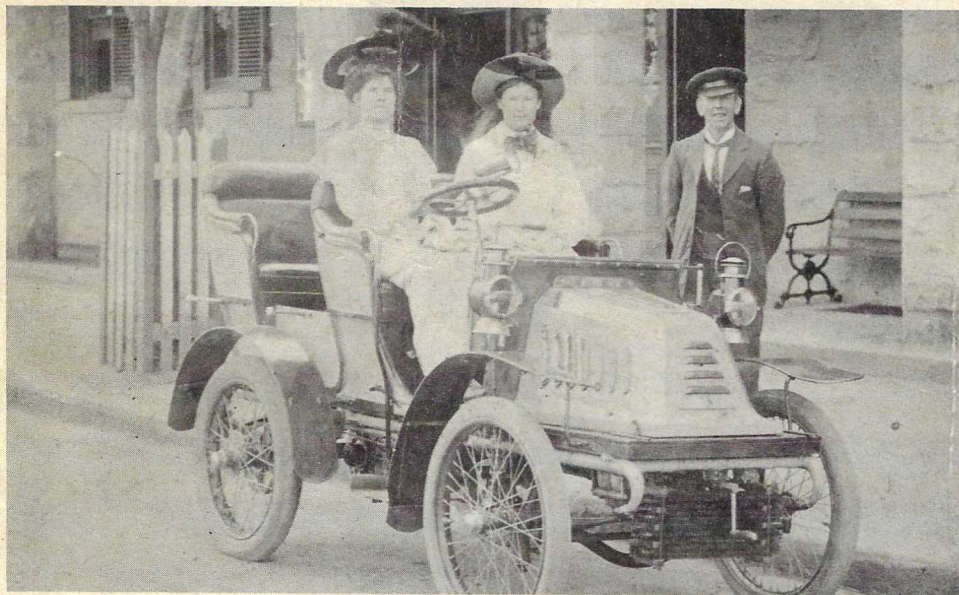


NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)  
Registered at the G.P.O., Sydney for transmission by post as a periodical—Category B.

# SPIRIT AND POLISH

**"6d. A RUN AROUND THE BLOCK"**



**1903 DE DION — FIRST CAR  
TO RUN AT MANLY**





# SPIT AND POLISH

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

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Hon. Editor and Editorial Address—

**Patron:**

His Excellency the Governor of New South Wales,  
SIR RODEN CUTLER, V.C., K.C.M.G., C.B.E.  
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J. B. SIMPSON,  
198 Culloden Road,  
Eastwood 2122. Phone: 869-1350  
August, 1971

## EDITORIAL

### Another Prospective Impost

The motorist, or more specifically, the car owner, has (apparently) been singled out for many an impost heaped onto his complaining shoulders by the authorities. We are fully aware that since 1066, the year of the Magna Carta, the many have had to suffer for the few. And this goes on and on 'ad libitum', and 'ad nauseum'!

We have complained in these pages of the higher and higher impost of Third Party Insurance. In this vein we have bemoaned the fact that many thousands of owners pay into a pool from which others draw, but we endeavour to be practical about this by conceding the fact that at any moment any one of us may be a statistic, and find that we ourselves (through no fault of our own, we hope!) may be forced to draw on the pool.

All this sounds reasonable when one goes into it, but we heard recently of a suggested additional impost.

We do not need to be told that there has been a relatively large number of unwanted vehicles left at the side of various roads, tossed out for anyone to take, as has been done many times with unwanted ittens and pups. No one seems to take them. They are merely butchered, stripped naked and gaunt, and left just where they were discarded. By the time that municipal councils have decided that they are derelict, they are in a position to be declared 'vagrants', that is, not worth anything and 'with no visible means of support', for their wheels, plus tyres, have been removed. The subsequent final removal of these carcasses involve councils in relatively high costs of 'specialist removal'. It has been suggested that an additional charge be made to motorists at the time of registration in order to create a fund from which councils can reimburse themselves.

As we see it, any cost should be sheeted back to the onwer, who has been assisting in Rubbishing Australia. But of course, he has flown! A more equitable idea would be to have a card to be displayed on the poor wretched derelict denoting that anyone who wants it, can have it, and this should be at its usual place of 'abode'. As a general thought, it should be possible in some legal way or another to arrange for a scrap metal merchant to be able to pick it up, for a price, from the owner.

The next General Meeting of the Club will be held on THURSDAY, 26TH AUGUST, 1971 at the Five Dock Community Hall, Great North Road, Five Dock, at 8.0 p.m.

REPORT OF JULY MEETING

Prior to the opening of the meeting, two members were seen to be amongst us, both having been overseas for varying times. Bob Baxter made his reappearance after two and a half years at Singapore. And for those members who joined up since he left, don't be misled into feeling that that was a tremendous holiday. For one thing it was business, and more importantly, the whole Baxter family was there! The other member, Michael Bendeich, was away only six months, but, as readers of SPIT AND POLISH will have read, he has been water borne, and was solo. A working holiday, which is an excellent way to see the world.

The meeting was chaired by the President, who welcomed back the two members just written about.

A visitor amongst us was Dick Tunbridge.

