

SPIT AND POLISH

Journal of the Veteran Car Club of
Australia (NSW) Inc.

April 2024



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All letters, advertisements, articles are to be sent to "The Editor of Spit & Polish" preferably by **email:** editor@vccansw.org or by **mail:** 45 Acacia Road, Kirrawee NSW 2232. Articles are to be received by the FIRST WEDNESDAY of the month.

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ON THE COVER:

Cars at the finish of the '1957 Brighton Rally' lined up on The Promenade at Bondi Beach



Club Information

Club Management and Contact Details

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Committee Member	VACANT		

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SPIT & POLISH is the journal of the Veteran Car Club of Australia (NSW) Inc. Other Veteran Clubs have permission to copy.

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Minutes

Minutes of Monthly Club Meeting held on 28 March 2024. Conducted at the hall.

ATTENDANCE

Committee: 6 Members: 8 Total at hall (20) :14

MEETING OPENED AT 8:20PM

Unfortunately zoom updated and would not allow the hall operators to log into the account. The President apologised for the inconvenience. Graeme Newman notified members of the issue.

In the absence of a quorum, an informal meeting was held. The minutes will be presented at the next club meeting in MAY to be ratified and accepted.

APOLOGIES: Euan Coutts, Jenny Fawbert, Ron Hattersley, William Garthon, Inez and Norm Mitchell. Graeme Newman, Lauren Newman, Peter, Susan and Harriette Martin.

PRESIDENT'S OPENING REMARKS

The President, Phil O'Loan, welcomed members to the meeting. A new camera was being tested and the picture was clearer and closer.

MINUTES PREVIOUS MEETING

Minutes arising from the minutes: Nil

Proposer: Ron Cox Seconded: David McCredie

INWARDS CORRESPONDENCE

Small Torque

The Vintage Car

Other:

Premier Rally Newsletter #3

National Trust – Paul Butler Bequest closing date for applications is 30 August

Newcastle minutes

Leah Foy

Sydney Metro – Tunnelling notification

Alan and Denyse Barker requesting a refund for the Premier Rally

Gordon Dewey – suggestions for S&P

OUTWARDS CORRESPONDENCE

Email to John Lackey

Gordon Dewey

Proposer: Graham Weekes

Seconded: Mal Garthon

April 2024

TREASURER'S REPORT

The Treasurer's report was tabled. Balances are:

Moved: Robert Fordham

Seconded: David McCredie

MAGAZINE Nothing to report

EVENTS

PAST EVENTS

2 March - Newcastle Branch afternoon drive - 5 veterans participated

3 March - Sydney North Breakfast Meeting at Fagans Park - 5 veterans drove to the park

16-22 March - National 1- & 2-cylinder rally Albany WA

COMING EVENTS

10-14 April - Premier Rally Inverell

27 April - Mal Garthon spoke about this fun driving day which is not competitive but a sedate time! It's about skill. He suggested those bring their veteran measure the circumference of its tyre. There will be lots of cars to see and he wants to encourage young people to come and to drive a veteran.

19 May - National Motoring Heritage Day-If you plan to have an outing notify Graeme Newman and take some photos.

14 -16 June - Singleton Weekend - The entry form is in Spit and Polish and it will be a wonderful time to drive your veteran!

28-30 March 2025 - Premier Event - The Premier Rally 2025 is being planned. Mal Garthon is the organiser. It will be at Shoalhaven Heads from 28 to 30 March 2025. An EOI will be issued soon. Twenty-six rooms have been booked and the President would like to have at least 26 veterans at the event. The club will contribute some funds. Family rooms are available. Mal will check if dogs can come. The President thanked Mal for taking on this role for the club.

LIBRARY Despite being down two members, the Library Team made some noticeable progress. Graeme completed the series of photos of life members. David hung some starting flags from 1978 and 1979 rallies that Graeme had framed.

Then Graeme started on the loft again and discovered some interesting things including hammers and a collection of long and short handled shovels. The rest of us cleared six shelves of Cars_ general classification and arranged the books in alphabetical order for that classification. Next, we will sort out the next 6 shelves of Maintenance while Graeme keeps on sorting out the loft!

There was a discussion about what Graeme found in the loft. It was decided to keep the barricade and Peter will find some photos of what it looks like assembled. Phil will look at the bathroom fittings and decide its future. Ian will check out the fluorescent tubes and if unwanted Graeme will dispose of them. Jack Jeffrey's trophies will be offered for sale at the Swap Meet. The old papers will be sorted and disposed of thoughtfully, possibly using a confidential document bin.

To keep you updated, there are 1438 items currently listed in the catalogue and the catalogue is incomplete as recent donations have not been entered onto the list.

