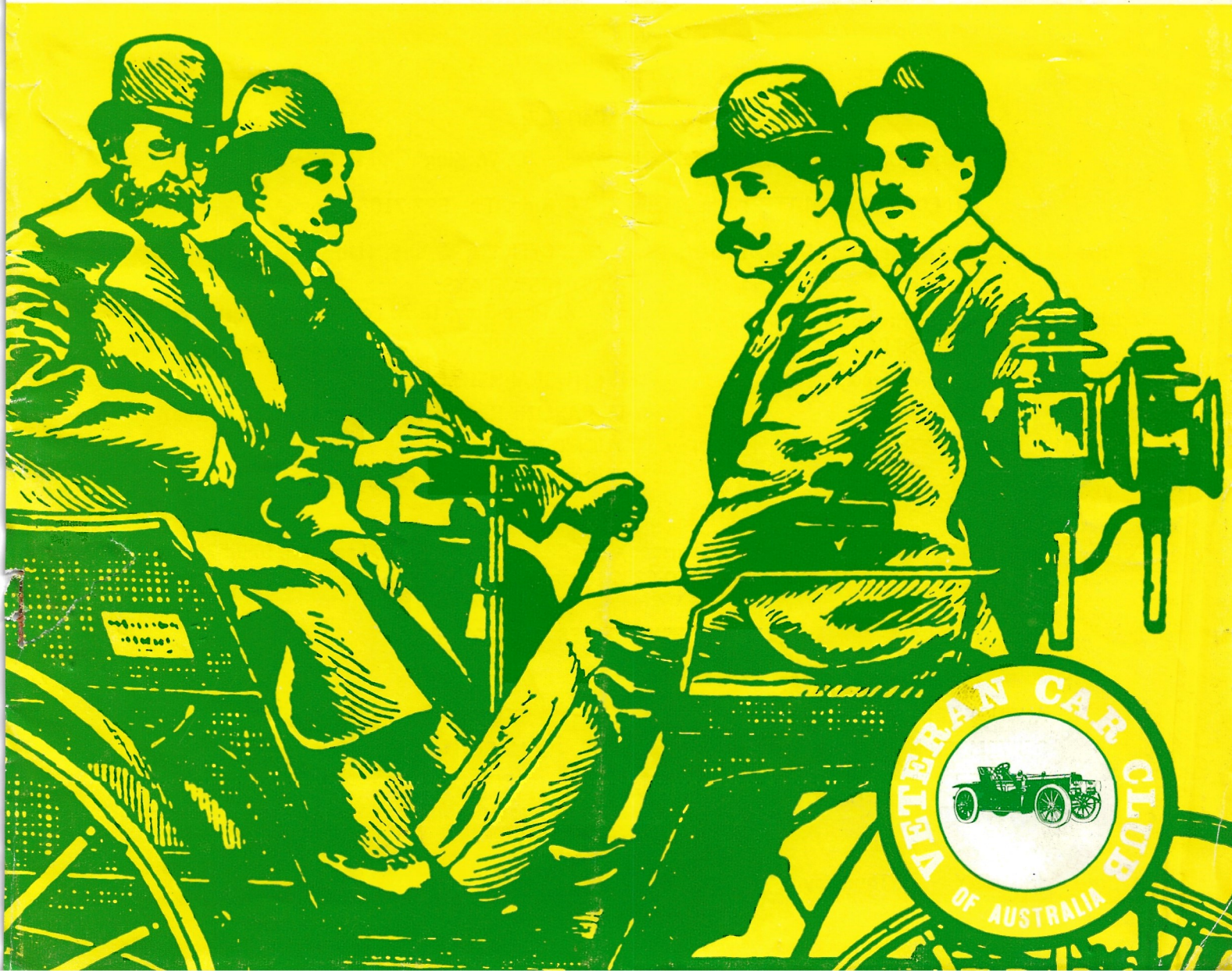


SPIRITS & POLISH

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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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HON. TREASURER: W. McCarthy, Ph. 798-6941 (Home)

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EVENTS COMMITTEE:

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BUILDING COMMITTEE: Chairman: G. W. King, Ph. 522-7108 (Home)

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AUDITORS: W. V. King & Associates

SOCIAL SECRETARY:

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Mrs. G. King, Ph. 522-7108 (Home)

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D. Pearce, Ph. 50-6280 (Home) P. Kable, Ph. 579-6942 (Home)

CLUB MEETING DATES 1973-74

1973

AUGUST Thursday 23rd
SEPTEMBER ,, 27th
OCTOBER ,, 25th
NOVEMBER ,, 22nd

1974

JANUARY Thursday 24th

FEBRUARY Thursday 28th
MARCH ,, 28th
APRIL ,, 25th
MAY ,, 23rd
JUNE ,, 27th
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. 3

SEPTEMBER 1973

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September General Meeting will be held at 8 p.m. on 27TH SEPTEMBER, 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



OPINION

After the Roselands Car Show last month, a lot of members were naturally disappointed. A poor response from members with cars led to a pretty poor show. The added fact that the shopping complex was locked up and deserted left no source of revenue for the gatekeepers.