The President read out a list of the appointments to various positions required in the conduct of the Club's affairs, as follow:

Events: Peter Kable; Dating Historian: George Roberts;  
Investigations: G. & M. Roberts; P.R.O.: Warren Irish;  
Social Secy: Jan Sykes; Editor: Jim Simpson; Legal Officer: Sep. Hall;  
Vehicle Regn.: David Berthon; Photographer: Bill Hardman;  
Librarian: Rod Enright; Registrar: Max Roberts; Vehicle Records: Max Welch and Peter Kable.

Two resignations were received, one from Dr. Pye of Scone, the other from John Naylor. The former member.....(this becomes awkward now, because if he has resigned, he is a "former" member! But what we meant was - "of the two members just mentioned, the "first one") wrote that he finds it quite impracticable to make the time to attend meetings or events, while John Naylor (he is, of course, "the latter member"! ) wrote that he had made many attempts to come by a veteran car, but without success, adding that he had no wish to be a member and be unable to take part in events. (We feel we must add a personal bit here, in respect of the name of Dr. Pye's abode. A look at the Register will show that it is spelt "WAAWAARAWAA"! Quite a bit to remember, till you really get your tongue around it. Some may ask how it is pronounced. Quite easy - just "Waawarawaa", like that. Nothing to it, was there? Or was there?)

Peter Kable told the meeting that events will be announced in SPIT AND POLISH in future. The 'ways and means' section of the Club has decided that the cost of copying of notices, the envelopes involved and the subsequent postage are proving a heavy burden to the Club's finances. (In any case, the events calendar supplied to each member will enable him to mark off these dates on his desk diary or calendar, or one the blackboard in the veteran's kennel. The subsequent details of venue, starting place, and starting time will be available in SPIT AND POLISH. Ed.)

George Roberts, Dating Historian, had quite a list to comment on:

He had a letter from Allan Pickup (A.C.T.) re his Hotchkiss.  
Chris. Broadbent's A.C. Sociable appears to have no chassis

number.

Ross Marshall's Dolage is a 1912 Type AB, Chassis No. 2090.

Jack Jeffery's Rolls Royce London/Edinburgh is 1912E, the letter E standing for Edinburgh.

He handed Dating Certificates to Alec. McLeod, for the 1912 Star

(Custodian for George Green), to Toby Bent for his 1916 Ford T, to Ross Marshall (per David Berthon) for his 1912 Delage, and he also held one for Jack Jeffery for his 1912 Rolls Royce.

Barry Garth was presented with his trophy for the Veteran Car of the Year Award. From the sounds which emanated from the inner recesses of the parcel, we imagined that he had been presented with a few spare planetary wheels for the steering, a couple of short lengths of brake tie rod, a few of the longer engine bolts, mixed up with a frame for the rear number plate, and a few odd lengths of No. 8 fencing wire. A voice somewhere mentioned what sounded like 'barbeque'. In any case, a few odd T model bits can be fashioned into a barbeque, or alternatively, appropriate pieces can be hacksawn from a barbeque set, to cure almost any of the trivial troubles to which a T model can be subject.

Three associate members were enrolled, as under:

G.J. Limb, Birchgrove; Dr. F.H. Bors, Killara; and Collis, Ryde.

Three further registrations have been effected:

Karl Blüm - F.W.D. Truck  
Colin Parker - E.M.F. Speedster  
Fred Rossiter - 1916 Overland Tourer.

Coff's Harbour was covered (verbally) by Arthur Garthon, who said that the N.R.M.A. will help any Club members with maps and service, same as for interstate travellers. It was made clear, of course, that while the services of their staff will be extended gratis, any materials and parts supplied would have to be paid for. They expected, also, that in return for these services, members would fill up at N.R.M.A. stations.

Arthur said, also, that a bulletin concerning the Coff's Harbour Rally will be issued at the end of July, with a final bulletin just before blast off. At this stage, for some obscure reason, Arthur's capacity for mental arithmetic failed him, and he was unable to decide the numerical space between 51 and 60. (Very pathetic case!)

Qantas intend to make a movie, and one of the props necessary to this end is a veteran car. This request from Qantas, it was felt, gave the Club an opportunity to show some appreciation of the many ways in which Qantas has helped us.

C.V.V.T.M.C. Annual Meeting at Warwick Farm is set down for 19th September.

The raffle was drawn, as usual, and a winner was determined, as usual. The ticket colour was announced and the marble number. But no claimant. A hurried check was made by John Corby, but no one seemed to have the right ticket. As a last hope, he decided to make his way outside the hall. He opened the door, by chance, to Eileen Sykes, who was entering the hall in order to announce that supper was ready. A question or tow, a quick check, and it was found that it was Eileen whom John was trying to locate! With a pleased grin, she handed a parcel containing a bottle of whiskey, to Jan. What faith!

And speaking of Jan - it was learnt by the President towards the end of the evening, that Jan is taking life seriously. She was sporting an engagement ring! The announcement was received with acclamation, but we'll take a bet that the ring was received with affection.



The Annual General Meeting of V.C.C.A., to be held in Melbourne, will be attended by Allan Foy and Jack Dance.

Terry Cook moved that the August meeting be brought forward one week in order to avoid holding a meeting so close to the Coff's Harbour start. Bill East pointed out that it would be very hard, and costly, to advise all members at this stage. The motion was lost.

Two films, a black and white of the International Rally start, and a coloured one of Aztec Rally, Peru (per Castrol), were projected by Terry Cook.