DATING Nothing to report.

PERMIT TO MOVE/REGISTRATION Neil Martin processed 3 registrations – James Graham's 1911 American Underslung, Gary Canton's 1917 Dodge and Brad Grant's 1911 Empire Eagle.

MEMBERSHIP The application from John Lackey was voted on and he was elected unanimously as an associate member of the club. The members applauded his election.

HALL Robert Fordham visited on Thursday and there was chaos in the car park as Sydney Voice had not moved their vehicles by 7:30 pm. Robert has given Sydney Voice a list of when the hall is used by other clubs and Sydney Voice leave the carpark by 7:30pm as per its lease.

Robert has also spoken with Meridian. The cleaner will be away for several weeks and his brother will be taking over while he is away. The President thanked Robert for all his work in managing the hall.



April 2024

CHMC Nothing to report

CMC No report was lodged. Still looking for a delegate.

WEBSITE Nothing to report

GENERAL BUSINESS

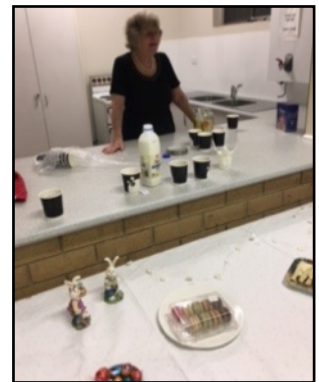
1. Update on the National Rally 2026

Phil and David McCredie will visit Cowra next month. He thanked David for his help. It will be held in September 2026 and will hope for 150 veterans. Not many participants from the 2004 event are likely to attend.

2. Guidelines for events underwritten by VCCA(NSW) Inc for other motoring groups

These were published in Spit and Polish for members. The President asked for comments. There were none.



The President thanked all members for their attendance and wished members a happy Easter.



MEETING CLOSED AT 8.0pm

Phil O'Loan
President

Louise Yeomans
Secretary

 PLEASE NOTE: 
THERE WILL **NOT** BE A MONTHLY
MEETING IN APRIL OUT OF RESPECT
FOR ANZAC DAY

President's Report

By Phil O'Loan

Happy Easter to everyone, we trust you had an enjoyable break over the Easter weekend holiday period.

My apologies for the video conferencing problems at last month's meeting. We had yet another issue with our system, which I know is very frustrating with members. We have identified the problem and it is now rectified. We are also looking at further ways of updating and improving this facility, for the benefit

of our members and our regular car club renters.

Anzac Day is the next significant date on the calendar. As a sign of respect, the committee has agreed to cancel the 25th of April Monthly meeting. We hope members agree with this decision, as many will be partaking in various Anzac commemorations across Australia and therefore it would be appropriate to concentrate on these activities in lieu of attending our meeting.

The Premier Rally in Inverell on the 10th to 14th of April was the major event for the year, with over 60 cars attending. A full report on this event will be published in next month's Spit and Polish. A special thank you to Rod Holmes, Laurie McGrath and Malcolm Roy for all their efforts in organising this event.

Followed closely after Anzac Day on the 27th April is the Gymkhana (a fun driving day) at Clarendon. Mal Garthon has organised this event alongside of the Vintage Sports Car Club, Vintage Motor Club and Alvis Club. This is an opportunity for young or inexperienced drivers to safely get behind the wheel of a Veteran car, together with mixing with some very unique and special cars. This will be a great day out, for further details contact Mal.

Malcolm Garthon has also kindly volunteered to organise the Premier Rally for 2025. This event will be held between Friday 28th to Monday 31st of March at Coolangatta Estate just outside Nowra. A deposit has been made to secure all the 26 rooms available and therefore this will be an exclusive Veteran Car Club event. An expression of interest form will be issued shortly for our club members only, to confirm their interest.

The National Veteran Car Rally 2026 committee has been formed and organisation has commenced. This Rally will be in Cowra and will be held from Sunday the 6th to Saturday 12th of September. Please pencil in the dates as this event will come around very quickly.

Happy Motoring

Editor's Report

By Lauren Newman

I write this Editors report having just come from the Welcome Event for the 2024 Premier Rally in sunny Inverell. We have had an excellent trip so far - sensational weather! I have no doubt the rest of the week is going to be a great week. It's great to see so many Veteran Vehicles in one place - hopefully we will get to read a full report from someone in the next magazine!

It's a short and sweet magazine this month. With the Premier Rally in progress and the fun driving day coming up, hopefully the next magazine will be a bit fuller!

What is FIVA?

By Louise Yeomans



What is FIVA? What does FIVA do for us? How is VCCA associated with FIVA? Hopefully this will answer some of your questions.

FIVA is the abbreviation for the Fédération Internationale des Véhicules Anciens.

