

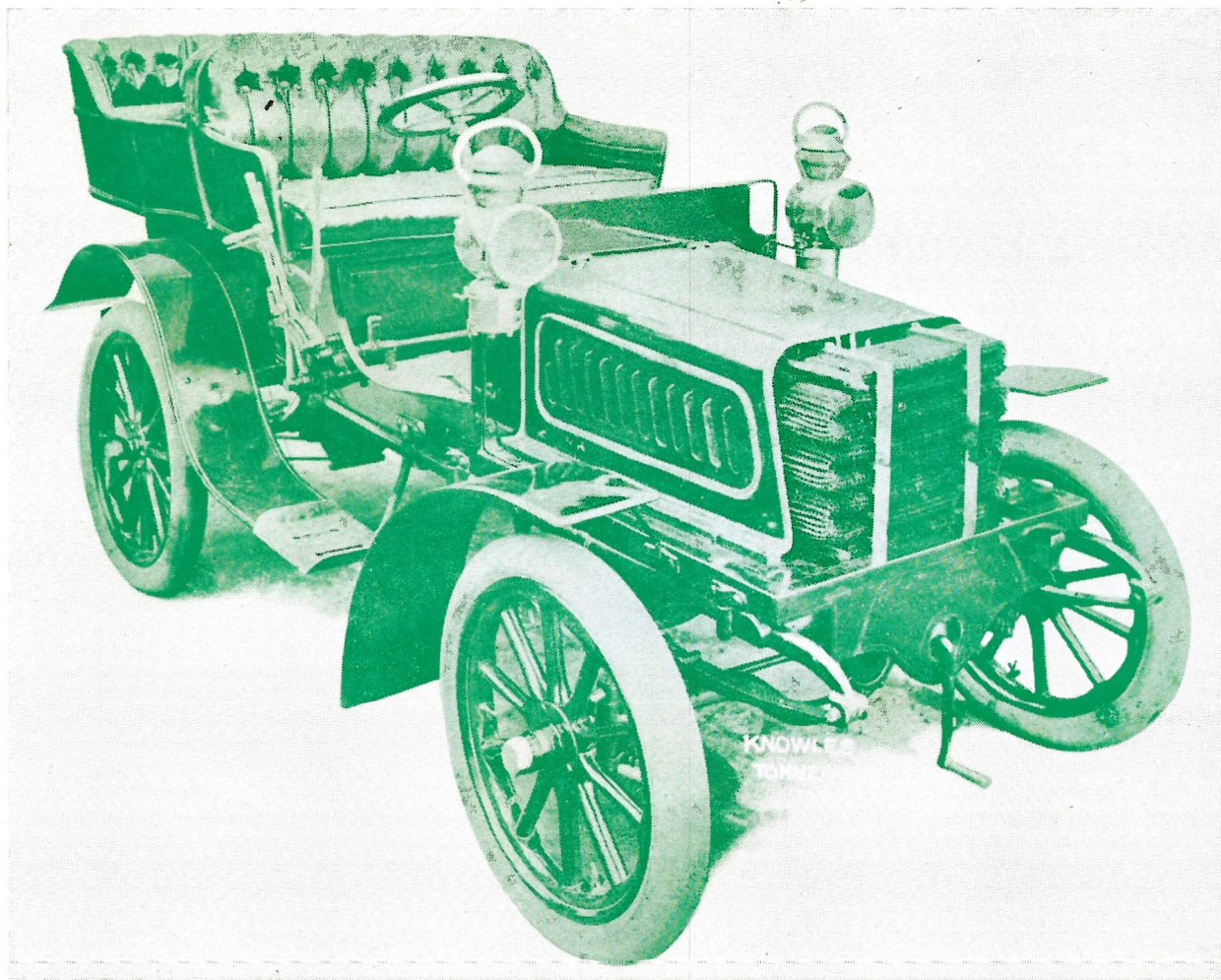
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

* SEPTEMBER, 1976, VOL. XVIII, No.1

Registered for posting
as a publication — Category B

* PRICE 70 Cents



1903 KNOWLES

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

Corner of Castlereagh and Hunter Streets, Sydney

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

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. XVIII, No. 3

September 1976

TABLE OF CONTENTS

Opinion	Page 2
Minutes	3
Reminders	5
Events	6
Horseless Laughs	6
Quote of the Month	6
Steering Column	7
1977 National Rally	9
2CH Smith Family Appeal	10
Bulletin No. 2 - by David Berthon,	
"Wheels of Yesteryear"	11
Social Corner	14
Navigators' Rally - 29th August	15
Women Drivers - Again?	16
V.C.C.A. Federal Conference - in	
lighter vein	17
Under the Hammer	18
How it Happened	19
Letters to the Editor	20
Warwick Farm	21
Advertisements	21

NOTE: Will all members please alter the number on cover of SPIT AND POLISH, which due to printer's error reads VOL. XVIII, No. 1 and should read: VOL. XVIII, No. 3

The General Meeting of the Club will be held at 8.00 p.m. on THURSDAY, 23RD SEPTEMBER, 1976 at our Clubrooms. A film of the 1973 London-Brighton Rally will be shown at the conclusion of the meeting, thanks to Rothmans and Warren Irish.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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



A.D. 1976 could well be one of the most momentous in our Club's history.

We have the deeds of ownership of the Meeting Hall, having paid off the overdraft.

The property next door has been purchased and tenants are in occupation so our new asset has an income.

A valuable painting is being raffled to help reduce the debt on the new property.

There has been little of the element of "luck" in these happenings; unless we class having many members who have subscribed to debentures and men like President Len and Treasurer Bill who have steered the courses as luck. The achievement of the present status has been by the joint efforts of many people.

However, the venture which will surely make an indent for posterity is David Berthon's "Wheels of Yesteryear" display - the first of such magnitude in Sydney for historic type vehicles.