It will be noted that George Roberts has increased in status. He is now classified as "Dating Historian". With the mellow, learned look that George possesses, it conjures up in our mind the equivalent of "Professor". And why not? He deserves some recognition of his deep-seated knowledge of cars in general - and T Models in particular, of course!

\* \* \* \* \*

### "FRESH FIELDS & PASTURES NEW"

These are always interesting. Surprising as it may seem, there is still one spot not wrecked by tourism, and that is the Moon.

We have read of the Apollo 15 project with interest, with jaw-dropped awe, and with some disappointment at not being of an age and of a nationality, and of course an I.Q. of high octane, to have been eligible for such a "trip".

Some of the pleasure of the newness of moon exploration received a surprise when we read that the first vehicle to be about to land there is to be a Rover! (Sit down, Arthur!) Seeing that it is Moon Travel that is in mind, we early car enthusiasts could have expected the vehicle to have been in a Moon, a Star or even an early Orion. But no! A Rover! (Take that self-satisfied grin off your face, Arthur!)

\* \* \* \* \*

### POINTS TO PONDER

Blacktown Council has gone into perfuming the footpaths. Why stop there? We see great potential for such use by proprietors of Mechanised Rosebowls. In fact we understand that a feasibility study is about to be undertaken.

\* \* \* \* \*

What is the difference between "flammable" and "inflammable"?

\* \* \* \* \*

What action would you expect from a pendulum six feet in length, with a bob consisting of 2 lbs. earth weight of metal, if it were set swinging on the moon by being released from the horizontal?

\* \* \* \* \*

See reverse side for Newcastle Tour  
Application Form.

If interested, fill in form, cut out  
of SPIT AND POLISH and send to

George Adams, Box 78, P.O., Broadmeadow. 2292

OBSERVATIONS AT RANDOM

Michael Bendeich seemed to have a more rolling gait than usual. Marvellous how pacing alone up and down a deck goes to your feet and legs, while going through the same act with a female passenger can go to your head!

Association with some articles seems to have a good effect on some people. Ever notice the happy look on Toby Bent's face? Must be Castrol, not Castor Oil.

It must be a costly thing to run a baby nowadays. Saw Diana and Sally a couple of days ago. You'd expect to see them at a babywear shop, wouldn't you? But it was at a bank, and we thought that she was pointed towards the withdrawals.

We used to understand years ago that squeaky boots were a sign that the payment therefor is outstanding. Is that so, Ken? Just been retreaded, perhaps!

\* \* \* \* \*



NEWCASTLE BRANCH - ANNUAL TOUR

2nd, 3rd & 4th October, 1971

IF YOU ARE THINKING OF COMING, PLEASE FILL  
IN THIS FORM AND POST TO:

Box 78, P.O.,  
Broadmeadow. 2292

NAME.....

ADDRESS.....

MAKE OF CAR.....

NUMBER ATTENDING - Adults .....

Children .....

HELP US TO MAKE THIS A GOOD TOUR BY REPLYING  
AS SOON AS POSSIBLE.

GEORGE ADAMS,  
for Tour Committee.

Cut out

Cut out

FIRST CAR TO RUN AT MANLY

George Sevenoaks sent us the photograph for this month's cover. It was taken by his mother and her inscription on the back of the photo reads:

"Ettie and Florrie Holt of Quirindi in first car to run at Manly about 1903. 6d. a run around the block."

Ah, those were the days - try getting a taxi to drive you around the block today and see what it costs you!

The car, of course, is a De Dion; as George says in his letter "the make of the car can be identified by either (Young) Len Masser or George Roberts" - didn't realise you were still a junior

(Cont'd. P.7.....)

member, Len! George also points out that the car is not registered - not surprising, I think, with those "bald" tyres!

Many thanks George for the interesting photograph. Perhaps some other members have "hidden treasures" in the family album?

- WARREN IRISH

\* \* \* \* \*

#### NEW MONTAGU BOOKS

Some members may recall that at a meeting earlier this year, I gave some details about two new books by Lord Montagu. The Australian publishers, Collier MacMillan, made available proof copies of these books in the hope that members might be sufficiently interested to buy a number of copies. This did not eventuate, but the publishers very generously presented these proof copies to the Club library.

The two books are "Lost Causes of Motoring: Europe - Volume II", and "Steam Cars: 1770-1970". I think the cover notes which follow will give you some indication of the contents:

##### "Lost Causes"

The three countries covered by this volume of Lost Causes - France, Belgium and Spain - once had prosperous motor industries. France's was the first to achieve international renown, even though it only exploited a German invention; Belgian cars, better known outside their homeland, exemplified solid engineering and inspired workmanship; Spain's marques were comparatively few, but they were headed by Birkigt's Hispano-Suiza and encouraged by a monarch, Alfonso XIII, who was himself a first-class driver and knew what he wanted.

Yet today the picture is one of contraction: war, invasion and civil unrest have taken their toll of European manufacturers to an extent not always appreciated in Britain. Sometimes a factory acquired a new nationality, as in the case of the German Mathis which became French after 1918; Nazi occupation could bring a charge of 'collaboration' which stood in the way of vital loans when a manufacturer later needed to reconstruct his business; a factory with a reliable second line of defence could lose it by nationalization or by obsolescence at a time when there was no money to spare for diversification.

