



Spit and Polish

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

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EDITORIAL

This year is quite a special one to Australia, and to N.S.W. in particular. Again I remind you about the 175th Anniversary Celebrations and that our Club has been requested to participate in various ways. The Sydney Committee, and the Lord Mayor - Alderman H. Jensen - are particularly keen for a good display of the interesting aspects of development in transport and communications which could be given by the Veteran Car Club of Australia (N.S.W.)

The Rally on the Australia Day holiday weekend is a most important function, and a good attendance is earnestly desired. However, there are also to be other celebrations throughout the year and the support of the Club will be greatly appreciated. Details of the Australia Day weekend will be made available by the Events Committee.

In general, I wish everyone a successful year of veteran motoring.

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LETTER FROM OUR PRESIDENT, MR. GEORGE GREEN:

Fellow Veterans:

Well, another Christmas has passed. I hope all members had an enjoyable time and looking forward to good veteran motoring in the new year.

You will all be pleased to note that the Newcastle Branch has now been officially established. The parent body wish them every success.

Golden Fleece Invitation Rally. This was held in Tasmania on 1st and 2nd December, 1962. N.S.W. had three representatives present: Mr. and Mrs. Len Sheen and Daughter in their Humber, Mr. Jack Jeffrey in his Locomobile, and Mrs. Green and myself in the Prince Henry Vauxhall.

South Australia was represented by their President, Mr. Eric Rainsford, who trailered his beautifully restored 1903 Oldsmobile to the Rally.

The Victorians were Mr. Harry Markoff - 1915 Rolls Royce; Mr. Tishler - 1914 Fiat, in immaculate condition; Mr. Buchanan - La Buir; Mr. Julian Sterling - 1909 Star; Mr. R. Stapleton - beautifully restored 15 h.p. Napier; and the 1916 Maxwell owned by Mr. Heyne.

On arrival in Tasmania by the "Princess of Tasmania" we were welcomed by Mr. and Mrs. Wells of the Tasmanian Club, who escorted us to our motel. On Saturday morning, 53 cars faced the starter at Devonport, the route for the first day being: Devonport, Ulverstone and Burnie.

On Sunday we departed from Burnie and returned to Ulverstone, Devonport then to Deloraine, finishing at Launceston, the total distance being about 150 miles.

The Tasmanian cars comprised a large percentage of vintage vehicles. Amongst the veterans were Austin, a Siddely Deasy, Mercedes, B.S.A., Minerva, Star, Hupmobile, Daimler, Renault and a magnificent Leyland Fire Engine, complete in every detail, weighing some 11 tons. (I noted the driver required both hands to move the gear lever; the procedure seemed to be - count 6 between changes, then crunch the gear lever home!)

There were two casualties - both breaking crank shafts - yes, one was the 1903 Tassie Oldsmobile, the other being a vintage Baby Austin. The Rally was well-organised and the Tasmanian Club is to be congratulated on their efforts. A feature of the Rally was the friendly atmosphere which prevailed throughout.

At the conclusion of the Rally on Sunday we were entertained by the President, Mr. W.F. Mitchell of the North Section of the Tasmanian Club in his own home, where everyone had an enjoyable time.

Mr. G.W. Fysh, Patron of the Club, during the evening announced that all the mainland visitors had been made Honorary Members of the Tasmanian Club, and each one was presented with a Club car badge and lapel badge.

RESULTS: Outright Winner of Rally - Mr. T.C. Gray, in his 1907 Chain-driven Star.

Concours d'Elegance - Mr. E.R. Rainsford's 1903 Oldsmobile.

Best Vintage Car - Dr. Hartley's 1923 Rolls Royce.

In conclusion, I give you two thoughts as New Year Resolutions:

- (1) What about filling in your dating forms?
- (2) Remember the Newsletter wants to hear from you. Don't let the Editor down. Send him in a story about your car.

- GEORGE GREEN

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CONTINUATION OF REPORT ON LOW-PRICED CARS FEATURED IN THE DECEMBER NEWSLETTER.

