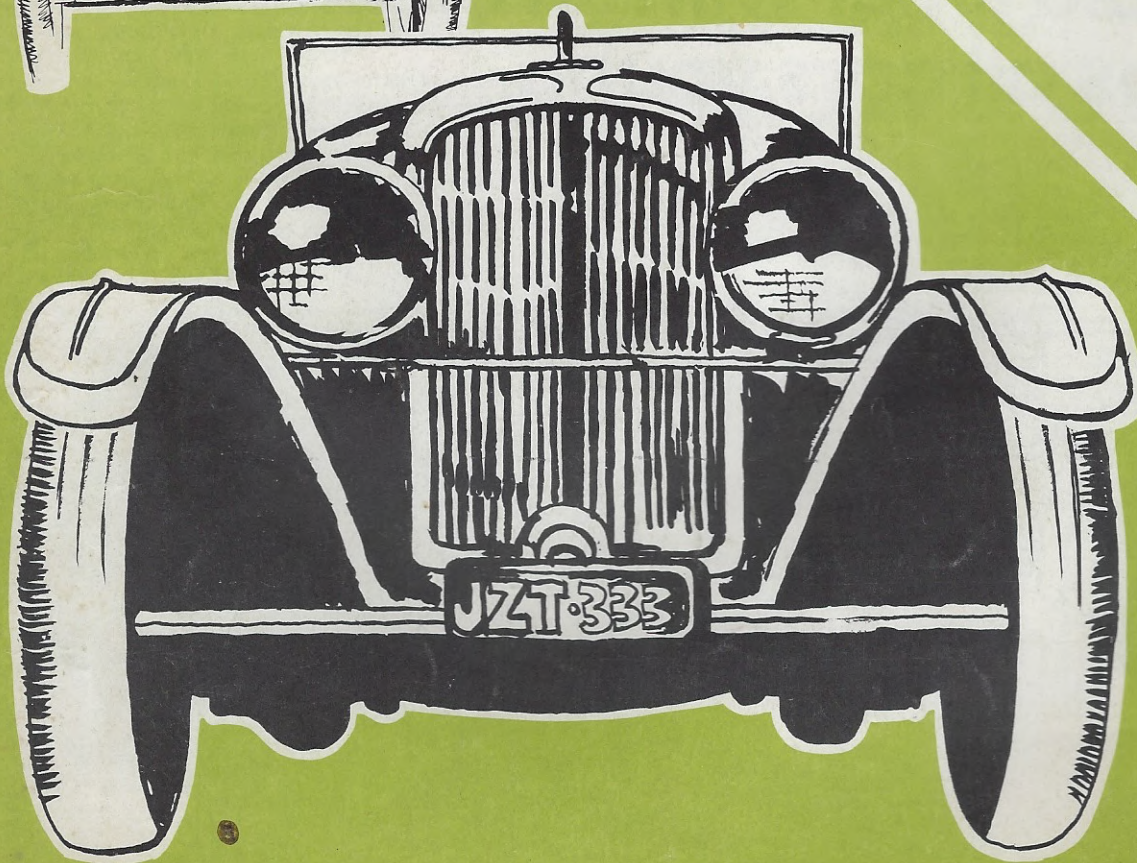
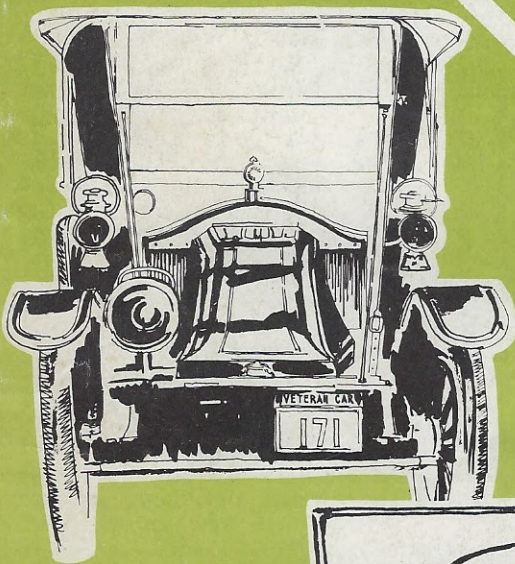


The 1970 Australian Bi-Centenary International

# VETERAN & VINTAGE

Rally for cars and motor cycles

April 4-18, 1970



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# Australian Bi-centenary 1970 International Rally for veteran and vintage cars and motorcycles

**A**USTRALIA has been chosen to hold the world's 10th annual international rally of veteran and vintage cars.

The event coincides with celebrations marking the 200th anniversary of Captain Cook's voyage of discovery along the east coast of Australia.

Almost 500 old cars and motor cycles will leave Sydney on April 4, and after travelling about 1000 miles will arrive in Melbourne on April 16. Many of the cars will later continue on to Adelaide, 500 miles away, for a week's tour.

The rally is open to veteran cars and motorcycles — those made before December 31, 1918 — and vintage (made between 1919 and 1930).

## Record entry

Vintage cars make up slightly more than half the total entries with 242 running, leaving 209 veteran cars. Motor-cycles make up another 38 runners. Altogether there are 120 different makes of cars, including 46 Ford T and A models, 28 Rolls Royces and 24 Vauxhalls.

Australian-owned — and one early Australian-made — cars make up about two-thirds of the total entries. Overseas owners have sent their cars at great expense by ship or plane from Britain, New Zealand, South Africa, USA and Brazil.

Patron of the 1970 rally is former Governor-General of Australia, Lord Casey, who has been a keen motor-ing enthusiast for many years.

Organisers say this year's annual rally will be the best yet held. Previous rallies have been held in Britain, Europe, Ireland, South Africa and New Zealand. The next event is planned for Europe in 1971.

These rallies are organised by the veteran car clubs

in each country, authorised by the Paris-based Federation Internationale des Voitures Anciennes (International Federation of Veteran and Vintage Cars). The 1970 rally is run by the Veteran Car Club of Australia, which embraces separate clubs in each State.

The rallies have a twofold purpose. Firstly, they enable owners of the old cars to gather each year to drive their machines on the open road and to meet socially. Numerous different types of bi-centenary celebrations — sporting and social events — are taking place throughout Australia this year and rally competitors and visitors will participate in many of them.

Other purpose of the rallies is to give members of the public a chance to see the cars in action.

Two slightly different routes have been chosen for the trip between Sydney and Melbourne. Vintage cars, which are generally faster than the older veterans, will cover a slightly longer route, meeting up with the veterans at overnight stops. Cars can be seen on the road and in displays at lunch and overnight stopping places. At some large towns, driving tests and gym-khanas will be held.

Details and a map of the route appear on pages 2 and 3 of this programme.

## Average speeds

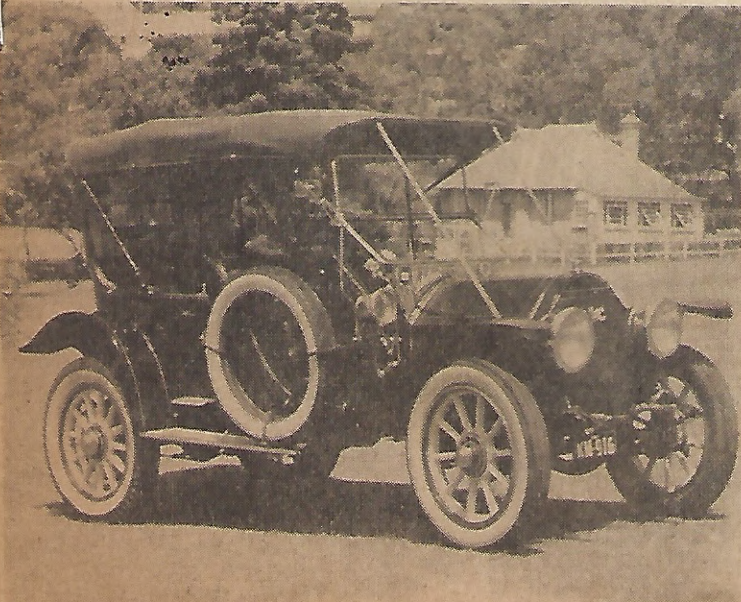
Various average speeds, ranging from 12 to 24 mph for veteran cars and 25 to 35 mph for vintage, have been set by the organisers. Each driver will choose which speed he will try to average, depending on the capability of his car. Points will be deducted for each minute early or late he arrives at check-points, and cars losing least points in various categories at the end of the rally in Melbourne will win.