This type of event probably does more harm than good. No. 1 - Members are reluctant to clean their cars and take them out (some long distances) only to turn up and find hardly any other cars present and nothing to do all day but sit around and wait to go home again. No. 2 - The family man is asked to pay money to take his family in to see a small number of poorly displayed Veteran Cars. He comes away feeling he has been "taken again" instead of being happy with what he saw, which should be the case with the excellent display a veteran car show CAN put on.

What the club needs is well organized car shows that the committee can control instead of being promised the world by organisations interested in only getting what they can out of the general public. There is no one better to organise a car show than the people who know and own the veteran cars but it has to be a large well-organized affair. A special committee to promote such an event is needed. Advertising has to be arranged (even if this means spending money), firm commitments by car owners have to be made with good representation of a make's years (even vintage included) and between 40 and 50 at least present. There are approx. 150 cars registered in this club and a bit of effort should be made to get them out so that active members can see them and so they at least get a bit of a clean up instead of deteriorating as a lot are, after sitting in the garage in some cases for over 10 years.

Let's plan the next car show well in advance and get some of those cars out. This would be a good idea, especially with the 'International Rally coming up - we will need every penny we can get.

Don't forget the family man who will for once get his money's worth and will come away wanting to tell his friends and neighbours to see the display and not vowing to tell them to give these shows a miss because of no planning and no enthusiasm of the clubs. So please - if we put on any more car displays - let them be something to be remembered, not forgotten.

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, August 23rd, 1973, commencing at 8.15 p.m.

CHAIRMAN: L.K. Sheen.

PRESENT: 46 members and 5 visitors.

APOLOGIES: C. Burke, G. Green, W. Trollope, J. Eisenhauer, K. Quarmby, R. Craze, D. Berthon, R. Petersen, J. Weir, J. Thomson.

MINUTES: Minutes of the meeting held on Thursday, July 26th, as circulated, were accepted on the motion of W. Maunsell, seconded W. Irish.

TREASURER: Moved A. Foy, seconded G. Roberts, that the Treasurer's Report be received.

CORRESPONDENCE: Letters received from V.C.C.A. (Vic.) Bruce Baker re wedding cars, and Foundation for Disabled with cheque. Moved F. Ehlert, seconded R. Hobson, the correspondence as read be received.

EVENTS: 22 cars had attended the day at Roselands, and 19 the Navigation Rally. Sept. 16th C.V.V.T.M.C. Warwick Farm. Four judges were appointed for the Concours, also 3 marshalls. Sept. 22nd, Hurlstone Agricultural High School Fete, Sept. 23rd A.C.M.C. Invitation Tour. Newcastle Tour Sept. 29th, 30th and Oct. 1st. October 14th, Long Legs Tour. Max Roberts was thanked for his assistance with the Nav. Rally. Max Chapman received the prize for his win in the Gymkhana.

INVESTIGATION: The following have had, or are having, their cars investigated:

G. Pollock, 1 cyl. Delage, R. Muddell, 1908 Rover 15 h.p.,
W. Melville, Buick Roadster, P. Dawbney, 1911 Hotchkiss,
I. McEachern, 1916 T Ford, Mrs. N. Thomson, 1906 De Dion,
R. Hunter, 1913 T Ford Roaster.

NEW MEMBERS:

Mrs. N.K. Thomson, 67 Kokoda Ave., Wahroonga.	Full member.
R. Hunter, 473 Windsor Rd., Baulkham Hills.	" "
G. Pollock, 33 Loyalty Rd., North Rocks.	" "
W.C. Melville, 471 Princes Highway, Blakehurst.	Transferred from Associate
R. Muddell, 3 Andrew Ave., Keiraville.	" " "
Evelyn Gorton, 27 Anzac Ave., Tuggerah.	Associate Wife member
Bronwyn Roberts, 42 Portland St., Dover Hts.	" "
Pamela Roberts, 49 Blake St., Dover Hts.	" "

Moved E. Lang, seconded F. Ehlert, the above be admitted to membership.

Minutes of Meeting 23/8/73, Cont'd.

MAGAZINE: The new covers appeared on the last issue of SPIT AND POLISH. The new Postal Rates will increase our mailing costs by \$400 to \$500 per year. This matter will be brought up at the next Committee Meeting for discussion.

SOCIAL SECRETARY: The Farewell Party for Max and Elizabeth Welch was enjoyed by everyone.

VCCA A.G.M.: The President reported that a letter had been sent to F.I.V.A. by G. Green. The Federal Constitution will be redrafted and sent to all State Secretaries. The Montague Trophy had been located in Queensland and will now be recirculated. The Vintage Drivers' Club of Victoria had applied for affiliation with F.I.V.A.

The finances of the V.C.C.A. were in a very healthy condition. Roster of Members. Victoria objected to its further publication. The 1978 International Rally will be as suggested by N.S.W. Barry Forryan appointed Secretary/Treasurer for the next three years. He is Secretary of the V.C.C.A. (Vic.) The per capita fees were raised from 5 to 10 cents per annum.