Other calamities which killed off once-flourishing marques seemed to have been acts of God; however, a closer look at these apparently inexplicable reverses reveals the same cause: exuberance of design insufficiently backed by cash. Six-wheel models, bizarre two-strokes, front-wheel drive, twelve-in-line engines - these are a few of the ideas which seemed promising at the time yet eventually helped their manufacturers down the road to bankruptcy.

Here lie many handsome and famous marques with their own characteristics: the elegance of the Hispano-Suiza; the dash of Salmson; the ruthless individuality of the Voisin; Darracq's involved history; and the long decline of the de Dion.

As in the preceding two volumes of Lost Causes, Lord Montagu has brought his vast knowledge of the subject to a meticulous survey of the scene. Based on primary research, the book is full of new facts and

(Cont'd. P.8.....)



information gathered from countries all over the world, besides providing some highly entertaining stories from the mechanically hazardous bygone days of early motoring.

#### Contents of the volume:

Introduction: The Silver Hammer  
 Whatever Will They Call it Next? The Tangled Tale of Darracq  
 Te Deum to Nunc Dimittis: The Life and Death of de Dion-Bouton  
 Life Begins at Forty: The Saga of the Delahaye  
 Le Juste Milieu: The Indestructible Hotchkiss  
 Five Designers and Four Flags: The Lorraine-Dietrich  
 The Alsatian That Lost its Bite: Mathis of Strasbourg  
 St. Andrew for Billancourt: A Study in Salmson  
 The Two-timer: Violet Variations, 1908-1948  
 The White Knight: Gabriel Voisin and his Cars  
 Odd Men Out: The Cars of F.N.  
 The Goddess of Automobiles: Minerva of Antwerp  
 Flying Storks and Winged Horses: Hispano-Suiza and Pegaso,  
 1904-1958.

#### "Steam Cars"

For many people the words 'steam car' conjure up a vision of a Puffing-Billy-like contrivance with a tall smoke-stack and a perspiring artisan busily shovelling coals. In fact, from the end of the last century when the advent of liquid fuel put paid to the need for a 'chauffeur' or stoker, steam cars were pretty well indistinguishable from their petrol-driven contemporaries - except for being always quieter and occasionally less unreliable.

It is now two centuries since the world's first full-scale mechanical carriage to move under its own power, Cugnot's second steam truck, panted its way round the grounds of the Paris Arsenal, and for the first hundred years there was no practicable alternative to the steam engine. However, by the time technology and public opinion in many European countries and the U.S.A. had reached the point where the horseless carriage could be a commercial proposition, the new-fangled internal combustion engine had ousted the older form of artificial power despite, to all appearances, being less well suited to the task.

The authors analyse, in a manner as entertaining as it is authoritative, the technical and commercial reasons why the rough, inflexible, noisy, vibrating, gear-grinding petrol car triumphed over the smooth-running, almost noiseless steamer. Many myths are destroyed in the process - among them the legend that Gurney operated a regular steam coach service between London and Bath in the 1830's; that steam cars were banned from races and speed trials because they won all the prizes; and that a Stanley steamer reached a speed of 197 m.p.h. in 1907. Instead of mythology the book recounts the real achievements of the English steam coach designers before 1840, outlines the many sporting successes scored by steam cars and describes the two occasions when World's Land Speed Records were set up by Serpollet and Stanley.

Although America manufactured the steam passenger cars which came closest to long-term commercial success - they are here fully and technically documented - many other countries, including Britain, Denmark, Italy, Belgium and Australia ventured into the business. Their sometimes bizarre products also figure in the splendid gallery of

illustrations, some very rare, which depict the steamer from its earliest, horseless-carriage, appearance to the super-streamlined car designed recently for an attempt on the World's Land Speed Record.

An increasing number of people maintain that the motor vehicle of the future will be steam propelled, and this deeply researched book concludes with a sharp look at the reasons they advance for steam's possible return to favour.

Both these books are well researched and well written, often with a humorous touch, and many interesting photographs and technical diagrams are included. As mentioned previously, these are proof copies only and therefore do not have hard covers and are lacking some minor details such as page numbers in the list of contents etc. The body of the text however is complete.

I would like to thank Collier MacMillan for making these available to the Club, and suggest you join the queue at the library to borrow them! Or better still, drop a few hints as your birthday approaches and build up your own library!

- WARREN IRISH

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## S O C I A L   N E W S

Condolences to Olive Jones on the recent loss of her mother.

Heard that Hilda and Len are having a wow of a time in America and are on their way around England by now.

Congratulations Barry and Judy Thew on the recent arrival of their third boy, Brett.

Please accept my apologies for the lack of social activities, but due to pressure of things at home I haven't had much time, however we will try to make it up at the Christmas Party.

Bookings for the Christmas Party are now open:

Tickets	-	\$8.00 double
Venue	-	East Denistone Bowling Club
Date	-	Saturday, 4th December

Please give this your support as we need your attendance to make this evening a success.

- JAN

P.S. By now it is old hat, but welcome home to the Bob Baxters. It was good to see the Calthorpe out at the Navigator's Rally.