Besides this competition, judging for two other contests — concours d'elegance and concours d'etat — will take place along the route to choose, respectively, the best turned out and most original cars. Winners will be announced at the end of the rally.

Sales of this programme and displays of cars along the route of the rally will be organised by local Rotary, Lions and Apex community service clubs.

A large percentage of proceeds will be kept by the clubs for their various charity works. This follows the policy of the VCCA to use their veteran cars in displays to raise thousands of dollars for charity in Australia each year.

*Left: Mr. Ken Moss, of Ryde, Sydney, has entered his 1912 Cadillac in the rally.*





**A**BOUT one million people are expected to view the veteran and vintage rally cars along the route through NSW and Victoria. Here are details of what towns the rally passes through, the dates and the best places to see the cars.

**C**ARS in the 1970 Bi-centenary International rally will follow two slightly different routes on main highways from Sydney to Melbourne, a distance of about 1000 miles.

The vintage cars will meet up with the veterans at overnight stopping places, but will use less direct routes to cover more ground in between, as most vintage cars are faster than their older veteran brothers. However, a handful of the slower vintage cars and motorcycles will travel the veteran route, just as a few fast veterans will follow the vintage itinerary.

Veteran cars will pass through Apin, Picton, Mittagong, Bowral, Goulburn, Canberra, Yass, Harden, Cootamundra, Junee, Wagga Wagga, The Rock, Henty, Culcairn, Albury, Wangaratta, Benalla, Shepparton, Echuca, Bendigo, Heathcote, Kilmore and Melbourne.

Cars travelling the vintage route will visit Wollongong, Albion Park, Macquarie Pass, Goulburn, Doughboy, Canberra, Yass, Coolac, Gundagai, Brungle, Tumut, Adelong, Wagga Wagga, Lockhart, Urana, Corowa, Albury, Wangaratta, Benalla, Shepparton, Elmore, Bendigo, Echuca, back to Shepparton, Seymour, Kilmore and Melbourne.

On travelling days, cars will leave overnight stops from 8.30 am until about 11 am, and are scheduled to arrive at the next overnight stop at about 3.30 pm. The last car to pass any one point should be about two hours behind the first one, depending on road and other conditions on the day.

The old cars will also be on display at showgrounds and parks in many of the towns they pass through. Sometimes gymkhanas and driving tests will be held. Details of these displays will be publicised in the localities concerned. Lunch stops and tea breaks where held, will usually be outside large towns to avoid traffic congestion and will take place at about the half-way point each day.

Every car competing will carry a number, so it can be identified from the programme. Numbers not in the programme can be allocated to cars which later withdraw. Cars with numbers 602 to 620 belong to officials of the rally.

Spectators will find the best places to see the cars will be on uphill sections or tight bends, where the cars must slow down, and at intersections in cities.

The day-by-day schedule is:

**APRIL 4:** All cars leave Sydney from 8.30 am. Veterans go inland via Razorback Mountain to the stop at Mittagong or Bowral. Vintage cars take the coast road to Albion Park, climb steep Macquarie Pass

# Where to see the rally cars

(2,000ft. up in six miles), to the overnight stop at Goulburn.

**APRIL 5:** Both vintage and veterans leave their stops for a barbecue lunch at Springfield, a sheep station 20 miles south of Goulburn. All then go to Canberra, vintage via Doughboy and Queanbeyan, veteran cars direct along the Hume Highway.

**APRIL 6-7-8:** All competitors spend three days in Canberra on sightseeing, social events and displays.

**APRIL 9:** Cars leave Canberra, veterans heading for the next overnight stop at Cootamundra or Young, while vintage cars head for the goldfields and snow country through Gundagai, Tumut, Adelong to stop at Wagga Wagga.

**APRIL 10:** Veterans leave Cootamundra and Young for Wagga Wagga, while vintage cars leave Wagga Wagga through Urana and Corowa for the overnight stop at Albury.

**APRIL 11:** Veterans travel from Wagga Wagga to Albury while vintage, having arrived the night before, spend the day in Albury.

**APRIL 12-13:** Social and sightseeing days in Albury, with gymkhana events on nearby Hume Weir motor racing circuit.

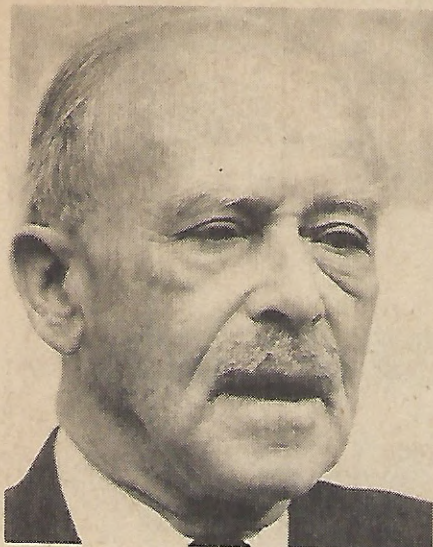
**APRIL 14:** All cars leave Albury from 8.30 am, veterans travelling through Wangaratta and Benalla to Shepparton, vintage continuing on to Bendigo for the night's stop.

**APRIL 15:** Veteran move from Shepparton through Echuca to Bendigo, while vintage cars cover the same route the other way to stay in Shepparton.

**APRIL 16:** Both sections leave from 8.30 am for Melbourne, veteran passing through Heathcote and Kilmore vintage going by Seymour and Kilmore (lunch stop for all cars) and Melbourne in the afternoon.

**APRIL 17-18:** Sightseeing, social events and displays with presentation of prizes at dinner-dance on April 18.

# What they say...



## LORD CASEY, rally patron and former Governor-General of Australia

MY wife and I are very sorry indeed it will not be possible for us to see the rally or meet the many overseas and Australian entrants, as we will be in Japan at the time.

However, I am glad to learn of the large number of Australian entrants, a reflection of the great interest taken by Australians in the forerunners of the modern motor car.

The rally will be a nostalgic event for many people, a living reminder of the keenness and excitement of motoring in the early days, when driving a car had a great deal more to it than getting from A to B. I have many memories of this myself as I have driven several of the models in this rally, going back to the early 190's and the 1920's.

I join with other Australians in welcoming overseas entrants from Britain, United States, New Zealand, South Africa and Brazil, and hope they will enjoy their time in Australia. My best wishes to those concerned with early motoring in many countries throughout the world.

*Casey*

## COUNT BERNARD DE LASSEE, President FIVA

AS President of FIVA (International Federation of Veteran Cars), I am very happy to welcome competitors and organisers of the 10th annual rally for veteran and vintage cars.

I am specially pleased by the tremendous response to this gathering, which I believe will be a sporting and popular success.

At a time of great discoveries and in an era when man is walking on the moon, it would be unpardonable to forget the achievements of our ancestors in horseless carriages. Have they not helped make our world a better one?

These rallies, created under guidance of FIVA, put the cars of yesterday back into the limelight. Nothing is more pleasant than to underline this fact.

*B. de Lasse*



## MR. TOM McMANAMNY, President VCCA

ON behalf of the Veteran Car Club of Australia, may I welcome you as entrants, passengers, observers or spectators.

The quota of 450 cars and 38 motor cycles filled very quickly and there is still a reserve list of 82 entries.

Within NSW, organisation of veteran and vintage is in the hands of a team led by the capable George Green of the NSW club. Within Victoria, a similar organisation will take over at Albury.

The VCCA is indebted to many companies, private individuals and government departments for their assistance. In particular our major sponsors, Mobil Oil Australia Ltd., for petroleum products and Dunlop Rubber Aust. Ltd. for their all-important tyres deserve special recognition.

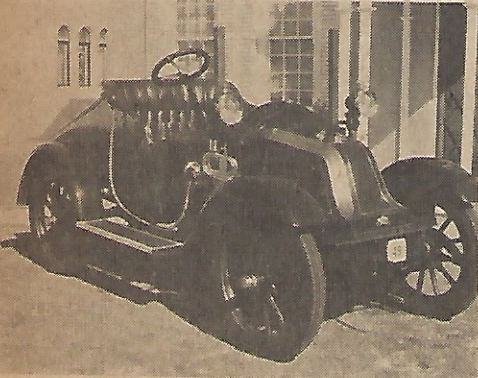
I sincerely trust the rally will continue to promote the fellowship and goodwill established by veteran and vintage car club members throughout the world.

