

# SPIT AND POLISH

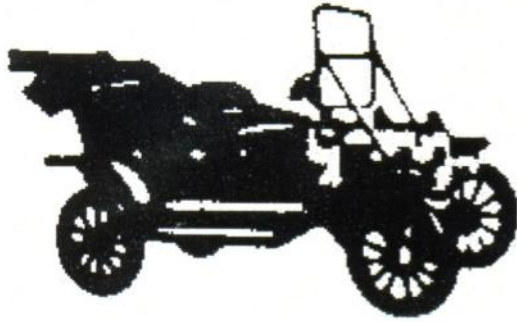
PATRON: HER EXCELLENCY PROFESSOR MARIE BASHIR AC CVO  
GOVERNOR OF NEW SOUTH WALES

The Journal of the VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC.



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# SPIT AND POLISH

WEB PAGE: [www.vccansw.org](http://www.vccansw.org)

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All letters, advertisements, articles are to be sent to “The Editor Spit & Polish” preferably by

**Email:** [nevpreston@gmail.com](mailto:nevpreston@gmail.com) or by **Mail:** 18 Byron St. Wyong, NSW 2259

Articles to be received by the **First Wednesday** of the month.

### **Cover Photo:-**

*Doug Marhall’s 1913 G.W.K. Cyclecar.*

*At the Newcastle Branch Registration Inspection day.*

*At Tuggerah 2011.*

VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) Inc.

134 Queens Road, Five Dock, 2046

PATRON: HER EXCELLENCY, PROFESSOR MARIE BASHIR AC CVO  
GOVERNOR OF NEW SOUTH WALES

**Minutes of Monthly Meeting of VCCA (NSW) Inc.**

Minutes of Monthly Meeting of VCCA (NSW) Inc Date: 28<sup>th</sup> August 2014

**ATTENDANCE**

Committee: 7      Member's family: 3      Visitors: 1      Members: 19  
Apologies: Don Liddle, Peter Martin, David Norton, Dot and Barry Shinfield  
Visitors: Bob Freeland

**MEETING OPENED AT 8:30 PM.**

**PRESIDENT'S OPENING REMARKS**

Vice President Wilga Coutts requested all members to stand for a minute's silence to remember our friend David Francis. Members observed a minute's silence. She expressed all members' feelings of shock and upset at the news and her sympathy for Jeanette and her family.

The Vice President apologised for the President's absence due to urgent business. She welcomed all members especially Don Grant, Greg Roberts, and Michael and Susan Lowe and the club's visitor Bob Freeman.

**MINUTES PREVIOUS MEETING**

Matters arising: Correction to the Website. It should read the Adelaide to Darwin Rally.  
Moved: Warren Irish      Seconded: Neil Martin

**INWARDS CORRESPONDENCE**

**Flyers received**

Shannon's Motor Auction      Linwood Heritage Estate

**Other club publications**

Brass Notes      Early Auto  
The Edwardians      Motorlife News  
Small Torque      The VC of NZ  
VCC of SA      Veteran Torque  
Vintage Motor Club Bulletin

**Invitations:**

Bonhams London to Brighton Veteran car Rally 2 Nov 2014  
VSCCA - 70<sup>th</sup> Anniversary Rally & George Green Memorial Rally 19-21/09/14  
Vero International Festival of Historic Motoring Dunedin NZ 15-24/01/ 2015  
FIVA World Rally 2014 Luxembourg 19-21/09/ 2014

**Other**

Emails from Patrick Witter, Gilbert Bureau, John Wards, John Duncan,  
Ryan Dewes, Fred Bausch, Aaron Warwick, Robert Smith  
Energy Australia  
Government House Sydney

**OUTWARDS CORRESPONDENCE**

**VSCCA**

Emails to Patrick Witter, Ryan Dewes, John Duncan, Gilbert Bureau, Fred Bausch and John Cadogan  
Letters to Noel Hand, Bill Trollope and Robert Rumble  
Club emails: David Francis  
Flowers to Jeanette Francis  
Correspondence accepted.  
Moved: Graham Weekes      Seconded: Bob Hobson

### **TREASURER'S REPORT**

**Balances are:** \$

Rental fees for the last quarter are being paid. The rates (\$3,500) were paid.

Moved: Lyn Martin                      Seconded: Michael Lowe

### **MAGAZINE**

The Editor requested more articles.

### **EVENTS**

The Events Coordinator reported that August had been a busy month. The Navigator's Rally was a lovely day with 3 veterans, 4 moderns and lots of Les Watton's other friends attending. Les also organised the visit to George Eden's Shed with members of the Oasis Club. Wilga thanked Les for arranging both events. The MaSH Ramble was a pleasant, interesting run with a good roll up. Unfortunately Eastern Creek and the All-British day were cancelled due to the weather. On 6 September a working bee has been organised at the Clubrooms for a general tidy up and spring clean. On 21 September is the combined VMCC All Veteran Day at Maraylya. In October the 2014 National Veteran Rally takes place in Kalgoorlie and on 17-20 October is the Newcastle Branch Tour. The Christmas party is scheduled for 30 November to be held at the President's new house. It will be combined with Inspection day for those who live in southern Sydney and MaSH.

Les Watton commented on the Navigator's Rally, a fantastic day, where members saw lots of Red Indian motorcycles. Members enjoyed the visit to George Eden's shed, which houses a wonderful collection of cars. This was in association with the Oasis Club. The Oasis Club is affiliated with CMC and meets every first Tuesday in the month. Members need to contact Les for details.

### **PERMIT TO MOVE**

3 permit renewals processed; 4 movements noted.

**LIBRARY** Nothing to report

### **DATING**

Application for dating sent to Russell Holden.

### **MEMBERSHIP**

Robert Rumble accepted for membership.

**CMC** Nothing to report

### **HALL**

Robert Fordham updated members on the maintenance of the hall. The air conditioner needs fixing. The cistern in the men's lavatories has been replaced. At the working bee Robert hopes to be able to fix the leak in the front of the hall and move the old fridges out for a council clean up.

A volunteer is needed to send out the quarterly invoices to hall users. Anyone interested should contact Robert.

Negotiations are underway with Sydney Voice to renew their lease for three years.

Jeanette Francis asked Robert to thank on her behalf the members who attending David's funeral, sent cards and for the flowers sent on behalf of the club.

### **WEBSITE**

Peter Weir requested suggestions from members to make the website more attractive and fresher. Members should contact Peter.

### **GENERAL BUSINESS**

Lyn Martin sadly informed the meeting that Jan Coulcher had died suddenly in June.

The raffle was drawn.

### **MEETING CLOSED AT 9:00 PM.**

**Wilga Coutts**  
**Vice President**

**Louise Yeomans**  
**Secretary**

**VETERAN CAR CLUB OF AUSTRALIA (NSW) INC**  
**60<sup>th</sup> ANNUAL GENERAL MEETING 28 AUGUST 2014**

## Minutes of 60<sup>th</sup> Annual General Meeting of VCCA (NSW) Inc.

134 Queens Road, Five Dock

### WELCOME

On behalf of the President, the Vice President, Wilga Coutts, opened the meeting at 9:00 PM and welcomed all members to the Annual General Meeting. She conveyed the President's apologies as he was called away unexpectedly.

### PREVIOUS MINUTES

Minutes for the previous meeting were published in September 2013 *Spit and Polish*.

Matters arising: Nil

The minutes were accepted.

Moved: Bob Hobson                      Seconded: Greg Roberts

### COMMITTEE REPORTS FOR 2013/2014

The Secretary and Treasurer presented reports.

