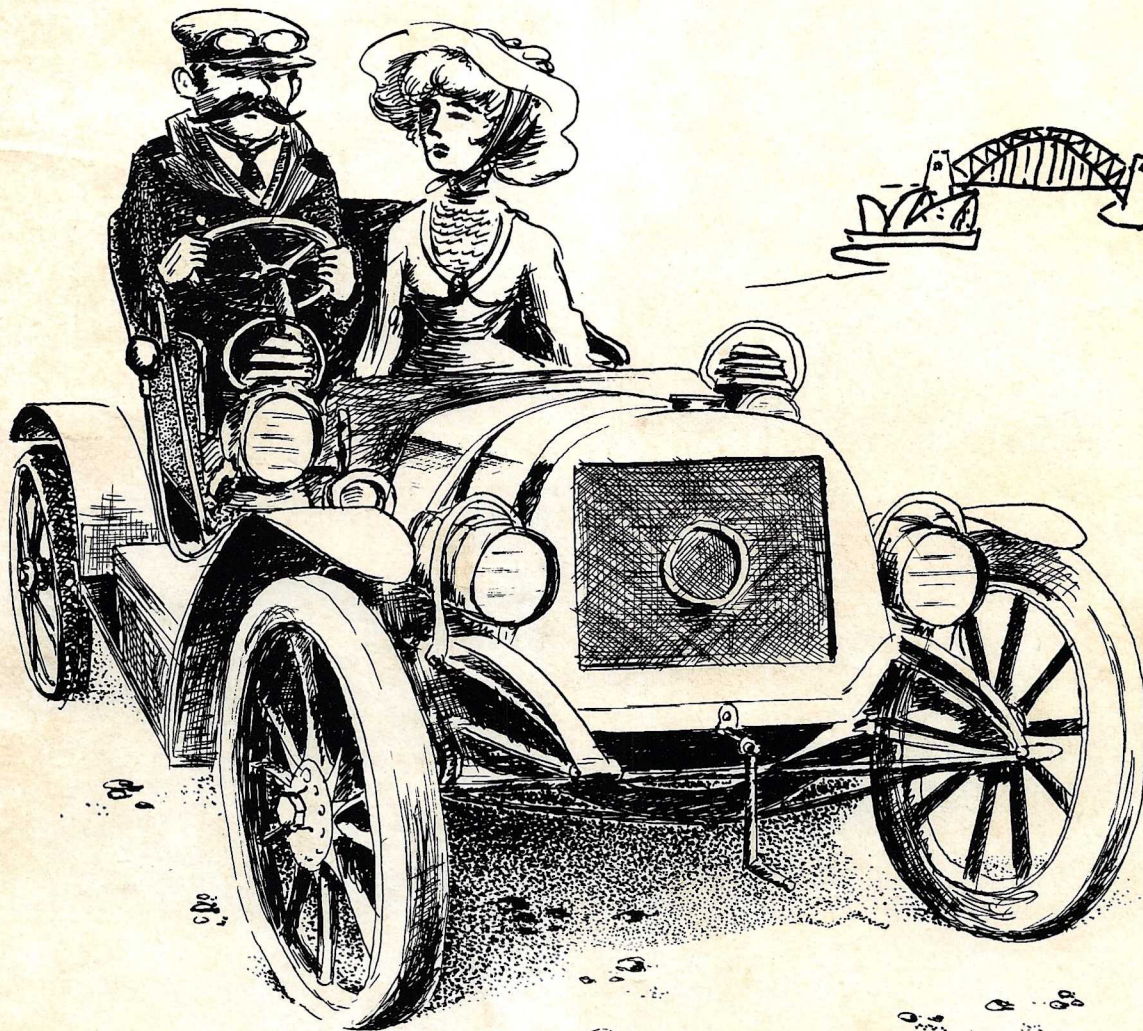


NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)  
Registered at the G.P.O., Sydney for transmission by post as a periodical—Category B.

# SPIT AND POLISH



FEBRUARY, 1972

VOL. XIII, No. 8

PRICE 40 CENTS



# SPIT AND POLISH



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

Registered at the G.P.O. Sydney for transmission by post as a periodical — Category "A"

**Patron:**

His Excellency the Governor of New South Wales,  
SIR RODEN CUTLER, V.C., K.C.M.G., C.B.E.

**Hon. Editor and Editorial Address—**

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198 Culloden Road,  
Eastwood 2122. Phone: 869-1350.

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E D I T O R I A L

Safety - Convention - Authenticity

All drivers, whether of modern or "not so modern" cars, will welcome reasonable attempts at safety measures applied to all vehicles. All boiled down, actually the greatest safety measures are in the driver's head. His capacity for using his eyes, his ears, his courtesy, his quick thinking, his logical thinking - all combine to make his driving as safe as it is possible to make it. We can hear some voices crying out: "But how can you drive safely without using blinker lights?"

A few questions come to our mind at this stage, the first of which is: In what way and to what extent would blinker lights on a veteran car add safety?

Blinker lights as fitted to modern 'coachwork' are countersunk on each end of a virtually unbroken line of body, and, being countersunk, are hooded, hence their full light is visible. How are these to be fitted to the rear of the average lovely old open bodywork of the oldsters? We have not even rear bumper bars to fit them to! The most prominent feature is rear guards. Are blinkers to be fitted to them? Even if these were fitted, how ridiculous they would look. We would have approaching drivers gawking at our blinkers, wondering what they were, and in consequence would bump into us, anyway, through inattention to their driving! It would look about as incongruous as would the elderly wives of some members (what we mean is, of course, the respective wife of each of some of the older members!) were they to be in the fashion, and wear their hems halfway up their ancient thighs.

(Continued on Page 2....)