GENERAL BUSINESS: Disapproval was registered about an article in SPIT AND POLISH "Opinion" regarding Vintage Clubs taking over the International Rally. There is no truth in this statement at all. Objection was raised at subject matter on page 7 of SPIT AND POLISH. A. Ravel of the A.R.D.C. is making enquiries regarding the formation of a club to incorporate all types and makes of cars.

The Treasurer reported we have seven clubs using our Hall and asked for any member who could recommend any other clubs to use our premises.

We could also do with two fans and a screen to be fixed permanently to the wall.

Allan Foy gave an interesting short talk on his recent visit to the U.K.

As there was no more business the meeting closed at 10.15 p.m.

* * * * *

FROM NEWCASTLE NEWSLETTER

Members come and go (and go and go -----)

The trend with V.C.C.A. members is towards enthusiasm in old vehicles and other forms of transport in addition to veteran cars.

Ever-increasing scarcity of veterans has contributed to this trend, influencing members to acquire, for restoration, non veterans. Then, almost inevitably, a growing desire to join another club takes over and

Newcastle Newsletter (Cont'd.)

because of the increased frequency of meetings and outings with two clubs, he often decides to leave the V.C.C.A. This liberates the members' feelings of fragmentation of energy and loyalties to two clubs. It also lets him voice his widened interests to more responsive ears.

In the Newcastle district where the Vintage Car Club recently widened its scope to an all-encompassing one, the drift from one-type clubs has been significant and certainly very willingly.

It is therefore inevitable (ignoring population growth) that the V.C.C.A. will decline in full membership whilst it grows in exclusiveness, and so many more present and even future V.C.C.A. members will have to make the decision whether to follow those few old, old cars or the hundreds of old and not very old cars

Veteran Panelbeaters

If my own experience is any guide, I would expect that our members involved in the Panelbeating Journeymen's Course with the Dept. of Technical Education are delighted with their progress.

Anyone can panelbeat or weld to some degree, but the expertise gained through formal training shows (and I mean shows) in the job.

Learning the ability to move sheet metal around just where you want it saves you time (and material) and broadens your confidence to tackle jobs you would have previously avoided. The overall result will be for these members, better restored cars, with an increased depth of feeling of satisfaction for a good job done better.

In closing, I would like on behalf of all members attending the course, to thank the club officers and members who originated the arrangements for us to enter the course.

* * * * *

WARATAH FESTIVAL DISPLAY

We have been approached by the Sydney Cove Redevelopment Authority with a request to stage a static display of our cars in a now-disused Bond Store which was built around the time most of our cars were made, and which is in the heart of the Redevelopment area.

The time is during all the festivities arranged for the opening of the Opera House and the Waratah Festival - the actual dates being October 27th to November 3rd. As the Authority is expecting a large influx of overseas visitors, this presents an excellent opportunity to gain publicity for our club and our cars.

(Continued on Page 6.....)

Waratah Festival Display (Cont'd.)

Mr. Howard Marks, an Executive of the Sydney Cove Redevelopment Authority, will be giving us a talk, illustrated by slides, on the whole of the project connected with the work going on in the area of The Rocks and George St. North, which already is showing excellent results. Mr. Marks will be at our next meeting on September 27th and it would be appreciated if you would make every effort to be present.

* * * * *

E V E N T S

Cars attending send-off to Vic. Jacobs and Bob Hobson at the start of their journey to Perth:

L. Sykes, J. Stelling, J. Lewis, D. Steer, G. King,
A. Foy, J. Vanstone, F. Rossiter, E. Lang

29th September to 1st October - Newcastle Tour

14th October - Long Legs Tour to Camden Aircraft Museum. Start at Victoria Park, Queens Road, Burwood.

27th October - Waratah Parade and Opera House Opening.

* * * * *

S O C I A L

Proud grandparents Hilda and Len Sheen are celebrating the arrival of baby Grant Allan. Congratulations to Beryl and Ron.

Hope Moira Eisenhower is feeling better, and is home from hospital.

Also, to Norma Heath also in hospital, best wishes.

Hear Iris Cooper had a fall and cut her eye - a little more water next time.

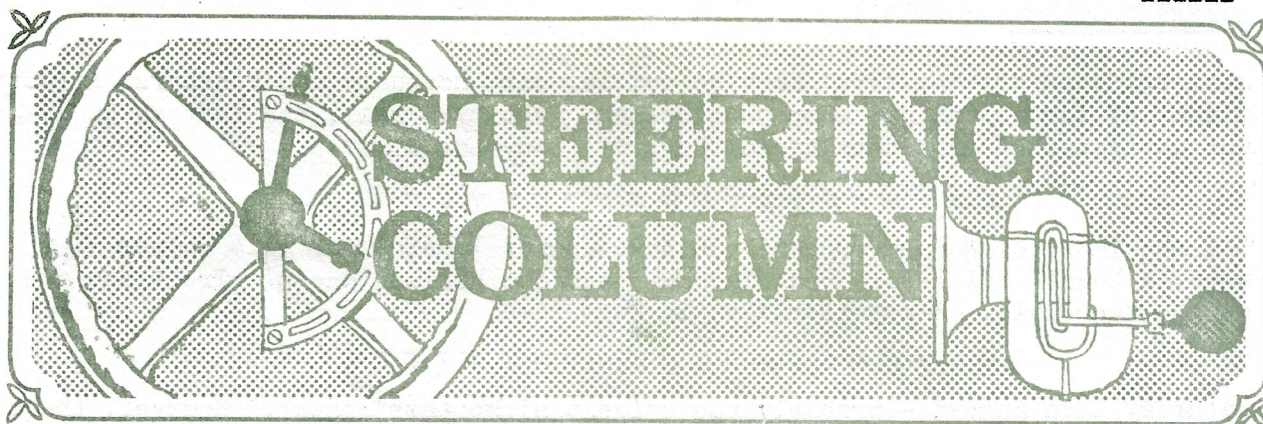
Congratulations to Robyn and Peter Wards who were married on Friday, 6th September. Best wishes for your future happiness.