Full texts including the President's Report will be printed in *Spit and Polish*.

Moved: Graham Weekes                      Seconded: Phil O'Loan

### 4. ELECTION OF OFFICE BEARERS AND COMMITTEE MEMBERS FOR 2014/2015

The Vice President declared all positions vacant. Bob Hobson, as past president, took the chair to conduct the election of office bearers for the ensuing year.

Bob called for any further nominations. No further nominations were received.

The results were as follows:

#### Position

President	Peter Martin
Vice President	Phil O'Loan
Vice President	<b>NOT FILLED</b>
Secretary	Louise Yeomans
Treasurer	Geoff Yeomans
Events Coordinator	<b>NOT FILLED</b>
Website management	Peter Weir
Magazine Editor	Neville Preston
Hall management	Robert Fordham
Dating	<b>NOT FILLED</b>
Registrations	Neil Martin

Bob handed the meeting to Wilga Coutts, the outgoing vice-president. Wilga thanked Bob for carrying out the elections.

### 5. APPOINTMENT OF HONORARY AUDITOR

Graham Steer has agreed to continue to conduct a review of the financial statement and to report any matters requiring the Committee's attention.

### 6. GENERAL BUSINESS

#### PRESENTATION OF AWARDS

<b>AWARD</b>	<b>RECIPIENT</b>
Navigator's Trophy	Dorothy Shinfield
Veteran of the Year Award	Not awarded this year
Literary Award	Bill Heeney
Junior Literary Award	Lauren Newman

Unfortunately none of the recipients were present to receive their awards.  
Wilga thanked members for their attendance.

There being no other business the meeting closed at **9:15 pm**.

Dear Members,

## **President's Annual Report - August 2014**

This year has been a fairly hectic one for me with the responsibilities of a relatively new job and then the considerable time and energy that it takes to move house and more importantly shed. I fear that I have not been as active in the club as I would have liked to have been. So it is fortunate for me, that I could not ask to serve on a Committee with a more committed group of members, if there is something that needs to be done it gets done with very little drama and usually not much praise, but I'm sure you will all agree that we couldn't survive as the foremost Veteran Motoring organisation in the world! without them. I would like to thank all them all for their assistance and patience with me as I took on the duties of President.

At this AGM both Wilga and Euan Coutts will be retiring from the Committee, Wilga has served as President, Vice President and finally as Events Co-ordinator which She, I think we will all agree, has done a very good job at, so I on behalf of the Members I would like to thank her for her service to the club. Euan has also served on committee for some time as both Secretary and Treasurer and no doubt in many other non-official roles, all of which contribute to the running of the Club and with very little fanfare. So I on behalf of the Members I would like to thank him also for his service to the club, and I wish them both well in their second retirement. All of the other committee members have indicated that they will be standing again and for that I thank them. It would be nice to see a fresh face or two come on to the committee, we could always do with some new ideas and some inspirational thinking and energy.

Both of our Branches, Newcastle and the Macarthur and Southern Highlands, seem to be growing stronger each year, which can only be good for the Veteran car movement in general, their annual runs contribute strongly to the Club's events calendar, and as they are run in regional areas, are most enjoyable to attend.

Unfortunately It has not been all plain sailing for us as we lost too many of our friends this year, all long standing members or the family of members whose contribution to the club will be remembered for a long time to come. Let's hope that in the next twelve months our Club grows from strength to strength.

Let us all take some time to remember our friends.

Barry Tulloch, Jan Coulcher, David Francis, Bill Spraggon, Don Moffat, Peter Clarke and Narelle Weekes

Until next time,  
Peter, Sue & Harriette

## Honourable Secretary's Annual Report - August 2014

Thank you to the other members of the committee and the club members for their support and friendship over the last year. I feel that I have graduated from an L plate to a P plate as I have a greater understanding of the club and now can decode most of the acronyms. There are many people who contribute to the smooth running of the club and their efforts are much appreciated.

Unfortunately club membership has decreased by five this year. At the end of June 2014 there were with 202 financial members and four junior members as compared to 2013 when there were 207 financial members and four junior members. While it was pleasing to welcome seven new members into the club but this has been against the loss of four members who passed away, and eight members through resignations or lapsed membership.

Email communication has enabled the faster distribution of messages to members. I would like to thank David Norton and Euan Coutts for their ongoing efforts in keeping the database of club membership current, especially email addresses.

If you know of anyone interested in veteran cars or owning a veteran, please let them know our club would welcome their involvement with us.

Louise Yeomans  
Secretary

## Treasurer's Annual Report - 2013/2014

I would like to thank my fellow Committee Members for their help during the year, particularly Wilga for her advice and support. I would also again thank Laurie Garrod for his invaluable assistance in preparing the Annual Reports and his accounting skills during the year.

The Club has had a good year financially mainly due to having a permanent tenant in the small Hall. We also have the main Hall let on most nights. Whilst this provides us with a stable income, it makes for a lot of work for Committee. With the cash now generated The Committee have identified a number of maintenance items, both large and small which require attention.

I have found that being on Committee has been very rewarding and not too onerous, but I feel it is time for other members to come forward with fresh ideas and different approaches and I will not be standing for Committee next year.

Euan Coutts  
Treasurer

### *Light Hearted Humour*

Last year, I replaced, like, all the windows in my house with those expensive, double-pane, energy-efficient kind. Today, I, like, got a call from the contractor who installed them. He complained that the work had been completed a year ago. And I still hadn't, like, paid for them. OMG!

Hellloooo,..... Just because I'm blonde doesn't mean that I'm, like, automatically stupid.

So, I told him just what his fast-talking sales guy told me last year -- that these windows would, like, pay for themselves in a year. Helllooooo? It's been a year, so they're, like, paid for, I told him. There was only silence at the other end of the line, so I finally hung up. He never called back. I bet he felt like an idiot.



## Events Calendar - Club Events

### SEPTEMBER 2014

- 21<sup>st</sup> **Maraylya Day** with VMCCA *Entry Form in July Spit and Polish*  
25<sup>th</sup> Committee Meeting starting at 6.45pm  
25<sup>th</sup> Monthly Club Meeting at Club Rooms, Fivedock at 8pm

### OCTOBER 2014

- 4<sup>th</sup> MaSH Branch Meeting - 2pm - Lake Alexander, Mittagong  
5<sup>th</sup> Motorlife Museum - Motoring Expo. *Information and Entry Form in July Spit and Polish.*  
10<sup>th</sup> **MaSH Branch** Morning Tea run.  
17<sup>th</sup> - 20<sup>th</sup> **Newcastle Branch Annual Tour** *See Page 8 for Details*  
21<sup>st</sup> Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm  
23<sup>rd</sup> Committee Meeting starting at 6.45pm  
23<sup>rd</sup> Monthly Club Meeting at Club Rooms, Fivedock at 8pm  
31<sup>st</sup>-3<sup>rd</sup> "The 17<sup>th</sup> Hupmobile Tour" *See Invitation Events Page 8*

### NOVEMBER 2014

- 9<sup>th</sup> **Newcastle Branch Registration** - Maxon Machinery, Boolaroo. 8am. *See Page 9 for details*  
14<sup>th</sup> **MaSH Branch** Morning Tea run.  
18<sup>th</sup> Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm  
27<sup>th</sup> Committee meeting starting at 6.45pm  
27<sup>th</sup> Monthly Club Meeting at Club Rooms, Fivedock at 8pm  
30<sup>th</sup> **Sydney Christmas Lunch.** *See Page 9 for details*

### DECEMBER 2014

- 6<sup>th</sup> MaSH Branch Meeting, 2pm - Lake Alexander, Mittagong  
7<sup>th</sup> **Sydney Registration Inspection Day** *Details to follow*  
7<sup>th</sup> **Newcastle Branch Christmas Party** - *Bargeod House Swansea. Details to follow*  
12<sup>th</sup> **MaSH Branch** Morning Tea run.