One must admire David's flair for such a display and not overlook the support of his committee, wife Diana and her sister. Fellow members, follow Diana's example: if you can't beat 'em, join 'em, by helping to make the display a bumper fund-raiser for both the N.S.W. Institute for Deaf and Blind Children Norths Rocks School and our Club. Be it by volunteering or serving willingly when David asks, our usual unified force will advance the Club.

These are commendable activities but we should not become complacent because of success. We should be thinking hard about future goals, such as how best our assets can be used, and by whom, for example. People, not property, make the Club, but surely the key to a successful future lies in a balanced involvement of both.

EDITOR.

MINUTES OF THE MONTHLY GENERAL MEETING OF THE V.C.C.A. (N.S.W.) HELD ON THURSDAY, 26TH AUGUST, 1976, AT THE CLUBHOUSE, 134 QUEENS ROAD, FIVE DOCK.

PRESENT: 60 members, 5 visitors.

MEETING DECLARED OPEN BY CHAIRMAN, L. SHEEN, AT 8.15 P.M., and visitors welcomed.

APOLOGIES: F. Craze, C. Stanbridge, G. Green, R. McCarthy, R. Baxter, J. Weir, B. Seward, R. East, W. East, P. Nissen.

MINUTES: The Minutes of the General Meeting of 22nd July, 1976 having been circularised in SPIT AND POLISH were confirmed as a true record on the motion of J. Dance, seconded A. Blevins. CARRIED.

TREASURER: The deal on the property, 134 Queens Road, has now been completed and the new tenants are already in residence.

W. McCarthy announced that the books of raffle tickets were available to sellers. Treasurer's Report accepted on the motion of P. Wards, seconded D. Pearce. CARRIED.

CORRESPONDENCE:

J. Eisenhower spoke about a letter from Leon Becker re a car for his wedding. D. Steer to attend.

Letter from Bob Robinson re change of address and 1912 S.P.A.

Letter from Glenn Stauffer re 1933 Chevrolet parts.

For Sale notice from Ben Bronk re 1909 Clement Bayard Chassis.

Letters from L.E. Menz and D. Campbell re club membership.

Minutes of Newcastle Meeting from George Adams.

Answers to E. Church re Hupmobile and Miss Z. Brown re membership.

Moved G. Roberts, seconded M. Chapman, that correspondence as read be received. CARRIED.

INVESTIGATION & DATING:

G. Roberts reported that although he had carried out the dating of two Studebakers (1918) for G. Adams and a 1914 Sunbeam Tourer for Malcolm Johns, no certificates could be issued yet.

Investigations this month were as follows:

Austin Woodbury 1908 Austin Roadster (a very complete car).

Ronald Yeates 1917 T Ford Tourer (in pieces).

Ray Madden 1910 Talbot Tourer.

Chris Madden 1909 Schacht Runabout.

Wayne Merton 1909 Renault Roadster.

Mrs. Dorothy Steer 1911 Argyll Tourer.

NEW MEMBERS: Austin Woodbury and Ron Yeates transferred from Associates to full membership with the cars noted above and the following persons were accepted as new full members of the club: Ray Madden, Chris Madden, Wayne Merton and Mrs. Dorothy Steer. (Cont'd. on P.4.....)

Minutes, 26/8/76 Cont'd.

NEW MEMBERS (CONT'D.):

Moved R. Paddle, seconded J. Cooper, that nominations for new membership be accepted. CARRIED.

Chairman welcomed new members to the club and introduced new members who were present.

EVENTS: The Motor Show outing was a success with the appearance of 25 cars. Navigators Rally 29th August, to start at 10.00 a.m. from Balls Head Reserve and finish at Manly Dam for a barbecue lunch.
C.V.V.T.M.C. Warwick Farm Day, 5th September. Two marshalls called for.
September 19th Macquarie Towns Rally, start at Parramatta Park.
Newcastle Tour 2nd, 3rd and 4th October, 1976.
Camping weekend 23rd and 24th October.

MAGAZINE: Max Chapman had some difficulty in getting SPIT AND POLISH posted on time. Request for more information and comments on layout. All advertising sold so new covers can now be printed.

SOCIAL SECRETARY:

Nautic Restaurant at Coal and Candle Creek for Christmas Dinner, 4th December, \$15 per head.

Burning Log dinner, dancing and fashion parade, 8th October, \$10.50 per head.

REGISTRATIONS: No report.

REGISTRAR: No report.

INTERNATIONAL RALLY: No. 1 Bulleting has now been sent to everyone who requested it. There have been 410 enquiries so far and field will be limited to 400.

BUILDING CHAIRMAN: Request for volunteers to work on property 136 Queens Road for erection of fence and general cleaning up, Saturday, 11th September.

LIBRARIAN: Still sorting out books.

VVVIMC: There were 25 veteran cars at the Motor Show making 200 cars in all. This meant a \$1200 donation to the Smith Family.

Allan Foy announced that he has ordered Marfak I and Water Pump grease from Caltex. A list of names was taken for those wanting grease.

A. Foy requested two volunteers to help on gate at Warwick Farm, A. Blevins.

Volunteers to sell raffle tickets at Warwick Farm, Joe Heath, John Pickup and Scott Roberts.

Insurance on painting does not cover painting outside of the building. Moved R. Paddle, seconded J. Wilson, that insurance at \$5 be taken out to cover painting whilst away from hall. CARRIED.

Concourse representative to be the Fiat of Ben Bronk (at Warwick Farm).

PUBLIC RELATIONS:

No entertainment for this meeting, possibly some for next.
Thanks to G. Williams for display of Renault.
Organisation of display at North Rocks progressing satisfactorily.
E.M.I. to help by supplying record albums, entertainment, entertainers and display.
Good security guaranteed.

PHOTOGRAPHER: Some photographs in "Sydney Morning Herald" advertising the Motor Show will be available at the next meeting.
Committee to discuss who will receive trophy from Motor Show.

INSURANCE: The committee directed that no valuation committee be appointed.
Some opposition from V. Jacobs.
Moved Sandy Holmes, seconded Ben Bronk, "that where a member seeks insurance for a vehicle, he may submit a figure for insurance to the committee for their consideration as to whether the figure is a reasonable one for insurance purposes". Motion to be put to legal advice.

