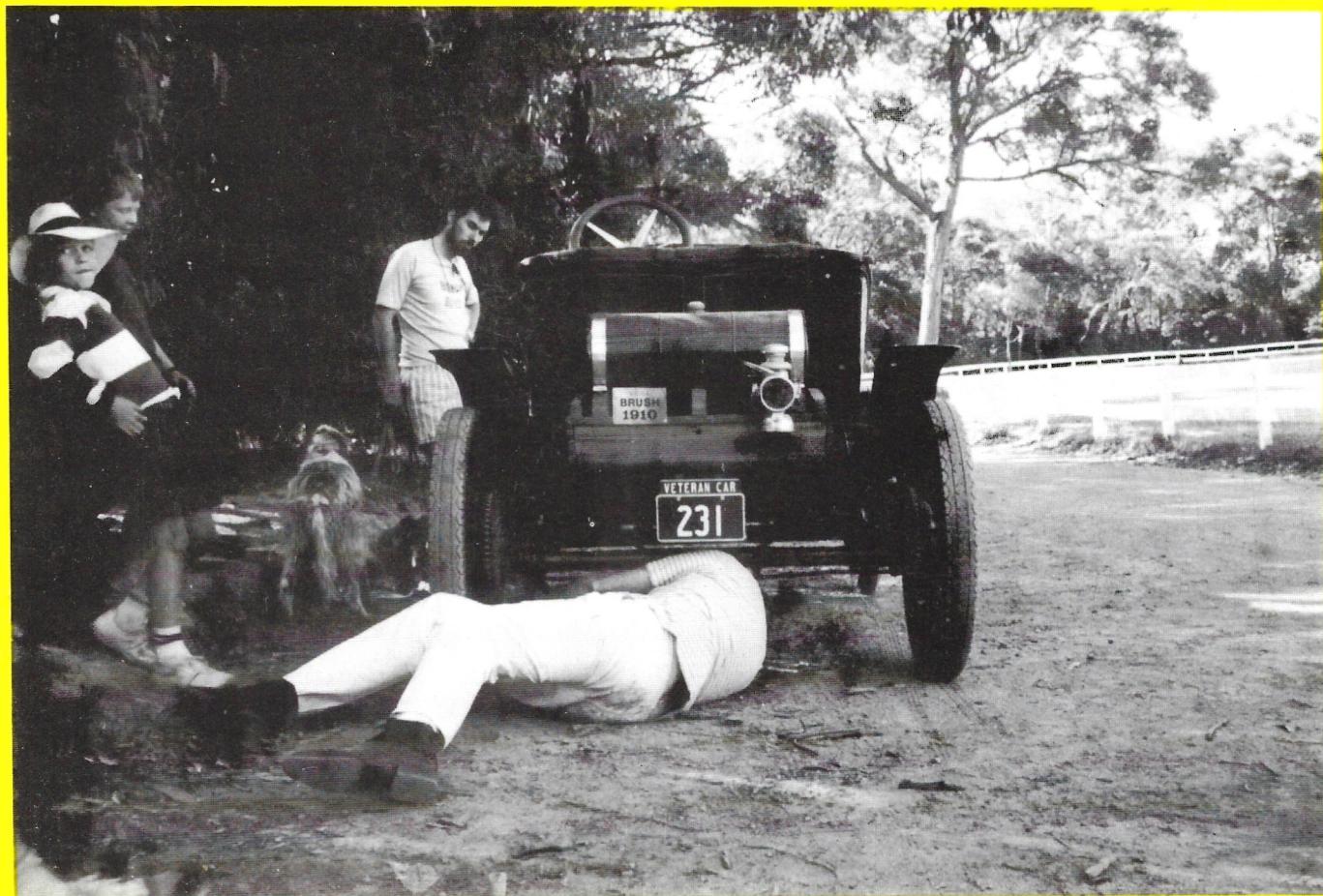


SPIT AND POLISH

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



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His Excellency
The Governor of N.S.W.



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February 1989

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Other Veteran Car Clubs have permission to copy

NOTICE OF MONTHLY MEETINGS

Regular monthly meetings of the Association will be held at 8.00 p.m. at the Clubrooms on:

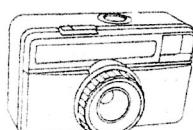
THURSDAY	FEBRUARY	23	1989
THURSDAY	MARCH	23	1989

The business of the meetings will be:

- * to receive and act on reports from Committee and Management
- * to raise issues for the attention of Committee
- * to discuss matters relevant to the interests and activities of the Association

MICHAEL LOWE - HON. SECRETARY

COVER PHOTO:



This month's photo - contributed by Les Watton - and taken on the Encouragement Day, October 23rd, 1988. The caption reads: "Our Treasurer looking for the wine (whine) in the diff." (Refer to Letter to the Editor and articles on Pages 14 and 15.)

