



Spit and Polish

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

Hon. Editor and Editorial Address—

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EDITORIAL

The time of the Annual General Election of Office-Bearers is again near - and at the time of writing, there seems to have been little interest in nominations. This apathy is unfortunate as it expresses neither confidence in nor rejection of your present Office-Bearers. Such disinterest could easily weaken the Club, and lead to the disintegration of the healthy position established by past sound management.

I would also like to mention that there seems to be very little interest taken in SPIT AND POLISH. It is difficult to produce an interesting Newsletter for you without some contribution from you.

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1910 AUSTIN 15 H.P.

Henry Crocker of South Hobart, Tasmania, visited Sydney in January of this year and he was able to participate, by courtesy of Jack Dance, in the 175th Anniversary Run. He also showed some of his slides at the Club meeting.

In correspondence last October he mentioned some further history of his Austin which has been officially dated as a 1910 Model, the Engine No. being E.3615. The other jobs he mentioned were concerning his repairs to the Universal blocks from the gear-box end of the tail shaft, and his rebuilding of the wooden artillery wheels which, from scratch, involved 178 hours of time.

The history as given below has been taken directly from notes furnished by Henry Crocker. It is an interesting history, and we all should try to get such backgrounds on our own cars.

1910 Austin 15 H.P.

HISTORY OF MODEL.

In the year of production this model vehicle was imported into Tasmania in C.K.D. form and the bodies were built locally, in this case, by Tasmanian Motor Co. Ltd., Launceston.

HISTORY OF THIS PARTICULAR VEHICLE.

Records obtained from Mr. George Jackson of Launceston show that he supplied the vehicle to Mrs. A.C. Walker, "Clarendon Estate", Gretna, during the month of February, 1911 and a transcript of the Ledger Sheet is set out below:-

DATE SUPPLIED	February 1911.	
CHASSIS	1910 Model England.	
COST	15 H.P. Austin Chassis	383.16. 0
	Running Boards, Hood,	
	Windscreen	132. 3. 3
	Accessories, Lamps,	
	Generator & Horn	21.19. 6
		<u>£537.18. 9</u>

The vehicle was driven for Mrs. A.C. Walker by Chauffeur Keith Terry until August 1914, when he left to serve in the 1914-18 War, and it was subsequently laid up till November of the following year, 1915. In October, 1918 a brother, Mr. Jack E. Terry, went to work for Mrs. Walker and drove as Chauffeur until Mrs. Walker's death in November 1941.

The vehicle was in general use up to 1932 and for the next ten years was used regularly on the estate for such work as collecting mail, groceries, etc., the homestead being situated some three miles from the main road and approximately five miles from the small village of Gretna. The last return journey from "Clarendon Estate" to Hobart was made early in 1942 and it was used on this occasion to convey certain personal belongings left by Mrs. Walker to a niece in Hobart.

Records of mileage kept by Mrs. Walker and on information given by Mr. J.E. Terry showed the vehicle had covered 121,000 miles by 1932. Further records of mileage were discontinued in this year.

When purchased, the vehicle was fitted with wire spoke wheels. However, Mrs. Walker expressed her dislike for such modern ideas and the five wire wheels were exchanged for a set of four wooden artillery wheels belonging to a sister Austin owned by Mr. J.T. Gunn, Elphin, Launceston.

Original colours were dark green interior, woodwork and upholstery, black dashboard. Body, a pale yellow-creamy-mustard with dark green trimmings. The hood was khaki in colour and made from canvas.

The National Security Price List during the Second World War was £142. 5. 0.

CONDITION WHEN LOCATED.

When the vehicle was first sighted, it was in the open, garaged underneath pine trees. The pine needles had accumulated inside the body and with continual rains the wheels had sunken into the ground; this necessitated it being dug out, after which it was transported to Hobart on a low-loader.

HOW OBTAINED - OWNERS.

The vehicle was left to Mr. J.E. Terry in the will of the late Mrs. A.C. Walker and he received the vehicle in 1942. Mr. Terry subsequently moved it from Gretna to Lacklan Road, New Norfolk.

In 1945 Mr. Gibson of Metro Motors, Hobart, was advised by Mr. J.E. Terry of Terry's Garage New Norfolk regarding the 1910 Austin. Arrangements were made by Metro Motors to take the vehicle on a 99 years' lease basis. Some two or three years later, it was purchased by them outright.

The present owner purchased the vehicle in July 1960.

RESTORATION.

Initial restoration carried out by Metro Motors involved rewinding the magneto and general oiling and the vehicle was started. Later, additional work was done including repairs to clutch, and painting of the body.

The present owner located the original 8-day clock belonging to the vehicle, repositioned the petrol pump on the dash board, repaired the bulb horn which had been torn from its mounting and has carried out general repairs, together with additional restoration work.