*T. McManamny*

# ...about the rally

# Rally entrants and their machines

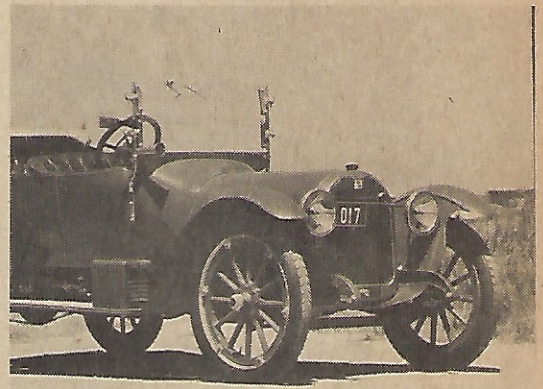
- 1 1913 Ford, Mr. and Mrs. L. Clarke (SA).
- 2 1903 FN motorcycle, L. F. Clarke (SA).
- 3 1918 Ford Model T roadster, Pam Wakefield (SA).
- 4 1912 Cadillac torpedo tourer 30 hp, H. Formby (Vic.).



*D. Tiver's Renault (34)*

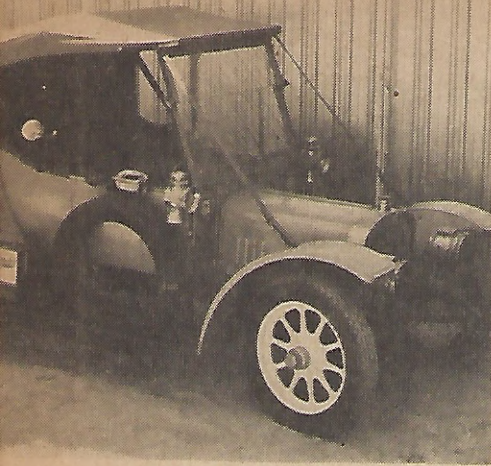
- 5 1910 Clement-Talbot, 12 hp 4-cyl. roadster, T. C. McManamny (Vic.).
- 8 1913 Vinot et Deguignand, J. W. and L. G. Harris (Vic.).
- 10 1914 Clement-Talbot, Mr. and Mrs. J. McMillan (Vic.).
- 11 1916 Ford, M. C. Grant (Vic.).
- 12 1918 Dodge, R. A. B. Monahan (Vic.).
- 13 1909 Aries, B. Gomm (Vic.).
- 16 1916 Dodge, W. J. Shaw (Vic.).
- 17 1913 Ford, J. M. Lucas (SA).
- 18 1913 Overland, Mr. and Mrs. B. W. Bone (Vic.).
- 19 1914 Talbot roadster 12 hp 4-cyl., N. R. Smith (Vic.).
- 20 1911 Mors, 12 hp 4-cyl. tourer, K. Buchholz (Vic.).
- 21 1904 De Dion Bouton, R. G. Hobbs, driver R. H. Jones (Vic.).
- 22 1910 Renault tourer, driver S. R. Bloyd, owner D. G. Lipsham (SA).
- 23 1918 Buick, R. T. MacDonald (SA).
- 24 1914 Minerva tourer 18 hp sleeve valve, B. K. A. Sawers (SA).
- 25 1913 De Dion Bouton, K. E. Hartley (SA).
- 26 1909 White steam car, R. O. Jamieson (SA).
- 27 1913 Hotchkiss, N. J. Gibbs (Vic.).
- 28 1912 Napier, L. J. Callaway (Vic.).
- 31 1911 Ford, R. W. Tilley (SA).
- 33 1916 Jeffery, A. G. Sullivan (SA).
- 34 1911 Renault 2-cyl. roadster, D. G. and C. C. Tiver (SA).
- 35 1912 Overland, A. Reid (Vic.).
- 37 1918 Dodge, K. Fagan (SA).
- 38 1905 Reo, E. T. Sims (Qld.).
- 39 1915 Dodge, K. Batzloff (Qld.).
- 40 1915 Maxwell, I. W. Heyme (Vic.).
- 41 1912 Humber, M. Mitchell (SA).
- 42 1913 Buick, A. Rowe (NSW).
- 43 1911 Sunbeam T-head roadster 12-16 hp, W. W. Cox (Qld.).
- 44 1904 De Dion Bouton 1-cyl. 8 hp 950 cc, J. Wien-Smith (SA).
- 46 1914 Overland, R. Smith (Vic.).
- 47 1906 Spyker, A. L. Dunshea (Qld.).
- 48 1913 Rolls Royce, D. B. Rainsford (SA).
- 49 1912 Rolls Royce Silver Ghost tourer, E. R. Rainsford (SA).
- 51 1916 Buick tourer 6-cyl., R. G. Standerwick (Vic.).
- 52 1913 Mercedes tourer 4-cyl., M. Luckie (Vic.).
- 55 1911 Rolls Royce, P. D. Kable (NSW).
- 56 1909 Maxwell Brisco runabout 4-cyl., J. Clough (NSW).
- 57 1913 Ford, W. S. Martin (Vic.).
- 59 1913 Fafnir roadster, 11 hp 4-cyl. Dr. P. G. McMahon (Vic.).
- 60 1914 Sunbeam tourer 12-15 hp 4-cyl., A. Sypher (Qld.).
- 61 1914 Hupmobile, E. D. Warne (Vic.).
- 62 1909 NAG, Mrs. J. L. Forryman (Vic.).
- 63 1904 Minerva motorcycle, B. K. Forryman (Vic.).
- 64 1912 KRIT, S. Cox (NSW).
- 65 1903 Griffon Zedel motorcycle, D. R. Biggar, owner P. Hosking (Vic.).
- 66 1913 Hurlu, R. G. Griffiths (Vic.).
- 67 1914 Buick, J. Weir (NSW).
- 68 1911 Talbot, R. Marshall, driver A. Wilkie (NSW).
- 69 1910 Delage, R. Marshall, driver D. Burthorn (NSW).
- 70 1908 Clement Bayard, R. J. Jones (NSW).

*M. Lucas' T Ford (17)*



*R. Standerwick's Buick (51)*

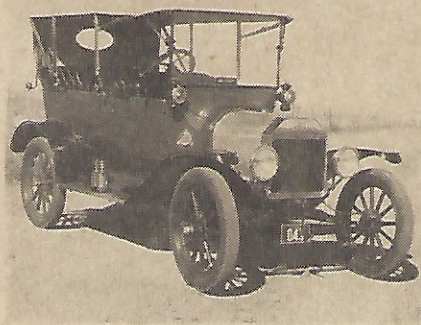
- 71 1915 Buick, model C 25 tourer 4-cyl., W. J. Corby (NSW).
- 73 1912 Ford, J. R. Lassock (SA).
- 74 1913 Vauxhall, G. Daley, owner G. Green (NSW).
- 75 1913 Talbot, Mr. and Mrs. A. G. Clegg (Qld.).
- 76 1917 Studebaker, Mr. and Mrs. G. E. Adams (NSW).
- 78 1911 Ford, R. D. Cross and Mrs. G. Wilson (NZ).
- 79 1911 Hotchkiss, E. E. and G. E. Dunshea (Vic.).
- 80 1908 BSA, G. V. Gillott (NSW).
- 81 1912 Coey Bear racer 12 hp, P. G. Hosking (Vic.).
- 82 1913 Renault, W. T. Maunsell (NSW).
- 83 1912 BSA, R. Craze (NSW).
- 84 1912 Ford, J. Smith (NSW).
- 85 1913 Cadillac tourer 30 hp 4-cyl. D. Fiechtner (Qld.).
- 86 1916 Buick, C. W. Anderson and J. H. Wilkinson (Vic.).
- 88 1915 Talbot, J. C. Walsh (Vic.).
- 89 1914 Ford, G. E. Morgan and H. Wheeler (Vic.).
- 90 1913 Overland, A. Phillips (NSW).
- 91 1910 Stoewer tourer 13.9 hp 4-cyl., G. Crittenden (Qld.).
- 92 1913 Hupmobile, K. J. Quarmby (NSW).
- 93 1913 FN, D. E. and D. C. Cawthorn (NSW).
- 94 1912 Renault 2-seater 8 hp 2-cyl., W. A. Trollope (NSW).
- 95 1911 Rolls Royce (replica of Hon. Charles Rolls' balloon car), J. Cross, owner G. Green (NSW).
- 96 1908 Talbot, L. G. Viney (Vic.).
- 97 1915 Studebaker, W. H. East (NSW).
- 98 1915 Ford, J. E. Heath (NSW).
- 99 1912 Adams roadster 16 hp 4-cyl., T. W. Anderson (Vic.).