EDITORIAL

AS KEITH EDWARDS MENTIONED IN LAST MONTH'S ISSUE OF THE "SPIT & POLISH" I HAVE TAKEN OVER AS EDITOR ON A TEMPORARY BASIS, FOR THIS AND NEXT MONTH'S ISSUE OF THE MAGAZINE, WHILE KEITH IS OVERSEAS ON A BUSINESS TRIP.

FEBRUARY AND EARLY MARCH PROMISES TO BE A VERY BUSY TIME FOR THE VETERAN CAR CLUB MEMBERS AND THEIR CARS. I AM PERSONALLY LOOKING FORWARD TO PARTICIPATING IN THESE EVENTS. LET US HOPE THE WEATHER IS FINE, PARTICULARLY FOR THE BLUE MOUNTAINS TOUR. I AM SURE WE ALL REMEMBER LAST YEAR'S TOUR WHICH WAS MARRED BY HEAVY RAIN. ALSO ON A PERSONAL LEVEL, THE SIMMONS FAMILIES WILL BRING OUT FOR ITS INAUGURAL RUN THIS MONTH, A DE DION BUTON, RESTORED OVER THE LAST FIFTEEN MONTHS BY GEOFF AND JOHN, AND IT IS SOMETHING WHICH WE ARE LOOKING FORWARD TO.

THIS MONTH SEES THE THIRD AND FINAL INSTALMENT OF A "TRIP TO THE TIP OF CAPE YORK IN A MODEL T" BY VI AND JOHN SMITH, AND WE HOPE EVERYBODY HAS FOUND THE ARTICLE INTERESTING.

THE DEADLINE FOR ANY ARTICLES TO BE PUBLISHED IN NEXT MONTH'S ISSUE OF "SPIT & POLISH" IS THE 2ND MARCH, 1989, AND OF COURSE ANY FUTURE ARTICLES AND/OR PHOTOS, (PARTICULARLY FOR THE FRONT COVER) WOULD BE VERY MUCH APPRECIATED. AS PROMISED IN PAST EDITORIALS ANY PHOTOS WILL BE SAFEGUARDED AND RETURNED TO THEIR OWNERS. A FURTHER CONTRIBUTION WITH REGARDS TO THE PHOTO ON THE FRONT COVER OF THE NOVEMBER ISSUE OF THE MAGAZINE WAS FORWARDED BY NEIL LEWRY. HE SAYS THE PICTURE OF THE "FL" WAS TAKEN AT WOOLCOOMOOLOO (SHELL SERVICE STATION AND BELL'S HOTEL IN THE BACKGROUND), ON COWPAR WHARF ROAD (NOW CAHILL EXPRESSWAY). THE CAR HAD JUST BRAKED AT THE BOTTOM OF A STEEP HILL, WITH THE THROTTLE SHUT OFF, WHICH WAS THE REASON FOR THE SMOKE BEHIND THE CAR.

LAST BUT NOT LEAST, A FRAMED PHOTO, TO HANG ON ONE OF THE WALLS OF THE CLUB, WAS PRESENTED TO THE CLUB BY BOB LAMOND OUR TREASURER. IT IS A PICTURE OF FRANCIS BIRTLES' BRUSH, WITH SYD FERGUSON AS PASSENGER AND DOG REX. OUR THANKS TO BOB ON BEHALF OF ALL MEMBERS.

I HOPE YOU ENJOY READING THIS MONTH'S ISSUE OF "SPIT & POLISH".

BYE FOR NOW
ASSISTANT ED.

CONGRATULATIONS TO BILL & FAY MCCARTHY ON THE BIRTH OF THEIR DAUGHTER KATHRYN HELEN IN JANUARY. ALSO TO PROUD GRANDPARENTS BILL & BARBARA MCCARTHY.

President's Message



Attendance was high for a January Meeting especially as it fell on Australia Day. I am pleased to report for those who could not be present that Alderman David Marshall accompanied by his wife, unveiled the brass plaque commemorating the official opening of the Clubrooms by David as Mayor of Drummoyne on 31st July, 1988.

The plaque has been affixed in the main entrance hall, to the panel of bricks retrieved from the old well uncovered while excavating for the new building.