Established in 1966, it represents organisations around the world that are dedicated to the protection, preservation and promotion of historic vehicles. FIVA operates in more than 80 countries including Australia.

The Veteran Car Club of Australia as The Association of Veteran Car Clubs of Australia (TAVCCA), is FIVA's agent in Australia representing the interests of all historic vehicles in Australia. In practical terms this means that TAVCCA is able to issue a FIVA Identity Card or internationally recognised authenticity certificate passport for vehicles where their owners wish to travel overseas using their vehicles in international events. TAVCCA is authorised to inspect vehicles to ensure the vehicle complies with the FIVA Technical Code. This is just one benefit of the identity card and the many other benefits are listed on the FIVA website. (Fiva Card)

But besides the identity cards, there are other advantages to us from belonging to FIVA. It offers entry to international events, a database with information on vehicles and parts, and advocacy for the use of historic vehicles.

One example is the way FIVA is advocating for the future of historic motor vehicles in its sustainability strategy. Its message is reuse-rework-recycle, words familiar to all veteran enthusiasts who do reuse, modify and if necessary, do make that missing part to keep their veteran on the road.

While only a stationary vehicle can guarantee zero admissions, compared to modern vehicles veteran vehicles have minimal environmental impact. Their emissions when compared to modern vehicles make a very small contribution to overall carbon emissions. Veteran cars are used occasionally and rarely in peak times. Their annual mileage is small and the vehicle is unlikely to use more than one tank of fuel a year! The vehicles are well maintained and driven safely as they are so precious. Just by owning a veteran means, it is being preserved for the future and contributing to sustainability.

With the current concerns about climate change, carbon emissions and sustainability, many historic vehicle owners are concerned that regulations will prevent the use of historic vehicles because of their alleged incompatibility with the mobility environment or the availability of suitable fuels. Further, FIVA warns, if these vehicles are no longer able to be driven, the vast majority will disappear – and most of them will join the scrap heap of motoring history. A veteran vehicle on the road is offering the public a free museum of motoring heritage by use and preservation on public roads.

FIVA is powerfully advocating for historic vehicles to be exempt from charges or use restrictions. It does this in a consultative role to UNESCO, representing world motoring heritage and related culture. It has sustainable development goals and focus areas for sustainability. For example, FIVA issues discussion papers, publicises its position and encourages its national representatives to take up the advocacy for the continued use of historic vehicles with local legislative bodies. FIVA advances several arguments for the continued use of historic vehicles including the limited uses of historic vehicles and their comparative negligible carbon emissions.

Other reasons for advocating for the use of historic vehicles include the contribution made to the economy and society. Historic vehicles contribute to economic and social sustainability. The preservation, restoration and maintenance of historic vehicles has associated with it some strong and viable industries – specialist trades, insurance, suppliers, magazines and websites - which generate significant jobs and income. Events provide opportunities for social contact between members and interested members of the public. Also, historic vehicle events generate income for local areas and more importantly keep the heritage alive and available to the public. A veteran vehicle on the road is a mobile museum.

These are the sustainability features advocated by FIVA in the use of historic vehicles:

1. Most efficient, economical and effective maintenance and use of historic vehicles and their consumables, primarily tyres, spares, and lubricants.
2. Openness to use more sustainable fuels when and where available.
3. Proper and sensitive use of all infrastructure public or private:
 - Minimising disturbance of the environment and ecosystems;
 - Minimising waste.
4. Minimisation of additional emissions caused by road traffic by using historic vehicles in the most considerate manner.
5. Use of historic vehicles primarily where it contributes to the presentation of heritage.

If you would like to know more about how FIVA is working towards sustainability read Sustainability Strategy: reuse-rework-recycle. Let us not be caught unawares in the formulation of government emission policy concerning our precious veteran vehicles. As the saying goes: Think globally, act locally. While FIVA acts globally, we need to be proactive and advance the case for continuing the active use of historic vehicles. All owners of historic vehicles be it steam, electric or petrol driven, need to be able to present a united front to governments. We need to support our advocates, lobbying if needed, to ensure that our decision makers are aware of our contribution to the economy and the community. We need to consider offsets to our negligible carbon emissions. We need to ensure our events address sustainability.

If you want to continue to enjoy our veteran motoring become an advocate yourself and use your historic vehicle as much as you can to keep our veterans in the public eye!

Events Calendar

Club Events

APRIL

Thursday 18th

Committee Meeting

Thursday 25th

~~**Monthly Club Meeting** - 134 Queens Road, Canada Bay. 8:00pm~~
CANCELLED OUT OF RESPECT FOR ANZAC DAY

Saturday 27th

Fun Driving/Gymkhana Day - 10am-4pm

Ansell Park (FIAT Car Club Grounds) - Percival Street, Clarendon 2756

We have kindly been invited by the ALVIS Car Club and the VSCCA to join them in a day of fun driving in their Gymkhana.