The next General Meeting of the Club will be held on THURSDAY, 24TH FEBRUARY, 1972, at Five Dock Community Hall, Great North Road, Five Dock, at 8.0 p.m.



Anyway, why not question oneself on the degree of safety it is considered that one acquires for the price, that is, the combination of market price of the gear, a battery, and the acquisition and fitting of a generator to keep the battery up, and of course, an ampmeter to see how one is making out. To this add the sacrilege of fitting a super modern gadget to a superb ancient car. A terrible anachronism, and quite out of keeping with the veteran car practice and principles.

And to what extent is this going to stop that idiot hitting you? No matter what precautions are taken we are never exactly proof against 'those idiots'. There is a percentage of them in every street. And though we do look a bit to safety measures, what would life be with no bit of risk anywhere? Some members could shock themselves into not using their veteran or any other car "in case something happened".

\* \* \* \* \*

### Report of January Meeting

The President was in the chair, and welcomed the following visitors: Ray Green, Rosemary and Pat Carr and Margaret Ferrar.

Peter Kable (Events) announced that 19 cars had attended the Long Legs Tour on 23rd January. It was most unfortunate, of course, that there was no sky. Apparently lunch was partaken of in the respective cars.

As part of our calendar, Peter mentioned Pratten Park on 13th February, for the Concours Judging is set down for that day. Percy Stewart had a few words to say about Pratten Park, including the fact that a few additional prizes are being presented for varying attributes of many cars. Tell you how good a day it is to be - he stated that the Ladies' Committee will be running afternoon tea "all day"!

Two further Associate Members have been taken on strength:

J.C. Joseph      55 Campbell Street, Wollongong  
J.S. Thompson    67 Kokoda Ave., Wahrenonga.

A report via remote control was received from the Investigating and Dating Officer (Geo. Roberts), who rang the Secretary to advise that there is one vehicle at Cowan to be inspected. (George had put in an apology for absence from the meeting.)

Social Secretary, Jan Coulcher, told the meeting that the next social fixture would be the Presentation Night, and it was considered that the R.A.C.A. could provide a good venue.

The President read out a notice received from the Riley Club in respect of applications for membership of C.V.V.T.M.C. (their suggestion being, in part, that member clubs should be given at least two meetings to discuss the issue). Bob Baxter moved that the Management Committee go into the Riley Club's notice, and the C.V.V.T.M.C. delegate be advised to check thoroughly with that Council.

It was announced from the Chair that this particular date was the 47th anniversary of the wedding of Reta and Bill East. This announcement was met with the conventional acclamation. Bill was heard to mutter ruefully something to the effect that it felt like 47,047 years!

When matters seemed to have quietened down a bit, up stood Arthur Garthon, with quite an angelic look on his face (if that be possible!) He said he should have put in an apology for absence on behalf of Toby Bent. Apologies at such a late stage! But we soon observed the reason for the angelic look as he uttered (or almost muttered) the words: "We forgot to pick him up!" (Call us in if you need any help, Toby!)

Eric Lang advanced the thought that we are fast approaching the stage when the fitting of blinker lights to the Club's cars will be a must. The President said in answer that this point had been discussed in committee, and pointed out that it would be a better thing that we make a move in this direction, rather than sit back and await a departmental order to this effect, when we should be ordered to fit something of their design. The Club had, in fact, made the move a number of years ago in the matter of rear vision mirrors and red reflectors. Albie Frost held that hand signals are virtually useless nowadays, as everyone is oriented to blinker lights. The Editor held forth against the fitting of such devices as being unnecessary with these types of cars, and would need the fitting of a generator in order to keep the battery at a sufficiently high level. Lionel Jones also spoke a few words against the proposal.

A couple of colour films were shown, of members' cars making their way to Katoomba 1971. Some shots were made, also, at the start at Concord with cars assembled, and some of the start from Blackheath.

\* \* \* \* \*

#### SOME FACTS OF COSTS

The President and Management Committee would like to bring to the notice of all members the true facts behind the increase in Club fees, including, of course, SPIT AND POLISH. It is a matter of simple arithmetic to see why these increases have become necessary, and here are a few figures to prove the point.

The cost of producing and mailing SPIT AND POLISH last year was \$1950, and we received in Magazine Subscriptions \$700, i.e. 350 members at \$2.00 each. Even taking the whole of our Annual Fee plus the Magazine Subscription, we were still some \$200 short, so you can see there was no alternative but to take the steps we did. This of course is apart from the fact that we have to face an increase of 27½% in postage charges from March on. Have you ever thought that your Magazine costs you less per month than a packet of cigarettes, or two beers? And in case you don't drink or smoke, ¾ of a pound of butter? Even the total cost of \$11.00 is only 21 cents a week. A fairly reasonable amount we suggest, especially for members with cars, when you think of our Concessional Registration which would not be possible were it not for the efforts of the Club in past years. Our specially elected Magazine Committee is making substantial economies, not, we might add, at the expense of cutting down on the quality of the Magazine, but rather to improve



it, and we feel sure you will see this improvement in the months to come. We might point out that the motion to increase the fees to their present level was moved by a Newcastle Branch member and seconded by another country member, and the Management Committee are very glad they did or the Club would very quickly become bankrupt. Now that you have read this and can appreciate the reasons for the fee increases, we feel sure that those who have not renewed their membership for 1971/72 will be pleased to make our Treasurer, Bill McCarthy happy, by sending their cheque to him at 87 Kingston Street, Haberfield, 2045, right now.

\* \* \* \* \*

I N V I T A T I O N from Post War Thoroughbred Car Club of Australia  
to a VINTAGE HARBOUR CRUISE, Sunday, 26th March,  
1972.

The steam vessel "LADY HOPE TOUN" will depart from Dawes Point Wharf at 9.30 a.m. for a cruise of Sydney Harbour.