Some original tools together with the original handbook and a catalogue of 1911 15 H.P. Austin cars were purchased with the vehicle and are in the writer's possession.

GENERAL.

By 1961 Mr. J.E. Terry had been driving motor vehicles for 43

years and in that time had never sustained an accident. He has owned many cars each one being an Austin.

In the early days of motoring and when driving the 1910 Austin, it was his custom to carry six spare inner tubes as punctures were sometimes frequent. Returning to Gretna one day after a visit to Hobart, Mr. Terry had five punctures.

THE LATE ERIC BARLOW

The Club regretted to hear of the recent death of Eric Barlow at Newcastle.

He had been a member for about five years and his restoration work has been considered to be amongst the best. He was also known for his versatility in electronics. Eric was one of the originators of the Newcastle Rally and he was a most constant attendant at meetings and rallies until his illness.

His first car was the F.N., and his second car was a beautiful 2-cylinder Renault. He won the Concourse in the Newcastle Rally in 1961. Club members George Green, Ken Moss and Len Sheen were able to attend his funeral.

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CLUB MEETING

The April General Meeting was held on Friday 26th, the usual meeting day being Anzac Day.

The normal reports were read and members were again interested to hear that the Treasurer had high hopes for another £500 to be "salted away".

There has been further progress in the formation of a Federation of Veteran and Vintage Car Clubs. The details with C.A.M.S. are being worked out.

The Events Committee reported on the day at Warwick Farm. This outing was held in conjunction with Hurstville Rotary Club who donated a handsome trophy. This was presented by Percy Knight to Ken Moss. The Events Committee also gave notice of the two-day run to Kurrajong Heights to be held later this month.

An invitation to participate in the Fete of the University Settlement on May 4th received support, and also news was learned of a procession to be held at Ourimbah for those going to the Newcastle Rally.

The President thanked members who participated in the Cavalcade of Transport at the Royal Easter Show.

A further three new cars have been seen and passed by the Investigation Committee and they are listed under New Members.

There was some question concerning the desirability of continuing the Ball. The meeting was overwhelmingly in favour, in spite of the lateness of their response in March.

News was also received concerning the Brass Dating Plate measuring 6" x 4" and costing £2. 0. 0. A dating certificate was shown.

General Business discussed concerned the use of plastic rally numbers with some satisfactory attaching device, and starting time of meetings (8 p.m.). The tea break is to remain unchanged.

Nominations were called for, but there was little interest. It was decided that the Annual General Meeting should be put back one week

to give extra time for the auditors and management to close the year's business.

After the meeting a film was shown taken by Jack Jeffrey in Tasmania, B. Tonks showed slides of New Zealand cars, and Peter McGrath also showed slides.

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R E S U L T S

ROTARY GYMKHANA APRIL 21ST 1963.

WARWICK FARM MOTOR RACE COURSE.

Mr. K. Moss, Outright Winner, 1912 Cadillac, was presented with a very nice trophy by the Hurstville Rotary Club at our last meeting. The six Sub-Events were run on Sunday afternoon with the points score as below, 17 Veterans in all.

		<u>POINTS</u>
Ken Moss	1912 Cadillac	33
F. Nissen	1906 Humber	31
D. McKeown	1914 Hispano Suiza	30
F. Russell	1914 Hupmobile	29
R. Craze	1912 Buick	28
J. Dance	1908 Talbot	26
R. Jones	1912 Oakland	24
A. Garthon	1914 Delahaye	24
A. Rowe	1912 Fiat	23
V. Jacobs	1912 Ford	23
G. Green	1905 De Dion	16
R. Baxter	1913 Studebaker	14
R. Farrell	1913 Fiat	14
D. South	1912 Overland	13
W. Dudley	1910 N.A.G.	9
J. Knight	1910 International	9
J. Simpson	1909 B.S.A.	7
H. Welch	1911 Brush	No Score

The Events Committee wish to thank all members who helped as officials on this occasion, for a job well done.

R. Craze
L. Sheen
R. Farrell

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NEW MEMBERS

DICK VAN WELY 10 Abbott Street, Yarralumla, A.C.T.
 RENAULT 4-Cylinder, about 1910.

GLYN ROBERTS 149 Hasting Road, North Bondi, N.S.W.
 DE DION, 1-Cylinder, about 1903.

J. TULLOCH 11 MacKenzie Street, Homebush, N.S.W.
 FIAT TOURER, 1910.

ASSOCIATE MEMBER

TERRENCE COOK 341 Princes Highway, Sylvania Heights.