## National Rallies

### OCTOBER 2014

- 19<sup>th</sup> - 24<sup>th</sup> 2014 **NATIONAL VETERAN RALLY** hosted by the veteran Car Club of WA (Inc)  
To be held in the Kalgoorlie - Boulder area Western Australia  
Correspondence to Committee:  
Secretary John Wood Email: [wood1941@bigpond.com](mailto:wood1941@bigpond.com) 7 Eleanor Court CRAIGIE WA 6025  
Chairman Harry Pyle Email: [hdpyle@bigpond.net.au](mailto:hdpyle@bigpond.net.au)  
*Expression of Interest Form February 2012 Spit and Polish.*

### OCTOBER 2015

- 4<sup>th</sup> - 9<sup>th</sup> **2015 National Veteran Motorcycle Rally** hosted by Antique Motorcycle Club of Australia.  
To be held in Ararat Victoria.  
For further information contact John Burke National Coordinator  
2 Occident St Cessnock NSW 2325  
Ph: (02) 4991 1806 Mob: 0412 821 945  
Email: [Hupmobile@bigpond.com](mailto:Hupmobile@bigpond.com)

## Invitation Events

### SEPTEMBER 2014

21<sup>st</sup> Once again the VMCC is running a Veteran Only Day, starting at Maraylya at 10 a.m. The Rally will start at the Park, Boundary Rd, Maraylya. There is a nice area for children to play & plenty of parking.

*Entry Form in July Spit and Polish*

28<sup>th</sup> The Annual Orange Blossom Festival Classic Car Display & Swap Meet is on again at the Bull & Bush Hotel, Baulkham Hills. This is an outstanding family day to display & entry is free. Please note, the Lions Club will be doing the BBQ & Coffee to U van will be available from 8.00am and we look forward to your support.

### OCTOBER/ NOVEMBER 2014

31<sup>st</sup> - 3<sup>rd</sup> "The 17<sup>th</sup> Hupmobile Tour" will be held at Ballarat Vic from Oct 31<sup>st</sup> to November 3<sup>rd</sup> 2014. In Victoria, Interstate vehicles on concessional registration are required to carry the copy of their Club's Magazine showing the event as an "Invitation Event".

### Welcome New Member

Robert James Rumble & Sheryl (1108)  
43 River Road  
Tahmoor NSW 2573  
**1903 Cadillac**  
**1911 Renault**  
(H) 4683 1985  
(E) sherylmunble@bigpond.com

### Change of Address

Frank Cavasinni  
Level 3  
239 Church Street  
PARRAMATTA 2150

### New Phone Numbers

Nigel Coutts (H) 02 6365 1301  
Lee Wright (M) 0438 536 223

## Coming Events

### NEWCASTLE ANNUAL TOUR 2014

FRIDAY 17<sup>th</sup> to MONDAY 20<sup>th</sup> OCTOBER

Based at

*Molly Morgan Motel*

New England Highway  
East Maitland  
(Cnr New England Highway & Chisholm Road)

**Phone (02) 4933 5422**

### **BOOK YOUR OWN ACCOMMODATION**

We have made a provisional booking at the motel so it will be necessary to mention you are with the V.C.C.A when booking.

Any queries contact  
Graeme Newman (02) 4392 1035  
Neville Preston (02) 4352 1533

**ENTRY FORM IN JUNE SPIT AND POLISH**

*Also on our website under downloads*

**Newcastle Branch Registration Day**

**Sunday 9<sup>th</sup> November**

**8am to 12 midday**

At Maxon Machinery

Cnr Lakeview & Second Streets,

Boolaroo

*Note: There is only one registration day this year for  
the Newcastle Branch.*

**CHRISTMAS LUNCH**

**12.30pm, Sunday 30<sup>th</sup> November 2014**

To be held at

Peter & Susan Martins' Property  
170 Binalong Road, Belimbla Park.

**A FULLY CATERED LUNCH**

**\$25 Adults, Dependent Children Free  
BYO Alcoholic Drink**

Please call Lyn Martin **9632 5047** to secure your booking.

(ASAP but no later than 12 November 2014)

Payment may be made at October VCCA meeting; payable to VCCA or post  
cheque to:

Mrs L M Martin  
140 Orchardleigh Street  
Old Guildford NSW 2161

*But no Family Pets*



## Vale - David Francis

24<sup>th</sup> March 1947 – 6<sup>th</sup> August 2014

When I first applied for membership to the Veteran Car Club almost 20 years ago, David was the first person to contact me and warmly welcomed me into the club. From that first introduction I knew that there was something special about David.

David was characterised by his warmth and charisma, his cheeky laugh and wonderful sense of humor which was a magnet to anyone who got to know him. He always had a genuine interest in you and what you were doing. Due to his special personality, David's time was always in demand - people just wanted to be with him no matter if it was sharing his interest in motor cars or discussing one of his many other interests.

David was not only interested in Veteran cars, he was extremely passionate about Mustangs, loved Jaguars, had a large selection of motor bikes and enjoyed time on the water at Gwandalan, his beloved Lake Macquarie retreat. David and Jeanette often opened their house up to my family and we spent many weekends at his 'resort', where my children still talk about their water skiing adventures on the Lake. My memories are more of a glass of red wine in my hand in his garage!

David made a significant contribution to the Veteran Car Club. He worked on many committees and sub committees, making time around his demanding work commitments. He was always concerned about our club's future and particularly its financial future and often worked behind the scenes planning, initiating actions and inspiring other people in assuring the success of our club.

David was a very special person and will be greatly missed and our love and thoughts go out to Jeanette and his family.

Phil O'Loan

## Editorial

Thanks to the members and for the articles which they supplied for this edition of **YOUR** Spit and Polish.

Les Watton for his article on the invitation event to George Eden's, Ron Cox for his article on the ex Royce Gregory Overland and Gordon Dewey for his contribution with the article on the 1906 Le Mans race. Also to Ron for another of his light hearted jokes. Unfortunately the Newcastle Branch outing to the orange orchard was cancelled due to the wet weather as was the Eastern Creek event. But as far as I know the MaSH Branch 'Run in the Country' was held but no report.

Information on coming events, Newcastle Branch Annual Tour and then their Registration day and a little later the Sydney Christmas lunch.

***URGENTLY REQUIRED: I still urgently require articles for the magazine as I have very few articles as back-up. If I don't receive more the next magazine could be much thinner.***

Just remember a short article can be made into a page presentation with a couple of photos as I have stated before.

Remember this is "**YOUR MAGAZINE**".

Enjoy your Veteran motoring

*Nev Preston*



## A Day at George's with the Oasis Club 5-8-2014

Les Watton

This was an open invitation day with the "OASIS CLUB" to have a bbq lunch & inspect George's "SHED IN THE BUSH" at Nattai. As I was staying just down the road Helen & I arrived at George's early to get set up for the day.



*1905 Jackson*



*George and Les*

As it was quite cool we put the urn on & got a log fire going just outside the door. Soon cars & people started arriving & after introducing George Eden everyone started inspecting the massive workshop & cars. It didn't take long for someone to find the Pianola so we had musical entertainment as well. With the barbecues fired up it was lunchtime which was enjoyed either in the shed or outside amongst the trees. It was then time to clean up & say our goodbyes to what was a very enjoyable day. Seventy nine people attended with about forty cars of various makes & models & ages.