This is not a speed event, but one of skill.

BYO picnic lunch and enjoy the grassy river flats with plenty of shade trees on private property. Younger people can participate and people who have never driven a veteran car can practice in a separate paddock. Bring anyone who you think may be interested for this country style event close to Sydney. Not to be missed - there will be some special cars there.

Contact: Mal Garthon - 0417 676 912

MAY

Thursday 2-5th

Pre 1931 Autumn Tour - Orange, NSW. Entry form on page 19 of November 2023 *Spit and Polish*.

Thursday 16th

Committee Meeting

Sunday 19th

National Motoring Heritage Day - details to come. If you have any ideas on an event, please advise the Events Coordinator

Tuesday 21st

Newcastle Branch Meeting - 78 Main Road, Boolaroo. 7:30pm

Thursday 23rd

Monthly Club Meeting - 134 Queens Road, Canada Bay. 8:00pm

JUNE

Friday 14th-16th

Singleton Tour - Entry form in the March magazine. Contact: John Burke

Tuesday 18th

Newcastle Branch Meeting - 78 Main Road, Boolaroo. 7:30pm

Thursday 16th

Committee Meeting

Thursday 27th

Monthly Club Meeting - 134 Queens Road, Canada Bay. 8:00pm

Major Events

JULY

Tuesday 16-19th

VCCCAQ Frostbite Tour

See January Spit and Polish for details

NOVEMBER

Monday 18-23rd

2024 National Veteran Vehicle Rally - Launceston, Tasmania

Expressions of Interest are now open on the VCCA (Tas) website: www.vccatas.org.au. Be sure to book your trip on the Spirit of Tasmania ASAP!

Contact: Ben (0404 917 366) or Jill (0448 678 291) - Rally Directors



PLEASE NOTE:



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MEETING IN APRIL OUT OF
RESPECT FOR ANZAC DAY

History Corner

By Graeme Newman

Given the club is celebrating its 70th Anniversary this year, it seems to be a great time re-publish some articles regarding the formation of the club and its early history. These articles were first published in Spit and Polish beginning with the following article in March 1982, under the banner of 'History Corner'. Given they are signed oK

'The Historian' – it is presumed they were penned by Alan Rose-Bray who was the Club Historian for many years, and certainly around the time this was published. Alan was member number 21 and the owner of a 1908 Brush and 1911 Empire. We have added a few photographs of vehicles and people mentioned in the articles.



IN THE BEGINNING (PART ONE)

Alan's 1908 Brush on the 1959 Blue Mountains Rally held on the 14th & 15th of March

It appears ironical that the highly industrialised Eastern States of

Australia should have been so tardy in undertaking, on a systematic basis, the collection and preservation of that ubiquitous offspring of industrialisation, the automobile, particularly the earliest examples. Yet, such was the case. Throughout Australia, although individuals in all walks of life, to a much lesser extent commercial undertakings, had kept vehicles of all ages and descriptions locked up in barns, sheds and even – in once case – in the roof trusses of a city building (Scruttons, Sussex Street, Sydney), the best that can be said was the vehicles were protected from the elements and pilfering.

There are very few known examples of vehicles of historic interest being restored and lovingly preserved until the early fifties. This indifference in the industrialised States is highlighted by the early attempts in a largely agrarian state – South Australia – where the Sporting Car Club of South Australia Incorporated with its Veteran Car Section was inaugurated in February 1934. It is a great credit, indeed, to South Australian enthusiasts that they commenced so early, particularly as the first Veteran Car Club in the world was only formed in Great Britain in November, 1930.

During the 1920's and the 1930's numerous car clubs sprang up and withered away; some, such as the

Light Car Club of New South Wales and the Amateur Drivers Club, had relatively long lives. The emphasis in such clubs was active participation in events such as rallies and hill-climbs, the sheer performance of the vehicle being the main criterion. The result was the mechanical preservation of cars such as the Vauxhall range, particularly the 30/98 types, the full range of Bugattis, the full range of the immortal Bentleys, various series of Lancia's and various models of the Alvis, Sunbeam, and Riley. Many other makes were, of course, individually preserved such as huge Delage's and Isotta Franchini's.

Due, possibly, to a not-particularly-bright sporting performance, Rolls Royces had not become collectors' items and quite excellent specimens could be purchased before World War II for the proverbial song. These vintage cars were not restored in the majority of cases – they were driven hard and competed with what the diehard enthusiasts referred to as "modern tinware" (even in the 1930's!) A similar outlook, namely drive them hard, was also manifest in the "one make" clubs.