*W. Cox's Sunbeam (43)*

- 100 1914 La Buire 10 hp roadster, E. J. Cobb (Vic.).
- 101 GCS motorcycle with sidecar, T. W. and G. C. Anderson (Vic.).
- 102 1917 Studebaker, N. J. Hutton (Vic.).
- 103 1916 Studebaker, T. G. Bailey (Vic.).
- 104 1915 BSA, C. J. Cross, owner N. Hutton (Vic.).
- 105 1912 Rover 12 hp roadster, M. Sypher (Qld.).
- 106 1904 Rambler single-cyl. roadster, W. S. Anderson (Qld.).
- 107 1924 FIAT Tipo 501, S. W. Hinds (Tas.).
- 108 1914 FIAT, J. Brittain (Vic.).
- 109 1910 Austin 2-seater, C. W. Ward (Vic.).
- 110 1915 Ford, J. Wards, owner R. Marshall (NSW).
- 111 1914 Buick, R. Murphy (Vic.).
- 112 1915 Ford, B. F. Lyon (Vic.).
- 113 1905 De Dion Bouton, S. W. Hecker (Qld.).
- 114 1910 Talbot, J. H. Gloyne (WA).
- 115 1917 Harley Davidson, S. P. J. Sheffield (Vic.).
- 117 1915 Ford, J. P. Hyland (Vic.).
- 118 1913 Ford, N. M. Nankervis (Vic.).
- 119 1912 Overland, R. Huxtable, owner G. Crittenden (USA).
- 120 1910 Buick, R. Millard (NSW).
- 121 1916 Dodge, C. B. Christie (Vic.).
- 122 1910 Arral Johnson, E. M. Stone (Vic.).
- 123 1913 Wolseley, H. F. Smith (Vic.).
- 124 1913 Prince Henry Vauxhall, driver R. A. Foy, owner G. Green (NSW).
- 125 1912 Minerva 4.4-litre 4-cyl. saloon, J. N. Winter (NSW).
- 126 1912 Cadillac, J. A. McLachlan (NZ).
- 127 1909 Renault roadster 2-cyl. 8 hp, G. A. Harder (Vic.).
- 128 1913 Wolseley 16/20 4-cyl. tourer, M. R. Markoff (Vic.).
- 130 1914 Ford, G. Cowie and H. Matheson (NSW).
- 131 1913 FIAT, T. L. Foulcher (NSW).
- 132 1910 FN raceabout 16 hp, P. Amor (Vic.).
- 134 1916 Chevrolet, Mr. and Mrs. J. C. Cherry (NSW).
- 135 1914 Talbot tourer 4-cyl., R. J. Newman (NSW).
- 136 1912 Cadillac 4-cyl. tourer, A. D. Storer (NZ).

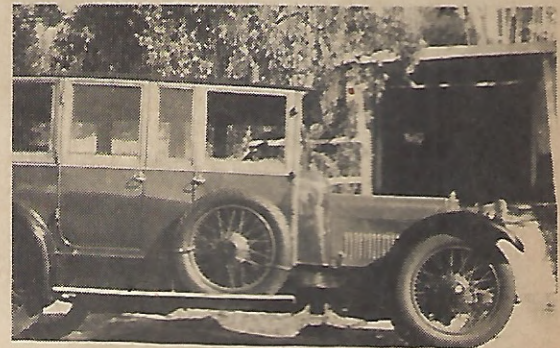
- 137 1916 Ford T tourer, F. A. Dallimore (Vic.).
- 138 1911 Albion, J. W. Riley (NSW).
- 139 1915 Ford, J. E. Roberts (Qld.).
- 140 1918 Mercer, I. E. Saxton (Vic.).
- 141 1910 Maxwell, S. W. Rumble (NSW).
- 143 1909 Argyll Flying Fifteen 4-cyl., G. Campbell (NSW).
- 144 1914 Studebaker, B. F. Craze (NSW).
- 145 1910 Chalmers runabout 20 hp 4-cyl., M. J. Bendeich (NSW).
- 146 1910 Regal roadster 22.5 hp, G. Piddington (NZ).
- 147 1928 Ford, W. Savery (Vic.).
- 148 1912 Cadillac, K. Moss (NSW).
- 149 1908 Renault, W. Spraggon (NSW).
- 150 1912 Ford, S. Jacobs, owner V. Jacobs (NSW).
- 151 1912 Hispano Suiza single seater 15.9 hp, S. Middlehurst (Vic.).
- 152 1911 Ford, Mr. and Mrs. C. L. Bryson (NSW).



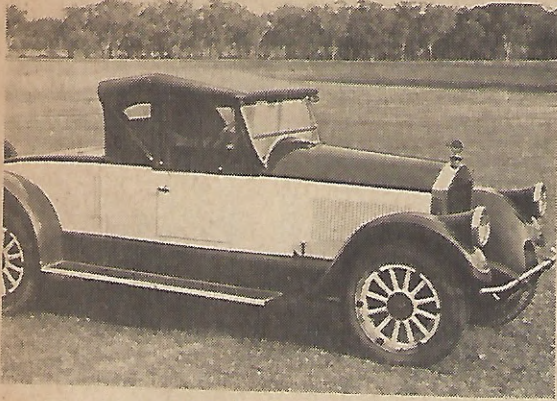
*F. Dallimore's T Ford (137)*

- 153 1917 Ford, R. A. Petersen (NSW).
- 155 1917 Overland, F. W. Rodwell (NSW).
- 156 1909 Ford, W. Trevan (NSW).
- 158 1912 Talbot, N. Kirk (Vic.).
- 159 1912 Talbot, J. R. Jordan (Vic.).
- 160 1913 Hotchkiss, R. W. Long (Vic.).
- 161 1909 Renault, R. Provan (Vic.).
- 162 1908 FL, 4-cyl. tourer, G. W. King (NSW).
- 163 1911 Renault, L. G. Owen (Vic.).
- 166 1910 Fiat, D. M. Pratt (NSW).
- 167 1911 Martini tourer 4-cyl. 15.9 hp, R. McCarthy (NSW).
- 168 1902 Crestmobile, H. W. Clisby (SA).
- 169 1916 Hupmobile, M. Burke (NSW).
- 170 1907 Star 2-seater, 8 hp 2-cyl, E. Uebergang (Qld.).
- 171 1913 FN, P. Adams (NSW).
- 172 1913 Aquila Italiano 4-cyl. 12 hp, R. F. Shield (Vic.).
- 174 1914 De Dion Bouton, R. C. Davis (Vic.).
- 175 1903 Oldsmobile, G. W. Ashmore (Vic.).
- 176 1926 Hispano Suiza model H6C coupe, H. D. Dale (Vic.).
- 177 1926 Ford, G. H. Cox (Vic.).
- 178 1930 Dodge DA roadster, A. Colmer (SA).
- 179 1929 Chevrolet Six coupe, F. J. Gransden (SA).