During February of next year I would like to arrange a Progressive Dinner in the North. If there are three ladies on the north side who would be willing to open their homes for this, would you please ring me. It may seem a long way off, but once Christmas rush is on, time soon goes.

Please let me have your name if you wish to go to The Music Hall on 29th November, for our Christmas Night out.

- GLAD KING

* * * * *



Saw Victor having a close look at Don Steer's Town Car at the recent Roselands "Exhibition" ('flop' is a better word). Vic's comment - "I have just made a momentous decision of what to do with a spare 1913 Model T running chassis that I have lying about. I will build a Town Car on it." Yes, Len, where will it all end? T. Ford's in all shapes and sizes. Well???

#####

Whilst on the subject of Roselands, Gerry and Val Stelling arrived in the Frank Nissen's International Buggy. Great to see it back on the road. (Gerry also took it to the Navigator's Tour). However, it disgraced itself causing a minor flood, Geo F.L. King found the trouble lying on the floor - part of the water pump coupling.

#####

A certain Hurstville member has a small T.V. installed in his marble-lined bathroom (oh! the luxury of it!). His excuse (quote): "I don't get much spare time". We know better, as he works a 4-day week. Can anyone top this?

#####

Spoke to Pat "Calamity Jane" Clayton during a recent trip to Canberra (known locally as Gough's Harbour). Pat and Bette send regards to all their many friends in the club. P.S. Could the respective Events Directors enlighten us on the 1974 Easter Tour.

#####

Just how many members have either Vintage, 30/40 or P.W.T. Motor Cars restored or under restoration? A survey would be most interesting. How about it, Committee?

#####

It has been suggested that Steering Column award a "Garage of the Year Award". The exact nature of this award has not been worked out yet as there is a bit of controversy whether it should be measured on tonnes per person or tonnes per cubic metre. Reg Jones and Jock McGowen are 6 to 4 favourites and Bob Baxter the 500-1 outsider.

#####

NOTICE

HAVE YOU PAID YOUR 1973-4 ANNUAL CLUB SUBSCRIPTION OF \$11.00 ??????

STEERING COLUMN (CONT'D.)

Members, when driving thru' East Roseville, cnr. Boundary and Penshurst Streets, watch out for an antique shop just opened. Who by? Well, the lady in question was navigator of an International Buggy!!! Any bargains?

#

Did she fall, or was she pushed? A three-point landing for Iris Cooper last week, a beaut. multi-coloured black eye and two bruised knees. Trust you are on the mend Iris. More water with it next time.

#

Saturday 18th August - probably the coldest night this winter. However, the friendship was warm for the sendoff to Elizabeth and Max Welch; plenty of goodies (food) natter and a special film for all, shown by guess who, on P.76 story.

* * * * *

SECOND-HAND CARS

By F. Rossiter

The following information, given by a leading motoring writer, should be of interest to members contemplating the purchase of a used motor vehicle. He quotes as follows: 'I do not advise the purchase of a second-hand car, but if it is considered necessary to effect a very doubtful economy, I urge attention to the following points:

- (1) Pay no attention to paint, varnish and upholstery - these things cost a few dollars and often hide a multitude of defects.
- (2) Insist on a whole day's trial on a hilly road.
- (3) After the trial, arrange for the seller of the vehicle to have the engine and gear box completely dismantled to ascertain the condition of cylinders, gears and bearings. Should the cylinders prove to have been overheated on any occasion, drop the idea of purchasing the vehicle. (Note: cylinders are often covered with aluminium paint to hide this fatal defect).
- (4) See that the axles are straight and that the four wheels run true and parallel.
- (5) Ascertain Serial Number and type of engine and then write to manufacturer for accurate date of manufacture.
- (6) Generally speaking, approach second-hand cars with grave suspicion. My remarks will be unpalatable to Dealers therein, but my suggestions are not written for their benefit. It would be grossly unfair to a respectable body of motor traders to stigmatise them all as dishonest, but there are unfortunately many black sheep in the fold.'

Things do not change, when you consider that the above was written 'In the Choice of a Motor' by Alfred C. Harmsworth in April, 1902. It would be interesting to attempt to apply the recommended conditions re engine and gearbox dismantling etc. to any of our present-day Used Car Dealers.