This historic vessel will cruise around the beauty spots of the harbour stopping at a suitable point for a picnic lunch and returning to Dawes Point at 4 p.m.

The cost is \$2.50 per head for the vessel hire. It will be necessary to provide your own food and refreshments.

If you would like to go along, please write to:

The Secretary,  
P.W.T.C.C.,  
7 Lockhart Place,  
BELROSE, 2085.

State how many reservations required, enclose your remittance at \$2.50 per head, and be sure to include your name and full address. (Limit of 35 persons).

\* \* \* \* \*

THE SIDDELEY DEASY - A CORRECTION

In our article in January SPIT AND POLISH, covering the Armstrong-Whitworth, we mentioned that there is one Siddeley-Deasy at least, that being on the Tasmanian Register. Murdoch and Aileen McDonald, of O'Connor, A.C.T., have pointed out to us that they, also, possess one, and, indeed, have done so for 12 years. It seems that theirs is the one we mentioned in the article as probably having been at Brighton.

We are pleased to have the record put straight.

\* \* \* \* \*



SOME DETAILS OF A HOLIDAY TO EUROPE

From Frank Craze

Frank supplied us with some running details of the tour which he and Cecile made over a period in excess of 18 months. In their travels in Scotland they met the Queen Mother, who was waiting for the royal family to disembark from the royal yacht "Brittania".

They attended a garden party at Buckingham Palace, during which they were able to stroll through the public rooms within the palace, and amongst other things, saw priceless china, furniture and paintings. The palace garden covers approximately 30 acres, and, as one might imagine, has a terrific cross section of plant life, from trees down to garden plants. Within this area is a small lake which had children's playgrounds close to it.

Two months were spent on the Continent, which included a week in Berlin, during which time they were able to note the difference between conditions in East and those in West Berlin. East Berlin is "dull, drab and lacking in colour. The people appeared to be suppressed and subdued and shabbily dressed. We did not see any coloured neon lights, very few old model cars. In West Berlin the atmosphere was bright, bustling and alive, full of lights and colour.

We observed Berlin from a tower at night, and the difference at night between the east and west was that between night and day.

We were impressed with the cleanliness and tidiness of Holland, flat, but very pleasant. We did not see the tulips in bloom in the fields owing to a late season, but we were able to see them in Keukenhof Gardens of about 60 acres.

We returned to England from Boulogne by Hovercraft, doing the trip in 36 minutes. It carried 1 bus, 20 cars and about 250 people and 3 caravans. It has a sensation of vibration, like corrugated roads.

Our trip was not organised in any way; we took 3½ months to journey up the west coast of England and Scotland, across the north, down the east coast to Aberdeen.

We decided to leave England during their winter, and went to Spain, Portugal and Morocco. We found that 'sunny' Spain is not always sunny, and on two occasions we were held up by snow and ice. We were struck by the poorness of the peasants in Spain and Portugal, yet there was evidence of opulence as well. The best caravan park we ever saw was in Lisbon, Portugal, which abounded with Australian eucalyptus trees. This caused the greatest attack of homesickness we had. There were many areas of forest with eucalypts.

Possibly the most memorable country we have been in was Morocco. We were able to buy petrol tickets in London at a discount and this made the travelling much cheaper.



The city of Casablanca contains most of the world's goods, very modern, but within the city boundaries are extreme poverty and very primitive farming and living conditions. It was common to see Moroccans ploughing with wooden ploughs single furrow, drawn by a donkey and a camel, or cow and donkey, horse and cow, never two of the same species.

The lot of women in Morocco is very poor. They are allowed to have up to 4 wives as Moslems, generally the average is about 2 wives. The women are the beasts of burden, second only to the donkey. It was the women who work in the fields and we frequently saw women with large bundles of firewood or produce on their backs while the men rode alongside on their donkeys.

One of the most interesting places was Goulimine down south on the edge of the Sahara Desert, where the 'blue' men live. For centuries they have worn blue garments, which has impregnated their skins so that they are now a bluish hue. We saw a camel market here with interesting ways of buying and selling. We saw other markets with stock. We had rain and cold during this trip which was said to be very unusual.

We covered nearly 5,000 miles in Morocco and saw many beautiful views. We visited the Medina's and Souks Market Place. Flea Markets of all kinds. We bargained at the various stalls, and saw the most primitive forms of workmanship. We were fortunate to view the only mosque in Morocco open to non-Moslems. A very beautiful work of art. The tiling was unique and the gold leaf of the ceilings was outstanding.

We always secured the services of official guides in Morocco and at Meknes we became friendly with a young guide whose father had gone to Mecca, the spiritual home of Moslems, for whom the apex of their spiritual life is to visit Mecca at least once in their lifetime. These visits are taken annually in February. Our friend's father had two wives, taking his No. 1 wife with him. The other - No. 2 wife - had remained home on a 'Berber' farm about 20 miles from Meknes. Our friend took us out to the farm where we saw the most primitive conditions. The house had only one main room of about 20 x 20 feet in which all their worldly possessions were. Mainly carpets and cushions on the floor and on a bench at one end, their sleeping rugs and clothes. The servants had only one room too, much smaller, no furniture. We saw one tiny baby born to a servant there 3 days ago. She was up working preparing a meal for us. The other building was a round cook house, cone-shaped to the sky with bamboo type roof. The cooking utensils were charcoal brasier oven type container. They also had a small earth oven of oval shape. We were able to take many photos of all the women working, without their traditional veil."

(The remainder of Frank's letter will be published in March SPIT AND POLISH. We considered it better to present it in two parts. Ed.)