With the demise of the Light Car Club of New South Wales and Amateur Drivers Club, the principal sporting car club (as distinct from out-and-out racing) was the Vintage Sports Car Club of Australia (founding in 1944 – later becoming a limited company). Here again, certainly until some years after the end of World War II, little was done to restore and preserve the Club members' vehicles. Roadability and driveability yes; restoration of body, wings, upholstery etc. being only evident in a minority of cases.

Those whose memories go back to hill-climbs at venues such as Leura, Oxford Falls, Broughton Pass, Cut Hill, Razorback, Waterfall, Foley's Hill, Hawkesbury and Silverdale will recall the herculean feats



The Brush - probably on the 1960 Blue Mountains Rally, with George Sevenoaks - the official starter for many club events. The number plates had been issued on a permanent basis to members by this time.

performed by the vintage machinery – the scream of motors, the spinning of huge wire wheels shod with narrow section tyres taking the drive from cone clutches, the crescendo whine of crash boxes with straight cut cogs, the magnificent cog swapping (not always!) the dicing with temperamental brakes, stiK springs and whippy chassis the air "enriched" (as someone once said) with the smell of Castrol R and some way-out mixtures!

Magnificent in the old tradition, yes; conducive to careful preservation – well, not quite!

IN THE BEGINNING (PART TWO)

HISTORY CORNER – IN THE BEGINNING (PART ONE) stressed the competitive use of "vintage machinery" in the years prior to the formation of the Vintage Sports Car Club or Australia in 1944 and the continuation of the "drive them hard" philosophy until some years after the end of World War II,

pointing out that little was done to preserve and restore the vehicles, roadability, drivability and competitiveness being the basic requirements of the majority of owners.

Meetings of the VSCC were then held at Post Office Chambers, 333 George Street, Sydney on the third floor, in the rooms of the Sydney Bridge Club. As this building was serviced by what must have been, historically, the most temperamental lift in the city, members (to a man) preferred to walk up the stairs. Whether the lift set the mood or not, the meetings themselves were Bohemian, noisy affairs. To add to the atmosphere, anyone passing in George Street would have been aware some kind of car club meeting was in progress since the street would be lined for some distance, on either side, with rare and awesome specimens of "vintage machinery" – such as Ted Ansell's A-type Vauxhall ("Fifty-bob"), Hood's three-litre DOHC Sunbeam Sports Tourer, Jack Jeffrey's Studebaker President hybrid, cut and shut until it resembled a giant M.G. TC (and capable of the "ton") and various specimens of Alvis', Lancias, Rileys, Bugattis, the grand voitures being represented by Bentleys, Delages and "Mercs."

Members at these meetings tended to group with the assemblage according to their particular marque fancy, so that there would be a group of "Bug-addicts", there would be a group of Lancia devotees and so on. All such groups would, of course, be more involved in their own conversation and interests than the meeting proper, which added gloriously to the overall noise level and "party" atmosphere. Only when some topic of general interest arose was there concentration on the Chairman or speaker. Indeed, the law of conduct of meetings was honoured more in the breach than the observance due to the exuberance of the members. At the conclusion of these meetings the wild rush to the rear of the meeting room to get a cup of tea and "bikkies" was more than comparable to an involved move on the football field. If you didn't succeed in getting refreshments in the first wave then you simply abandoned all hope!

It was in this atmosphere that some members of the VSCC endeavoured to point out at meetings that, whilst it was appreciated that the name of the Club was the Vintage Sports Car Club of Australia, it did admit members whose vehicles had little or no sports pretensions yet, having done this, its activities provided very little, indeed, in the way of events for the non-sporting type of vehicle. At the same time, many of the events organised by the VSCC were swamped both in number and performance by the mass-produced "modern tin-ware" as it was called. No other club existed that directed its activities to "vintage machinery" of a non-sporting variety and, as a consequence the influx of modern vehicles and lack of appreciation of vehicles without performance characteristics, many owners of vintage cars and those few owners who had veteran cars stored away became disgruntled.

In the early stages, this unrest appeared to be channelled into a desire to unseat the Committee and certain office-bearers who, since no provision existed in the Constitution that required positions to be vacated after a certain period and elections to be held, continued on and on in office. Club funds were well invested, but to such an extent that expenditure on social as well as club activities were somewhat curtailed. As a result, enthusiasm was dampened both by personalities and action. At the same time, the practical side of the club's activities were so involved, particularly the issue of "modern vehicles" competing against vintage, that the relatively minor aspect of "veteran cars" and events for these

sections was hardly ever mentioned.