INSURANCE OFFICER: V. Jacobs reported on very high insurance rate from other companies compared with Gibbs Bright.

GENERAL BUSINESS: J. Eisenhower displayed posters of T Ford sent out from John Dillan of America. Moved A. Blevins, seconded G. Roberts, that posters be sold at one dollar each. CARRIED.
(All 40 odd posters sold rapidly.)
Short talk on National Tour in Queensland by G. Roberts. Moved S. Holmes, seconded R. Paddle, that necessary frame be purchased to hang T Ford poster in clubrooms.

As there was no further business, the meeting closed at 10.20 p.m.

* * * * *

R E M I N D E R S

CHANGES OF ADDRESS: Please advise the Secretary of these so that SPIT AND POLISH will reach you.

RAFFLE TICKETS: There was a poor response to the appeal for members to write in and obtain tickets from Treasurer Bill. Come on, you people who don't come to meetings - here's your chance to help both the Club and possibly yourselves or friends.

ANNUAL VEHICLE INSPECTIONS: Start going over your cars now, ready for November.

* * * * *

E V E N T S

2nd, 3rd, 4th October 1976 - Newcastle Rally. Entry forms in last month's
SPIT AND POLISH.

23rd, 24th October 1976 - Camping Weekend at Colo River. Start organising
caravans and tents etc. as this is a really great
weekend with campfires and sing-songs at night.

November 1976 - Lions' Club Charity Outing - date to be arranged.

Last month's raffle - a fondue set - was won by Max Roberts.

We would like to hear any suggestions for rallies for after Christmas.

- PETER WARDS, 629.2121

* * * * *

HORSELESS LAUGHS

Pathetic:

Kind Wife - "John, dear, what are you weeping about?"
Husband - "I...I just looked through this automobile
supplies catalogue and find there are 2,500 accessories
our car hasn't got."

#

Good Reason:

Fred - "Why did he name his automobile after his wife?"
Henry - "Well, he found he couldn't control it."

Up-to-date:

"Mr. Cleaver, how do you account for my finding a bit
of rubber tyre in the bologna I bought from you last
week?"

"Madam, that only goes to show you the automobile is
replacing the horse everywhere."

QUOTE OF THE MONTH:

A business consultant is a man who is smart enough
to tell you how to run your business, and also smart
enough not to go into business himself.

#



There would seem to be an evil influence, a sort of "Serpent in the Garden", if we twist and mix syllables of a certain steamer. How long does it take to raise a sufficient head of steam to make it mobile? Quicker to walk! ("I LIKE TO 'IKE").

#####

Some of these modern vehicles are prone to failure. Max Roberts let his "oldie", George Roberts, set off for the Queensland events in the vintage Dort and a big-end gave up after about 55 miles. Bob Baxter wasn't at work on Monday following his holidays - reported to have gearbox trouble somewhere up the coast and delayed for parts. The Holden won't stand up to being driven like the Studebaker, Bob, so don some lighter soled shoes when you take the wheel.

#####

Talk about enthusiasm! Barbara and Bill would seem to be getting into training for the restoration of the cottage when it eventually becomes Club property. When talking to Bill recently he advised us that they were collectively in the midst of some painting in their house. We must add that he used the words, "I and my mistress". We hope sincerely that we understood fully what Bill meant!

#####

From George Roberts' Vanguard works Notice Board:

"NOTICE TO ALL EMPLOYEES"

Due to increased competition and a keen desire to stay in business, we have been forced to inaugurate a new policy. Effective immediately, we ask that some time between starting time and quitting time, and so as not to interfere too much with the time now spent in lunch periods, rest periods, coffee breaks, ticket selling, story telling and the rehashing of last Night's T.V. programmes, that each employee find some time which can be set aside - THIS WE SHALL CALL "THE WORK BREAK". (Our sympathy, Pam. Ed.)

#####

Who was the Committee Member at the Motor Show who, when approached by a shapely young lady with a foreign accent, refused to buy the jazz record, and countered with an offer to buy her T-shirt for \$2.00?

#####

STEERING COLUMN (CONT'D.)

You may not know that our President almost decided to grow a beard. Len, at the VCCA Federal Meeting in Melbourne had Bill McCarthy relay a safe arrival report to Hilda, plus a complaint that his toilet gear hadn't been packed. Len's story - no gear in spite of complete upending of his bag so he had to organise the needed razor and so on. Hilda's story - hand into bag to find the gear immediately as Len unpacked after arriving home. She KNEW it had been packed! So much for the belief that it takes a Navigators' Rally to disturb the domestic peace.

#

"Fifty Bob". Sandy Holmes must surely be the one and only member to keep alive the veteran motoring atmosphere, and at the same time to retain a reminder of the early currency.

#

Your committee has drawn out meetings which are telling on its members. Blame the late hour for the action of the shiniest one who put out the garbage bin at wife's behest but left her kitchen 'tidy', complete with its rubbish, in the bin.

#

T.V. has one thing in common with a Swap Meet, namely, that you never know when you will see a familiar face. Watching the screen a few nights ago, when we saw 'de large' fellow on the deck of a pleasure cruiser. We thought that he was going to offer it to the Events Committee for use at the start of the Blue Mountains Tour. We had to 'brush' it from our mind, as the Club would be unable to af-'ford' it. Anyway, it would be no potential use to the 'marshalls'.

#

George Williams' Renault "Melba" attracted attention at the Motor Show Stand. Good on you, George, for the loan (and the preparation entailed) which helped Club funds thanks to Renault Australia.

#

The scene at Manly Dam. VCC members surveying the pots of the power plant under the "shark jaw" Clement Bayard bonnet. One northerner, thinking aloud, "You can see it belongs to a b..... motor mechanic". Astute observation, inside information or psychic prowess?

#

Conversation at the Motor Show came around to the gear youngsters wear and the slogans etc. displayed thereon. Quoting one lady: "I wouldn't wear kiss me on my bosom". A request for punctuation was refused.