\* \* \* \* \*



E V E N T S

MARCH 4TH & 5TH - BLUE MOUNTAINS RALLY

Members may see the cars depart from the car park of the Twin Willows Hotel-Motel, Hume Highway, Bass Hill, next to the Bass Hill Drive-In.

THE SOCIETY FOR THE PREVENTION OF ACCIDENTS

are holding a "Road Show Spectacular" at Oran Park on SATURDAY, 18TH MARCH from 11 a.m.

Our Club has been asked to participate as a spectacle and as an example of 'safe driving' because of our club's excellent record and low insurance rates.

There will be displays of stunt driving, precision driving, Rally-cross, Roll-a-car, bike scrambling, racing and rally cars, plus exhibitions of Veteran, Vintage cars, dragsters, hot rod, sky-diving, marching girls, etc.

Proceeds will enable the S.P.A. to engage the services of social workers to help people and families in road accidents in all fields - claiming insurance etc. This is something that is definitely needed. Let's face it, road accidents can happen to anyone even you and your family.

HELP SUPPORT IT.

MARCH 26TH 'T' FORD DAY

ORAN PARK

ALL members welcome. Special area available for Veteran Cars for picnic.

MARCH 31ST, APRIL 1ST, 2ND, 3RD

CANBERRA TOUR

Entries close 28th February. Entry Form in January issue of SPIT AND POLISH.

\* \* \* \* \*

S O C I A L   N E W S

Congratulations to Michael and Denise Bendeich on their recent marriage. Also, congrats. to Rita and Bill East on their 48th marriage anniversary.

Anybody interested in seeing Disneyland on Parade on 9th April at Wentworth Park? Tickets (\$5.50) for \$4.30 adults and \$2.10 for children. Booking must be made by 19th March and paid by March meeting, 23rd March.

Don't forget the Pot Hunters evening to be held in April. Can't give more particulars at moment, but will have to have bookings and ticket money at March meeting to order supper. All come along and see the Hunters receive their goodies.

JAN.

(Please 'phone Eileen Sykes while Jan. is in New Zealand. 54.4791)



SOME SNIPPETS FROM THE PAST

We have before us a magazine which Jack Godfrey passed on to us. It is headed "Motoring 1898-1914".

It is a collection of motoring pages from The Sphere and The Illustrated London News. A very interesting magazine, comprising many photographs of various cars and reproduction of some drawings and paintings. The prints are difficult to reproduce, and the other pictures are mainly full page, so there is little chance - at present - of SPIT AND POLISH printing them.

There is, however, a couple of interesting writings, one concerning the 1901 Gordon Bennett Race. The Sphere stated:

"The eyes of the motor-car world were turned on Wednesday towards Paris, where the race was run for the cup presented by Mr. Gordon Bennett. The conditions were:

The recognised automobile club of any country may send representatives to compete, and the cars must be built - machinery, framework, wheels and tyres - altogether in that country.

Each nation may enter three vehicles, painted a distinctive colour, the British being red.

The drivers must be members of the club for which they run, but need not be natives of the country.

Writing before the event, the Rev. Arundell Whatton sent this note: 'The race starts at 3 a.m. The competitors will be ranged in columns of three at the level crossing of St. Cloud, alternately according to nationality, the numbers of the British cars being 3, 6, 9. They are to be started simultaneously; but an effort will be made to get this rule varied, because unless there be an interval of five minutes between the rows, those which are behind will be absolutely unable to see where they are steering in an impenetrable cloud of dust. The route is across the great plain of Chartres, where the roads are level, straight and open when once one is clear of the suburbs; then near the river Loire to Tours; over the rolling country to Poitiers and Angoulême until, bearing westward, Bordeaux is reached. The total distance is 348 English miles. The race is, of course, entirely approved by the authorities, and most careful precautions are taken to keep the course clear and prevent accident. The more considerable towns are "neutralised"; that is, they have to be traversed slowly, and the time occupied is allowed for. The old Paris-Bordeaux race is run over the same route, starting one hour later. The Automobile Club Bordelaise has organised fetes for the foreign visitors.'

(Editorial note: Bordelaise is the adjectival form of Bordeaux. There is not such word as "Bordeauxian" for instance.)

One of the British cars entered was a 'Napier': "It is 8 ft. 9 in. in length, of which 5 ft. 2 in. is required to accommodate the engine and radiator. Its track is 4 ft. 9 in. It carries 14 gallons of water and 50 gallons of spirit, which large quantity is quite necessary, seeing that the motor burns one gallon every ten minutes.

The weight of the carriage ready for the road is about 28½ cwt. and its maximum speed is little short of 100 miles an hour. (This is 1901! Ed.) The engine itself is a remarkable achievement; it gives 80 horse-power on the brake, weighs no more than 700 lbs. and measures only 35 in. by 45 in. The difficulties connected with a vehicle like this may be inferred from the fact that no firm in the trade has so far been able to supply Messrs. Napier with a clutch which will stand more than a few moments' work under the conditions of motor-car driving."

\* \* \* \* \*

#### CLUB PREMISES

We will soon be in the fortunate position of owning our own premises, at long last. Legal formalities are well in hand and should be finalised in the near future. It is intended to offer to other car clubs the use of our premises for their general and committee meetings etc. to raise funds towards paying for our new asset as well as fostering closer relations. If we expect to do this we must provide a facility which is in good order, pleasant and meets their requirements. In order to do this there is a fair amount of work to be put in hand, furniture to be provided etc. as quickly as possible. Your Management Committee have nominated Arthur Garthon and Max Welch to organise this work and people.

Arthur can be contacted on telephone No. 57.2740 and Max on 440.8418, both after 7 p.m.

If you can help and are willing to work, please ring and leave your name, together with some idea of your particular ability.

Painters will be needed.

Carpenters " " "

A licensed Plumber will be needed.