Those who were vocal and energetic in support of something being done to foster the true vintage attitude and to assist the few veteran car owners were members like Ron Grant, Joe Capper, Bill Daly and Frank Klein – the latter giving the impression that, whilst he enjoyed it all immensely, he disagreed with practically everything!

IN THE BEGINNING (PART THREE)

HISTORY CORNER – IN THE BEGINNING (PART TWO) examined some of the problems within the Vintage Sports Car Club of Australia in the early 1950's, particularly the lack of organised Club events and activities generally for the less competitive vehicles, especially the veteran class. As a consequence, some members of the VSCC became vocal and energetic at Club meetings in an endeavour to have the situation rectified.

Ron Grant (mentioned in Part Two) protested so frequently at the general lack of provision for the vintage and veteran sections of the VSCC that he became a focal point for those similarly inclined. As a result, Grant invited those who were dissatisfied to rendezvous at his home at Bankstown to discuss what could be done to remedy the position. Whilst this action may have appeared to be in the nature of a "breakaway" movement to the officials of the VSCC, this was not the intention. It was designed to whip up support for the vintage and veteran interests within the Club.

At the first meeting at Bankstown, 103 attended in a social atmosphere. There was an ample supply of foodstuffs and beer. The net result was a good social night and nothing achieved other than a resolve to hold another such social evening in a further months' time. Again, this was carried out and approximately 60 attended. There was less frivolity at this meeting and the atmosphere of a "breakaway" movement appeared to be developing – quite a number of motions were passed which were refined down to manageable proportions along with a resolution that a third meeting be held when these points would be discussed. This third meeting attracted approximately 20 and this group resolved that a "breakaway" movement be formed – the pros and cons to be detailed in writing and placed before the VSCC Committee. Many promises of support were received from other Club members who had not attended these three meetings.

In due course, the resolutions were tabled at the next meeting of the VSCC and ended in fiasco. No one voted on them. To use Grant's words – "It was a complete flop – you couldn't have organised a more complete flop. The only thing that came out of it was that everybody had a hell of a good time – but I think that it did serve a purpose. Whilst no breakaway movement finally came about, it showed the powers that be, at the time, that there were many members who were completely dissatisfied and were prepared to do something about it."

Grant, who was tenacious in his attitude once he had determined his course of action, became the leader of a small group within the VSCC – comprising Capper, McLean, Klein and Daly. The constant

badgering received by the VSCC Committee from this small group finally led to the group being told to form a sub-committee itself to do something about veterans as, at that time, the main VSCC Committee had enough trouble on its hands with the vintage versus modern problem, not to mention the further worry of the proportion of non-car owners admitted as associate members. This original sub-committee was comprised of Capper, McLean, Klein, Daly and Grant.

With neither precedent nor tradition to follow, it appears natural enough, in retrospect, for the sub-committee to desire to stage a "Brighton Rally" to emulate the famous English veteran car event. Again, to achieve some geographical integrity it was accordingly decided to terminate the "Rally" at the Sydney suburb or Brighton (-le-Sands). Grant was the main organiser of the event, having previously covered the course in an OE 30/98 Vauxhall, timing the sections to give an average speed of 12 miles per hour.

The sub-committee's planning not only included a detailed sectionalised course survey, together with average speeds, but also provided for a social event to be held at the termination of the Rally, at which the Mayor of Rockdale had already been asked to present the trophies. The complete concept was committed to paper and placed before the VSCC Committee. This Committee reduced the plans to the bare essentials of a "Rally" only, all social aspects being omitted. The VSCC Committee selected a date for the event (4th April 1954) and in due course the entrants congregated at Brown's Wharf, Wolloomooloo, the start point.

IN THE BEGINNING (PART FOUR)

HISTORY CORNER – IN THE BEGINNING (PART THREE) traced the activities of a small group within the Vintage Sports Car Club in the early 1950's, which led to the VSCC finally approving a watered-down version of the "Brighton Rally" for owners of veteran vehicles, the rally being scheduled for Sunday 4th April 1954.