#

Also at the Motor Show. A small boy burst out, "Mummy, I seen a....." - "Saw, darling," - "Well, I saw a two-bike." Without benefit of experience, just how would you describe a motor cycle-side car combination?

#

1977

NATIONAL RALLY

DEVONPORT, TASMANIA

INCORPORATING 7-DAY TOUR OF TASMANIA

AND

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

IN TASMANIA

ANNIVERSARY RUN COMMENCES SATURDAY MARCH 5TH **

NATIONAL RALLY COMMENCES MONDAY MARCH 7TH **

(** NOTE DATES. Previous information re Rally
incorrectly stated 1st to 9th)

- * CIRCUMNAVIGATE TASSIE BY ROAD.
VISIT OUR RUGGED WEST COAST AND MINING DISTRICTS.
- * MOTOR THROUGH THE HIGHLANDS AND LAKE COUNTRY.
SEE OUR EASTERN COASTLINE, BEACHES ETC.
- * UNBELIEVABLE FARMLAND COUNTRY OF THE NORTH WEST
HUNDREDS OF HISTORIC BUILDINGS AND FEATURES.
- * CRUISE ON THE RIVER DERWENT.
VISIT THE NOW FAMOUS CASINO.

ENTRIES FOR THE ABOVE RALLY WILL BE LIMITED, SO DO NOT DELAY,
CONTACT RALLY SECRETARY - P.R. BRYAN, P.O. BOX 81, BURNIE. 7320, TASMANIA.

THE 2CH SMITH FAMILY APPEAL

The main ring of the Royal Agricultural Showground could not have been improved on for the venue (even though the Motor Show was next door!)

Our Club fielded 25 vehicles, and thus made at least a reasonably sized exhibit. An appreciable number of visitors had questions to put, which makes the display worthwhile.

A.C.M.C. had a fair attendance, embracing quite a few breeds. There was a good roll up of M.G.'s, near which we saw a solitary E.R.G. Some bikes added variety. There was also a Stanley Steamer (late 1920's) with steam up. It was seen (but not heard) running about the arena.

For sheer patriotism to the Club it would take a lot to beat Bob Newman. He was about the fourth in line in Driver Avenue, well ahead of the time set down for arrival there. He took a young fellow from his area for company. Jack Dance and George King sported Talbots, also.

And for 'shear' quality the Wolseleys claimed attention, represented by Max Chapman, Jim Cooper and Allan Blevins.

The T Models were not lost sight of entirely, as we saw Jack Godfrey with Merryl and the family, while the family overflowed to Robyn and Peter Wards, with their family in a mini-pram. Vic Jacobs had the Fronty Ford, and Jim Wilson had his white top.

Michael Bendeich had the sporty Chalmers, and the mini models were represented by Don Steer, Bill Trollope and in the Renaults, Bob Baxter and Anne in the Calthorpe, to say nothing of John Thomson in the De Dion Bouton, with family.

The heavies were represented by Fred Rossiter (Studebaker), Allan Foy (Prince Henry Vauxhall), Bill Hardman (Daimler) and Terry Cook (Rolls Royce-Basket).

The medium weights were covered by Ray and Joyce Hill (that super Overland), Bill Dudley (NAG), Jim Simpson (B.S.A.) and Jim Lewis (Buick).

Jack Thorpe was on the lookout for good photographic material. (For ourselves, we saw a few commendably interesting - or was it interestingly commendable? - subjects!)

We saw and spoke to George Roberts (all smiles, as usual) in a Dort. What's that? Never heard of it? See George! Jack Garwood told us of some veteran Kookaburras, and Len Sheen was resplendent in an 'Official' armband. Had a talk or two with Barbara and Bill McCarthy, but a fervent search failed to locate one of the two family vehicles. Enquiry led to the news that they had travelled in Tilly the Talbot. Caught a glimpse of Jack Butcher at one fleeting stage.

J.S.

* * * * *

BULLETIN NO. 2 - FROM DAVID BERTHON, PUBLIC RELATIONS OFFICER:

"WHEELS OF YESTERYEAR" DISPLAY

Location: Westfield North Rocks Shoppingtown,
North Rocks Road, North Rocks
Undercover Car Park

Date: Saturday 6th to Saturday 13th November

Time: Opening 6 p.m. Saturday 6th till 10 p.m.
Sunday 7th - 10 a.m. till 8 p.m.
Monday, Tuesday, Wednesday 8th, 9th, 10th - 10 a.m. till 8 p.m.
Thursday, Friday, Saturday 11th, 12th, 13th - 10 a.m. - 10 p.m.

(Please note the earlier closing times on
Monday, Tuesday and Wednesday)

Since my last Bulletin I have managed to obtain more space for the display and will therefore be able to include more Vintage, Post-Vintage and Special Interest Vehicles.

We have now decided to alter admission charges as follows:

Adults - \$1.00; Children - 40¢; Children Under 6 - free.

Remember, 50% of all gate takings will be donated to the N.S.W. Institute for Deaf and Blind Children, North Rocks School.

Many thanks to those members who have agreed to display their cars. All exhibitors can rest assured their cars will be well cared for during the display.

Date to remember: Saturday, 6th November, when I will need the assistance of members. However next month I will have more detailed information on the Show and help required.

DAVID BERTHON,

PUBLIC RELATIONS.

* * * * *

GEORGE W. GREEN'S COLLECTIONPART 2.

On a visit to Victoria I was told of an old car in a small town on the Murray; it turned out to be an early Overland, about 1908, so I fell for it and dragged it home, yet to be restored.

My Queanbeyan Manager informed me of an old meat waggon, the first to operate in the district. On inspection found it to be an early Albion two-cylinder owned by Gibbs Bros. (butchers) still in business. I bought the vehicle and called to pick it up two days later. The dash oiler and sundry brass and copper bits missing; cursed my folly in not collecting it immediately. After a week had passed one small boy who knew I was interested in old cars asked my Queanbeyan Manager if I would be interested in what looked like a brass box with a few handles sticking out. He rang me and I felt sure that it was the oiler off the Albion so suggested he get the kid's address, hand it to the police and see if they could recover the rest of the brass bits. The police stirred up a hornet's nest, got all the bits back and the gent had quite a lot of stolen property so he spent six months as the guest of the Queen.