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



OLD MILSON'S POINT

The "Sydney Morning Herald" of 15 June included a supplement concerning transport. After perusing it we set to pondering on how many of our readers, that is, a body of people interested in the past, had seen the main picture therein. We assume that mainly those who have lived on the north side or who have had affiliations there would have been attracted to the main picture. It is a good picture of the old open fronted "shed", which was the tram terminal at Milson's Point, the starting point for the ferry and the train.

For the trams there were hefty buffer stops - one for each of the two sets of lines. Just outside the shed was a set of cross catch points, used to switch a tram from one set of rails to the other. The buffers served the dual purpose of providing a positive holding device instead of relying on the brakes while a tram was stationary for up to a half hour at times and of preventing the disappearance into the harbour through the wall of the 'shed', of any tram which might have entered the shed out of control. The last 200 yards of road was fairly steep, that is, from the hotel at Dind St. down to the eastern end of Luna Park, so that a tram of a few tons deadweight could gather quite a few bucketfuls of momentum if out of control down such a slope.

The ferries always carried terrific numbers of commuters at the morning and evening peak periods. They were fed from trams and trains, with quite a goodly number of passengers arriving by foot from the Milson's Point/Kirribili area. Lavender Bay was well catered for with its own ferry.

Milson's Point was obviously the terminal for the north shore train line to Hornsby. The extent of the traffic was shown by the two or three long lines of carriages parked on the rails on the sweep towards Lavender Bay, most of which were in use at the peak periods. Presumably the same extent of traffic is in existence to this day, but not all concentrating on Milson's Point to board the trains.

Then, of course, there was the vehicular ferry. Looking back now, it seems incredible that there could have been such a number of vehicles being driven to town 50 years ago, that the queue should have been a double line of vehicles extending up to what was Alfred Street, waiting for the next 'punt'. We have recollections of having left our paternal parent in the queue and having taken the ferry to Circular Quay, in order not to be too late at the office.

We recall some of the details of the last vehicular ferry to be added to the fleet on the harbour. The name was "Koondooloo". She was built in Scotland and was brought to Sydney under her own power, obviously steam. The ramp at each end was fixed in the raised position. This, of course, gave the vessel a very flat frontal area for hitting heavy seas, though it is obvious that the speed would not have been very fast. The deck was actually 'filled' with coal. She would have had additional tanks in the bilge for carrying fresh water for steam. Doubtless it was a standard trip, with not many difficult water

(Cont'd. P.11.....)

crossings, which the crew would have taken in their stride. We cannot imagine a flat bottomed thing exactly being an exhilarating cruise for a trip halfway round the world. Nowadays they would have been compelled, of course, under all sorts of regulations, to be fitted with two-way radio. We have no recollection now of the duration of the journey, but it must have been fairly long, surely.

\* \* \* \* \*

#### JOTTINGS FROM OUR FOREIGN CORRESPONDENT

We have a host of details before us, forwarded from Canada by Michael Bendeich. He really has taken trouble, between sightseeing, to collect a wealth of detail from some of the local papers. We have so much, in fact, that it would be impracticable to print it in its entirety.

The article before us at the moment is headed by the photograph of a 1929 La Salle. For those who are getting a little rusty on the details of some of the earlier models, we mention that it is the model with a plated rod between the headlamps, divided in the centre by a plated circle carrying the letters "LaS". The headlamps were cup-shaped, with very shallow backs. The front guards scarcely covered the tyres past TDC from the body end, and had a raised section of thin triangular shape pressed into the metal. It was approximately 2" wide and tapered back about 5". We assume it to have been a combination of publicity gimmick and strengthener for the guard against a knock. She had wire wheels approx. 23" with white walls of approximately 7" bag. The bumper bar was a double strip of plated metal.

While the main part of the story would appear to have been the vehicle, this is essentially so, as the centre of the article is a frail old lady who tops the scale at 100 lbs. The photograph depicts her standing beside the near front guard of the car, speaking to the examining officer who tested her for the renewal of her driver's licence. Her shoulders are level with the top of the bonnet, and with the shirt pocket of the examiner. And even that is all right, till we read that she is 75 years of age, and has been driving the car since 1930. She is a widow, and is a Russian. She passed the driving test with a score of 89. (From which we assume that examinees start with 100, and lose points for various inaccuracies). For the written test she missed out on only 3 of 36 questions. Her licence was renewed for 4 years.

She reported that her husband (she was widowed in 1949) gave the car to her as a Christmas present. She has to order her tyres specially, and she did this last time ten years ago! In the 40 years she has run up only 29051 miles.

When we read of this old lady, let us have a thought for our own old esteemed late member - Lancelot O'Meagher (The Count). He was over 80 years of age when he drove his 2-cylinder Renault to Wollongong on that week-end (Up! Periscope!). He had a Union Jack fluttering at the rear end of the Renault. And what a bright, courteous old fellow he was!

Another article concerns a sale of some vintage cars. One picture shows a view from beside the near side front guard, along the

(Cont'd. P.12....



side of the car, and shows running board, rear guard, a shallow body with a more shallow door, the whole centre of the picture being taken up by a massive steering wheel and an interesting looking, headlamp-sized spotlight. The left windscreen standard shows, the lower edge of which is considerably well down the side of the cowl. The wording under the picture states it to be a 1922 Mercer - and it really looks it!