LOW-PRICED CARS AT THE CRYSTAL PALACE SHOW - PART II (CONTINUED):

Coming from such an eminent firm as the Wolseley Tool and Motor Car Co. Ltd. of Birmingham, much may be expected of the Wolseley 6 h.p. car, and expectations are not disappointed. It has a design and a workmanship that distinguish it from many of the other light cars shown, in some of which, it must be confessed, fitting and finish have been partly sacrificed to cheapness. In general arrangement it is built on the usual Wolseley lines, its leading features being a one-cylinder, horizontal motor giving at 800 revolutions per minute an actual power of $6\frac{1}{2}$ h.p.; the bore is $4\frac{1}{2}$ " and the piston-stroke 5". There is no governor, the speed can be accelerated to 1,000 revolutions per minute, and the flywheel is particularly heavy to yield an even impulse. The atmospheric inlet valve is immediately over the exhaust valve, and the commutator for the high-tension ignition is actuated directly from a worm wheel fixed on the end of the crankshaft. On the last-named is a sprocket which chain-drives the male portion to the cone friction clutch, but it must not be inferred from this that the gear-box is far removed from the crank chamber; instead of that being the case, the two are connected together, but there is an air space for cooling between them. The gear-box operated by one lever, gives three speeds forward (maximum twenty-five miles per hour, when the motor speed is accelerated) and one reverse. A departure from the usual Wolseley design is to have a live axle driven by a central chain from the gear-box countershaft; in higher powered cars of this make, the final drive is by side chains to wheels revolving on fixed or dead axles. The Wolseley radiator is fitted, this entirely enclosing the motor and adding greatly to the appearance of the car, the price of which is £175, which includes lamps and accessories.

The Vulcan 6 h.p., two-seat car sells at £110, has a one-cylinder water-cooled motor, and, with the exception that steering is by means of a side tiller, it conforms more or less to the standard specification. A very cheap car is the

Planet, with two forward speeds, a vertical motor having its inlet valve operated mechanically, and an "automatic" carburettor; it is of the usual design, and its price is £131. 5. 0. This completes the descriptions of the 6 h.p. cars, but it must not be forgotten that in many cases the power has been under-estimated, and that any difference in power between these cars and those stated to be of $6\frac{1}{2}$ h.p. and 7 h.p. is sometimes purely imaginary.

Of seven makes of $6\frac{1}{2}$ h.p. low-priced light cars, the doctor's car of the General Motor Car Co. Ltd. may be mentioned first. Its one-cylinder Aster engine transmits power to the rear live axle by the customary means, and there are three forward speeds and a reverse, the drive being direct on the top speed. The body provides two seats and a luggage box, and is fitted with hood and a glass front, the price being £168. 0. 0. The Alldays and Onions' $6\frac{1}{2}$ h.p. cars are on a different pattern from their Traveller voiturette, to which attention has already been directed. They are respectively two-seated and three-seated, and sell at £165 and £175, at which prices the writer believes them to be two of the cheapest cars shown at the Palace, their design, workmanship, and appearance leaving nothing to be desired. The three-seat car has a very roomy body, and the arrangement of seats is particularly happy. The mechanism of both of the cars is the same; the motor, whose bore and stroke are each 4" and whose inlet valve is mechanically operated, is in front, and there is a gear drive to the rear live axle, two speeds forward and a reverse being provided. The front radiator is of the Accles and deVeuille make, its vertical copper tubes having a number of star fins or flanges forced over them to radiate the heat of the water into the rushing air.

The Bailey and Lambert is of the ordinary type. Its motor is either deDion-Bouton or Aster, the carburettor is a Longuemare float-feed, the radiator is of the Mercedes type, there are three speeds forward and a reverse, drive is by gear to a live rear axle, and there is a well-upholstered body. The price is £157. 10. 0 or, with hood and glass front, £172. 10. 0. The Cadillac runabout is of American manufacture, and typifies the trans-Atlantic design of light petrol cars. It has, almost at the centre of the frame, a one-cylinder horizontal motor with copper water jacket, the live axle being chain-driven. As an instance of the unreliability of manufacturers' statements with regard to motor powers, the motor styled $6\frac{1}{2}$ h.p. is actually of 9.65 h.p. on the brake. There are two forward speeds, the higher being obtained by the direct drive and the lower necessitating the use of reducing gear; a reverse is fitted. Some of the special features are: the extent to which the mechanically operated inlet valve is opened can be varied by hand; the carburettor is a simple form of mixing-valve working automatically; the bearings throughout are fitted with liners, which can be removed easily without detaching the engine from the car; the ignition plug is of the double-pole kind, and has its two contact wires insulated; and the epicyclic change-speed gear revolves as one solid mass with the crankshaft, and not one of its gear-wheels turns even idly when the motor is driving direct on the top speed, the epicyclic gear thus acting as an auxiliary flywheel. The price of the runabout is £183.15. 0. There is nothing special about the Little Elswick, it being on the usual live-axle system. The engine is a $6\frac{1}{2}$ h.p. DeDion-Bouton, and the price of the car is £141.15. 0.