A " Electrician " "

Sanding and paint-stripping experts will be needed.

We also want to hear from members who have contacts for good paint at reasonable prices, building materials etc. also any leads for good chairs, tables, cups and saucers etc.

Please ring now - the sooner we get started the sooner we can finish.

\* \* \* \* \*

"Mr. Editor,  
Dear Sir:

May I be bold enough to suggest that it would be possible to attract more competitors at our rallies by the simple expedient of publishing the names of all known entrants a week or two before the event.

You see, we wives cannot be expected to rejoice in the hobby of playing with old motor cars. I freely admit to dissuading my worser half from attending certain rallies to avoid the doubtful pleasure of sitting in



the hot sun watching "him" drinking beer and telling the same old stories.

But if it were announced beforehand that some irresistible Adonis, like Mr. Frost or Mr. Paddle, would be present, then I might easily persuade my husband by remembering that there was an antique shop near the rally venue that I would like to browse through.

So could you please announce the names of all the entrants and perhaps

'THERE I'll wait for my love, my sweet and dream of his  
features fair,  
His iodine eyes, his eosin cheeks and his aureomycin  
hair.'

Yours blushinglly,

EROTICA FORESHAW."

\*\* \*\* \* \* \* \* \*

CANADIAN T FORDS

by Eric Lang

In May 1913 Ford Canada started to mass produce a Model T that was different from the American that were exported in great volume to Australia, and it is these cars that many of our members are now restoring.

While a T is a T in any country, if you examine a Canadian car beside an American one you will find many differences in small castings and pressed steel parts, in hoods, lights and upholstery.

Over the next issues of SPIT AND POLISH I will endeavour to sort out a few vexing misconceptions that have puzzled T Ford enthusiasts over the years. Firstly, let's have a look at the engine numbers:

May 1913-July 1913	C1 to C1500
August 1913-August 1914	C1501 to C16,500
August 1914-August 1915	C16501 to C37,500
August 1915-August 1916	C37,501 to C70,000
Approximate end of brass era	
August 1916-August 1917	C70,001 to C121,000
August 1917-August 1918	C121,001 to C170,000
August 1918-August 1919	C170,001 to C208,500

Motors in general I will deal with in a later article.

Wheel sizes are the same both front and rear being 30 x 3½. Both front doors opened always on Canadian cars. This was because of many right hand drive cars being produced for export and the fact that several Canadian provinces still drove on the left side of the road up to the early twenties, this way, the same body works on both left and right control cars.

I am lucky enough to have a Canadian turtle-neck roadster body (part restored). These roadsters were popular with merchants and tradesmen who equipped them with a pickup (utility) body on week-days and a turtle neck on Sundays.

Lettered pedals were used up to 1915. Ribbed pedals appeared in 1916.

The electric horn button was placed in one of two positions only, either near the top of the steering column (just beneath the steering wheel) or on top of the steering nut.

The steering wheel spider was cast iron only. Self starters were introduced in the autumn of 1918 (which is our spring).

NEXT ISSUE: THE 1913-1914 MODEL T.

\* \* \* \* \*

Club Types

Some apt descriptions, ferreted out by Max Chapman. We understand that he found them written on a sheet of paper, but just who was responsible for the words is not known. There have been varying 'descriptions' of club members, but these, we consider, are the most deeply thought out ones so far. It is stated that:

Some are like wheelbarrows - no good unless pushed.  
Some are like trailers - they have to be pulled along.  
Some are like kites - if you don't keep a string on them they fly away.  
Some are like balloons - full of wind and ready to blow up.  
Some are like footballs - it is uncertain which way they will bounce.  
While some are like a good watch - open face, pure gold, quietly busy, and full of good works.

\* \* \* \* \*

BUTTON UPHOLSTERY:

It has come to our notice that a very good job is done by:

AUTO RAVEN,  
36 Tooronga Terrace,  
Beverly Hills.

This is not their only line in leather, but they do specialise in button work.

\* \* \* \* \*



HUMBER - A SHORT HISTORY OF AN EARLY MAKE

Way back in 1868 Thomas Humber's bicycle firm was set under way. The 'famous' H.J. Lawson took over the firm and added it to his intended automobile empire (mentioned in SPIT AND POLISH some months ago) and the abortive Pennington Tricars were manufactured there.

Car manufacture started in 1898 in Beeston, with an experimental front wheel drive design. They still kept a hand in the bicycle thought with motor tricycles and quadricycles. These were followed by a line of three wheeled forecars up to 1905. There was also a voiturette with 2-speed gear, but this was not a success, whereas a more conventional vehicle of 1901 with a 4½ h.p. de Dion engine, de Dion type transmission and shaft drive, remained the norm for a long time. It is interesting to note that the 1901 model introduced the single spoke steering wheel. A sample of this is seen on Albie Frost's 1910 model. This thought was about 50 years ahead of the Citroen single spoked wheel.

As time went on, they got to making more pretentious vehicles, and in 1902 a 12 h.p. 2½ litre 4-cylinder car was produced, followed in 1903 by a further enlargement in the way of a big 20 h.p. 4-cyl. and, on another plane, a 3-cyl. with mechanically operated inlet valves.

1903 produced, also, Britain's first successful effort at a popular light car, i.e., the 5 h.p. Humberette, with a de Dion type engine of 613 c.c. and a 2-speed gearbox, with 2 steering column levers. All these cars had shaft drive. In 1904 the Humberette was made in a more powerful form and up to 1908 two separate lines of car were produced in the factories at Beeston and Coventry, the Beeston products being the more expensive.

1905 saw a miniature 4 cyl. 8/10 h.p. model with a capacity of 2 litres, which was stepped up in 1906 to 10/12 Coventry-Humber model. From Beeston, in 1906, came a 3½ litre T head 4 cyl. model. In 1907 these engines had a capacity of 6.3 litre, and pressure lubrication.