THE BEST OF "SPIT AND POLISH"

Sifting through 1964-65 editions of SPIT AND POLISH can be found some classic articles but I think that Jim's superb command of "description" in the following letter is the best:

"SPIT AND POLISH - DECEMBER 1964 - "Revs. and Backfires" -

Looking over the cars at the Annual Inspection I'd say that the worst serviced bombs were Greg. Daley's F.N. and Jim Simpson's B.S.A. Their hearts are in the movement but not in the yakka attached to it. I thought the steering column on the F.N. was on the universal joint, it was so loose, but was pleased to see that Jim had cleaned out the passion pit in the Beeza. How doth the busy little bee delight to bark and bite!"

Jim's reply in "SPIT AND POLISH - JANUARY 1965:

Sir,

I was indeed grateful to receive my copy of the December SPIT AND POLISH, and was very interested to read the contents, till I reached the fifth REVS. AND BACKFIRES article!! I read it once, nay twice, and by the end of that time I was able to push my optics back into their accustomed sockets!! I forced my ulcers to a standstill and thus permitted myself to sort out the jumble of near-incoherent thoughts that this paragraph had engendered. I list the thoughts in some sort of order, as under:

- a. Can a real dyed-in-the-wool enthusiast refer to these pieces as 'bombs'? Perhaps a 'Pathetic Bag of Bolts' or a 'Crazy Old Crate' - but never a Bomb! Why, sir, I know a vehicle of 1923 vintage which is oft referred to in such a term by the uninitiated, or the mechanically or financially sarcastic (and that is indeed bad enough!) but these old masterpieces - NEVER!
- b. '..... but not in the yakka attached to it.' My dear Sir, in my commercial and domestic affairs, I am somewhat akin to the Veterans themselves, in that I never stop. My day starts at 0545 hours and finishes with the usual domestic chores at approx. 2030 hours. And I am no youngster! The Old Lady (i.e. the Besa!!!) is under a lean-to with tree and shrub protection, necessitating the running out of 20 odd yards of lead to take light to the area through a side window. The week-ends all bring their pile of jobs, both premeditated and spontaneous. I might say that I become very tired of (and through) this situation, but there it is!! I take some consolation from the thought that 'the course of true love never did run smooth'! The more one wishes to do a specific thing, the harder it is to be able to get round to it. And the older one gets nowadays, the worse the situation becomes.
- c. "The Passion Pit". I sense two angles to this thought. Firstly, Sour Grapes, as I see a single seater one lunger which sports no Passion Pit! and secondly, I am pleased to see that Mr. Supper Money Collector bows to the fact that we young fellows still have use for (thoughts of, anyway) a Passion Pit. And I feel that amongst anything else which the previously

referred to Passion Pit Peeper may have seen there, if I am able to have a couple of old bags in the P.P., then I am doing alright (for my age, anyway).

d. "...busy little bee..." Cheeky Old Buzzard, more like it!

Yes, Sir, I tell you that when I had read that article you could have floored me with a crankshaft!

Yours,

Jim Simpson"

* * * * *

GO WEST YOUNG MAN - GO WEST

By Vic Jacobs

Now at West Wyalong on 2nd day out and sorry to relate to all those that I have bets with that we won't make it - both cars are running like sewing machines.

Well, from the start everything's gone our way - what a grand send-off from Sydney Town Hall as I expected to get there, wait until the T.V. guy came along and just a few friends. Yes, I know you're all hoping that its the last farewell, but I WILL RETURN.

No trouble about finding the right direction to go to Perth as Sally Kable presented me with a small compass which I connected up to the car. I knew after the start that it was due west so religiously followed the compass. After reaching Gosford I knew that something must be wrong and found that with so much BLACK Iron about, I was "de-polarised" or something, so disconnected it and now am on the right track again.

Of course on all these trips there is the funny thing that happen, such as:

- (a) My brother Frank decided to see us off at the Town Hall and told Vicki, his 3-year old daughter on the Saturday about Uncle Victor driving across to Perth and showed her our picture which was in Saturday's "Herald". On putting her to bed on Saturday night he said: "Now be a good girl and go to sleep as you know what we are going to see when you wake in the morning", and quick as a flash she replied: "Yes Daddy we are going to see Uncle Victor leave in his Billy Cart" - and she's supposed to be my favourite niece!
- (b) Walking down the main street of Cowra all 4 of us in our white overalls met a dear old local lady who had one look at us and said "FAB, eh!" (Must think we are part of a commercial.
- (c) Gee its good when driving in Henrietta and after going thru' a little town what a sigh of relief when you pass those signs, "End of 35 mph limit" - then you can pull the hand throttle down and belt her along at 36 mph!