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REVS. AND BACKFIRES

By Len Masser

Since we've had Dr. Lehmann, the well-known head-shrinker, as Editor, I seem to harp on the mentally unstable. Members of the Events Committee slowly go nuts after a stint of a year in that job. They get a glazed look in their

eyes and are wont to start muttering in their beards at the drop of a hat. Humming queer little songs and reciting snatches of poetry..... Heard one saying a little stanza the other night..... Something about: "Under the spreading psychiatry".

Shoo, Shoo, Baby! One of the biggest headaches in the aforementioned Committee is what sort of a carrot to dangle in front of the boys who only turn up to the free gas and tucker turnouts, and get 'em out to the smaller shows. These lads seem to take an insane delight in clubbing back peasants in the big events and generally acting the extrovert. Ennyow, one Committee man suggests that we tell 'em not to come along to the next small event, as we have such a cracker time without their company, and they could not possibly enjoy themselves. Worth a try, I spose.

Watched all the embryonic Brabhams drooling over the pictures that Peter McGrath showed at the meeting the other night. A close-up of the donk of an 8-litre Bentley makes one realise what great heaps of tin the present-day vehicles are. The Veteran Fiat owners really glowed when the 24-litre racing Fiat was shown. 24 litres! Yowie!

The girls Gor bless 'em! I don't think that the kulaks quite cotton on to the job these cats do on meeting nights. Getting the supper ready and cleaning up afterwards deserves a lot of credit. Feeding the beasts is one thing, but listening to the endless yacketty yak about cars!!!

Errol Rumpf (whose name sounds like a Straight 8 Bugatti with the driver blipping the throttle) seems to be doing a good job down at Canberra by keeping the flag flying in that neck of the woods. I do hope that we will see some of these boys at a meeting one night so that they get to know their fellow Club members and chew the fat with them and exchange ideas.

George Roberts and missus going walkabout to the Old Dart in a few days. Not sure whether he said he bought a Boeing 707 or whether it belonga Qantas. In any case it should be a good holiday for both the old dears and I've got a rough idea that he might contact a few members of the V.C.C. while he is there. We would be doing them a good turn if we warned them of the existence of ear plugs while old George is there. Happy holiday!

We seem to have a few legal eagles on the roll, and some in the bush too. Take Lionel Erratt f'rinstance. Stuck up there in Gunnedah with not a chance of showing off that beeyutiful Spyker (give you a tenner, sight unseen for it, Lionel). He must have a 'eart like an ox to carry on a restoration while the population look on and sadly shake their heads. Don't take any notice of them, old boy, and just bite the bullet and carry on. Salutations, Lionel.

On the Sick List. Col. Bryson, gnashing his teeth and cursing like 'ell, was operated on at Caringbah District Hospital. Not sure whether its a decoke and valve grind or his brakes bled, but here's hoping he's out of there quick smart, and if you are interested, wife Paula is a grass widow at the moment, but - and I say but - mind that big dog of hers.

I'd previously written a few lines about some of the boys going to Newcastle to see Tiny Barlow, who had been on the sick list, but they had the distressing duty to go a few days later to attend his funeral. I was very sad to hear of his death and I'm sure we all mourn a mighty bloke and a staunch member. His restorations were something to be marvelled at and our heart-felt sympathy goes out to his widow and family.

.....Keep revving.....

I seem to have a lot of doleful news this month and this snippet concerns Jack Butcher who has also been in hospital. Jack has had his appendix removed and is on the up and up again I believe. Dunno whether he has got the offending piece of innards in a glass jar, but if you have, Jack, bring it along to the next meeting and somebody might do a swap for a pair of lamps or sumpin.

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FOR SALE Two Olympic tyres 500 x 19 6-Ply, and
One Olympic tyre, 500 x 19 4-Ply, with new tubes and rims,
first class condition.
Price £5 each complete, or near offer.

Apply: J. Williams,
113 Thompson Street, Drummoyne. WA2203.

FOR SALE Two Dietz Kerosene Side Lamps, Black and Nickel, in
excellent condition complete with Font.
Price £5 for the pair.

Apply: J. Dance - 86/1432.

WANTED Radiator for 2-Cylinder Renault.
Will exchange headlights, side-lights, or horn.

Apply: Jack Hochstadt,
758 George Street, Sydney.
or, 665/5219 after 6 p.m.

WANTED Ford Engine, near 1912.
Veteran Ford Steering Column.

FOR SALE International Buggy.

Apply: John McKinnon,
14 Beswick Avenue, North Ryde. WW2830.

DICK BURT of Gardiner Street, Baradine, N.S.W. (Baradine 101)
has a variety of vintage cars and parts to dispose of. These
include a 4-Cylinder Buick parts, about 1922, Hudson 1926,
fairly complete and 1927 Buick light - six.