*1910 Baker Electric*



*International Motor Buggy*

George's cars - 2 Veteran Talbots, International Motor Buggy, 1905 Jackson 1910 Hupmobile 1910 Baker Electric & a 1928 Jewett

Members attending

Euan & Wilga Coutts - Laurie & Jan Garrod - John Fryirs - Neil Martin - Les Watton

Oasis club events are held mostly on the 1st Tuesday of each month anyone is welcome to attend with any type of car or year model including modern cars. (*The Oasis Club is affiliated with CMC. Members need to contact Les for details.*)

## Working Bee - 6-9-2014

### The Editor



*Barry busy with the vacuum cleaner*

A rather wet day for our working bee, so there was no tidying up outside the building carried out. A good general cleaning of the inside, with Wilga again keeping herself busy cleaning the kitchen.

Neil brought along his extension ladder and cleaned the high windows in the main hall and also the fan blades. Barry cleaned the filters in the air-conditioners while others did a general dusting and cobweb removal. Euan did a good job on cleaning the front windows. And to finish the day Barry unclogged the vacuum cleaner and gave the carpet a thorough cleaning.

The refrigerator was removed from the kitchen as it doesn't work and the small refrigerator was removed from the committee room as it was only taking up space.

The rain had eased late in the morning which gave Neil an opportunity to climb up and remove the leaves from the guttering at the front of the building.

An apology was received from Don Liddle as one of his main tasks is to refurbish the Presidential table, so it will have to wait till the next working bee.

In all a good morning's work or at least that was the opinion of those that attended.

### Attendance

Geoff & Louise Yeomans  
Euan & Wilga Coutts  
Barry & Dorothy Shinfield  
Laurie Garrod  
Les Watton  
Neil Martin  
Robert Fordham  
Nev Preston.



*Neil cleaning the fan blades*



*Neil cleaning the steel beams*

## Overland Model 38

Ron Cox



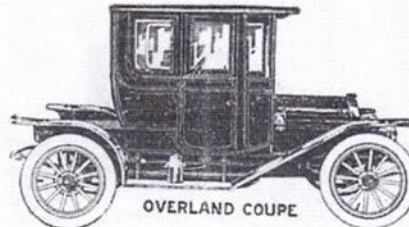
*Overland*  
TRADE MARK REG.

### Price List of Parts

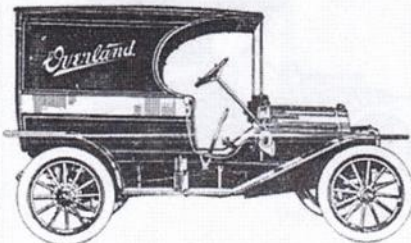
For Models 37 and 38



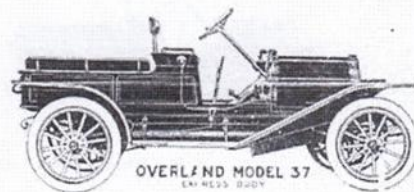
MODEL 38 TOURING CAR



MODEL 38 COUPE



MODEL 37 COVERED AND EXPRESS BODY



**The Willys-Overland Company**

Toledo, Ohio, U. S. A.

THE CASLON PRESS  
TOLEDO OHIO



This picture was taken on the 24/9/1954, the information is as follows:

“This is the nicest thing that’s ever happened to us!” screamed five girls as they drove through the city streets on Friday in a 50 year old car.

For the girls who work at the social services Department typing pool, Carington St., it was a dream come true. It all started when one of them, Mrs. Bonnie Cook, wrote to the Daily Mirror:

“On seeing “Cheaper By the Dozen” years ago, my four girl friends and I decided we would dearly love to ride in an old Vintage model car. “We didn’t even know cars of this kind existed”.

Crowds cheered. The Daily Mirror waved the Magic wand and Mr. Dick Hyde, a director and auctioneer at Pacific Motor Auctions, agreed to take the five eager girls for a spin around the city in his 1910 model overland. (Reported at the time as a 1904 model!)

The old car, bright and gleaming, caused a sensation when Mr. Hyde parked it in Carington St.

A crowd quickly gathered, and Mrs. Cook and her friends, Misses Margaret Egan, Brook St. Clovelly; Val Marks, Marrickville Ave., Marrickville; June Marshall, Holdn St., Ashfield; and Dorothy Gray, Doomben Ave., Eastwood, were given a rousing and envious farewell as they drove off.

“None of us has been able to do any work all the morning”, said Margaret.

35mph. The others laughed and cried, “Isn’t it thrilling!” as Mr. Hyde drove them along Pitt St., Market St. and George St., and down Martin Place.

Many people stopped and stared, and a couple of staid traffic policemen relaxed long enough to grin and make a cheeky remark.

The girls showed a lively interest in the car, which has three gear pedals and can do 35 miles per hour. Bonnie was so impressed she thought she might make Mr. Hyde an offer for it until she heard him say it was worth 500 pounds.



## 1911 Overland 'Touring

This article was from the Sun Herald of the 1st April 1973 featuring a 1908(?) Overland, ARG777, with Mr. Royce Gregory. Overland script on the radiator, side lamps and a rear vision mirror had been added since 1954.

### **ODD SWAP: 1908 CAR FOR PLANE**

By JACK PERCIVAL

A Sydney man wants to trade a 1908 model Overland car for a twin-engined aircraft.

Trade-in experts said yesterday it was one of the most unusual proposals in their experience.

One said the veteran car could realise more than \$100,000 in America.

The owner of the 65-year-old car is Mr Royce Gregory, of Manly, who has been flying for more than 30 years.

In addition to the car, he is willing to include in the deal his single-engined, long-range aircraft, a Navion.

Mr Gregory made his offer in the official magazine of the Aircraft Owners and Pilots' Association of Australia.

#### **Completely roadworthy**

He said yesterday: "The car was owned by my deceased uncle, Mr Arthur Gregory. It was tucked away for years in a garage at Bowral."

"I spent hundreds of man-hours and thousands of dollars in restoring it."

"It is completely road worthy and just as good as when my uncle once drove it from Bowral to Sydney in 2 hours and 20 minutes."

Mr Gregory learned to fly at the Kingsford Smith Flying School when it was based at Mascot.

The type of twin-engined aircraft Mr Gregory is most interested in is an Aztec or Beech Baron.



*Picture shows Mr Gregory with his 1908 Overland.*

Many thanks to David Crisp for his very able assistance with the history of the subject 1910 Overland featured here.

This photo circa 1980 again shows ARG777 on display, and is described as a model 22 of 1907(?) certainly a vehicle with many birthdays, but in reality a model 38 of 1910, one of 8476 produced that year. There is no gear lever as the planetary transmission has 3 pedals.



And finally a note kindly sent by the current owner of this fine vehicle:

Dear Ron,

Thanks for your data on the Overland. Not quite sure what you would like but please use any of the below:

“We were fortunate in being able to purchase the 1910 Willys-Overland Model 38 in 1996 at auction when it was offered for sale by the Estate of the late Royce Gregory who had been well known for establishing the business, Gregory & Carr. Rumour had it that there was never in fact a Mr Carr but it was Mr Gregory and his “car”.

The car was in very good condition when we purchased it and has run incredibly reliably ever since only requiring minor works on tyres, the petrol tank and fuel lines. We have taken it on several Blue Mountains Rallies and on one of the Morpeth events, all without failing to proceed, which is of course the most important test.