- 180 1930 Invicta, D. E. Milkins (Vic.).
- 182 1927 Bentley Speed Six 3-litre Vanden Plas, N. S. Webb (SA).
- 183 1923 Napier, R. Stapleton (Vic.).
- 184 1929 La Salle V8 sedan 33 hp, J. S. Freeman (NSW).
- 185 1925 Austin, D. M. Wells (Tas.).
- 186 1925 Vauxhall, J. E. Vinal (SA).
- 187 1927 Vauxhall, R. J. Gard (Tas.).
- 189 1929 Austin, R. J. Howie (SA).
- 190 1924 Rolls Royce, P. Kane-White (Vic.).
- 191 1924 Bentley, P. R. Gargett (Qld.).
- 192 1924 Rolls Royce, J. D. Cooper (Vic.).
- 193 1926 Rolls Royce Phantom 1 tourer, K. J. Laycock (Vic.).
- 194 1930 Sunbeam, K. W. Field (SA).
- 195 1925 Oakland, A. R. Beardwood (Tas.).
- 196 1926 Chrysler 50 tourer, C. Sutton (Vic.).
- 197 1921 Hispano Suiza tourer 6-cyl. 37.2 hp, J. Flood (Vic.).
- 198 1928 Alvis Silver Eagle tourer, J. F. Twomey (Vic.).
- 199 1926 Rolls Royce, T. D. O. Bruce (Vic.).
- 200 1925 Deussenberg, R. Mearns (Vic.).
- 201 1922 Vauxhall, D. G. Lipsham (SA).
- 202 1925 Hupmobile, J. B. Norman (SA).
- 203 1925 Straker Squire tourer 24 hp 6-cyl., G. H. Brooks (SA).
- 204 1928 Ford, A. Aylward (NSW).
- 209 1924 Overland tourer 19.6 hp 4-cyl., K. Jacob (NSW).
- 210 1928 Ford, A. J. Douglas (Vic.).
- 211 1928 Dodge, E. W. Ronan (Vic.).
- 212 1929 Pontiac tourer, M. C. Ingram (NSW).
- 213 1924 Minerva, H. G. Mann (SA).
- 214 1930 Chrysler, I. G. Hunter (SA).
- 215 1926 Buick, D. C. Foster (SA).
- 216 1934 Packard, R. M. Pope (Qld.).
- 217 1922 Ford model T tourer, K. A. Delinecorte (Vic.).
- 218 1925 Rolls Royce torpedo tourer, D. E. Scheil (Vic.).
- 219 1923 Courier, A. K. Gunn (SA).
- 220 1924 Buick, L. A. Reynolds (Vic.).
- 222 1925 Morris, I. Bennett (Vic.).
- 223 1928 Invicta 4½-litre roadster, D. H. Gibson (Vic.).
- 225 1929 Alvis, R. C. Nicol (SA).

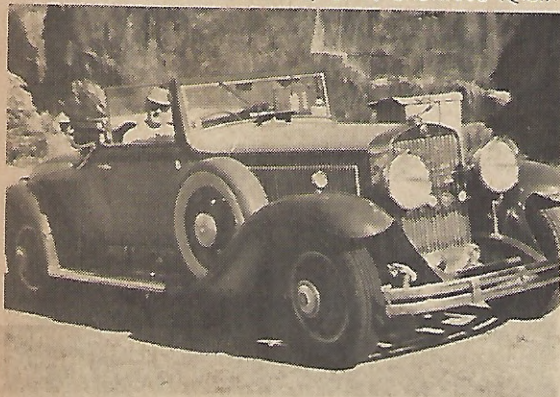


*J. Winter's Minerva (125)*



*M. Sloane's Pierce Arrow (237)*

- 227 1928 Ford, A. Rowe (NSW).
- 228 1927 Chevrolet, owners Mr. and Mrs. L. Mason, drivers Mr. and Mrs. D. Noordewier (NSW).
- 229 1929 Bentley 4½-litre 4-cyl., J. H. Jarvis (SA).
- 230 1924 Alvis, S. K. MacDonald (SA).
- 231 1923 Rolls Royce, D. Gibson (Vic.).
- 233 1923 Packard, D. Bosanquet (SA).
- 234 1928 Packard, J. D. Thomson (SA).
- 235 1926 Bugatti sports 4-cyl. 11.9 hp, C. L. Wagener (SA).
- 236 1923 Vauxhall, R. G. Rainsford (SA).
- 237 1927 Pierce Arrow roadster 29.4 hp, M. G. Sloane (NSW).
- 238 1925 Chevrolet tourer Superior K model, R. Whiting (Vic.).
- 239 1926 Peerless 680 two-door coupe, J. J. Martin (Vic.).
- 241 1926 Citroen, J. Formby (NSW).
- 242 1929 Ford, R. Elliott (Vic.).
- 243 1927 Stutz, C. F. Chatwood (Qld.).



*C. Ree's Cadillac (245)*

- 244 1925 Metallurgique tourer 4-cyl. 12 hp, M. J. Keown (Qld.).
- 245 1929 Cadillac, C. E. Rees (Vic.).
- 247 1920 Rolls Royce, D. Jones (Vic.).
- 248 1926 Vauxhall, S. R. Theobald (Vic.).
- 249 1928 Alvis coupe 4-cyl., H. W. Morgan (Vic.).
- 250 1926 Morris, F. Hands (Vic.).
- 251 1924 Cadillac, A. E. Hodder (NSW).
- 252 1929 Harley Davidson motorcycle 7.9 hp, T. J. Welch (WA).

- 253 1928 Ford model A tourer, R. B. Cowan (Qld.).
- 254 1925 Austro Daimler AOM 6-cyl. 3-litre, I. Karlson (Vic.).
- 255 1930 Studebaker Commander sedan, J. M. McMaster (NSW).
- 257 1928 Ford, T. McCabe (NSW).
- 258 1925 Vauxhall, Mrs. M. Ogle (NSW).
- 259 1923 Fiat tipo 501 tourer 10.4 hp, P. Harris, (Qld.).
- 260 1925 Rover, A. A. Tester (NSW).
- 261 1921 Hispano Suiza tourer 37.2 hp, A. J. Elliot (Vic.).
- 262 1928 Rolls Royce Phantom 1 saloon, G. W. Haddrell (NSW).
- 264 1920 Angus Sanderson 14.5 hp roadster, R. J. Cook (NZ).
- 266 1926 Rolls Royce Phantom 1 sedan, H. H. Paynting (Vic.).
- 268 1930 Ford, J. G. Day (Qld.).
- 269 1928 Buick Six sedan, K. J. Bent (NSW).
- 270 1926 Packard, D. Robertson (Vic.).
- 271 1915 Delaunay Belleville 45 hp Army staff car, owner G. W. Green, driver P. J. McKeown (NSW).
- 272 1927 Ford, R. B. Body (NSW).
- 273 1926 Chrysler, L. Diemel (NSW).
- 274 1930 Bentley 6-cyl. 6½-litre, R. B. Ritchie (Vic.).
- 275 1919 Australian Six roadster 23.4 hp, S. Kelleher (NSW).
- 276 1927 Swift, J. E. Wheatley (Tas.).
- 278 1924 Alvis 12/50 tourer, R. D. Wilson (Vic.).
- 279 1929 Rolls Royce, Dr. K. C. MacMillan (NSW).
- 280 1929 Buick, driver P. T. Swan, owner Dr. K. MacMillan (NSW).
- 281 1913 Ford model T roadster, N. J. McCubbin (Vic.).
- 282 1929 Triumph, A. D. Ferguson (NSW).
- 284 1914 Hotchkiss, N. I. Burns (Vic.).
- 286 1921 Stutz, D. Grant (NSW).
- 287 1923 Alfa Romeo, M. Ricketson (Vic.).
- 290 1924 Rolls Royce, G. G. McKenna (Vic.).
- 291 1924, Ford A. G. Lynch (Vic.).
- 292 1926 Lea Francis, M. H. Ferner (NZ).
- 293 1929 Chrysler coupe 6-cyl., M. R. Skevington (NZ).
- 294 1923 Vauxhall, I. L. Smith (Vic.).