Royal Humberettes of $6\frac{1}{2}$ h.p. were among the smartest light cars exhibited. They are of two types - the Coventry, with wire wheels, selling at £157.10. 0; and the Beeston, with artillery wheels, selling at £168. Artillery wheels on the Coventry car cost an extra £5. 5. 0, and a leather hood to either vehicle an extra £10. 10. 0. The frame is tubular, and the one-cylinder motor, bore $3\frac{7}{8}$ " and stroke 4", is carried in front, and has an automatic governor. Transmission is as usual by shaft and bevel gearing to the live rear axle. The gear gives three speeds forward and a reverse, the body is nicely built and upholstered in blue, and the whole "get-up" of the car is very pleasing.

The last of the $6\frac{1}{2}$ h.p. cars to be mentioned is the Leonard, priced at £145. It conforms to the standard live-axle design, has two forward speeds and a reverse, and the wheels are of the artillery type; the price is inclusive of all accessories.

The only nominal 7 h.p. car noticed at the Show by the writer was the new Swift model. Former cars of this make have had a most ingenious two-speed and reversing gear contained in a case round the live rear axle, but

this system is now discarded in favour of the more usual means of driving and speed changing. Certainly, the price is £200, much higher than that of the great majority of the light cars here described; but, then, the car is very well built, and there are well-understood advantages in purchasing a car from a firm of repute, and in this case there is undoubtedly first-rate value for the money. The design is much as usual, the one-cylinder deDion-Bouton type of motor being in front, under a smart bonnet, and driving, through a friction clutch, the Panhard type change-speed gear, which gives three forward speeds and a reverse, the drive being direct on the top speed. A universally-jointed shaft and bevel gearing drive the live rear axle, which is of quite special construction, and is well tied to the frame to resist any strains likely to occur. Ignition is by accumulator, high-speed trembler coil, and wipe contact. Lamps and accessories are included in the £200.

The Belsize Junior is designated 6 to 8 h.p. and its price is given as £175. It has several good features not too common in low-priced cars, among them being a pressed steel frame, and automatically governed engine, and mechanically operated and interchangeable inlet and exhaust valves, which as would be expected, are easily accessible. The engine has a bore of $4\frac{1}{2}$ " and a stroke of 5", and at 1,000 revolutions per minute probably yields about 7 b.h.p.; it is in front as usual, the clutch and gear-box (three speeds forward and a reverse) being also under the bonnet; there is a central chain drive to the rear live axle, a guard keeping mud and dust from the chain. At top speed the drive is direct, all gear wheels not actually working being at rest. Another 6 to 8 h.p. car is the Imperial, of the usual live-axle design, seating four, and costing £4.15. 0 over the £200, this price including everything in the way of lamps, tools, etc.

PART III:

This is the concluding instalment of a short series of articles intended as a guide to the petrol cars, costing £200 or less, exhibited at the recent Crystal Palace Show. Cars of $2\frac{3}{4}$ h.p. to 7 h.p. were dealt with in previous articles, leaving for present consideration those of 8 h.p. and more.

Certainly, the most remarkable car - price alone considered - exhibited at the Palace was the "No Name", made by the Horley Motor Co. The actual car on show was understood to have a 6 h.p. engine; but the car as sold will have an 8 h.p. Motor Manufacturing Co.'s motor of 4" bore and $5\frac{1}{8}$ " stroke. It has two bucket seats, and conforms to the specification of the standard light car previously given, the change speed gear providing three speeds forward and a reverse, and there being a direct through drive on the top speed. The frame is of ash strengthened with steel plates, the wheels are artillery with Dunlop tyres, upholstery and painting are to choice, the water circulation is assured by a motor-driven pump, there are three brakes, and the car is complete with lamps and all accessories for £105. The workmanship is as good as that on many of the slightly higher-priced cars.