The Overland Model 38 was only produced between October 1909 and July 1910 and our car bearing serial number 8256 was said to be one of the last produced and may have accounted for the four seater tourer body somewhat along the lines of the 1911 model.”

Hope this helps.

Regards, James.

## Le Mans, 26<sup>th</sup> and 27<sup>th</sup> June 1906

*Article provided by Gordon Dewey*

From the first, the Automobile Club de France was determined that the new race would be something different from any event which any other club was prepared to organize, something different from the Circuit des Ardennes in Belgium, the Italian races at Brescia, or the American Vanderbilt Cup race, something more nearly approaching its own great town-to-town races of the now almost legendary past. The Gordon Bennett races had all been over a distance of between 500 and 600 kilometres; the, Grand Prix, it was decided, should be twice as long and should be a two-day affair. Cars and drivers, it was thought, moreover, had had enough of late of mountains; the time had come again to let them show what they could do over the finest roads of France. A quadrilateral, with Fontainebleau as its centre, was provisionally selected; and then, almost at the last moment, *l'Auto* switched the attention of the authorities on to the neighbourhood of le Mans, appropriate enough certainly as the cradle of French automobilism. Starting from the fork roads just to the east of the town, near the village of St. Mars-la-Briere, the course finally decided upon ran first for 33 kms north-eastwards along the main road towards Dreux as far as la Ferte Bernard; turned there sharp right and ran south along the connecting road by Vibraye for 32 kms as far as St. Calais; and then right again for 45 kms along the almost dead straight, tremendously fast *route nationale* from Orleans to le Mans. It was scarcely a town-to-town race that was to be organized, it is true; but a road circuit of more than 100 kms approaches one a good deal more closely than, say, the mere 20 kms of the Circuit Permanent du Mans of later years.

On the whole the course chosen was generally agreed to be an excellent one. There could be no question about it as far as the two stretches of *route nationale* were concerned, and the only difficulties appeared to be on the north-south connecting road, which was very narrow where it passed through the village of Vibraye and again where it rejoined the main road at St. Calais. The municipal authorities of the latter place, however, who were doubtless expecting to make a good thing out of the race, were so perturbed lest the A.C.F. might reject the proposed circuit after all as a result of their narrow streets, that they promptly offered to build a wooden road across the fields just outside the town. At the same time a forest track was discovered which could enable Vibraye to be by-passed, and this too was provided with a wooden surface. The rest of the course was carefully tarred, an imposing grand-stand was erected not far from the *fourche* near le Mans, a tunnel was dug under the road for the convenience of spectators, and the officials of the A.C.F., surveying their handiwork when all was completed, considered that they had created a "veritable autodrome".

For all that, there were at first some misgivings in French circles about the success of the event. Perhaps it was the very completeness with which the Gordon Bennett race had been sabotaged that aroused fears lest the Grand Prix should be boycotted by foreign entrants. As far as England was concerned they were well founded. Feeling in this country ran very high about the French manoeuvre, and it found expression in declarations that races for anything but genuine touring cars no longer served any useful purpose. No Napiers or Wolseleys or other British champions appeared in the first Grand Prix, and their absence ushered in a long period of virtual British abstinence from Continental races which did harm only to those who indulged in it. For the international character of the Grand Prix was not long left in doubt. Mercedes, in spite of the necessity under which they found themselves of competing on equal terms with other makers, entered a team of three cars, with Jenatzy, who had won for them the Gordon Bennett race in 1903, and had run second in 1904, as one of their drivers. The others, Mariaux and the Italian amateur, Vincenzo Florio, were comparatively unknown in France, having only figured previously in the Brescia races. F.I.A.T., which had proved such a dangerous competitor in the Auvergne, again entered a team, with two of their previous drivers, Lancia and Nazzaro, again at the wheel. And Italy was now prepared to send a new marque to compete abroad, Itala, with Cagno, the third F.I.A.T. driver of 1905, as the captain of the team, with Fabry, who was connected with the Itala company in England, at the wheel of the second car, and on the third, Baron de Caters, who ever since 1901 had been a familiar figure in all the great races, first on a Mors and then on a Mercedes.

Against this foreign competition France had mustered her forces. Brasier was there again, but he no longer called the cars Richard-Brasier, and They, the chronometer, content to rest upon his laurels, was no longer a member of the team. Barillier, who drove one of the cars, had not appeared in the big races since he drove one of the first 12 h.p. Richard-Brasier voitures in Paris-Madrid, back in 1903, Baras had been a consistent, and on the whole, successful, competitor since before the turn of the century, first on De Dion tricycles and then on Darracq cars, while Pierry, the third man, was putting in his first appearance.

Mors had given up racing soon after Brasier had left the firm to go to join Georges Richard, but Panhard et Levassor, the doyen of French racing marques, sent a team to the first Grand Prix. Rene de Knyff, the head of the firm, had given up driving since that debacle in Ireland in 1903, when they said he was too old for the job although he ran Jenatzy such a very close second, and Henry Farman, too, had from some reason left the firm with which he had been so long associated. Curiously, it was the American amateur Heath, who had stuck faithfully to Panhards throughout the great races since the days of Paris-Amsterdam in 1898, that now led the team, and with him were

Teste and Tart, two well-known motor-cyclists of the Nineteenth Century, who had since graduated to more serious things through the intermediate stage of the light car, Tart having driven for Clement and Renault before he joined the Panhard team. Then there was De Dietrich, which had gained the third place in the French team of 1905, with perhaps the finest trio of crack drivers of all the Frenchmen in the race-Gabriel, the hero of Paris-Madrid, who had deserted Mors for De Dietrich in 1904; Rougier, who had run third on his 100 h.p. Turcat-Mery in the Gordon Bennet race the same year; and Duray who had been the De Dietrich driver in the 1905 race.

Darracq, having done very little with his monster racer in 1904 to justify his demand for a French Eliminating Race, had had the originality in 1905 to build a very light and very terrifying-looking racing car with a comparatively small overhead-valve engine, a pointed radiator and no bonnet, and, having only just missed a place in the French team, had won the Circuit des Ardennes race in Belgium and the Vanderbilt Cup in America. The general design of the cars, therefore, was retained for 1906, and while two of the drivers, Hemery and Wagner, had been driving Darracqs of every size and type for season after season now, the third man, Hanriot was a new adjunct from Clement. The latter, however, was also represented, although his car was either called a Clement-Bayard or else a Bayard-Clement now, and Adolphe Clement considering that he was getting rather old for driving himself, had entrusted the first car of his team to his son Albert. Moreover, if he had lost Hanriot to Darracq, he had in revenge captured from him two very experienced drivers in the shape of Villemain and de la Touloubre, with the result that, as usual, the honours probably rested with Clement, one of the most astute men of business that the French motor industry had so far produced.

The house of Renault, which had been at the zenith of its fame in the light car world when Marcel Renault was killed in 1903 during the Paris-Madrid race, had taken no part in motor racing in 1904. In 1905, however, it had made a return to the lists, and as there was for the moment no interest in voiturette races, it had done so in the big car class. Louis Renault had decided that he would not himself drive again, and a new team had to be found. In Szisz, as it appeared as early as 1905, the firm had discovered a very remarkable driver, and with Edmond who was one of the many men who had served their apprenticeship on Darracqs, he appeared again in 1906, joined by a new-comer, Richez.