- (d) Woke in Bathurst, cold misty morning, couldn't see 100 yards in front so as Rally Director and with Ian Gay (Asst. Rally Director) we called an emergency meeting and decided that Bob and Reg would drive the Fronty in the morning shift - yes, its good to be boss.
- (e) On leaving Sydney we got to Penrith at 11.30 a.m. when I felt we should pull up and let Henrietta catch up, so parked on the side of the road. Of course a few cars pulled up to see the car and one lady said: "Oh I read about you driving from Sydney to Perth - what day did you leave?" Evidently hasn't got much faith in veteran cars.
- (f) Pulled into the Hydro Road Bar for a recharge and who do you think we saw? Darryl Cawthorne enjoying a week's holidays - he nearly talked us into staying.
- (g) Got into Wyalong and who was the first person I saw? None other than V.C.C. member Jim Hewitt - certainly extended his hospitality and asked what we needed or how he could help. Showed me his garage with his two cars, 26 Jewett and 22 Minerva, veteran parts all around - typical of any veteran enthusiast. He gave me an open sesame to take anything - oh terribly hospitable so I came back with a truck and took the lot!

You all know that Henrietta's driver is new member Bob Hobson who evidently is a Shell Petrol Proprietor at Lidcombe. Well, imagine my surprise when we left Sydney and I saw there was a "Shell" sign on the back of the car and certainly against Club policy, so it was quickly removed and Bob quickly got the message about "No advertising unless its got a club blessing".

Well, must away now to Hay - Toby Bent has got a \$500 bet with me that we won't make Perth and I wanted to drop these few lines to let him know the cars are going well - we are in the pink of condition - the sun is shining and I bet he's starting to feel just a little sick in the tummy at the moment.

* * * * *

Article reprinted from "Everybody's" (Behind the Wheel Page), 9/9/1964:

THE MYSTERY OF THE "1920 ROLLS"

By Millard W. Newman
(In the U.S.)

A rusting old car on a country farm was more than it seemed.

In 1955, while I was driving through a rural area near Providence, Rhode Island, I happened to see an old Rolls Royce in the barn of a farm just off the road.

It was one of those things you just notice in passing. A Rolls Royce in the barn of an isolated farm. Unusual.

I didn't think much about it at the time. I looked at it

and drove on. I certainly didn't realise that passing that barn in 1955 would be the start of the most fascinating adventure of my life.

But the adventure didn't really begin then and there. I forgot about the barn and the Rolls for several years - until a reference in a book on Rolls Royces triggered something in my memory.

Some time after that 1955 drive in the country I found a beautiful 1911 Rolls Royce touring car and, being a keen automotive fan, set about restoring it.

I spent thousands of hours studying early Rolls Royces from their very beginning - their detail in every respect, their minute changes from month to month as the factory made minor improvements right up until 1926, when the Phantom I succeeded the famous Silver Ghost.

There were really no major changes in the Silver Ghost from its inception in 1907 to 1926, just these minor improvements. Then one day the Rolls I had seen in that barn came to mind. There had been something unusual about that Rolls - something not quite right.

Although it had appeared to be about 1920 vintage, it seemed smaller than it should have been. And it had, I recalled, a peculiar drop or bow in the front axle.

Finally, in 1960, I felt I had to have another look at it.

Getting permission from the owner in the farmhouse, and armed with my five years of research on Rolls Royces, I knew what to look for. In about three minutes, lying underneath the chassis, I found all the things to identify it positively as one of the first series of the 4/50 h.p. (later named the Silver Ghost) six-cylinder Rolls Royces.

By the first series I mean the first 50 Silver Ghosts made. They had some distinct features that were changed in the next series. That bow in the axle was modified in 1908 and dropped in 1910.

I checked the gearbox cover plate. On it were the words "Rolls Royce, London and Manchester". In the beginning of 1908 Rolls Royce moved their works to Derby, and thereafter the covers were marked "London and Derby". Thus I knew the car I had found was a very rare 1907 first series Rolls.

By way of explanation, Rolls Royce made smaller cars before the famous Silver Ghost - two- and four-cylinder models. They made a few 30 h.p. six-cylinders in 1906 (a smaller car than the Ghost), but they were not in the same street as the Ghost - the car that gave the Rolls the universally acknowledged title of "The Best Car in the World".

The thing that had deceived me about the Rolls I had found was the changes someone had made to it. It appeared it had been given a new body about 1920. The body, a Pall Mall Brewster touring body, fitted so well it looked exactly like a 1920 Rolls - except for that tell-tale bow in the front axle.

After examining the Rolls I arranged to buy it from the farmer and had it freighted to my home in Tampa, Florida.

(The author doesn't say how much he paid for the Rolls. But the market value of a 1920 Rolls would be quite low. The market value of a vintage first series Rolls, quite high. Motoring Editor).

The day it arrived I gave it an extra-careful examination. It was then I discovered the chassis number on the engine legs. There it was on the front mountings - 553. This discovery almost sent me into orbit. I suddenly realised what I had got hold of, a 1907 Rolls, one of the first 50 Silver Ghosts ever built.

The chassis number on the engine was 553. The number buzzed around in my head. I looked again. There was no doubt - 553.

To 999 out of 1000 people the number would mean nothing. But I knew from my research of Rolls that number 551 - two less than mine - was on the first Rolls Ghost ever built.

And there was no 552. Number 553, then, meant the second Rolls Ghost built. What's more, 551 is still in the Rolls factory - it was never released. I had come across the oldest Rolls released by the factory. The number two Rolls Ghost. Outside a museum the rarest, and, to a collector, probably the most valuable car in the world.