The 8 h.p. Achilles is another British-built car conforming to the standard design. It is constructed plainly and simply, the brake lever and speed-changing lever being at the side, whilst all other operating mechanism, pedals excepted, is placed on the steering pillar. Simplicity is this car's best feature, but the high-class workmanship everywhere displayed in its mechanism should be noted also. The price is £160. The 8 h.p. Wyss is a Swiss-built car, noticeable for its smart upholstery and carriage-work. Transmission and general arrangement are as usual, and it sells at £183.15. 0. The appearance of this car is remarkably good. The Regal car has already been mentioned when describing the 6 h.p. constructions; the 8 h.p. car is on the same system, has three speeds forward and a reverse, and its price is £178.10. 0. On the same stand (Selbach's) was shown a new design of a doctor's all-weather car, having an 8 h.p. deDion-Bouton motor, three seats and a hood, live axle transmission, and costing £10 over the £200.

Only a few of the low-priced light cars have more than two seats, the exceptions being fitted chiefly with a spider seat at the back; but the Darracq 8 h.p. car, selling at £195, has four regular seats, and is made in splendid style. The ash frame is strengthened with steel fitch plates, and the general arrangement of the car and system of transmission are as usual, the Clutch being large and well designed and the gearing giving three speeds and a reverse. The special features of the engine are the crank-chamber inspection port, a new style of valve for relieving the compression, and a governor-actuated throttle whose action can be suspended by an accelerator pedal. Ignition is by a dry battery, as in the deDion-Bouton light car, and this, with the coil, is placed in a box hidden by the

motor bonnet, beneath which also is the whole of the water-cooling apparatus; Darracq bars, it may be remarked, are of the highest repute in France.

The Jackson is the only 8 h.p. car exhibiting any departure from the usual design. It has a one-cylinder horizontal motor, with transmission to a live rear axle. The body can be supplied to accommodate two or four persons, and there are two forward speeds and a reverse, the price being £178.10. 0. The system of transmission is somewhat of an uncommon sight, inasmuch as the engine is coupled direct by means of a flange to the speed-change gear, which is of special design. The final transmission is by chain from a sprocket to the live rear axle. In the speed-change gear are two powerful band brakes. The throttle on the carburettor pipe leading to the engine is operated by a pedal.

At least four 9 h.p. cars costing less than £200 were noticed at the Show, and without exception they have a one-cylinder vertical motor in front, with a gear drive to a live rear axle. The Speedwell sells at £199.10. 0 and is on the lines of the 6 h.p. Speedwell already mentioned; it may have two or four seats.

The Planet constructions have already been alluded to, and the 9 h.p. car, price £199.10. 0 has a deDion-Bouton engine, an automatic carburettor, an enclosed radiator in front of the bonnet, and provides three speeds and a reverse, with a direct drive on the top speed. The Hitchon-Weller is one of the cheapest as well as one of the most interesting of the 9 h.p. low-priced cars. Its one-cylinder motor has a mechanically operated inlet valve with variable lift, and it drives through a clutch the new speed-change gear, which gives the usual three forward speeds and reverse. The feature of the gear is that one pair of spur wheels (there is, of course, a pair for every distinct speed) comes into mutual engagement before the pair that is actually driving is disengaged, this making it possible for the car to go from one speed to another without throwing out the clutch, not that this is desirable in practice. This is attained by mounting the spur wheels on the second motion shaft by means of roller clutches, which resemble the ordinary bicycle free-wheel clutch; thus, when two pairs of spur-wheels are in mesh at the same time, only the higher gear actually transmits motion, because the driven shaft is over-running the lower gear, whose clutch is not gripping. A rider of a free-wheel bicycle will easily understand this. There is a worm drive instead of the usual bevel gearing to transmit power from the gear-box to the live rear axle. The car has two seats, and is sold at £160.

The only 10 h.p. car shown costing not more than £200 is also the only five-seat car, and the only one with a two-cylinder motor obtainable at so low a price. It is the Vulcan, got up in smart style and arranged on the usual live-axle system, its price being exactly £200.

It will facilitate any reader's search for a light car to suit his particular circumstances if the vehicles that have been noted in these articles are classified according to price, and this has accordingly been done. In the following paragraphs, the amount first given is the price, whilst the number immediately following the name of the car is the horse-power. In cases where a car has two prices, owing to difference in seating capacity or in the number of speeds, or in some other particular, it will be found under each of the prices, with a supplementary note affixed.