In the early 1960's it was rather difficult to get 600 x 21 tyres. I heard of a 1921 Stutz in an outer western suburb area that was well snod; I bought it for £30 purely for the tyres. I was going to get rid of the chassis which had a crude part finished body on it. With a gang of the boys including Len Masser, Col Bryson, George Roberts, we set out to go and tow the vehicle home. Col Bryson of Empire fame which was built by Harry Stutz, on arrival looked the car over and was of the opinion that with the aid of a six volt battery and some petrol in the right place the monster should go so why not drive it home. Well, after some messing around by all the experts, a short tow with Col at the wheel, dropped the clutch in and, surprise! a song of power. So we set off for Strathfield, bits and pieces of the body falling off as we proceeded. At the Villawood and Hume Highway lights we were held up amongst a batch of Holdens so Col decided to demonstrate the qualities of the Stutz. On the lights turning green Col took off like a bat out of hell and left the Holdens. We then observed the off-side front wheel looked as if it was about to part company. On stopping we found the security nut was on its last bit of thread. On tightening up, we arrived at destination without further trouble. After this effort I decided to keep the Stutz.

I was told by the Late Jack Jeffery and George Roberts about an Austro-Daimler saloon that hovered around Rose Bay, and the owner wanted to get rid of it. After a little haggle we settled for \$65. I can recall taking Len Masser for a trial run in the beast; firstly he was quite upset at the handbrake lever, that I must confess is a crude piece of equipment. "That can't be original," says Len. I assured him it was. On our test run we were approaching the rail crossing on Villawood Road then known as Dog Trap Road, just before reaching Parramatta Road (there is an overpass there now), loud shouts from Len, "look out, you will throw us all out," but to Len's surprise the independent rear end of the Austro looked after the train tracks and, bump, and Len did not leave the seat. I then got rid of the shocking body and commissioned Grice of Summer Hill to build a contemporary body on the chassis.

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

George W. Green's Collection (Cont'd.)

Whilst speaking of Grice, he had a standard corny joke (they build ambulance bodies and planters' equipment). If he had a hearse in the place and happened to be dragging the chain on a job, he would tell you he was sorry but that he had to finish the hearse as people were dying to ride in it.

In the mid '60s I visited Tasmania with the Late Jack Jeffery to compete in a Rally. Jack was driving the Loco and I had the Prince Henry Vauxhall. A very pleasant event, but the officials fouled up one section and Jack shot through a small town at 70 m.p.h. with the Vauxhall in hot pursuit to make the time over one section. We later found out we were the only two cars to be on time but there had been an error - the average speed should have been 30 m.p.h., not 50 m.p.h.

On returning from Tasmania via Melbourne we learnt of a very large car in the back-yard of a Melbourne suburb. We visited the owner in the Loco and Vauxhall. To our surprise there was a very large Delaunay Belleville sitting in the back-yard with pieces of gal iron over it. The owner thought, as everybody else seemed to, that it was a vintage car as it was imported into Australia during the 1920's. I felt sure it was a veteran; turned the motor over with the stirring stick, quite free. We then started to get down to business. As we assured the owner we would restore it to the standard of our live cars we were successful in concluding a deal. I was anxious to get a car with a round radiator for my collection, but Jack was quite keen on the car so we tossed. I lost, but asked Jack if he decided to sell at any time to give me first refusal. After half restoring the car Jack decided he did not want it so I acquired it from Jack. At the same time George Williams who had acquired a small Delaunay that I had tried to buy from its original owner in Canberra, asked me if I was interested. I paid George out for the work he had done and acquired two round radiator cars within a month.

Various other veterans came into my possession - an early Buick from northern New South Wales, a 1911 Vauxhall from Inverell, a 1911 Rolls from Dick Heher who had acquired the chassis from Fred Miller Robinson of Victoria now of W.A., a 1909-1910 Rolls chassis from John Andrew ex Cooma mail-coach, 1904 Speedwell from Ray Hill.

I then became interested in vintage machinery and acquired a 30/98 Vauxhall from Mr. Lessey of Rose Bay, a 3 litre Bentley from the Late Jack Jeffery, and through George Sevenoaks an 8 litre Bentley. When visiting South Australia I collected a Chic chassis, an Australian car assembled in Adelaide, with Meadows engine and gearbox. A brescia modified Bugatti, the last of the 16 valve Brescias, fitted with four wheel brakes, but they do not seem to stop the car. Bugatti himself said he built his cars to go, not to stop. A 1921 Silver Ghost with a very nice Jackson Jones and Collins saloon body. Currently being restored, a 1913 V-8 De Dion Bouton collected for me by Ross Marshall in Lidcombe, also a 1926 20 h.p. Rolls ex Scone with a terrible Chev.-type saloon body of the mid-thirties fitted. A Weyman fabric bodied close coupled 2 x 2 saloon on a type 44 Bugatti. A rare 1924 3 litre Peugeot tourer.

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

George W. Green's Collection (Cont'd.)

I then flirted with a few freaks - a four wheel Messerschmitt, a Wartburg, a Dyna Panhard - 2 cylinder, air-cooled, front wheel drive.

Recently I have acquired a few P.V.T. cars - 1938 4½ litre Lagonda type 45, a type 35 3½ litre Delahaye with Cotal gear change, a 300 Mercedes and, to return to the veterans, a 1904 Vauxhall, and I have four fish on the bite dating back for ten years for quite rare veterans but up to now, I have been unable to convince the owners that they should part with them. I have missed a few along the line and I have left out several motor-bikes. There are two of particular interest to me - a 1908 twin cylinder 5 h.p. Matchless and a 1913 single cylinder Sunbeam 350 c.c.; both these bikes were owned by my father and have been with the family since new.