I decided to try to restore the Rolls to its original factory condition. A tough job - all I had was the original chassis. Next day I removed the renegade body and took stock of the beautiful 1907 chassis. Within a couple of weeks, I went to England to locate as many of the original parts as I could. The people at the Rolls Factory were most gracious and showed me their old records.

With this information, I was able to go to the original spring manufacturer, who was still in business and manufacturing modern springs, and had him make a set of rear springs just as he'd done in 1907. The same thing applied to the grease-cup manufacturer and so on down the line. I located a set of wooden wheels just like the originals, original brass oil headlamps, brass oil side and tail lamps, etc.

Factory records showed that chassis 553 had been "erected" in January 1907 and was shipped to W.A. Martin Co., Broadway, New York City, importers, for Sam Stevens, of Rome, New York.

According to the records, this car was apparently made for Mr. C.S. Rolls originally, but was changed when they got the order for Mr. Stevens.

When I got back to the States I went directly to Rome, New York, to uncover what history I could about the car. It was here that I met the mechanic who did much of the work on Mr. Stevens' cars.

His mechanic told me that the day Stevens got the Rolls, he cut the body off right behind the front seats so he could make the car suitable for racing. Then he took off the original wooden wheels and put on wire wheels, feeling they were stronger.

First thing I did was scrub the chassis completely, so I could see what I had. It was covered with dirt, grease, and grime from standing in the barn since 1921. Thank goodness all the dirty grease protected the metal from rusting. There was almost no rust on the entire chassis.

New pieces were made - gears, axles, bushings, bolts, nuts - whenever there was a sign that the part was worn.

I got hold of several pictures of the original body, the Barker Tourer. A cabinet shop and I set about building a new one. We had a

few bits and pieces of an old wooden body, and from this we built the "Barker" body in the same manner as it was done originally.

The entire restoration took more than two years of steady work, but I feel well rewarded, because the result's a fine example of the wonderful workmanship of Rolls Royce from their very beginning.

* * * * *

Article extracted from "Wood Hall News" published by the Wood Hall Group of Companies:

"VINTAGE CAR RESTORATION

In the early 1950's I found a 1912 Vauxhall car which had been owned by a farmer in a country town called Bute, and decided I would buy and restore the car as a hobby.

Since that day I have gradually increased my interest in old cars and, without any strenuous efforts, have now collected over fifty cars. Some of these cars are dilapidated, in advanced stages of rust and deterioration, but I have hopes that one day either I or perhaps my grandchildren will see them on the road in all their old interesting glory.

Other cars in my collection are shining examples of early motoring that have either been preserved by their previous owners or restored by me after many hours of searching for parts and information and, of course, many hours of my own and purchased labour.

The most valuable cars and those most talked about by my friends are the Rolls Royces in the collection, and these consist of two 1912 Silver Ghosts, a 1923 Silver Ghost, a 1936 12-cylinder Phantom 3 and a Silver Dawn. One of the 1912 Silver Ghosts has an interesting history which bears repeating because it seems such an unlikely story. I was told of this car by a friend who said it was stored in a shed at Cobdogla near the River Murray and had been used as a tractor on a farmer's fruit block. Without much trouble I found the farm and, after a short discussion with the farmer, I learnt firstly that his son-in-law worked for me and secondly that he had bought the car in 1940 for £25.0.0 - not because it was a Rolls Royce, but because it was a big car and he could get a petrol allocation of 40 gallons per month for it - most of which was used in his small Austin car.

Once he owned the car the farmer thought he may as well put it to some use and subsequently cut three feet off the chassis and welded the differential direct to the chassis frame without the benefit of the rear springs.

After agreeing on a price I paid for the car and took it home on a trailer. On the way home I called on the country garage man who had converted the car and he immediately found the springs and other parts of the car which had stood in the corner of his workshop for 24 years.

By writing to Rolls Royce Limited I was able to ascertain that the car had originally been sold to Mr. Sol. Green, the Victorian bookmaker

and philanthropist in 1912. In 1914 Mr. Green presented the car to the Army and it was sent to the Middle East for use as an ambulance. It was returned to Mr. Green in 1919 and he had a new body put on the car by the body builders, Martin and King, in Melbourne. It subsequently found its way to Adelaide in the late twenties and was again fitted with a new body, - this time a sporting roadster and sold to a Mr. Keiss of Tanunda who told me that he sued the vendor because he represented the car as a 1924 model. Keiss sold the car to the farmer at Cobdogla and there it almost ended its days.

After restoration in 1966 the car won many prizes in Rallies and contests, and is still capable of over 60 m.p.h. Its value today based on recent sales of similar cars by Sothebys and Christies is between \$30,000 and \$35,000.

- ERIC R. RAINSFORD"

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

FOR SALE (ALL STATES): 1916 Hupmobile Roadster, fully restored, reliable Veteran motoring (outgrown family). Genuine sale.

- B.T. THEW,
62a Spurway Street,
Ermington. 2115

WANTED: Side Lamp glass, 4 1/4" diameter, concave with concentric circles, all that's missing to complete a pair.