A new cylcecar, the Humberette, with a 998 c.c. air cooled engine, but otherwise on full scale car lines, was made up to the outbreak of World War I. If a customer required a water cooled 1913/14 model, it cost him an additional £15. 1914 saw a team of 3.3 litre twin O.H.C. 4-cylinder machines inspired by the Henri designed Peugeot.

After the war, Humber concentrated on solid family cars, noted for their excellent workmanship, and all-weather equipment, to say nothing of their conservation.

\* \* \* \* \*

GYMPIE SWAP MEET

We have received from Max Krogh a sheet advising of a Swap Meet to be held on 22nd and 23rd April next, at Gympie. Starts midday Saturday. Barbeque and get-together at night. Starts again Sunday, early as you like. Finishes 1.0 p.m. onwards. Drinks and light refreshments.

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

Main points from the sheet are as follows:

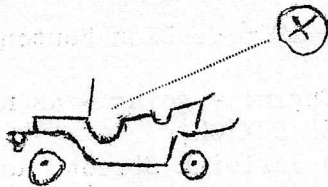
Grounds sewered, floodlit. No showers. Lawns everywhere. Not much shade. All night watch on goods left overnight. Grounds and club rooms available for overnight stop. Caravan parks and motels within two miles.

We would remark that though the sheet has been forwarded to the secretary for publication in a Veteran Club, only a small portion of the offerings seems to smack of veteran interest. They mention "vintage and veteran Harley and Indian frames. Vintage T bits. '30' Buick radiator. Smith's speedo. Various hub caps. P.V.T. Austin bits. Brassware includes headlights, sidelights, radiators, carburettors."

Should you wish to attend, let Gympie know, as you would doubtless attend the Sunday evening barbeque, and they will need to know for catering purposes.

The details: Secretary, G.V. & V.C.C.,  
8 Butler Street, Gympie, 4570. Q'ld.

\*\*\*\*\*



#### THE STEERING COLUMN

Spotted Reg "Doctor" Jones coming back from the West with two T Ford valances tucked under his arm. Don't let the "hemi-Clemie" see them, Doc. She might just get the idea that you are joining the T Ford Brigade.

####

Just who is "I'll buy it" ??? You may very well ask.

####

What's this I hear about "Mon Pres." Alan Foy taking to drinking V/8 Tomato Juice? A habit picked up in Western Queensland last November, no doubt.

####

Just WHO was the sadist that gave young "Nicky" Lang two chocolate paddle pops at the Kids' Xmas Party? What a mess!!

####

A certain rotarian from Hurstville is tearing his hair out because a close relative of Jim "Buick" Lewis snapped up a Veteran "Enfield" from Bexley. The Hurstville Rotarian had known about it for years and thought his secret safe. Ho hum!

####



Will wonders ever cease?

The Veteran Flying Standard Eight Owners Club (or the V.F.S.E.O.C.) has decided by 800 votes to zero not to join the C.V.V.T.M.C.

# # # #

Mr. President just when are we moving into the new clubhouse? Vic 'Fronty' Jacobs has arranged with Rabbi Brasch to 'exorcise' it. All he needs is the date !!!!

PITMAN

(Members: If you have any items or anecdotes for this column, please drop a line to "The Steering Column" C/- The Editor, 198 Culloden Road, Epping. 2122)

\* \* \* \* \*

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

EXCHANGE

Bonnet Rolls Royce Silver Ghost  
4 Door Handles - as above

Reconditioned Schebler Carburettor for 1906 de Dion Bouton  
or parts.

FOR SALE

1908 Big Chief Horizontal Stationary Engine - going - as new \$40.  
- KEN BUXTON,  
14 Farleigh Street, Ashfield.  
Tel. 798-9032 (H)

WANTED

1909 9 h.p. Twin Renault motor.  
Large range of brassware for exchange for above motor.  
Even crankcase would be a big help.

- MAX KROGH,  
1A Pollock Lane,  
Gympie, 4570. Q'ld.

WANTED

Rushmore acetylene generator in any condition.  
Two acetylene lights or oil tail lights.

- W.I. Burrows,  
9 Porters Lane, St. Ives.

WANTED

1909-10 T-Model Ford open valve chambered engine or parts,  
specially block, in any condition. Brass acetylene headlamps  
either E & J model 466, or John Brown Model 15.

EXCHANGE

Numerous early Veteran T Model Ford parts and lights, also  
miscellaneous veteran brass lights.

- JOHN HORSWELL,  
45 Army Road,  
Boronia, Vic. 3155

WANTED

One or two Bosch pencil type tail lamps.  
Will exchange - Veteran parts or small bag of gold. Also  
on same basis require tourer hood frame.

- NOEL TISCHLER,  
571 Malvern Road,  
Pahran, Vic. Tel.51-2882

WANTED

"Penfriend" who is restoring, has restored, or owns or knows  
anything about a 1914 Rover. I have one, or, I should say,  
about 80% of one, and need a lot of help, including information,  
photographs or anything that will help me in the restoration.  
Can anyone help?

- ALLAN PAYNE,  
36 Grenfell Street,  
Parkes, N.S.W. 2870

WANTED

F.N. Radiator, suit 1912 (2400) and steering box for same  
vehicle.

- BILL SHEARER,  
Box 24, P.O.,  
Bangalow, N.S.W. 2479

AVAILABLE

Deadeasy Running Board.  
Pump.

- J. EVANS,  
20 Stewart Street,  
Macleod, Vic. Tel.435-6800

WANTED

URGENTLY! Two or three Sankey wheels 815 x 105 to make  
restoration of veteran mobile.