*R. Ritchie's Bentley (274)*

- 295 1925 Vauxhall 30/98, J. L. Goddard (NSW).
- 299 1923 Rolls Royce 40/50 Silver Ghost, J. A. Jeffery (NSW).
- 300 1930 Rolls Royce Phantom 2 landaulet de ville, B. R. D. Gillings (NSW).
- 301 1910 Rolls Royce, B. R. D. Gillings (NSW).
- 302 1930 Mercedes Benz 38/250 SS 7-litre, owner J. A. Jeffery, driver P. McGrath (NSW).
- 303 1928 Delage, DR 70 6-cyl. 2½-litre, I. C. de Bauzeville (NSW).
- 304 1930 Austin 7 tourer, Mr. and Mrs. E. L. Nye (NZ).
- 305 1928 Sunbeam tourer 6-cyl. 20.9 hp, L. Collis (NSW).
- 306 1928 Stutz coupe model BB 33.8 hp, G. W. Ringrose (NSW).
- 307 1927 Chrysler, R. Campbell (NSW).
- 308 1923/6 Swift, E. J. Price (Vic.).
- 309 1929 Chrysler-Plymouth 4-cyl. 21 hp sedan, W. A. Farrand (NZ).
- 310 1924 Vauxhall, J. W. A. Newell (NZ).
- 311 1929 La Salle, D. H. Thom (WA).
- 312 1921 Spyker, C. O. Bourke (NSW).
- 314 1928 Studebaker, T. Longshaw, driver, P. Hughes (NSW).
- 316 1928 Bentley, A. T. Roper (NSW).
- 319 1926 Overland 91 tourer 4-cyl. W. G. Tyson (NSW).
- 320 1923 Vauxhall, P. Latreille (Vic.).
- 321 1924 Bentley 3-litre boat tail roadster, G. M. Bain (NZ).
- 322 1926 Vauxhall, K. M. Collis (NSW).
- 323 1926 Ford, I. J. Sinclair (Vic.).
- 324 1928 Austin Six sedan 15.9 hp, M. C. Wear (NZ).
- 325 1908 Vulcan, Miss R. Gilltrap (Qld.).
- 326 1923 Rolls Royce 20 hp saloon, R. E. Forbes (NSW).
- 327 1915 Ford model T tourer, G. B. Jelfs (NZ).
- 328 1928 Buick Master 6, J. R. Tidswell (NZ).
- 329 1924 Morris, I. M. Smith (Vic.).
- 330 1923 Vauxhall 23/60 tourer 4-cyl., R. H. Keeley (NSW).
- 331 1926 Alvis, C. D. McRae (NZ).
- 333 1928 Ford model A tourer, B. R. Hume (WA).
- 334 1923 Studebaker, J. O. Dowling (Vic.).
- 335 1921 TH Schneider, D. W. Quinton (Vic.).
- 337 1926 Dodge, A. Westwood (Vic.).
- 338 1922 FIAT open sports 18 hp, A. G. Ainsworth (NZ).
- 339 1928 Chevrolet, L. M. Davis (Vic.).
- 340 1930 Frazer Nash sports tourer, D. P. M. Hall (England).
- 341 1928 Studebaker, G. J. Fitzgerald (NSW).
- 342 1920 Crossley, N. Simmons (Vic.).
- 343 1922 Rolls Royce Brewster Pall Mall tourer (USA), driver J. A. Frost, owner G. Green (NSW).
- 344 1924 Sunbeam, A. D. Jones (Tas.).
- 345 1926 Nash, N. Breckenridge (Vic.).
- 346 1924 Vauxhall, H. Hagan (NSW).
- 348 1928 Austin, B. Neville (Qld.).
- 349 1923 Rolls Royce, H. H. Wheeler (Vic.).



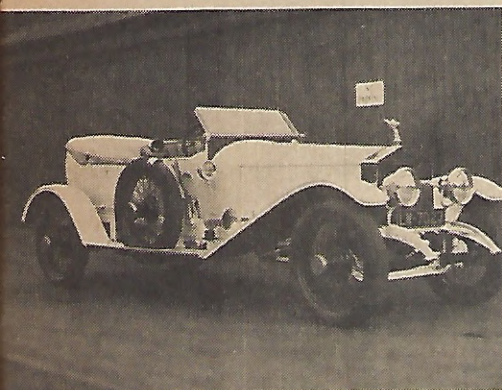
- 350 1923 Riley Redwing 2-seater sports, R. Black (Vic.).
- 351 1929 Ford, K. Jenkinson (Vic.).
- 352 1928 Chrysler 75 roadster, 6-cyl., M. H. Small (NZ).
- 354 1926 Vauxhall, J. J. T. Horodyski (NSW).
- 355 1925 Flint tourer 27 hp, Mr. and Mrs. T. W. Moffitt (NSW).
- 356 1923 Mercedes/Crossley hybrid, R. B. Pritchett (NSW).
- 357 1930 Austin 7 sedan, Weymann body, G. Innes (NSW).
- 358 1927 Chevrolet, J. G. Christie (Vic.).
- 359 1929 De Soto, R. J. Herbert (Vic.).
- 360 1927 Ford, O. F. Walker (NSW).
- 361 1924 Pierce Arrow tourer 6-cyl., E. H. Wachs (USA).



R. McIvor's Aston Martin (179)

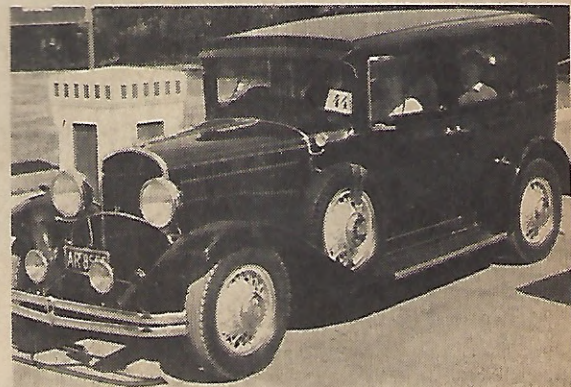
- 392 1930 Ford model A tourer, C. E. Lundgren (Vic.).
- 395 1930 Rolls Royce, J. M. Sullivan (NZ).
- 396 1927 Chrysler, J. Kuppens (WA).
- 398 1929 Durant Rugby, R. D. Collins (NSW).
- 399 1922 Austin 12 tourer, B. R. Ewen (NSW).
- 401 1925 Bentley, Mr. and Mrs. G. P. McKaige (Vic.).
- 404 1928 Star Libra 21 hp 6-cyl. saloon, L. L. Jones (NZ).
- 405 1922 Rolls Royce, D. G. Davis (NSW).
- 407 1914 Rolls Royce, G. Sandford-Morgan (SA).
- 410 1925 Nash 6-cyl. roadster, H. D. Kidd (NZ).
- 412 1927 Willys Knight couple 6-cyl. sleeve valve, Mrs. B. G. Lorimer-Allan (NZ).
- 414 1913 Hotchkiss, VCCA of Victoria, driver A. Long.
- 415 1912 Scott motorcycle 2-cyl. water cooled, R. F. Walter (Vic.).
- 416 1905/06 White steam car, A. B. McInnes (Vic.).
- 417 1910 Triumph motorcycle, R. A. Selley (WA).
- 418 1914 EWB motorcycle, B. R. Splatt (Vic.).
- 419 1913 ASD Precision motorcycle, J. C. Comerford (Vic.).
- 420 1910 Abingdon King Dick motorcycle, K. J. Budden (NSW).
- 421 1924 BMW motorcycle, F. Bush (NSW).
- 422 1914 Indian motorcycle 4 hp 1-cyl., G. R. Owen (Vic.).
- 423 1927 Ariel motorcycle, A. S. Chate (NSW).
- 424 1915 BSA motorcycle, S. Campbell (NSW).
- 426 1926 Hupmobile, G. N. McVicar (NZ).
- 427 1913 Metallurgique, R. B. Scott (NZ).
- 428 1912 Napier, driver J. B. R. Loughnan, owner R. Stapleton (NZ).
- 429 1926 Alvis 12 hp 4-cyl. tourer, M. A. Curry (NZ).
- 430 1928 Plymouth, C. Kay (USA).
- 433 1913 Daimler tourer 20 hp 4-cyl. A. P. Tonks (NZ).
- 434 1910 Napier, C. Bayard Sheldon (USA).

- 435 1930 Chrysler, E. A. Clemetsen (USA).
- 437 Sunbeam motorcycle, R. A. Cook (NSW).
- 438 1929 Bentley 6½-litre Speed Six, R. E. May (England).
- 439 1923 Sunbeam, W. E. Barnard (NZ).
- 441 1924 Vauxhall, W. J. Mauger (NZ).
- 442 1926 Chrysler tourer, N. Beecroft (NZ).
- 443 1926 Rolls Royce 20 hp 2-seater, J. P. Smith (UK).
- 444 1912 NSU motorcycle, L. W. Follan (NSW).
- 445 1927 Triumph motorcycle, T. K. Barnes (NZ).
- 446 1914 Hispano Suiza, driver W. K. Irish, owner G. W. Green (NSW).
- 447 1912 Rolls Royce, driver T. Cook, owner G. W. Green (NSW).
- 448 1912 Buick, L. Southward (NZ).
- 449 1906 Humber, F. Nissen (NSW).
- 450 1923 Cadillac, driver W. Formby, owner H. Formby (Vic.).
- 452 1916 Ford, J. R. Lindsay (NZ).
- 453 1902 Crestmobile, E. M. Delany (NZ).
- 455 Abingdon King Dick motorcycle, G. Biesmann (NSW).
- 456 1922 Morris Oxford tourer 4-cyl., B. C. Moore (England).
- 457 1923 Vauxhall, F. E. Gill (NZ).
- 458 1922 Chevrolet tourer Superior B, C. H. Dickinson (NZ).
- 459 1913 Rolls Royce Silver Ghost London-to-Edinburgh model, D. G. Flather (England).
- 460 1928 Bentley, W. Brown (NZ).
- 461 1923 Ansaldo, R. S. and M. S. Coombes (NZ).
- 462 1928 Oakland V8 roadster 85 hp, P. A. Rhodes (NZ).
- 465 1922 Dodge, D. Spencer (USA).
- 466 1918 Buick, T. B. Smith (NZ).
- 467 1910 Talbot, T. R. E. Witte (NZ).
- 468 1924 Sunbeam, R. Stanley (NZ).
- 469 1930 Pontiac sedan 26.3 hp, R. J. Taylor (NZ).
- 470 1924 Overland, I. F. Benge (NZ).
- 471 1922 Ansaldo tourer 1800 cc, R. G. Jacob (NZ).
- 473 1912 Triumph motorcycle, C. R. McLeod (NZ).
- 475 1922 Dodge, W. G. Spite (NZ).