Light Petrol Cars costing:

£80; New Orleans, $3\frac{1}{2}$. £105; Horley Motor Co.'s. "No Name", 8.
£110; Vulcan, 6. £120; Mabley, $2\frac{3}{4}$. £125; Velox, 5 (automatic inlet valve).
£130; Velox 5 (mechanically operated inlet valve), and Velox 6.
£131.5.0; Coventry Humberette, 5; Planet, 6 (two speeds); Speedwell, 6 (two seats). £135; Anglian, 6. £136.10. 0; Bedford, 6 (two speeds);
Vauxhall, 5 (two seats). £140; Brush, 5 (two speeds and no reverse);
Traveller, 5 (two seats)s. £141.15.0; Little Elswick, $6\frac{1}{2}$; Regal, 6.
£142.10. 0; Vauxhall, 5 (three seats). £145; Leonard, $6\frac{1}{2}$; Traveller, 5
(three seats). £147; Beeston Humberette, 5. £150; Argus or Prunel, 6;
Brush, 5 (two speeds and a reverse); Oldsmobile, 5; Vauxhall, 6.
£152.5.0; Planet, 6 (three speeds). £157.10.0; Bailey and Lambert, $6\frac{1}{2}$;
Coventry Royal Humberette, $6\frac{1}{2}$. £160; Achilles, 8; Hitchon-Weller, 9.
£165; Alldays and Onions, $6\frac{1}{2}$ (two seats); Bedford, 6 (three speeds).

£168; General Motor Car Co., 6½; Beeston Royal Humberette, 6½. £172.10.0; Bailey and Lambert, 6½ (with hood and glass front). £175; Alldays and Onions, 6½ (three seats); Belsize Junior, 6-8; Firefly, 6; Little Star, 6; Siddesley, 6; Wolseley, 6. £178.10.0; Jackson, 8; Mobile, 6 (two seats); Regal, 8; Speedwell, 6 (four seats - the price is given incorrectly in the previous article). £183.15.0; Cadillac, 6½; Wyss, 8. £180; Mobile, 6 (three seats): £195; Darrackq, 8; Pick, 6 (two seats). £199.10.0; Planet, 9; Speedwell, 9. £200; deDion-Bouton, 6; Pick, 6 (three seats); Swift, 7; Vulcan, 10;

Although the above list contains the names of more than fifty cars, there are many light cars on the market that were not shown at the Crystal Palace, and which consequently are not mentioned in these articles; but an early opportunity will be taken to present particularly details of most of them to our readers.

(Extracts from "WORK" Magazine - Saturday, February 27, 1904; Saturday, March 5, 1904; Saturday, March 12, 1904, respectively.)

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LEN SHEEN REPORTS HERE ON EXPEDITION TO TASMANIA:

694 Mowbray Rd.,
Lane Cove.
27th December, 1962.

Dear Members:

Just a few lines to tell of our mishaps on our way to Tasmania for the Veteran Car Rally.

First off I tore the teeth off first gear in the Hudson at Ryde, Sunday afternoon at 4 o'clock while towing the Humber on the trailer, drove slowly back to workshop, took box out, went up to Sam's (Car Wrecker) at Chatswood, took him away from dinner to get me a second-hand box from his yard, came back and fitted it in by 11 o'clock. Started off again 6 o'clock next morning, drove to Albury and stayed the night, then to Melbourne next day.

Tested Humber in Melbourne - all O.K. - packed all our gear in, and left for the last 6 miles to the "Princess of Tasmania" at 4.30 and broke main petrol line. Did a hurried solder job and made the boat with ½ hour to spare.

Jack Jeffery with the Locomobile had tyre trouble with his boggie trailer at Gundagai, having blown two new tyres in two miles, the Locomobile being too heavy, so he left trailer and drove veteran rest of way to Melbourne without further trouble, followed by the Land Rover which came in very useful later on.

George Green also did not have an easy time after driving Prince Henry Vauxhall from Sydney to Albury in one day without trouble. Had to run a big end at Seymour about 60 miles from Melbourne, towed in by Jack Jeffery in the Land Rover which was following. A very hectic day was spent by George getting new big end fitted, the job being finished one hour before "Princess" sailed, and like myself just made the boat with a little to spare. It was with a sigh of relief that the cars were driven on board for the crossing to the Tasmanian Rally!