At the last count including a few doubtfuls, the tally was 78 restored and unrestored.

- GEORGE GREEN,

"Le Canadel",
15 Linden Way,
Castlecrag. 2068

* * * * *

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

The Christmas "Do". It has been decided to change the venue for this to: The Drummoyne Bowling Club. The cost: \$5.00 per head, which will include sherry, savoures and a hot three-course meal. There is a dance floor and a very good band will be in action. Names early please.

Hospital Cases. Hilda Sheen is expected to be back home again before this issue is printed. She sends her thanks for the flowers and cards received from members. To Moira Eisenhaur also, our best wishes for a speedy recovery.

Return to Circulation. Michael and Denise Bendeich are back again with tales of fabulous globe-trotting activities and its good to see them and the Chalmers again on runs. Alan Blevins, who ably looked after Registrations during Michael's absence, has handed back the plates and bookwork again to concentrate on the Club's property.

New Arrivals.

Sally and Peter Kable have a six weeks' old baby girl, Jane.

Sandra and David Kay have a new son, David.

Lorraine and Peter Michaels have a baby boy, born on 11th September, his name not yet decided.

Congratulations, you lucky people!

B.E.S.

THE NAVIGATORS' RALLY - 29TH AUGUST

The weather was fine (clever boy, Peter) and 15 veteran cars plus at least one modern turned up at the start.

The run was interesting, short, and the route instructions explicit, so that Manly Dam was reached with minimum driver-navigator friction. Don Steer accused us of inside trading (unjustly, as it turns out) but in any case, local knowledge did not include familiarity with street names so the odd missing cross street sign caused us as much consternation as the remainder of the field experienced.

Twinkle Star had some rumbling innards on the way to the start so was retired, but its passengers came to the finish by modern wheels. Keep at it, Roly, you'll iron out the creases eventually.

Frank Nissen's cavernous Cadillac made its official debut and was seen being forced to take on water. On the basis of under bonnet content, one would expect that Frank has to practice some severe throttle restraint after driving the Humber. This car is the Club's only registered V8, so congratulations, Frank.

Those who didn't come missed a very pleasant outing with ample time for nattering, inspecting cars, and drooling over Enid Blevins' delicious cooking. You should have seen the way women fussed and clucked and competed over little Elizabeth Wards - they never do that to me so there must be something lacking that my best friends haven't come round to discussing.

The Club's hot water urn had its trial and was found deficient in its emission control department so has gone in for service. It did supply the required water, however.

Participants were:	D. Steer	1914 Wolseley
	W. Hardman	1910 Daimler
	J. Godfrey	1914 T Ford
	R. Jones	1908 Clement Bayard
	J. Dance	1911 Talbot
	R. Newman	1914 Talbot
	R. Petersen	1917 T Ford
	R. Hill	1914 Overland
	M. Chapman	1913 Wolseley
	F. Nissan	1915 Cadillac
	M. Bendeich	1910 Chalmers
	P. Michaels	1910 Renault
	J. Wards	1915 T Ford
	A. Blevins	1910 Wolseley
	N. Preston	1914 Talbot

Moderns: J. Wilson, R. Coulcher, W. McCarthy, P. Wards.

Thank you, Peter, it was an enjoyable outing.

* * * * *

WOMEN DRIVERS - AGAIN?

It would appear that Jack Godfrey has taken an interest in the controversy over The Potts, that comic strip by Jim Russell. Here Jack gives his views, in his own words -

Club members who were unable to get out to the Motor Show with their Veteran car on Saturday 21st August missed a perfect day's cutting and also missed the satisfaction of helping a worthwhile charity. Many thanks to the members who worked so hard organising the day. My only regret was that those who made the effort to go to the Show didn't come back to the Godfreys at Denistone, because that was where the fun really took place.

I drove my T Ford down the drive and parked under the gum tree outside my garage, left the motor ticking over, walked round and lifted up the Tiltador, and back to the car which was still complete with Merryl in the front, Julie and Michelle in the back.

I said: "Right oh, dear, you can slide over and drive it into the garage."

Being a well trained, obedient wife, she moved over into the driver's seat, picked up a few revs. and drove carefully into the garage.

As it is very seldom one gets the opportunity to see one's own car being driven, I took the opportunity to crouch down in the end of the garage and watch the perfect alignment and tracking of the wheels which is a feature of T Fords.

When the car was within a few feet of me, Merryl decided to cut the throttle and press in the "clutch", but alas, moved the throttle lever in the wrong direction, peaking the motor at about 6,000 r.p.m. for a few seconds, at the same time pushing in the "clutch", which of course on a T Ford becomes low gear.

Result: One filing cabinet shifted bodily
: Sandra's rocking hourse almost demolished
: One T Ford owner buried amongst empty cartons

After the dust and laughter (?) had subsided, a top level conference was held and a strong recommendation has been sent to the Events Chairman (son-in-law P.W.) to organise a Jeankhana with lady driver only, in a 50 acre paddock free of trees, stumps, creeks and fences.

J.G.

* * * * *

Minor Repairs:

Jinks - "Is that the same car you bought last spring?

Binks - "Same car - all except the body, engine and three new wheels."

THE V.C.C.A. FEDERAL CONFERENCEIN LIGHTER VEIN

The V.C.C.A. Federal Conference, held this year in Melbourne, terminated with the return to Sydney, Sunday August 29th, of Len Sheen, Max Roberts and myself, similarly all other delegates to their respective states and/or homes.

As the 1978 International Rally Committee is responsible to the V.C.C.A. and through it to the F.I.V.A., Max as Director was requested to attend to report the current status of this forthcoming event.

For my part, an international flavour was introduced into the conference from the moment I entered Sydney's Kingsford Smith Overseas Terminal with the intention of flying Qantas. Instead, I eventually arrived at Tullamarine ahead of schedule, "much to the astonishment of my Melbourne escort", on Singapore Airlines. No, I didn't get lost, nor did it create an international incident, but I was the only passenger to disembark from this particular 747 service destined for Singapore. My escort, Barry Forryan, Federal Secretary/Treasurer for the past three years, then drove to his parents' home to a welcome slap-up lunch.