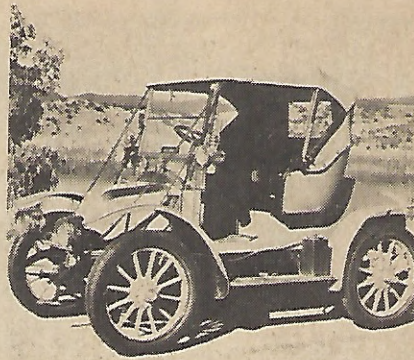
D. Flather's Rolls Royce (159)

- 363 1929 MG M-type 4-cyl. 8.47 hp OHC, I. D. Heather Jr. (NSW).
- 364 1929 MG M-type 4-cyl. 8.47 hp OHC, I. D. Heather Snr. (NSW).
- 365 1927 Cadillac, driver N. Uhlir, owner K. Moss (USA).
- 366 1930 La Salle, driver G. T. Timoff, owner A. Phillips (USA).
- 367 1910 Star, L. A. Sykes (NSW).
- 368 1930 Chrysler, J. K. Webster (NSW).
- 370 1930 Buick, F. L. Heming (NSW).
- 371 1925 Vauxhall 30 98 tourer, A. C. Wilson (NSW).
- 372 1923 Dodge tourer 4-cyl., owner J. R. Lassock, driver R. Rowe (SA).
- 373 1924 Morris, G. C. Sommer (NSW).
- 374 1922 Minerva, J. G. Hewett (NSW).
- 375 1928 Hillman, D. M. Fulton (Vic.).
- 376 1925 Armstrong Siddeley tourer 4-cyl., Mr. and Mrs. B. I. Lieberman (Vic.).
- 377 1920 AJS motorcycle, G. W. Holstein (NZ).
- 378 1923 Vauxhall, G. D. Collins (NSW).
- 379 1929 Packard, K. R. Moir (Vic.).
- 380 1928 Lancia, W. Murphy (NSW).
- 382 1927 Nash, S. H. Goodman (NSW).
- 383 1928 Ford, D. Holyoake (NSW).
- 384 1921 Vauxhall, H. Holyoake (NSW).
- 385 1928 Crossley tourer 6-cyl., P. D. Venables (NSW).
- 388 1928 Chevrolet, P. J. Canavan (Vic.).
- 390 1923 Cadillac, G. Burton (NSW).
- 391 1925 Dodge, H. G. James (Vic.).



A. Taylor's Chrysler (493)

- 476 1911 Lorraine Dietrich, G. A. Huddleston (South Africa).
- 477 1913 Hurltu, D. P. Manhart (NSW).
- 478 1926 New Imperial motorcycle, A. N. Campbell (NSW).
- 479 1930 Aston Martin sports, R. McIvor (NZ).
- 480 1907 Napier, owner Montagu Motor Museum (England).
- 481 1903 Motosacoche motorcycle, A. E. Parkes (NSW).
- 482 1927 Austin, H. Webley (NZ).
- 483 1928 Chevrolet, G. M. Croft (NZ).
- 484 1927 Sunbeam tourer, F. W. Gover (NZ).
- 485 1926 Rolls Royce 20 hp 2-door sedan, A. R. J. Everingham (South Africa).
- 486 1922 Sunbeam, D. J. McLeod (NZ).
- 487 1914 Delage, W. D. Reed (NZ).
- 488 1913 FIAT Zero, T. M. Wilson (NZ).
- 489 1925 Humber, E. and J. MacManus (NZ).
- 490 1929 Oldsmobile, A. Helwig (USA).
- 493 1930 Chrysler 77 sedan, A. G. Taylor (NZ).
- 494 1925 Austin, R. Hicks (NZ).
- 495 1925 Ford model T Tudor sedan, C. R. Clements (NZ).
- 496 1929 Dodge, D. K. McIvor (NZ).
- 498 1924 Chevrolet, G. A. Henley (NZ).
- 499 1909 Maxwell, Mr. and Mrs. J. Hall (South Africa).
- 500 1929 Bentley 6½-litre tourer, Mrs. A. E. Wilkins (South Africa).
- 501 1913 Delaunay Belleville, driver M. Welch, owner G. W. Green (NSW).
- 502 1924 Douglas motorcycle, J. R. Cockburn (NZ).



G. Harder's Renault (127)

- 512 1930 Franklin, T. J. Bear (NZ).
- 513 1927 BSA Combination motorcycle, B. J. Barnes (NZ).
- 514 1930 Chrysler, I. B. Poole (NZ).
- 515 1926 AJC motorcycle with sidecar, C. B. Evans (SA).
- 516 1929 Norton (or 1926 AJS) motorcycle, H. D. Bennets (SA).
- 517 1928 Plymouth, T. Caldwell (NZ).
- 518 1916 Reading Standard motorcycle, N. J. Bird (NSW).
- 519 1906 Alldays and Onions, D. H. Rutherford (NZ).
- 520 1930 Studebaker 8-cyl. roadster, D. W. Lane (NZ).
- 521 1906 Cadillac, B. Byers (NZ).
- 522 1924 Dodge, M. A. Edwards (NZ).
- 524 1918 Stutz, L. D'Amico (USA).
- 525 1930 Essex, C. W. Taylor (NZ).
- 526 1903 De Dion Bouton, E. W. Sutherland (NZ).
- 527 1914 FIAT Zero, J. P. Southward (NZ).
- 528 1916 Indian motorcycle, I. N. Goble (Vic.).
- 529 1929 Studebaker President 8-cyl., E. Byerlee (USA).
- 530 1930 Bentley 4½-litre tourer, A. James (UK).
- 532 1921 ABC motorcycle, A. S. Brehaut (NZ).
- 534 1930 Sunbeam motorcycle, I. R. Hallett (NZ).
- 535 1930 Essex, F. C. Whitely (NZ).
- 536 1925 Chrysler, Mr. and Mrs. C. Lavender (USA).
- 537 1928 Morris Oxford 3/4 coupe 4-cyl., G. B. A. Cowie (NZ).
- 539 1928 Essex, D. A. Butt (NSW).
- 540 1928 Chevrolet, N. D. Williamson (NZ).
- 541 1907 Thomas Flyabout 6-cyl. 70 hp, owner Harrah Automobile museum, driver R. Jesch (USA).
- 543 1923 Bentley tourer 3-litre 15.9 hp, R. J. Hasell (NZ).
- 544 1913 Pierce Arrow, owner Harrah's Automobile Collection, driver E. Catlett (USA).
- 545 1930 Bentley, C. B. Lloyd-Jones (NSW).
- 546 1901 "curved dash" Oldsmobile 1-cyl., owner K. Lober, driver J. Veness (NSW).