The Rally was a very good one, being the longest of any in Australia - 75 miles the first day, and 95 miles the second - all of which was covered by the Sydney cars without any trouble. 53 starters in all; 25 Veterans and 26 Vintage Cars and 2 Veteran motor bikes.

- LEN SHEEN.

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A 1,500 MILE TRIP TO THE VICTORIAN VETERAN CAR RALLY IN HENRY'S FAMOUS T MODEL

- By Vic Jacobs

Having heard fellow members tell of their interesting tales when attending interstate rallies, I decided to drive my 1912 T Model to Melbourne for their rally in November. I planned an itinerary covering twelve days in all, travelling down by the Olympic and returning via the Hume Highway. I posted

letters to all the Motels to be sure of accommodation, mentioning that I was driving a veteran car, and requesting that a garage be reserved for me. This I found a particularly good idea, as I received so much preference I even found they took their own cars out of the garage when none others were available. Mark Barnett, a friend of mine, came as my co-pilot (although he had not previously driven a T Ford) and as I knew all the Ford Dealers en route I knew this would take up quite an amount of extra time. I am very pleased to relate that at no stage did I ever deviate from my planned itinerary more than half an hour in any one town. Particular attention was paid to equipment - spare gallon of petrol, oil and a water bag was carried in addition to a spare tyre tube complete with a first-class set of tools and miscellaneous equipment. I certainly followed the Scouts' motto of "be prepared".

We left on the Sunday morning when all other veteran cars were attending Centennial Park for their annual inspection. It was a lovely sunny day and on the road to Bathurst everyone was in a holiday mood and we received hoots, waves and smiles from everyone enjoying their Sunday outing. Between Sydney and Katoomba, Bodington Hill was the only climb that we could not make in top gear but I certainly had an experience driving down Mount Victoria as after the first decline my foot brake failed completely. Having aboard some friends who were travelling as far as Lithgow only, I kept quiet about the incident except that my young son David was awake to what had happened when he saw me slap on reverse gear then low gear then finally the hand brake. This slowed me down to the stage where I was no longer thinking of wrapping my lovely brass radiator and acetylene lights around a wild blue gum tree! If I'd had one of those mythical anchors I've heard about I would have forgotten the feelings of my passengers and thrown it out regardless. It was a lovely run to Bathurst and there we received the hospitality we were to experience right through to our return home - waves, greetings - we never thought a veteran car would cause such interest from the country folk.

On the second day to Cowra we dressed in what was to be our permanent clothing for the trip, shorts, summer shirt and long socks which made it a very relaxing holiday. Harry Blackett, the oldest Ford Dealer in N.S.W. gave us a wonderful reception and I spent a very happy two hours going through the old stock in his parts store but unfortunately most of the "magpies" had been through it previously. Before I took off the local press were at me for a story and photographs and this started my first press interview - which was to continue in almost every town for the next 12 days. Next tour I will be better equipped, and will carry pamphlets giving the story of the veteran cars, Club and the specifications of the T Model. Onto Young where we stayed the night and as we drove up the main street it was like driving in a normal Brighton rally with cars hooting horns, whistling and waving as we made what we originally thought would be a quiet trip into the town. With so many horns hooting I decided to blind them with science so gave them a "full barrage" of the eight horns that we keep as standard equipment. Imagine our surprise when we found that half the town followed us like the Pied Piper's children to the Motel! Radio Station 2LF asked for a $\frac{1}{4}$ hour interview which I gave them on the early history of motor cars, the veteran Club etc. etc.

On the road to Wagga we drove through a town called Wombat where I heard there was a 1914 T Model still stored on one of the local properties. Townspeople said we would never get even near it and they certainly weren't very far wrong because the three elderly brothers who owned the property were most uncommunicative and we wouldn't even have got a "hello" out of them except that we were in a veteran car. Those members who read the "Horseless Carriage Gazette" will understand that they were typical of the cartoon that is published in each edition showing the 4 farmers holding shot-guns with the caption saying "Stay away - it's Ma and Pa's and is not for sale". Driving on we were thirteen miles from another town when we noticed a Falcon following very closely behind. I waved him on, but like so many drivers he refused to pass for about five minutes, then I heard a Police Siren and a call to "pull over, driver" and in front of us he applied his brakes - you can well imagine that I had to go through the ritual again - slap on reverse, low gear, hand brake and practically throw up the anchor to save finishing up in his boot. All the Sergeant wanted was to inspect the car and ask all the questions which I had answered so many times over the past two days. He was so interested that he asked Mark to drive his car into town whilst he came the last ten miles with me in order to "show me the way" (even a blind man could have found the way because the road led directly into the town!) On the way in he insisted on blowing the hooter to the local farmers harvesting their wheat, the local road workers, small properties along the main road and particularly in the town to the postmistress, the schoolmaster, the local storekeeper and everybody else. "Exhibitionist" - that's what we called him. Onto Wagga and here we nearly had several accidents caused by people cutting in front, applying their brakes and jumping out with cameras wanting to take photographs. I think we've all had this experience and I think you'll agree that the chappie who drives alongside, turns and waves to