Prior arrangements had been made by our hosts, the V.C.C.A. Victoria, led by President Barry Rainbow, to entertain all delegates on Friday evening at the East Ivanhoe home of Treasurer, Neil Gibbs. Together with Neil's family we were made most welcome and enjoyed with them a delightful barbecue dinner set to a musical background in an atmosphere conducive to well-being.

It was a pleasant thought to be driven to and from this function and on my last ride, to the airport by Len Harris, dressed for the occasion in mufti, rather than in his more familiar garb, black top hat and tails.

Our accommodation and venue for the A.G.M. was conveniently centralised in the President Motel, Queens Road, where we were kept mentally alert for the conference by a cold shower each morning provided for at the hands of those conscientious striking power workers.

Delegates from all states attended a full-day very harmonious A.G.M.

Saturday evening, the conference behind us, we were taken to a nightspot somewhere in Melbourne. The name escapes me but it was one of those places known to taxi-drivers and difficult to remember.

After the meal the stage show commenced with performers imported from Camp Cove and Lady Jane Beaches. One delegate whose name I can't recall, but who wears a De Dion Bouton waistcoat, sat poker-faced, outwardly unperturbed, while another cheered to the echo. As for myself, I fitted my long-range glasses to view the stage backdrops, little heeding half-a-dozen boobs that danced around the stage. (Really George? Ed.)

(Cont'd. on P.18.....)

V.C.C.A. Federal Conference - in lighter vein (Cont'd.)

Action then started from an unexpected quarter with the hurried entry of three police officers, followed closely by yet a further three. A senior officer mounted the stage and requested all members of the audience and performers to leave the building quietly but quickly, a bomb had been reported on the premises.

All trekked out to an observation post on the opposite footpath but not before collecting the bottled gold from the tables. Ample proof exists of Victoria's liberal laws which permit the presence of topless dancers and the consumption of the amber liquid on Melbourne's footpaths. As usual, Melbourne was experiencing one of its mild winter evenings.

To our Victorian hosts, breakfast on Sunday morning by the Yarra, off tree lined Alexander Ave., in Kings Domain with highly desirable veteran cars parked at the kerbside and a background of their favourite city, is par excellence, but to the observant there is a subtlety about it that doesn't go unnoticed. Saturday night or perhaps early Sunday morning entertainment brings with it, to the imbiber, that is, its aftermath and although like cigarettes it is not generally advertised, nor often admitted, a glass of early morning Yarra aqua pura is the best known local sedative, "ugh!"

For all their faults, a debt of gratitude is extended to Barry Rainbow, Barry Forryan and his parents, Len Harris, Neil Gibbs and family, the V.C.C.A. Victoria and others for a successful annual general meeting and a pleasant weekend interlude.

- GEO. A. ROBERTS

* * * * *

UNDER THE HAMMER

(Car sales around the world)

Recently an auction of 51 veteran, vintage and classic cars and motor cycles by Christie's at the National Motor Museum at Beaulieu realised £174,000.

This was a form of protest against the trend of conformity in today's vehicles and equally, an indictment of designers who seem to lack inspiration and the flair for individuality.

Motorists appear to have become mesmerised by old vehicles because of a dearth of exciting products in the new car sales rooms. Old cars are bought for fabulous amounts, restored, displayed in museums and told about in countless publications.

Not so long ago, many enthusiasts were content to acquire old machines merely to provide a display and conversation piece in a special section of a garage or barn bedecked with suitable contemporary sales posters and like bits and pieces. BUT not any more. The veteran car as a static status symbol has fallen from favour with collectors.

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

Under the Hammer (Cont'd.)

The popular vehicles are the roadworthy vintage models and the classic types of following eras such as the 1964 Superfast Ferrari 500 two-seater sports coupe auctioned at Beaulieu. The trend is to vehicles which can be used on the road rather than curiosities which are difficult to handle even though they have eye appeal.

Some of the vehicles and prices were:

1935 Mercedes Benz 8 cylinder two-seater roadster £18,000 (new price £2,200)

1925 Bentley 3 litre four-seater £7,500

1937 Bentley 4 1/4 litre four-door sports saloon £6,000

1935 Rolls Royce 20-25 h.p. limousine £6,000

1933 Aston-Martin Le Mans £5,500

1934 Mercedes Benz side valve cabriolet £5,500

1924 Delage 14/40 Skiff Sports four-seater £4,800

One concludes that motorists are seeking originality with glamour in this era of stereotyped design, but unfortunately need considerable means to realise their desires.

HOW IT HAPPENED

BERLIET. As this is a motor car, why the frontal view of a locomotive on the radiator?

Marius Berliet started up in 1895. In 1906 the American Locomotive Co. started making Berliet cars under licence, and with the name ALCO.

Hence the locomotive emblem, introduced in 1909, and still shown on Berliet trucks.

The VOLKSWAGEN method of putting the power plant in the rear and having it readily removable for service was good thinking by Ferdinand Porsche.

This idea belongs in the category of Nothing-New-Under-the-Sun.

It would seem to be a surprising fact that this idea was first used by Marius Berliet. When? In 1900!

J.S.

LETTERS TO THE EDITOR

"Sir:

Attempting to build a small commercial vehicle, would any member have any details of the mirror signs that were sometimes fitted to such vehicles.

These used the sun to shine onto a mirror and somehow through a clear glass sign to project through to the front of the vehicle.

PAUL W. BUTLER

1 Darley Road,
Randwick."

"Sir:

Is too much time spent on big time long runs, to the detriment of the short social runs?

The concept of the Club has altered in 20 years - not a surprising thing.