- TOM MC MANAMNY,  
28a William Street,  
Frankston, Vic. Tel.783-1234

FOR SALE

5 Brand new Dunlop 5.00 x 24 tyres and tubes.  
New price \$221, will sell for \$200.

- M. BODY  
Tel. 44.5399

WANTED

(ALL STATES)

Windscreen Brackets (standard) and Frame to suit Vintage  
vehicle approx. 9" to 12" high.

- P. KABLE,  
11 Gallipoli Street,  
Hurstville. 2220  
Tel. 579-6942

(Cont'd. on Page 16.....)



AVAILABLE

Two beaded edge wire spoked wheels with six stud holes.

1912 Minerva steering box.

1925 Air-cooled Henderson motor bike engine and gearbox in excellent going order.

Vintage Bean truck radiator (brass).

1923 F.N. in going order but no body.

Rolls Royce Silver Ghost radiator in excellent condition.

Veteran Calthorpe Minor radiator.

Several figure radiator caps including Buick, Willys-Knight, Vulcan, Essex, Chrysler etc.

CONTACT:

COLIN PARKER,  
113 Comleroy Road,  
Kurrajong. 71.422

LONDON - BRIGHTON 1971

On arriving at London on 1st November I made contact with the Customs Agents who had attended to the clearing and cartage of one case containing my 1904 Speedwell car from Southampton to London, which was awaiting my arrival, as I had to be there in person during the opening of the case in the presence of an officer from the U.K. Customs.

On opening the case I was surprised to find that there was no mould on the leather and the brass was as bright as the day we loaded it in Sydney. The Customs Officer was duly impressed. After signing my life away, I was handed a white paper document which exempted me from paying duty or sales tax providing I re-exported the car within twelve months.

My problem now was that the warehouse where the car was decased was at Chiswick, some four miles from my London pub. I did not fancy driving a veteran through London's traffic solo; a trailer was organized and the car was delivered to the pub on Friday morning, the 5th at 8.00 a.m. In the meantime, we had called on the Secretary of the V.C.C. (Mrs. Joan Das) who made us most welcome and attended to all my requests re insurance, etc., and handed me some paper warfare about the event. The Customs Agents' boys had done a good job filling the radiator, checked the oil, filled the petrol tank and charged the battery. All I had to do was give the brass a once over and she was ready for the road.

I then decided to give the car a test run so set off down Sloane Street, got tangled up in a one-way street, caused a traffic jam then

returned to the pub, everything okay, firing on both lungs. The Hotel Manager then requested me to have a photo taken outside the pub.

Saturday morning saw me putting the finishing touches to the brass and checking the wheels for grease (plain bearings, no ball races).

At 6 p.m. on the Saturday, the V.C.C. gave a cocktail party at the Sonesta Tower Hotel, where I was staying with my wife. We met quite a lot of the competitors, including some that had participated in our 1970 International Rally. Amongst them - Mr. Pickvance who drove the 1900 Darracq and Dennis Flather who brought out his 1912 Rolls Royce Silver Ghost. Unfortunately for Dennis who drove his 1900 Daimler in the Brighton Rally, he had the misfortune to break a crankshaft just twenty miles out of London.

Sunday morning, the day of the rally, we rose at 5.30 a.m. After a 6 o'clock breakfast put on by the hotel, we proceeded to the garage to find about 50 cars of pre 1905 vintage with ladies and gents of all ages who had come from Sweden, Holland, France, Germany, U.S.A. and we the lone Australians, with some from Scotland and the north of England, all fussing about their cars coaxing them into life. By 6.45 a.m. there was a thick haze of blue smoke and a pungent odour of unburnt petrol that would upset any pollution fanatic. After making blue smoke together with the necessary strange mechanical noises, the first challenge was to get up the ramp out of the garage. Some of the rather asthmatic types required assistance on the end of a tow rope or by vigorous pushing. We were able to make it without any assistance.

All then proceeded to the start at Hyde Park; this entailed driving down Sloane Street, passing through the arch at Bowater House (Knightsbridge for those who know London) then proceeding for what seemed like two miles circumnavigating Hyde Park to arrive at the starting point. What a sight. Some 250 pre-1905 cars belching blue smoke, black smoke and steam; the temperature 36° and a clear sky. Thank goodness no rain. Each car had its starting number allocated to it at the kerb-side. The main problem was despite the hour of 7.20 a.m. and the temperature, half London seemed to have turned out to see us off. There were people everywhere. We were surprised to see several Australians that we were not aware were in England, turn up to wish us well.

The starting time for the first batch of cars was 8.00 a.m. when 25 were sent on their way, then, at six-minute intervals, a further batch of 25 were despatched. The order of starting is by year of manufacture so my vehicle being 1904 (since dated 1903) was included in the second last batch at 8.55 a.m. On leaving Hyde Park, one just steers at the mob and somehow or other they get out of your way. The other big problem that is encountered is traffic. It seems that quite a large percentage of the crowd at the start see about half the field away, then get going in their modern cars hell bent on getting to Brighton to see the cars arrive at the finish.

The route took us over Westminster Bridge then on to the Brighton Road, the first 15 miles with the aid of the London Police who excelled themselves. Such things as double lines and traffic lights did not exist. At one time I was driving the Speedwell with the off side wheels on the footpath on the wrong side of the road.

We found the Speedwell's hill climbing ability was able to blow off the various De Dions and one-lunger types, but on the falling ground they showed us up.