The completed complex is certainly working well and although, like any new home, there are finishing touches we would all like to have installed, it is proving most workable.

Bill McCarthy has reported that quite a few tenant clubs are now meeting in the larger main hall while others are giving it consideration. If you hear of any club looking for a meeting hall don't forget to put them in touch with Bill McCarthy the Club's Property Lettings Officer, as there are vacancies now we have two halls available.

SANDY ROBERTS.

LETTER TO THE EDITOR.

Dear Editor,

I realise the editor's job is not always simple and I hope your Christmas was not disturbed too much by Stan Rumble's letter.

Personal criticisms are unfortunate as they often cover up the main issue.

Stan has made his cars run much better than new. Many members have observed the visible changes and wondered at others. It is unfortunate that some of our senior members choose to have bad memories and find accepting honest articles so hard.

As organiser of Veteran of the Month, I will continue to present something of interest each month, despite the knockers.

MAX ROBERTS.

Events

FEBRUARY 24TH & 25TH - 1 and 2 cylinder weekend at Bundanoon. Ring John Simmons for further details.

MARCH 11TH & 12TH - BLUE MOUNTAINS TOUR - Start and finish is at Prospect Reservoir with morning tea supplied Saturday and lunch available on Sunday - this is a quarter chicken and salad with refreshments supplied. Lunch Saturday is in the Springwood area in the form of a BBQ catered by the Springwood Scouts. Finish is at the Council Chambers carpark in Katoomba. Dinner on Saturday night is a three course menu at the Scenic Skyway Revolving Restaurant, bus transport will be supplied to and from motels.

EASTER WEEKEND - Easter invitation tour in Canberra - entry forms available at next general meeting.

APRIL 9TH - Charity day - blind children - pickup point closest to your home - lunch at Bi-Centennial Park - further details next month.

N.R.M.A. MOTORFEST - THE ROCKS.

Sydney's oldest area, The Rocks, with a spectacular view of Sydney harbour and the picturesque sandstone cottages, pubs, former bond stores etc, was the ideal setting for the display of cars featured at the N.R.M.A Motorfest on the 15th January, 1989.

Judging by the crowd, it was a popular event, both, with the general public and entrants alike. The Veteran Car Club was represented by a small but hardy group on a fine Sunday:

1910 Brush - Bob Lamond
1909 Delage - G & A Simmons
1910 Armstrong Whitworth -
B & A Baxter
1911 Talbot - B & D Shinfield

1903 Napoleon - J & A Simmons
1914 Delahaye - A & V Garthon
1913 Vinot Et Deguingand -
B & B McCarthy
1916 Benz - J & S Wards

Cars were coming and going all day, so I hope I haven't missed any members. Several members were also seen in more modern cars.

Anna Simmons.

VETERAN DISPLAY OF THE MONTH

Automaton - Singing Bird in Cage.

by courtesy of Sandy Roberts.

The invention and creation of singing birds is credited to French man Balise Bontems. Fascination with amateur taxidermy, particularly birds, made him think they looked so life like yet they couldn't sing. As an apprentice clock maker he worked on a mechanism that created the bird's song. In 1849 he had set up shop himself and become famous for his singing birds in cages and on bases under glass domes.

This particular example is interesting as it is a coin operated model, used in entrances to Music Halls, on Amusement Piers or in Watch shops to amuse the customers. It is French, Possibly Bontems, but made for the English market where they were very popular, as the plate reads "please drop one penny in the slot" made in France, below the slot for the penny. 20 centimes was required to operate one in France.

The going barrell mechanism, operates a compound bellows and flute, via dual cams. The automaton has three movements by two controls. Considered to have been made between 1880 and 1890.

M - I - N - D - S - T - R - E - T - C - H - E - R

Solution to No. 72

SQUARE DEAL

Charlie faces Donald.

No. 73

LEGAL CHALLENGE

Every partner in the law firm of Junior, Senior, Older and Younger holds a position consistent with his age in years, i.e. the older he is, the more senior is his position. According to Older's junior, Senior (who always tells the truth), neither of the partners junior to Younger is senior to Junior.

Can you name the partners from oldest to youngest?

* * * * *

NOTABLE FIRSTS IN AUSTRALIAN MOTORING

The first man fined for speeding was a Sydney man a Mr. George Innes in 1897. He was fined ten shillings for attaining a speed of 8 m.p.h on a De Dion motor tricycle.

The first car imported into Australia was a De Dion Bouton. It was a 3 horsepower car, water cooled and capable of reaching a speed of 25 m.p.h on the average road with three passengers.