Three years before, in 1903, the famous Hotchkiss factory had started to make motor cars, and in 1904 and 1905 cars of the new marque had run in the French Eliminating Trials. Now there were three entered for the Grand Prix, with Le Blon and Salleron, veteran drivers of Serpollets and Mors respectively, at the wheel of two of them, and the third entrusted to Shepard, an American amateur driving in his first big race. Gregoire, a firm which had made its racing debut the year before, entered two comparatively small cars, to be driven by Civelli de Bosch and Taveneaux, the latter of whom never got to the start, and Vulpes, even more of a new-comer, one remarkably large one, which was to have been driven by Barriaux, but which was prevented from competing on account of its excessive weight. And, last but not least, there was Rigolly, with his famous Gobron-Brillie, an ingenious machine with two opposed pistons in each cylinder, which had been built in 1903, had subsequently appeared year after year in the big races, and was still to prove itself in the Grand Prix a worthy match for its more modern rivals.

Until 1902, no limitation whatever had been placed on the size of racing cars unless they were competing in the light car classes, and, although it may be relied upon that no unnecessary weight was carried, Fournier's 60 h.p. Mors, which won the Paris-Berlin race in 1901, turned the scales at 1,300 kgms. The next year, however, the regulations decreed that even in the "heavy" class, no competing car should weigh more than 1,000 kgms., or 1,007 kgms. if it was fitted with a magneto, and this regulation still applied to the first race for the Grand Prix. Of recent years, therefore, the whole ingenuity of designers had been concentrated on an attempt to build the largest engine with the lowest weight, and so far had they been successful that the 130 h.p. Panhard of 1906, which came just within the stipulated weight limit, had a capacity of 18,279 c.c., compared with 7,434 c.c. in the case of the 40 h.p. Paris-Berlin racer from the same factory which weighed 200 kgms. more. For an engine that should be light in relation to its size, the designers of the early years of the century had decided that it paid best to increase the bore rather than the stroke, but apart from seeking for light materials of which to build them, there had been very little advance in engine design since mechanically operated inlet valves were more or less universally adopted in 1902 or 1903. The dimensions of the engines fitted to the competing cars in the 1906 Grand Prix were as follows :-

It is an illuminating side-light on contemporary driving methods, at least where these very large-engined racing cars were concerned, that "Mr. H. Austin of the Austin Motor Co." was reported as having expressed the opinion, after driving round the circuit, that "the racing cars would only have to change speed at one point of the course, even if then"; and this in spite of the fact that the circuit included a hairpin bend at the *fourche*, another at la Ferte Bernard, some awkward bends at Lamnay, more where the wooden road diverged to avoid Vibraye and finally the rounded right-angle at St. Calais. As a sometime racing driver himself, however, Lord Austin must have known what he was talking about; and this being the case, it is surprising that racing car designers, who were seeking to pare weight in every place where paring was humanly possible, should have troubled to provide more than three speeds, while even that number might hardly have been considered necessary. Darracq and Renault, the light-car exponents, had resorted to a 3-speed gear-box, presumably to save weight, for years, and continued to do so. So did Itala, Gregoire, and Brasier, although the Gregoire had little need to, seeing that it weighed no more than 886 kgms., while Brasier, having used four speeds in the days when he was with Mors, reduced the number to three, not for the

Grand Prix run on the “veritable autodrome”, but for Thery’s victorious racers on the mountainous circuits of the Taunus and Auvergne. Conservatives like Panhard et Levassor, De Dietrich, Hotchkiss, Clement-Bayard, F.I.A.T., and Mercedes, however, stuck to their 4-speed gear-boxes; real conservatives like De Dietrich, F.I.A.T., and Mercedes stuck to chain drive as well. Shaft drive, like three speeds, had originally been introduced on light cars, and there was, therefore, nothing surprising in the fact that Renault, Darracq, and Gregoire used it. It had also been a feature of Italas from the first, while Panhard had adopted it in 1904, Clement-Bayard and Hotchkiss in 1905. Brasier alone combined chains with a 3-speed gear-box. As for the Gobron-Brillie, as it had been built in 1903 its builders had no opportunity to show themselves conservative or otherwise and, not unexpectedly, it had four speeds and chains.

The circuit, as finally revised, was found to have a length of just over 64 miles, and had to be covered six times on each of the two days, 26th and 27th June, thus making a total distance for the race of 769.9 miles. Since it was possible for the racing cars to lap it, barring accidents, in less than an hour, the winner’s total time on each day could be reckoned at about 6 hours; but instead of starting at mid-day and finishing at about 6 o’clock, which would, one would have thought, have been convenient for all concerned, the French, with their passion for getting up early, decided to send off the first car at 6 in the morning, and allow the winner to finish before most people nowadays would have arrived at the course. As a result, all through the night before the race special trains were running from Paris to le Mans, local trains were running from le Mans to the various stations around the circuit, and enthusiastic *chauffeurs*, with exhausts unsilenced in the hope that their cars might be mistaken for the racers, were converging on the district, making sleep impossible for the swarms of people who had decided to camp out in the deep pine woods of the Sarthe. Long before the appointed hour, the grand-stand was filled to overflowing and dense crowds of people had congregated at every vantage-point of the 54-mile circuit. With a view to making identification easier, but with the effect, apparently, of making confusion worse confounded, each team had been given a number and each member of it a letter, a system which had one rather remarkable result in that it produced three Number Thirteens in the same race. De Dietrich had drawn Number One, and, at seven minutes past six, Gabriel the first member of the team, was dispatched on his long journey by the Chevalier Rene de Knyff. The rest followed, at intervals of 1½ minutes, in the following order :-

1A	Gabriel (De Dietrich)	7A	Rigolly (Gobron-Brillie)
2A	Lancia (F.I.A.T.)	8A	Cagno (Itala)
3A	Szisz (Renault)	10A	Heath (Panhard et Levassor)
4A	Hemery (Darracq)	12A	Le Blon (Hotchkiss)
5A	Baras (Brasier)	13A	Clement (Clement-Bayard)
6A	Jenatzy (Mercedes)		
1B	Rougier (De Dietrich)	8B	Fabry (Itala)
2B	Nazzaro (F.I.A.T.)	9B	Civelli de Bosch (Gregoire)
3B	Edmond (Renault)	10B	Tart (Panhard et Levassor)
4B	Wagner (Darracq)	12B	Salleron (Hotchkiss)
5B	Barillier (Brasier)	13B	Villemain (Clement-Bayard)
6B	Mariaux (Mercedes)		
1C	Duray (De Dietrich)	6C	Florio (Mercedes)
2C	Weillschott (F.I.A.T.)	8C	de Caters (Itala)
3C	Richez (Renault)	10C	Teste (Panhard et Levassor)
4C	Hanriot (Darracq)	12C	Shepard (Hotchkiss)
5C	Piery (Brasier)	13C	de la Touloubre (Clement-Bayard)
9A Taveneaux (Gregoire) and 11A Barriaux (Vulpes) were non-starters.			

The F.I.A.T's. were either very highly geared or else their clutches were awkward, for both Nazzaro and Weillschott, the amateur Italian driver of the third car, stopped their engines on the starting-line. Both got going, however, before the waiting Renaults behind them were due to leave. By the time that the last few cars were sent away, the leader was expected to complete his first lap at any minute, and they were therefore cautiously dispatched from the side of the road. As a matter of fact de la Touloubre had been safely sent off with the third Clement-Bayard, five minutes ticked by and still there was no sign of Gabriel, who, if he had maintained his position, should have been the first to regain the tribunes. Then a car was seen approaching in the distance, but, instead of the De

Dietrich, it was Lancia with the first F.I.A.T. who thundered by at a tremendous speed, closely followed by Baras on the first of the Brasiers and Szisz on his red Renault, resplendent with its polished brass radiator behind its bonnet with wire-mesh front and sides, and polished brass shoulder strips.