Some interesting comments are in the article, and give some idea of the American way of looking at some things. It is stated that a man has not got to be a millionaire in order to own one of these cars. With the loan structure as it exists, it is possible to buy just about any car you want. (In which case, we suggest, you would 'possess' the car, not 'own' it. Ed.) The financing can go from here to eternity if so desired, so long as you pay the monthly instalment. (Yes! That's all very fine, but.....! Ed.)

Another article, cut from a magazine of which the name is unknown, deals with an auction of top rung desirables. A world record of \$66,000 was knocked back for a Duesenberg.

The auction was the first annual Kirk F. White Motorcars Auctions. The main statistics are: Vehicles 80, Registered Bidders 247, Paying Customers 2,750. Just notice that figure - 2¾ thousand! By the time Michael had made it through the gate he felt unable to invest in a catalogue, "as they cost \$5 and my budget is already knocked out of shape". So he complains that he cannot recall the names of a lot of the cars.

Another vehicle was the famous - or, more like it, infamous - Al Capone's maroon coloured 1940 Cadillac V16, complete with an armoury of pistols, machine guns and a hand grenade. Readers were assured that none of the hardware was loaded.

The auction was conducted at St. Martin's Episcopal Church, in what was described as "a slow green sprawl of tulip trees, sanctity and cool stone buildings situated in the heart of Philadelphia's wealthy western suburbs". The vehicles were housed in a 15,000 sq. foot yellow and white striped tent.

A 1936 Aston Martin built for Le Mans went for \$6,600. A model A Ford went for \$3,300. A 1939 Cadillac V16 Roadster was passed in at \$32,000. A Bugatti 57c was passed in at \$17,500. An Alpha Romeo 1932 Gran Sport Tourer "with a red paint job that could be used for a transfusion" also was passed in, this one at \$22,500. (That made your mouth water, Lionel! Ed.) An 8-cylinder Auburn Speedster, also the Al Capone Cadillac, went for \$14,000 each. And one for Mossie - a 1931 Caddy V16 Roadster was passed in at \$32,000. A well known favourite - the yellow Mercer - remained unsold at \$37,000! A cream-coloured mandarin orange trimmed 12 cylinder Auburn Speedster "an outstanding example of the enameler's art" crept slowly up to \$20,000, and was sold.

In addition, Michael has forwarded a few bits of vehicle sales columns from some papers. He has ticked various entries which appealed to him as an interested observer. Frankly, we feel that as we out here

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

are not aware of the day-to-day purchasing value of the American dollar, we may not receive the proper assessment (a terrible word nowadays!) of value on reading the prices. However, we quote some here, feeling that they will be of interest.

1941	Cad. Sdn. Good condit. Best offer over	\$400
1955	Packard Mod. 300. Hdtp. excell. condit. Stand. shift	\$650
1932	903 6-wheel sport sdn. Restored by Wilkinson & Sharp. Best offer over	\$6000
1940	Ford Cpe., Chev. powd. immac. condit. over \$3000 invested, sacrifice	\$1500
1940	Ford Cpe. Pont. motor, Chev. rear and transmission	\$650
1926	Mod. T Panel Truck, runs, exc. condit. for restoring (or best offer)	\$1600
1962	Stude. Gran Turismo Hawk, 3 spd. orig. owner, good tires, new bty., needs exh. pipe. 1st \$150 takes it	
1937	Cad. Fleetwood conv. sed. Beautiful, fast tour. car. Best offer near	\$5000
1954	Corvette restored	\$1500
1947	Ford Woody wagon. Good for restoring	\$150
1955	Ford convert., stick, 8, real clean	\$325
1930	Rolls Royce P-1, 4 door convert. runs good, needs paint	\$9000
1920	Cad. 7 pass. tourer	\$5000
WANTED	Father and son seeking restorable antique car 1925 or earlier	
1950	De Soto 4 door custom. 35,000 miles. A cream puff. Complete with 2 spare mounted snow tires	\$525
1931	Ford 4 door sed. perf. car for restoration. No body rot, needs paint	\$900
1947	Cad. Beaut. motor. Needs paint job and little body work.	\$800
1928	Ford Roadster. Beautiful. After 43 years in Denmark it has returned home. This car is for the collector ONLY	\$3540
1958	Mercedes 220 S. 2 dr. Cpe. 1 owner. Car like new inside and out, car runs like the day it was purchased	\$1975
1910	Model T REPLICA. 3 h.p. motor	\$325

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#### THE NEW MERCEDES

We saw a short write up of a new model of this old make. What a vehicle it seems to be!

The most interesting feature that it possesses would seem to be the power plant. We have seen various writings appertaining to the new 'revolutionary' (what an apt term!) Wankel engine, with its three 'blades'. The new Wankel unit apparently is four blade. When we have in mind the compactness of the original three blade model we naturally assume the improved model to be the same overall type, and it seems astounding, therefore, that it pours out 400 gross H.P. Yes! We said four hundred! This does really smack of either a misprint or a mis-statement. However, we like to feel that the reporting has been correct. But who, we ask, can make adequate use of such a proliferation of horses? The car is

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



stated to be capable of 190 m.p.h. We should expect that as one approaches the 150 mark a hidden tape would start playing "Nearer, my God, to thee!" And in any case, as it is a two seater and not a utility, 400 h.p. does seem, shall we say, "excessive".