- JACK DANCE,
1 Purser Ave.,
Castle Hill. 2154
634.1336

WANTED (ALL STATES): 1914 Ford T Square Coil Box (steel). Will swap or buy desperately.

- BOB TREVAN,
Cityview Drive,
Lismore. 2480
21.6489 STD

WANTED (ALL STATES): Engine or block only FN Series 2600 1913. Also engine block Model T Ford, must be veteran 1909-1918.

- JIM EISENHAUER,
9 Lancaster Cres.,
Collaroy. N.S.W.
98.8964

FOR SALE: International Buggy W/- Air-cooled motor plus spare parts.

- R.J. THOMAS,
37 Clarence Rd.,
Waratah. 2298

WANTED: Austin 12 parts. Anything to suit 1924-25 model.

- G. MC EWAN,
15 South Street,
Adamstown. 2289

OR: Box 267, P.O.,
Hamilton. 2303

FOR SALE OR SWAP: 4 near-new 450 x 17" tyres and wire wheels.

1 recap as above
2 x 19" 4-stud Sankey wheels
2 x 19" 3-stud Sankey wheels (Morris Cowley)
2 x 500 x 24" S.S. Split rims and tyres
2 x "A" Model Ford spoke wheels
1 x 23" S.S. 12-spoke heavy duty wheel
1 x "T" Model Ford wheel and hub 23" S.S.
9 x 440 x 23" S.S. tyres, some with tubes and rust bands

- FRANK JOHNSON,
60 Universal Street,
Eastlakes. 2018
669.5328
Bus. 699.8403
699.3695

FOR SALE: 1911 16 h.p. 2-cylinder Albion Tourer, fully restored, \$7000.

- JOHN RILEY,
25 Alexander Street,
Hamilton. 2303
'Phone: 61.0411
Extension 235 (Bus.hrs.)

AVAILABLE: In very good condition, two manuals, De Dion Bouton 1908 Motor Carriages and Their Mechanism, and Star Cars 1908 Book of Instructions.

WILL SWAP FOR: early types of Spark Plugs.

- HUNTER THOMAS,
26 Christie Rd.,
Georgetown, Newcastle.
2298

FOR SWAP: Early veteran all-brass Radiator, suit Overland, for Brass "T" Ford Radiator.

- LES MAGGS,
Farm 2393,
THARBOGANG. 2680
'Phone: 636200

WANTED: 1914 Matchless - J.A.P. parts, any parts. 986 cc motor with O.H.V. Need valve lifter and spring collars.

- S. COX,
"Tantallon", Bourke St.,
Dubbo. 2830

WANTED: 4 - 30 x 3½ beaded edge tyres and tubes.

For 1914 "T" Ford -

one veteran front spring
wooden felloe wheels for wood only, rims can be in any condition
1914 or 1915 motor, complete if possible
1914 body panels in any condition
one horse shoe scuttle section

For swap only -

early Buick motor, gearbox and cone clutch, believed to be 1914 or earlier
one veteran "T" Ford differential
good wooden felloe rims
one veteran "T" Ford chassis and running board supports
one good R.H. 1915 mudguard
one kero tail lamp for 1915 "T" - no glass
one kero side lamp - no glass
one "T" Ford vintage chassis
one "T" Ford veteran chassis with front cross member missing
one 1923 "T" Ford motor
mudguards for vintage "T" Fords
vintage "T" Ford wheels
body panels for 1915 "T" Ford

- ROSS PAPPALARDO,
6 McKenzie Place,
Griffith. 2680

WANTED TO BUY OR SWAP: Mudguards for 1914 2¾ h.p. Douglas.

Also flywheel and carburettor for same.

Have available Indian frames, Tank, Douglas frames and miscellaneous parts. 1929 BSA 350 - Panther 600, '29 Sloper BSA motor.

- BRIAN COOTE,
17 Thornbury St.,
Parkes. 2870
'Phone: 62.2184

WANTED ALL STATES: For 1914 Model T Ford, headlights and gimbles, radiator core, wheels, horseshoe bracket to hold bonnet to fire wall or any body parts.

- BOB WINWOOD-SMITH,
167 Rankin Street,
Forbes. 2871
'Phone: 52.1214

WANTED: F.N. radiator 1'11¼" high x 1'11½" wide
F.N. radiator 1'8 5/16" high x 1'10½" wide
(above measurements exclude mountings and filler spout)
1909 FN (1500 series) steering box, column and controls
FN (1500 series) gearbox or parts thereof (mountings are designed to fit on tubular sub-frame).

(This advertisement, for G. Knodler, 9 Warrior Street,
Belmont North, 2280. 45.2228, continued on Page 18.....)

Advertisement from G. Knodler, continued:

FOR EXCHANGE: Veteran brass electric headlights
Brass gas headlights
Assorted sidelights
Veteran Steering boxes, gearboxes and diffs. etc.

G. KNODLER,
9 Warrior Street,
Belmont North. 2280
45.2228

Next issue: read about the £80,000 collection of veteran cars, bicycles etc.
of garage-owning M. Malartre of Lyons, France.

Further reminder re subscriptions - Annual Club subs. of \$11.00 now due.