National racing colours, it may be remarked, had originally been instituted in 1900, solely to differentiate the teams taking part in the Gordon Bennett race, those chosen being blue for France, white for Germany, red for America and yellow for Belgium. To these were later added green for England, black for Italy, black and yellow for Austria and red and yellow for Switzerland. They were regarded, however, as applying solely to the Gordon Bennett conntests, and when the first Grand Prix was run, Renault had just as much right or reason to paint his racers the American red as had the Italians.

Gabriel, as a matter of fact had broken a radiuss-rod near St. Calais and was out of it, but when the times came to be taken for the first lap it was found that Baras had covered the course in 52m. 25 <sup>2</sup>/<sub>5</sub>s., at an average speed of 73.3

m.p.h., while Duray on De Dietrich III was second,  $6\frac{4}{5}$ s. behind him, Szisz third in 53 m. 13 s., Weillschott (F.I.A.T.) fourth in 53 m. 40 s., Lancia (F.I.A.T.) fifth in 53 m.  $42\frac{2}{5}$  s. and Pierry (Brasier) sixth in 53 m.  $58\frac{2}{5}$  s. The Brasiers, for all that they had the smallest engines in the race, with the exception of the Gregoire, were obviously tremendously fast. Was the marque going to score its third successive win?

At the end of the second lap Baras was still in the lead, and what was more Pierry" (actually a *nom de guerre* adopted by the driver of Brasier III) had moved up to second place, with Weillschott now third, Szisz fourth, Hemery on Darracq I fifth and Teste with Panhard III sixth. At the other end of the race, things were not going so well. Hanriot's Darracq had been the first casualty, going out on the first lap with a broken valve, quickly followed by the Gregoire, which was not really ready for the race, while the wooden roads had already proved dangerous, and Fabry's Itala, which had made the best time over the first kilometre from a standing start, had overturned on the by-pass at Vibraye, pinning its driver beneath its buckled steering-column, from which uncomfortable position he was rescued by the spectators, much to the fury of the officials, who fulminated against this unauthorized invasion of the course. Near the same spot, Le Elon ran off the road and buckled one of the wire wheels with which his Hotchkiss was fitted. With the aid of his mechanic he set to to repair it, and in the course of three strenuous hours refitted 20 spokes borrowed from his team-mates, Salleron and Shepard, finishing the first lap in 4 h. 19 m.  $23\frac{2}{5}$  s.

The morning of the 26th June had dawned bright and clear, and as the day wore on the heat in the valley of the Sarthe became sub-tropical. As the temperature rose, the pneumatic tyres of 1906, hurtled along the long straight roads at 90 m.p.h., began to melt like snow before the summer sun. In order yet more closely to reproduce the conditions of the old town-to-town races, it had been most strictly laid down that no one but the driver and his mechanic might work on the competing cars. As the sun rose higher and higher and tyre after tyre collapsed with a sickening reiteration, the condition of the crews as they toiled with their levers and their hand-pumps became steadily more pitiful. And now it was that the Renault team began to score, for Louis Renault had had the foresight to fit his racers with Michelin's new-fangled detachable rims. No pumps and tyre levers were needed by the Renault crews; as each successive tyre burst, they had only got to jack up, undo the eight rim nuts with a brace and slip on a new cover and tube, already inflated. At the end of the third lap Szisz had wrested the lead from the Brasiers.

The latter, however, were still giving amazing evidence of their speed. Barrillier, after finishing the first lap in twelfth place, and working up to seventh in the second, suddenly appeared at the end of the third in second place, having thus got ahead of his team-mate Baras, who was third, with Teste now fourth on the big Panhard and Shepard, the amateur Hotchkiss driver, fifth, in spite of the delays incurred through lending assistance to the unfortunate Le Blon. Moreover, Albert Clement made his first appearance among the leaders with the capture of sixth place. Clearly this was still anybody's race.

But in spite of the fact that all the Italian cars shared with Renault the advantage of detachable rims, it was soon equally clear that it was not to be Itala's. Fabry had gone out on the first round, de Caters followed him on the second, having apparently been in collision with another competitor, and Cagno followed him on the third. On the same lap Wagner's Darracq also disappeared, breaking a valve in exactly the same manner as had Hanriot's.

On the third lap Pierry's Brasier was in trouble and took more than 2 hours to cover the circuit, with the result that it fell from second place to nineteenth. However, with Barillier replacing him as second, and with Baras third; the Brasier position looked exceedingly strong. Barrillier's spurt, however, had proved as expensive as had Pierry's earlier on; he took  $1\frac{3}{4}$  hours to cover the fourth circuit and dropped down in consequence to eleventh place. That only left Baras of the Brasier team among the leaders. Brasier was feeling the loss of Thery, "the chronometer"; and the mantle of Thery seemed to have fallen upon Szisz. Driving with the utmost regularity, he finished the fourth lap still in the lead, with Teste's Panhard now in, second place. Panhard et Levassor, who were not so averse to novelties as some would pretend, had wanted, like Renault, to use these new detachable rims. But their use involved additional weight amounting to 9 kgms. per wheel, 36 kgms. in all, and an extra 36 kgms. plus 18 litres of engine just would not go inside 1,007 kgms. For the moment, however, Teste was making good use of the 18 litres, and behind him, in spite of having, presumably, a few spokes too few in his wheels, came Shepard on the Hotchkiss in third place, with Baras fourth, Nazzaro on his F.I.A.T. fifth and Tart on Panhard II sixth.

The end of the fifth lap, and Szisz is still holding the lead, but for the third time Brasier has suffered a set-back, Baras taking over 2 hours for the circuit and dropping from fourth place to thirteenth. Albert Clement is now running second, with Weillschott on the F.I.A.T. third, Shepard fourth, Nazzaro fifth and Heath on Panhard I suddenly making an appearance among the leaders in sixth place. Tart, however, after his spurt on the fourth lap dropped out, and the Hotchkiss communal spoke policy began to have the direst effects, resulting in the loss of Salleron as well as Le Elon. The F.I.A.T. position by now had usurped that of Brasier as the most threatening to the leading Renault. But still anything could happen.

And it did. On the last lap of the first day's racing, Edmond, the driver of Renault II broke his goggles and the dust-laying preparation used on the road had such a serious effect on his eyes that he had to retire. He had never been among the leaders, but on this last lap the heat and his exertions were too much for Weillschott, who had driven a brilliant race with his F.I.A.T., and he ran off the wooden road at Vibraye while he still held third place. But nothing seemed to shake Szisz, who completed his sixth and final lap at about a quarter to twelve, still followed by Albert Clement, with Nazzaro now third, Shepard fourth and Barillier, who had put in a magnificent last lap in

an effort to retrieve the Brasier fortunes, fifth. The times of the seventeen competitors who completed the first day's racing were as follows :-

	Rated h.p.	Bore and Stroke	Capacity c.c.
Panhard et Levassor	130	185 x 175	18,279
De Dietrich	130	190 x 160	18,146
Itala	120	185 x 155	16,666
F.I.A.T.	130	180 x 160	16,286
Hotchkiss	130	180 x 160	16,286
Mercedes	120	175 x 150	14,432
Gobron-Brillie	110	140 x 220	13,547
Renault	90	166 x 150	12,970
Clement-Bayard	100	160 x 160	12,868
Darracq	120	170 x 140	12,711
Brasier	105	165 x 140	11,982
Gregoire	70	130 x 140	7,434

As each car finished its sixth circuit, it was removed to the special park provided by the Club and there locked up under the eagle eyes of Prince d'Arenberg, Comte de Vogue, and Senor Quinones de Leon, three members of the Commission Sportive chosen as watch-dogs because they were in no way connected with the trade. As darkness fell and they continued their devoted vigil, an enormous rotary search-light was brought to their assistance. The A.C.F. was determined that there should be no hanky-panky and that no one should touch the cars between the two halves of the race.