At Red Hill, approximately 20 miles from London, there was a major traffic jam as half the road was closed for repairs. This contributed to our first bit of trouble. We covered about one mile in an hour; the clutch and transmission taking a lot of punishment. On topping Red Hill, we ground to a halt (on letting the clutch in nothing happened). On investigation, we found that we had sheared a pin on top of the diff that anchored the spring loaded radius rods that locate the diff - result - the diff twisted about 45° towards the sky getting rid of the square drive tailshaft. A relative of mine who kindly offered to be my follow-up car with spare water, oil, petrol etc., set out in his T.R. 4 in search of a substitute bolt. After an hour and a half of fighting his way through the traffic, he returned with a suitable bolt and we set to fitting it. After a further delay of twenty minutes, we were on our way again. We then saw plenty of cars in various stages of being pulled down or reassembled. You are on your own. It is a do-it-yourself job; no help from anybody.

Just past the half-way mark we pulled up for lunch and sighted various cars going past; one three-wheel steamer with a donkey-engine type vertical boiler, steering a very erratic course. The driver looking like a chimney sweep, blowing steam from every joint, pulled up and restoked the fire and set off again. After lunch with time in hand, we set off again for Brighton, but when nine miles out we ceased to have contact with the motor and the rear wheels. On inspection, we discovered three bolts had sheared in a split block that carried the square drives from the motor to the gearbox. A further delay of 1¼ hours procuring some bolts. These were replaced in haste; still 37 minutes to make the 9 miles to Brighton, but the Speedwell decided it was not to be. When the motor cooled down, after our enforced stop, the exhaust valve in number one cylinder got gummed up. We tried to proceed on one lung - not bad on the flat or downhill but low gear on anything that looked like a hill. At one stage on a short, steep pinch we had two burly Brighton Police pushing us.

At 4 o'clock (the hour we should arrive at Brighton) the other lung decided to report for duty and we proceeded into Brighton without further trouble. The local Sergeant of Police kindly signed our route card stating we had finished the course under our own power.

We then proceeded to the Metropole Hotel, changed into evening attire and at 6.30 p.m. were entertained by the President of the V.C.C. and the Mayor of Brighton at a cocktail party, together with other overseas entries.

We met Hilda and Len Sheen of the V.C.C.A. (N.S.W.) and they joined us at the dinner which followed. There were 500 guests, the usual speeches, scratching one another's backs, and we found out the Mayor was not stuck for a word. At 11.30 the deck was cleared and an excellent orchestra took over and dancing continued until the wee hours of the morning. Around 1 a.m. a V.C.C. member offered to trailer the Speedwell back to London, so, with the aid of Len Sheen and a few others all in dinner suits, we fired the veteran up, drove around to the front of the pub and found that fresh air, red and white wine gave the boys plenty of strength, and we soon popped the car on the trailer which was delivered back to London the following morning for shipment back to Aussie, thus ended a memorable weekend.



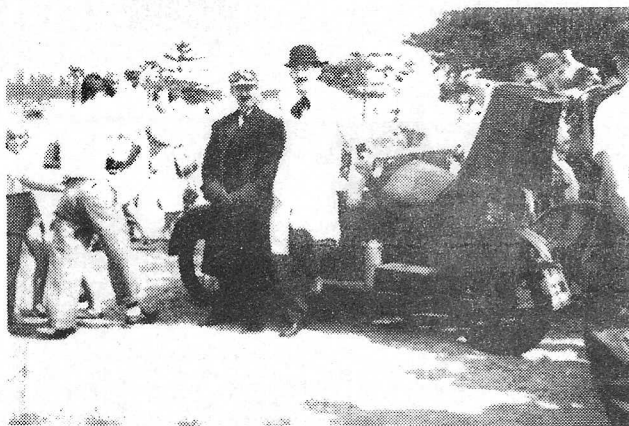
George Green and his 1903 Speedwell outside the Carlton Tower Hotel, London. This was the venue for the traditional Cocktail Party held every year on the night before the London to Brighton run.

(See George's story in this issue).

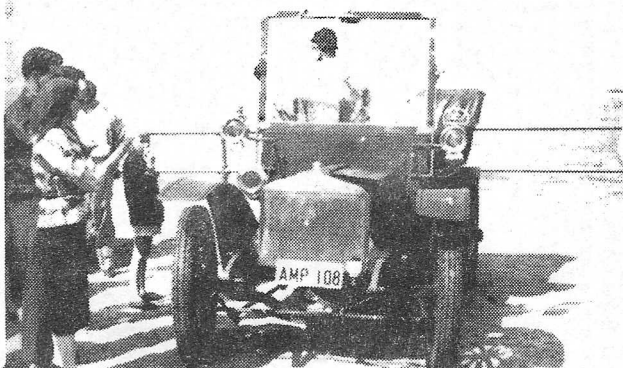


CONDUCTED BY VINTAGE SPORTS CAR CLUB.

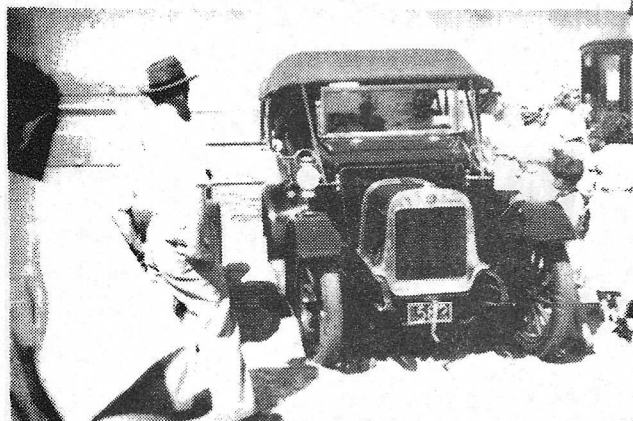
Photos taken at Doll's Point.



HUMBERETTE 1913 - John Crouch.



VULCAN 1908 - John McLean



ARGYLL 1912 - Jack Meyers.

(Below)

B.S.A. 1908 - Jim Simpson.