Early days had many breakdowns, mostly of a minor nature. Now, all vehicles are basically more reliable. So that the oldies still go along with the outlook of the original members, which is a feeling of "adventure", a hope that nothing will go wrong, whereas the newer members have an "inbuilt" feeling that nothing will - or can - go wrong. This has been achieved in various ways. One member has converted his universal joints to modern foolproof design, a magneto drive has been "modernised", and so on. Numerous alterations have been made on various vehicles.

So now the average member, being a modern, feels that his vehicle, ancient or modern, must be able to stride out great distances on every run. It would seem that the quiet, unhurried event in which lunch is spread out on a rug or two on the ground is too old hat. Chairs and tables are the "in" thing, so chairs and tables it must be. There are those who miss a number of personal revs. if a course mapped out by the Events Committee takes them off the bitumen onto gravel for a couple of miles. (As we are discussing the veteran scene we have not even heard of kilometres!) This being so, it would be difficult to interest them in a course which took them along a bush track in order to have lunch in a quiet, peaceful area, probably beside a stream.

When some of these members have taken part in a couple of fairly lengthy runs, the "small" event seems a bit tame. It becomes a question of how many members are really happy to handle their veterans in any sort of event just because they obtain a personal thrill (if you like to call it that!) from using them. Maybe they are not really happy unless they have miles of good road ahead of them. Maybe they do not revel in the almost humorous way in which these old things meander through the gears and eventually reach top, helped, of course, by the tactful and knowledgeable efforts of the driver with ignition, throttle and air pressure controls. Maybe the true veteran car user is not the full quid! J.S."

WARWICK FARM

Dog Shows differ from Car Shows in that the owners leave their charges and make a general tour over the area, enjoying the chance to view other makes and types while the opportunity is there. Exhibitors were in a state of movement the whole time. In fact, we saw that Fred Rossiter had moved well away from the Studebaker at one stage. (Past all the ticket windows and turn in to the left, Fred. You can't miss it!)

Some notable public acclaim was received by Carl Bliim following his adept handling of the F.W.D. in his chase round the flags in the Mobile Area. The steering seemed heavy, but he made his turns all right.

Comparatively "new" member, Barry Pearce, in his very nice Ford, was seen at Chatswood following the Steer Wolseley, but had to trailer his car home after trouble developed in the transmission near Ryde. Better luck next time, Barry, and it was good that you came out to the 'Farm' by modern after the setback.

Surprising what some fellows get away with! Bill McCarthy was openly "showing canvas" the whole time. He stuck doggedly at the Raffle Table all day, relieved by Joe Heath, who was able, at the same time, to keep close to his T Model. Scott and Jenny Roberts did a splendid ticket-selling job.

Good to see country members John Smith (Dubbo) and Bob Winwood-Smith (Forbes) at Warwick Farm; locals who could have but didn't attend may have missed being filmed by another member from afar - that wizard of the rolled acetate Cyril (J.A.R.) Stanbridge of 'Gong fame. Cyril says he now can have his films processed, including those of the 1976 Canberra Rally, so we can look forward to some entertainment at a future meeting.

A memory of Laurie Sykes was conjured up when we saw the 'bikes making a circuit "en masse" of the Mobile Area.

* * * * *

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

Vetern Circular Gearbox (may be back axle type) make unknown
Hand Klaxon Horn
Rushmore 'Searchlight' 8" d.
H & B Projector No. 1135 (Self Generator)
Dietz 'Peerless' Brass Kerosene Sidelight
Gas Motor Cycle Headlights (pair) suit small car
Saxon Acetylene Headlight
Acetylene Headlights, pair, Steel 7" d.
Veteran Vuxhall Bonnet, Steel
Matching Set Brass 'Rotax' Kerosene Sidelights, one
Font missing (No. 314)

WANTED ON LOAN: Electric Telephone Microphone & Trumpet (to copy)
Dietz No. 5 Brass Generator (I have the complete Base
Container and wish to copy the missing top tanks, screws etc.)

- PAUL W. BUTLER

29.3086 (Wk), 39.4786 (Priv.)

ADVERTISEMENTS (CONT'D.)

WANTED Magneto, BTH, Type CE-4 & CE-6
Old Garage Tinned Conical Measures - PAUL W. BUTLER
1 Darley Rd., Randwick
29.3086 (Wk) 39.4786 (Priv.)

(NOTE: ALSO WANTED BY PAUL W. BUTLER (See "Letters to Editor" Page 20):
mirror signs sometimes fitted to commercial vehicles - they used
the sun to shine onto a mirror and through a clear glass sign
projected through to the front of the vehicle.) ALL STATES.

WANTED For 1915 Ford - Radiator, Tailshaft, complete differential.
- GEORGE STANTON
637.5206 (B), 604.0404 (H)

FOR SALE 1909 Clement Bayard. Restored chassis, with all brass.
- BEN BRONK
337.4396

WANTED For veteran Sunbeam - rear hub; steering box worm.
Have many veteran items for swapping.
- JEFF WOLFGANG
"Mayland", Denman. 2328
'Phone Dalswinton 42 H

FOR SALE 1928 Chev. rear end including wheels and tyres but not springs.
- BRUCE SMITH
667.9741

FOR SALE Lucas brass horn, good condition, \$30.00.
- DAVID BIRTHON
639.0603

EXCHANGE 2 BE tyres 23 x 4.40 for 815 x 105 or Brass Spedo.
- CYRIL STANBRIDGE
042.67.2066

FOR SALE 1916 BUICK model DX-45 - front half of body only - differential
centre, tailshaft, front axle and wheels missing - good radiator
and fuel tank.

Included is 1922 BUICK mechanically complete and with a good set
of wheels suitable for spare parts and good swapping material.
\$300 the lot, or will split up.

1921 DODGE differential assembly and other parts including chassis,
steering box column and wheel, engine block and head, gearbox,
windscreen pillars and some rough body panels. \$50 the lot.

Vintage OVERLAND parts (triplex suspension) front and rear
springs and frames, differential, 1 rear wheel, gearbox and
steering column. \$25 the lot.

- R.A. PETERSEN
5 Latona Street,
Winston Hills. 639.8233