It had been decided, too, that the faster you went on Tuesday, 26th, the earlier you would have to get up on Wednesday 27th. In other words, each competitor would be given the word to go at as many seconds after midnight as he had spent the day before on the road, with the result that the unfortunate Szisz had to be off by a quarter to six, while Rougier had no need to bestir himself until the comparatively decent hour of a quarter past eight. In the first light of the morning, a lusty great cart-horse dragged the red Renault onto the road and up to the

starting line, the word to go was given, and the crowd waited expectantly for the engine to refuse to start. But it was doomed to disappointment; Marteau, the Renault's mechanic, gave one swing on the starting-handle and the big engine burst into life, the car moved forwards 10 yards to its pit and stopped again to change a back tyre and fill up.

Practically all the drivers, with the exception of Nazzaro (F.I.A.T.) and Mariaux (Mercedes) spent some time at the pits before getting away, but the only one of the leaders who was seriously delayed was Shepard, who spent half an hour working on his Hotchkiss and dropped from fourth to seventh place in consequence. The rules permitted a change of drivers at the end of the first day, and Jenatzy, whose eyes like those of a good many others, had been severely affected on the Tuesday, took advantage of this facility to hand his Mercedes over to Burton. Lancia had decided to do the same with his F.I.A.T., and got up on Wednesday morning most unsuitably dressed for racing. At the last moment, however, he apparently lost courage at the thought of what his mechanic might do at the wheel of the car, and decided to continue himself, with disastrous results to his best clothes.

At the end of the first lap on the second day, the seventh of the race, Szisz was still comfortably in the lead, with Clement second and Nazzaro third, Barillier having displaced Shepard in fourth place and Heath having got ahead of Richez. The times of starting on the second day had been arranged so that, come what might, the first car to complete the twelve laps must be the winner, and the anxious wait to see whether a later starter had actually improved on the time of the first to finish would be avoided. This was sound enough, but it meant that Rougier and four other competitors had to watch Szisz complete his second lap, still in the lead, before they could get away. In the meantime, Teste's Panhard, built, as usual, with the smallest margin of safety so that all possible weight should be spared for the engine, broke a back spring-hanger, Hemery's Darracq imitated the other two cars of the team by breaking a valve, the Gobron-Brillie sprang a leak in its radiator, a habit to which it had been prone these several years, and Shepard's Hotchkiss broke a wheel at the *fourche*. That communal spoke policy had not proved a sound one.

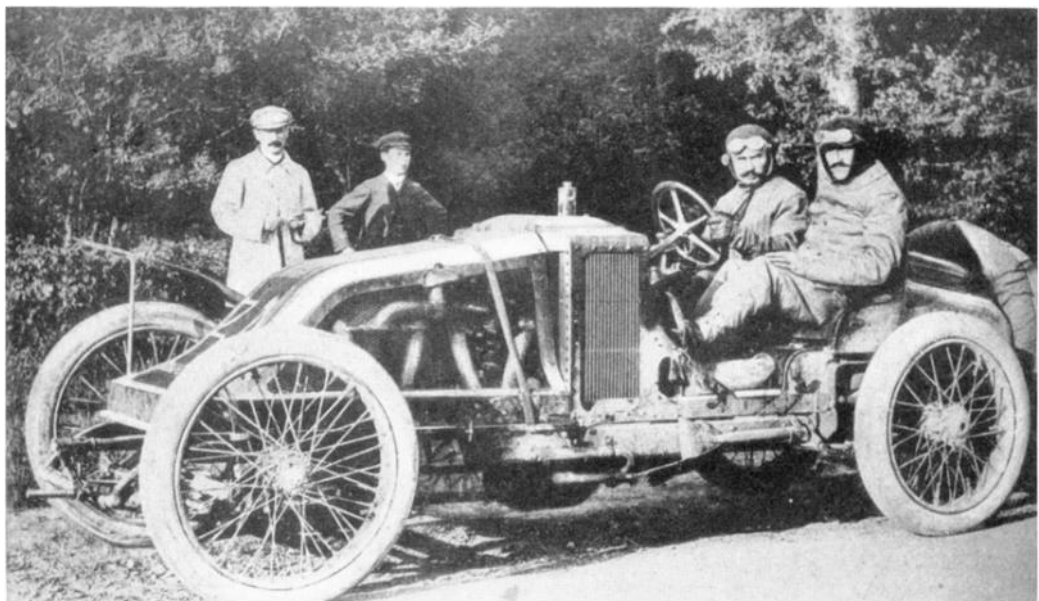
But among the leaders Szisz still led at the end of the eighth lap, with Clement second and Nazzaro third, Richez on the other surviving Renault had gone up to fourth place and Heath had got ahead of Barillier. It was the last appearance of Richez and his Renault, and the whole hopes of the Billancourt house were now concentrated on the redoubtable Szisz, still lapping with the utmost regularity and still comfortably in the lead. Behind him a tremendous tussle was being fought out by Clement and Nazzaro, and at the end of the tenth lap the Italian had gained second place, while Lancia had moved up to sixth, and was rapidly overhauling Heath on the Panhard.

On the last lap but one, Szisz broke a back spring, and for a moment it looked as if France, which at the end of the first day had held seven out of the first eight places, was going to finish by losing the race to the Italians. Szisz, however, had forty minutes in hand, he devoted ten of them to a steady last lap, and at a quarter past twelve he thundered past the grandstands, the winner of the first Grand Prix de l'Automobile Club de France. The spectators were delirious with joy: France had duly won the race run on her own terms, the presence of an Italian in second place gave the victory a pleasant international flavour, and the German competition, which had proved merely

innocuous in the Auvergne, had this time been nothing better than dim. The final times of the eleven finishers were as follows :-

		Time			Speed
		hr	min	sec	m.p.h.
1	Szisz (Renault I) ... ..	12	14	07	63.0
2	Nazzaro (F.I.A.T. II) ... ..	12	46	26½	60.4
3	Clement (Clement-Bayard I) ...	12	49	46¾	60.1
4	Barillier (Brasier II) ... ..	13	53	00	55.5
5	Lancia (F.I.A.T. I) ... ..	14	22	11	53.6
6	Heath (Panhard et LevassorI) ..	14	47	45¼	52.1
7	Baras (Brasier I) ... ..	15	15	50	50.4
8	Duray (De Dietrich III) ... ..	15	26	01¾	49.9
9	Pierry (Brasier III) ... ..	16	15	07¾	47.4
10	Jenatzy and Burton (Mercedes I)	16	18	42¾	47.2
11	Mariaux (Mercedes II) ... ..	16	38	51½	46.3

*1906 Szisz on the Renault In the actual race the cars were fitted with artillery wheels and detachable rims. That this was the result of a last-minute decision is shown by the fact in this photograph the Renault still has wire wheels, but already has its racing number - 3A - painted on the bonnet.*



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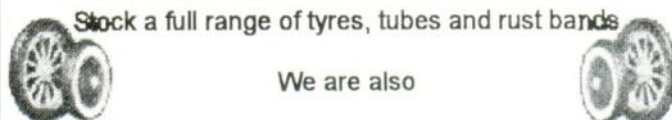
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