Remarkable, all the variations in existence with regard to the relative positions of engine, gearbox and differential gear. In the Club are some vehicles with the gearbox and differential together. This has been carried out in the Morris 'east west' engine, which is, of course, at the front wheels. The Mercedes has the same set up, but with everything at the rear end. We find this to be the case with the VW, the engine being almost behind the rear wheels, whereas the Mercedes engine is ahead of the rear wheels. It is asserted that this arrangement gives almost perfect road stability.

It goes without saying that, in order to assist in the attainment of such a road speed, the headlamps are retractable.

The body and the factory designations of the whole affair would seem to be an unfortunate combination, for the bodywork embraces two "gull wing" doors. That is quite acceptable till one reads that its designation is C111. We trust that this does not imply that it is a "swing wing" type, and thus a relative of the F111.

\* \* \* \* \*

#### PERFECTING PERFECTION

We have seen advertisements with flowery thoughts and words, such as "Better than the best", "Whiter than white", "Real cold ice".

Some of these thoughts seem to have been worked on in the latest Rolls Royce "Corniche". It is quite apparent that the spirit of Henry Royce still permeates the manufacturing of these vehicles. One would feel that these cars are as near as is possible to perfection, yet we read that "ten per cent more power is obtained by changes to the valve and ignition timing". Much has been written of Henry Royce, and one facet of his makeup comes to our mind, namely, that he was never satisfied with what he thought, worked out, manufactured, and ultimately sold. He always felt that whatever he made could be - and had to be - improved upon. When we consider all the experimental work which must have been carried out by the 'back room boys', we still feel surprised that this 10% improvement has taken this long to eventuate. (Not as far back as Henry Royce, of course, but as far back as the last engine improvement.)

Maximum speed is now only 120 m.p.h. Too bad! The acceleration between 50 and 60 m.p.h. is much improved. It sports a 6750 c.c. aluminium engine. We are told that it is "quieter"! That surely must be the final reading along the conceit band. "Quieter than quiet".

Should you be interested, and own an elastic-sided cheque book, the new price is \$20,953 for the two-door, while the convertible, (suitable to Australian conditions) is \$22,007. (Do we sense a touch of James Bond luxury in that "007"? ) After all, what is another \$1000 plus? Of course, should you favour the economy deal, go for the Bentley, it is only \$20,836 and \$21,878 respectively. Quite a drop in price, you'll notice.

We read that the Silver Shadow and T series (not T Model!) will continue in production.

" S P O K E S   I N   T H E   W H E E L "

NEWCASTLE BRANCH

Hon. Editor:   Howard Hughes, 86 Verulam Rd., Lambton.   2299.   57-4390

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Newcastle Branch V.C.C.A. (N.S.W.) meets on the fourth Wednesday of each month, at the Driver Training Range, Court Road, Adamstown, and meetings commence at 8 p.m. Visitors will be made most welcome.

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NOTICE OF NEXT OUTING

SUNDAY AUGUST 8TH.

Picnic Day with events at Finnan Park, Grahamstown Dam. Depart 2HD at 10.00 a.m.

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COVER ILLUSTRATION

The New York-to-Paris race of 1908 covered 21,000 miles and this is the car that won it, in 169 days: a 1907 model 35 four-cylinder seventy-horspower Thomas Flyer. Bill Harrah's Automobile Museum, in Reno, Nevada, acquired it from Henry Austin Clark Jr., and it has been restored, as nearly as possible, to the exact condition in which it ran the race.

The man who originally drove the car, George Schuster, went to Reno to see it again in June 1964 (at the age of ninety-two) and attested it.

Following the car's completion, it was driven on the 1964 Glidden Tour by it's proud owner, and it was during the running of this rally that it climbed to the 14,110-foot summit of Pikes Peak.

\* \* \* \* \*

REPORT ON JULY OUTING

On Sunday July 11th we enjoyed a particularly good run to Wollombi. Leaving Glendale crossroads we toured through West Wallsend and Seahampton to Kurri Kurri where we stopped for a thaw-out. Next came Cessnock and then a Fifteen-mile riverside drive along almost deserted roads to our destination, Wollombi Park.

After lunch we inspected the Wollombi Historical Museum, which is housed in a convict-built police station.

Almost everybody commented on the particularly nice "Reo" side-lamp which was on display, but I wonder how many members noticed that 65 m.p.h. brass Stewart speedometer in the glass display case below it.

On this outing we were accompanied by members and cars of the local Vintage Car Club, and I am certain that they enjoyed the day every bit as much as we did.



Attending cars were:

1911 F.N. - Chris Broadbent	)	
1914 Clement Talbot - Bob Newman	)	
1916 Chevrolet - John Cherry	)	VETERAN
1916 Hupmobile - Max Burke	)	
1918 Studebaker - George Adams	)	
1918 Buick - Howard Hughes (Owner, Doug Marr)	)	
1925 Overland-Whippet - Ric Rosato	)	
1927 Austin - Stephen Elliot (Owner, R. Rosato)	)	
1928 Ford - ?	)	VINTAGE
1929 Triumph Super 7 - Allan Cherry	)	
(Owner, Doug Marr)	)	
1929 Chevrolet - Hughie Shedden	)	

Chris. and Glad Broadbent's 1911 F.N. Shooting Brake was the oldest car on the run.