The VSCC's March Circular for 1954 reads as follows:

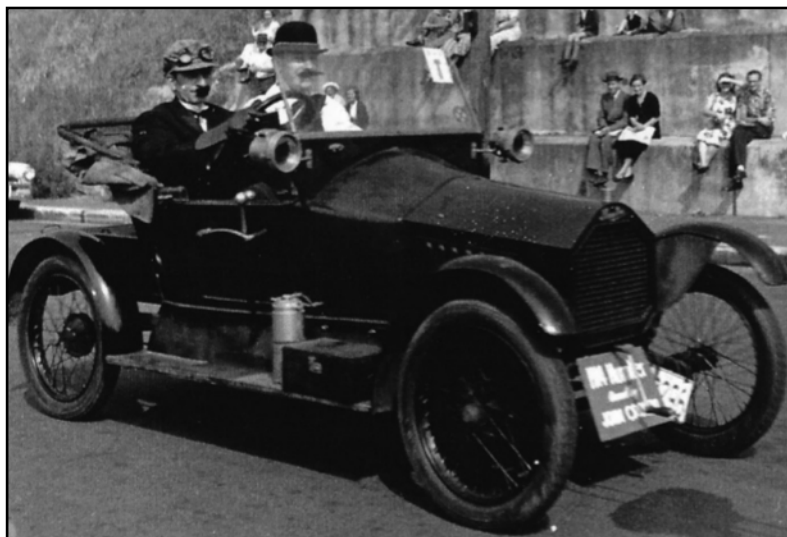
"Veteran/Edwardian Rally. A Rally for vehicles built before 1914 will be held on the 4th April. The Event will take the form of a run from Brown's Wharf, Woolloomooloo to Dolls Point. Starting time is 10.00am and the entrance fee is 5/- per car. Special notices have been posted to the owners of suitable cars who have registered them with the Club – extra copies are available on application to the Secretary."

This rally was the first event of its kind in New South Wales and was billed by the press as a Veteran and Edwardian Car Rally, an open event run under the auspices of the Vintage Sports Car Club of Australia.

Sixteen entrants congregated at Brown's Wharf by the appointed time, and so did a great crowd of enthusiastic onlookers intrigued by the spectacle, the first time, in Sydney, of ancient motor cars actually on the road and operating as they converged on the starting point. The popular appeal was totally unanticipated, taking both the entrants and club officials by surprise. Similarly, at the finish – the

situation became chaotic due to the public's enthusiasm and interest. All entrants finished the course of approximately eleven miles, some being trailered from the start (including Ron Grant's early De Dion). No prizes were awarded for speed, since this was limited to an average of 12 mph., checked by controls. Lober & Coy won the award for the oldest vehicle, a 1901 "Merry Oldsmobile" a single cylinder, single chain drive, tiller steered model driven by D. Venters. Ray Hope, who journeyed from Blacktown in a 1913 Sunbeam, won the prize for travelling the longest distance to the start; the award for the most original vehicle went to J.A. Perdriau in a 1913 Benz and the 1908 Argyll of George Campbell carried oK the best restored vehicle award.

At the conclusion of this most successful event the veteran car enthusiasts in the VSCC were ecstatic; spectators and entrants alike were surprised at the efficient performance of the ancient vehicles and their equally ancient tyres; and the enthusiasm and interest of the onlookers did not escape the notice of people, not connected with the Vintage Sports Car Club, who could see the promotional advantages ahead.



The VSCC in its April Circular for 1954 had the following to say:

John Crouch, then President of VSCC in his 1914 Humberette - both he and his passenger wearing fake moustaches!

"The Veteran/Edwardian Rally held on Sunday April 4th was very well supported and due to good publicity was followed with interest by the press and general public. Sixteen entries started and completed the course without incident, and I think the Judges had the hardest job of all to decide some the award winners."

Then followed the results, as set out in an earlier paragraph. Editor's note: This is the list of participants:

1901 Oldsmobile	W.H. Lober & Co
1909 B.S.A.	Jim Simpson
1912 Argyll	Jack Myers
1908 Le Zebre	Barry Perdriau
1910 Austin	Larke Hoskins & Co
1912 Renault	Jack Garwood
1908 Argyll	George Campbell
1910 Napier	Brian Marsland
1913 Benz	Jim Perdriau
1908 Vulcan	John McLean
1911 Benz	F. Muller
1913 Sunbeam	Ray Hope

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1908 Hupmobile	Barry Ford
1912 Detroit Electric	Geoff Hancock
1914 Humberette	John Crouch

It is interesting to note that the first Brighton Rally, under the auspices of the VSCC, occurred on 4th April, 1954 and the Veteran and Edwardian Car Owners' Club of Australia had its inaugural meeting on the 30th of the same month. Unfortunately, the Minute Book of the newly- formed club contains minutes only for the inaugural meeting, the next meeting being recorded as being held on 12th July 1954. At this latter meeting the following entry appears:

"Mr. Bill Daly and J. Myers (sic) informed the meeting of all known facts in connection with the B.E.F. (British Empire Films) and Genevieve Rally and after discussion it was decided to organise the proposed rally. (Moved by F. Klein and seconded by R. Grant). The Secretary was instructed to contact the Secretary of the Vintage Club (VSCC) and inform him of the Veteran and Edwardian Car Owners' Club or Australia's intention of organising the Genevieve Rally. (Moved R. Grant seconded F. Klein)."