- 547 1930 Hispano Suiza 8-litre convertible sedan, A. B. Lake (NZ).
- 548 1924 Morris, W. N. McVicar (NZ).
- 549 1900 Darracq 1-cyl. 6.5 hp tonneau, J. E. Pickvance (UK).
- 550 1930 Ford, J. W. Hogg (NZ).
- 551 1913 Austin coupe 14 hp 4-cyl. C. Maxwell (NZ).
- 552 1916 Dodge roadster 24 hp, Northcote-Bade (NZ).
- 555 1911 Hispano Suiza, M. R. E. Le (Brazil).
- 556 1929 Bugatti, driver D. I. Suckling, owner H. Hagan (NZ).
- 558 1924 Douglas motorcycle, D. Fuller (NSW).
- 559 1929 Bentley, Sir Warwick Fairfax (NSW).
- 560 1924 Flint tourer 6-cyl., Dr. M. W. Johnson (NZ).
- 561 1914 Locomobile, P. W. Markham (WA).
- 562 1925 Bentley 3-litre 4-cyl. 15.5 hp, driver H. Rose, owner J. L. Goddard (NSW).
- 563 1912 Abingdon Dick motorcycle, H. Braund (WA).
- 565 1902 FN motorcycle, I. Cameron (NSW).
- 566 1925 BSA motorcycle 1-cyl., G. McBryde (Qld.).
- 567 1927 Vauxhall 30/98, C. Milla (England).
- 568 1911 FN, C. and G. Broadben (NSW).
- 569 1911 Benz, D. Pearce (NSW).
- 570 1908 Metallurgique tourer 4-cyl. 17.9 hp, J. Vanstone (NSW).
- 571 1914 Wolseley tourer 4-cyl., G. J. Splatt (Vic.).
- 572 1912 La Buire, E. Lamshed (Vic.).
- 573 1900 Orient Buckboard tiller steering, R. N. Whyte (Qld.).
- 574 1915 Hupmobile, A. Blashki (Vic.).
- 575 1909 Itala raceabout, W. Orde (Vic.).
- 576 1912 Rover, A. Jackson (NSW).
- 577 1914 Sunbeam, W. Sanderson (Qld.).
- 578 1911 SCAT tourer 4-cyl., C. D. Heard (Vic.).
- 579 1912 Waverley tourer 4-cyl., T. Osborne (Qld.).
- 580 1909 Daimler roadster 4-cyl. 38 hp, N. Ferguson (Vic.).
- 581 1915 Dodge, owner Jess Motors, driver J. Frizelle (NSW).
- 582 1926 OM, H. Moffitt (England).
- 583 1929 Studebaker, B. Helsham (NSW).
- 602 1912 Straker Squire single seat runabout, N. P. George (Vic.).
- 603 1913 Hillman, A. Bathurst (Vic.).
- 604 1912 Vauxhall, N. Tishler (Vic.).
- 606 1915 SCAT, V. G. Stocks (Vic.).
- 607 1911 Armstrong Whitworth, J. McGowan (NSW).
- 608 1914 Delahaye, A. Garthon (NSW).
- 609 1914 Daimler, G. N. Edwards (NSW).
- 612 1913 "Fronty" Ford racing car 4-cyl., V. Jacobs (NSW).
- 620 1915/1920 Alfa Romeo, L. Jones (NSW).
- 682 1916 Hupmobile, J. W. Eisenhauer (NSW).

E. Rainsford's Rolls (49)

- 503 1916 BSA motorcycle, B. Graham (NSW).
- 504 1927 Vauxhall 20/60 tourer, A. J. Beattie (NZ).
- 505 1925 Renault, G. Mihaljevich (NZ).
- 506 1930 Ford, Mr. and Mrs. O. Champion (USA).
- 507 1929 AJS motorcycle, L. P. Albert (NSW).
- 508 1926 Ansaldo model 4CS 12.1 hp, T. L. Edney (NZ).
- 509 1907 De Dion Bouton 1-cyl. 8 hp rear entrance tonneau, R. J. Mundy (NZ).
- 510 1928 Austin Six sedan 16 hp, L. Keys (NZ).

# Veteran car clubs in Australia

The Veteran Car Club of Australia — main organiser of the 1970 international rally — is a federal body formed to unite all State veteran car clubs, whose common interest means they must think and act on an Australia-wide basis. A federal conference is held each year to elect officers and decide activities in conjunction with FIVA, the international body. State clubs have complete autonomy to direct their own activities, finances and organisation.

## South Australia

Adelaide, capital of South Australia, is popular as a rallying point for veteran and vintage car enthusiasts from all over Australia.

After the Veteran Car Club of Great Britain, formed in 1930, the next oldest club is the Sporting Car Club of South Australia Incorporated.

It held its first meeting (as the Veteran Car Club of SA) in February, 1934 and its first rally in May of that year.

Although the club expanded to take in other forms of motor sport, such as road racing, an annual veteran car rally was held until 1955. In that year, the veteran section of the club was formed. The club also has vintage and classic cars sections. These are all conducted individually.

The annual two-day veteran car rally to the Barossa Valley attracts entries from every State and territory of Australia. The second annual event is the run to Victor Harbour, a resort 50 miles from Adelaide. This rally includes the section's annual dinner.

One of the most successful events staged by the parent club was the Festival of Transport — held during the Adelaide Festival of Arts in 1968 — when 20,000 saw a display of 200 cars.

Out of 14,000 cars registered in South Australia by 1918, about 240 are known to survive.

## New S. Wales

First club in Australia to introduce the distinctive veteran and vintage car number plates was Australia's second oldest, the NSW branch of the Veteran Car Club of Australia.

Rapid growth of the club after its formation in 1954 encouraged an approach to authorities to issue veteran number plates.

In 1959, the first veteran car number plates were authorised by the State Minister for Transport.

The NSW club revelled in the ponderous title of the Veteran and Edwardian Car Owners Club of Australia.

Highly organised, and successful, veteran rallies were staged as early as 1956 and ranged from runs from Sydney to Katoomba (136 miles return) to the more mundane Brighton runs around Sydney suburbs.

A membership of more than 290 has

resulted from a full programme of activities and social events.

NSW branch cars carrying veteran number plates number more than 150.

Cars owned by members, including many still under restoration total more than 440.

## Victoria

Restoration of veteran and vintage cars in Victoria is booming.

Visitors to Melbourne for the finish of the 1970 international rally have the chance of seeing many cars in the process of restoration.

Interest in the veteran car movement in Victoria was shared by only a few enthusiasts following a parade of veterans during the 1934 Melbourne Centenary celebrations.

It was not until 1955 that an official Victorian club was formed with 20 members. By 1969, the number had grown to 620, including 50 juniors.

Besides co-operation between members in restoration and running of cars, the club features an extensive library, a monthly newsletter and aid from experienced dating and judging committees.

An achievement of the club is the location and restoration of a Thompson steam car, manufactured at Armadale, Victoria in 1898.

The only surviving Tarrant in this country, built in Melbourne in 1906, is owned by the grandsons of the maker, Colonel H. Tarrant, and is frequently a club rally entrant.

Its major annual rally is held each November from Melbourne to Warburton.

## Tasmania

A special section of the Veteran Car Club of Australia (Tasmania) has been formed for special interest cars of models built after 1930.

Club members found a demand among later model car enthusiasts for representation in a veteran and vintage club.

The Tasmanian club was formerly the Veteran and Vintage Club of Tasmania, founded in May, 1956. In 1965 members joined with other States to form the club as it is known today.

Membership in Tasmania is represented by North West, North and South sections.

## Queensland

The year 1957, which saw an upsurge in Australian interest in veteran and vintage cars, also saw the formation of the Veteran Car Club of Queensland.

In fact, foundation members of the flourishing club held their first rally that same year, from Brisbane to Surfers Paradise.

Major annual events now include a one-day run from Brisbane to Brighton, a three-day Queen's Birthday weekend rally and a two-day rally in September.

The three day rally includes one of the steepest climbs for veteran and vintage cars in Australia. The climb up the toll-bar between Helidon and Toowoomba even taxed the old-timers when they were new.

## Western Aust.

A veteran and vintage car rally which drew more than 100 entries in Perth in 1957 encouraged enthusiasts there to form Western Australia's first veteran car club.

In its 11 years, the Veteran Car Club of WA has prospered and today conducts two major events annually, besides regular rallies and picnic outings.

Its first meeting was held in December, 1958 when 50 enthusiasts attended and became foundation members of the veteran club.

The first rally in 1957 was organised to run from Perth through Guildford to Fremantle, returning to Claremont Showgrounds, a distance of 38 miles.

Major WA events each year are the Mandurah and winter rallies.

## Canberra

The Australian Capital Territory branch was formed in June, 1963, by 13 enthusiasts who had only one veteran car on the road between them.

But the club quickly grew and now it has 20 fully-restored veterans, with another 60 being completed.

Current membership totals 50 plus 37 associate members.

Members own a wide range of cars, from 1903 Argyll and 1904 Vauxhall to a 1918 Ford. Other Edwardian makes include Siddeley-Deasy, Napier, Brasier, Talbot, FN, Fiat, Benz, Renault, Oldsmobile, Buick, Daimler, Jarratt, Itala, Dodge, Overland and Studebaker.