\* \* \* \* \*

NEWS OF MEMBERS AND THEIR CARS

Up until a few weeks ago the McLennan home at Holmesville must have looked very nice. I understand the hall was decorated with a very ornate 1911 Albion chassis, whilst the radiator, 12 h.p. twin-cylinder engine, gearbox, differential and chain driven back axle reposed in the second bedroom.

What better way could you imagine to decorate a new home?

\* \* \* \* \*

Laurie Macey has dismantled the engine of his reliable 1916 Buick tourer, to ensure a trouble-free tour through New Zealand early next year. I understand new mains and slightly modified valves are on the agenda.

Another car in dock at the moment is Peter Adams' 1912 F.N. Tourer. It would seem Pete is endeavouring to ascertain why it consumes more oil than petrol.

\* \* \* \* \*

Progress on Doug Marr's 1913 12/16 h.p. Sunbeam is going ahead in leaps and bounds. A mobile chassis now, it has been road tested and work on the body has commenced.

For the benefit of those who did not know, Doug eventually abandoned all hope of obtaining suitable 815/105 wheels for the car and so he made a set. Within days of completing them, he received two offers of sets of wheels. Ah well, that's the way the spoke collapses.

\* \* \* \* \*

The following extract appeared in the "HORSELESS CARRIAGE GAZETTE", the official magazine of the Horseless Carriage Club of America, March-April 1971 issue.

"Santa Rosa, California Regional Group has had a busy winter season. Early in November, the Club did a paid display at a local drive-in with ten beautiful antique cars helping Sandy's restaurant celebrate their "Old Fashioned Days". First time out with the club were Frank and Ruth Bellus showing their 1912 White Touring. Also out for the first time was Pete Bechtel's beautifully restored 1913 Stanley Steamer Touring. Driving Al Helwig's 1916 Locomobile were guests of the Helwig's, George and Pam Roberts from Sidney (yes, that's right SIDNEY), Australia, who were very active in the staging of the International Rally held in their country early in 1970."

Fame at last?

\* \* \* \* \*

By courtesy of the Vintage Car Club, we have been supplied with copies of their calendar of events. It will be noted that many of their events are to be held concurrently with ours, making them much more interesting I am certain.

\* \* \* \* \*

SWAP - Veteran Fiat Zero (Type 51) motor and gearbox, combined gearbox-diff. unit (probably Overland or Studebaker), 1915 Ford Diff, 4 cyl. 1915 Buick motor (very similar to 1914 Model) in good condition, having original dyna-starter. Will swap these items for c.1912-13 Fiat Type 52 parts, particularly engine, gearbox and radiator.

- HOWARD HUGHES,  
86 Verulam Rd.,  
Lambton. 2299  
'Phone: 57-4390

WANTED - Large Minerva or Cottin et Desgouttes crown wheel and pinion having approx. 3:1 ratio, to suit 1922 Cottin et Desgouttes.

- JOHN CHERRY,  
Police Station,  
ABERMAIN.

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JULY - DECEMBER 1971 CALENDAR OF COMING EVENTS

To be run in conjunction and whenever possible with the Newcastle Branch Veteran Car Club.

Any changes will be prior announced, except in the event of inclement weather etc. when the venue may be changed by those members there at the start of event, and no other persons may cancel an event due to inclement conditions etc. other than those who attend and intend to participate.

- JULY 11 Wollombi Park and visit to local museum, picnic day.  
Depart Cross Roads 10.00 a.m.
- JULY 25 Wyndham Estate, Barbeque, wine tasting and tour of  
winery. Depart OAK Hexham, 9.30 a.m.
- AUGUST 8 Finnan Park, Picnic day and events Grahamstown Dam.  
Depart 2HD 10.00 a.m.
- AUGUST 22 Somersby Falls, combining with Gosford Branch ACMC.  
Depart Swansea Park 9.30 a.m.
- SEPTEMBER 5 Don Barries' property at Jerries Plains, Barbaque Hay  
Ride, milk galore. Depart OAK Hexham 9.00 a.m.
- SEPTEMBER 19 Warwick Farm Rally, go by car or contact Ric ROSATO  
in reference to bookings by bus. Approx. cost \$2.50 per  
head, children ½ price. Departure time to be advised.
- OCTOBER 10 REGISTRATION RALLY, Rutherford Aero Club.  
THIS IS A COMPULSORY RALLY. Aero Club 10 a.m.
- OCTOBER 24 Tahlee via Kahruah, picnic day. Depart OAK 9.30 a.m.
- NOVEMBER 14 Norah Head, picnic and events. Depart Croudace 9.30 a.m.
- NOVEMBER 20 Saturday afternoon, MORPETH CENTENARY PROCESSION.  
Depart OAK HEXHAM 11.30 a.m.
- NOVEMBER 28 Hunter Valley Tour. Date to be advised.
- DECEMBER 12 Registration Rally. Children's Party Day.  
THIS IS A COMPULSORY RALLY. Croudace Bay 10.00 a.m.
- JANUARY 9 King Edward Park. Mooni Beach. Yak about the old year.  
Plan for the New Year. Depart King Edward Park 10.00 a.m.

PLEASE KEEP THIS FOR YOUR GUIDANCE, WRITE YOUR COMMENTS AND PRESENT THEM  
AT MEETINGS.....Ric Rosato

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