John McLean at the wheel of his 1908 Vulcan, with Franz Klein in the front passenger's seat.

This was an important step in the history of our club as it was the first sign of the fledgling organisation commencing to spread its wings. Later, in the same vein, the minutes of the meeting held on 5th August, 1954 show the new club drawing up rules for dress whilst on parade, and taking measures to secure crowd control.

On Sunday, 4th September, 1954, the Veteran and Edwardian Car Owners' Club of Australia held its first Veteran Rally – another milestone in the club's development – the Genevieve Veteran Car Rally – to give publicity to British Empire Film's production of "Genevieve".

This was a clean break away from any control or administration by the VSCC. Starting point for this rally was opposite the State Theatre in Market Street, Sydney, then to Bondi Esplanade and return to the State Theatre.

To be continued...

WANTED

* FOR YOUR CLUB ROOMS *

Not only have the library committee been busy cataloguing the contents of the library, they have also been organising items of memorabilia for display in the club rooms.

We are still seeking further suitable items for display in the way of posters, banners, directional signage or other items relating to events organised by the club.

In particular, any items that might relate to:

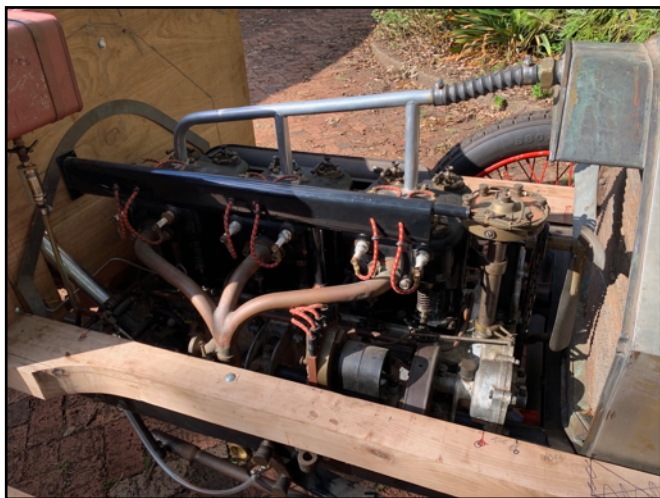
- 1967 National Rally- Albury
- 1971 National Rally - Coffs Harbour
- Tour 2000
- 2004 National Rally - Cowra
- 2011 National Rally - Mittagong
- 1970 International Rally - Sydney to Melbourne
- 1978 International Rally - Sydney to Gold Coast
- 1988 Castrol World Rally



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An Update on the Humber

Part 1&2 in the February & March Magazines. By Peter Cockbain



Classifieds

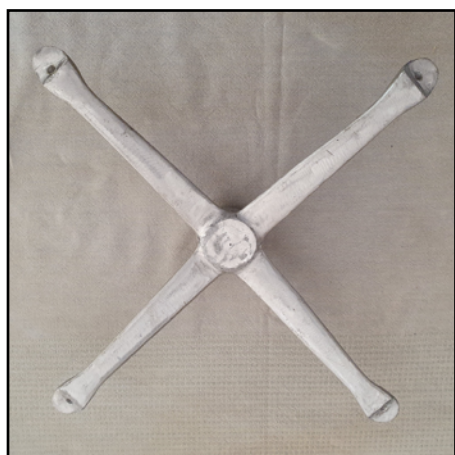
Please note ALL ADS MUST include the price and if you wish ONO. Advertisements will only run for 3 months then will be removed unless requested otherwise. If selling a vehicle or engine, please include all known numbers and details. All states please copy.

FOR SALE: Renault AX water inlet and outlet castings

Castings for the water inlet and outlet on the cylinder block. The castings are as a cast and will require machining.

They come as a set for \$300 (inc GST) + postage and packing. Individual price if anyone only requires one: large casting - \$193, small 90 degree casting - \$107

Contact: Bill Trollope - wwt@bigpond.com



FOR SALE: Veteran Overland Steering Wheel Spider

A new alloy casting, using an original as a pattern. No longer required - \$50

Contact: John Prentice
Ph: 0408 476 644
john.prentice33@gmail.com

FOR SALE:

BSF taps and dies in wooden case. In excellent condition - \$125

Jar of carbide lamp bits and pieces including clamp nuts - \$100

Jar of acetylene burners - \$100

James Flood 4th Book of Early Motoring in jacket. In excellent condition - \$100

James Flood 3rd Book of Early Motoring. In excellent condition - \$100

James Flood early motoring prints numbers 6,9, 12 and 15. In very good condition - contact for pricing

Contact: Jeff Palmer (non member)

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THE VETERAN



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