you is the worst one because he doesn't realise that his car is cutting your front mudguard as he's trying to be friendly.

The last day's trip was the longest from Albury into Melbourne which is just 200 miles and this we accomplished without any problems. At a small town called Eurora we pulled in for a drink and on returning, found that the local school teacher had allowed all the children from the school to leave their classes and come and inspect the car. On the way down I had taught Mark how to drive and I found it was a pleasant experience to sit back and read a paper or have a sleep rather than do all the driving myself. He became a competent driver and certainly halved the work.

And now for the rally. My wife, son and daughter flew down for the weekend and as the first car was not off until 9.15 a.m. I decided to take it easy and arrive about 10 a.m. as we were number 91 in the field, but you can imagine our dismay when we arrived at the starting point to find there was not a veteran car in sight. Their policy is different to ours as they send them off in batches of five in quick smart order. However, the Police co-operation was tremendous and a Patrol Bike told me to follow him, blew his siren and cleared a path right through the busy Melbourne traffic to catch up with the convoy about ten miles away on the road to Sorrento. This is an experience we will never forget. It was quickly evident that their rallies took a different form to ours without any controls and sub-events as it is just purely a two-day tour. In all we did 97 miles the first day and about 80 miles the second, with a total of nearly 180 miles and all blessed by wonderful weather. The rally was sponsored by the Royal Automobile Club of Victoria and they certainly gave a wonderful road service. You couldn't pull up to buy an ice cream without at least three patrol cars pulling in to check if you were O.K. In the afternoon they set aside an hour to call at an Orthopaedic Hospital to take the Spastic children for a drive and it was a sight to see 50 or 60 veteran cars in the hospital grounds taking all these poor children in their crippled state for runs in the various cars - a grand idea and certainly one that made us feel very good to participate and bring a little joy into these children's lives. With the Police giving the rally the right of way in the busy Sunday traffic, we finished our run at Myers' huge shopping centre on the main highway amidst a tremendous crowd. When I say tremendous I really mean what that word conveys as there were thousands and thousands of people to see the cars come in - so much so that each and every car was literally surrounded by people which had to be seen to be believed. The first prize was won by a 1907 Swift which had only received its final restoration the night previous and was truly immaculate in every respect. Having no sub-events there were only three prizes so the announcement of the winners was made in a very quick time.

On Monday morning I drove my family back to the airport for their trip home and Mark and I left the big city at approximately 4 o'clock in the afternoon for our journey back to Sydney. On the second day the Heavens and Earth came down upon us and having no side curtains, water was in our ears, our eyes and we were soaked throughout as the water came in every direction. Those who have water leaks in modern cars should have seen OUR plight! To dry our clothes we pulled up the floor-boards, putting gloves, sox and other clothing right on the top of the transmission cover, and this proved a first-class "drying machine". Boosted with a few rum and milks we were still able to accomplish a 170-mile run for the day.

On the second-last day we had our first hold-up with a puncture about 10 miles from Yass, which unfortunately happened near twilight but with a quick repair we were back on the road where we arrived by kerosene light at 7 p.m.

On the twelfth day we drove into Sydney right on schedule after completing a very happy 1,500 mile tour through to our Southern State. It was evident from our trip that everyone showed a keen interest in veteran cars, particularly from the younger folk, and Mark and I are sure that if you want to visit an interstate rally drive all the way, as the pleasure and fun you receive could never be experienced if you "trailed" down.

Yes, it was a wonderful twelve days' holiday, one that we will never forget, and if the Editor does not censor the following statement, proves that

"The sure way is the T Ford Way".

- VIC JACOBS

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