The first car race held in Australia was at Marioburnong Gymkhana Victoria in 1903. The winner is not known.

The first automobile seen on the streets of Queensland was a steam buggy made by a James Trackson in 1900.

Also in that same year James Trackson imported Queensland's first petrol-driven car, a two-cylinder De Dion Bouton.

The first man fined for a motoring offence was a Mr. W. Proctor in Victoria in 1900, when he was prosecuted under the Steam Roller and Traction Engine Act which restricted the speed of vehicles to 3 m.p.h. He was driving to Flemington races in his De Dion Bouton, when the car frightened a racehorse which broke its leg as a result. He was found guilty and fined £250.00 for the racehorse and £250.00 in legal fees.

The first licence to drive a motor vehicle was issued to William Arthur Hargreaves of Woodville, South Australia, in August 1901.

First licence to drive and also number plate No. 1 in N.S.W was issued to Mr. G. Hyde, who kept the licence until 1939. He was 91 years old when he died in 1948.

The first petrol to motorists was supplied and sold by pharmacists. It was normally stored in pits with open tops.

First car insurance began in 1911, when the government felt all vehicles should be taxed as they damaged the roads.

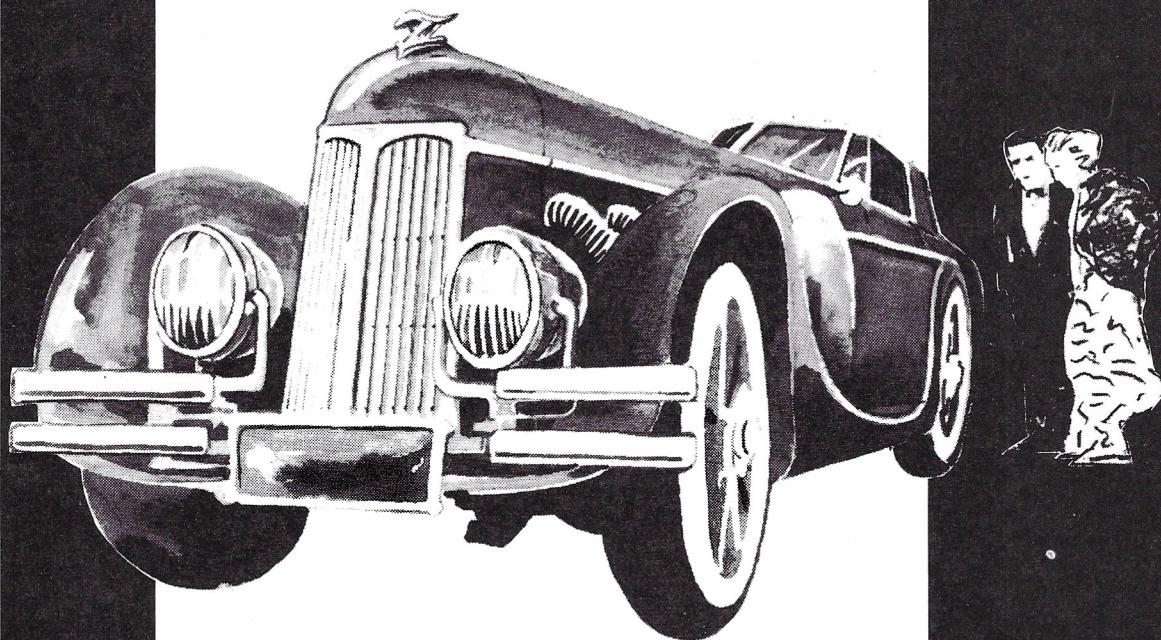
The first car in Western Australia was a German Benz.

The first rear number plates were seen in 1913, when they then became standard on all vehicles.



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A TRIP TO THE TIP OF CAPE YORK IN A MODEL T

By Vi & John Smith - continued from last issue

Before reaching Bamaga, a few miles along the track, we came to a chap selling signs, novelties and drinks. This was on Lockerbie Station, Frank Jardine's place, which was evacuated in 1942 or '43, when the Japenese were getting too close for comfort.

We met and spoke to Mrs Hall nee Holland, whose father went into partnership with Frank Jardine in 1913. Ann Holland now Mrs. Hall arrived as a child of 3 years, in 1931. During the war as the Japenese were getting closer, they were ordered to evacuate immediately. The army had built a track and rough log bridges (the track and bridges we had used going up) to the top. The american army were on Lockerbie Station and destroyed the homestead. They shot the tops off the coconut palms to get the coconuts, thus killing the palms and destroyed the beautiful avenue of mangos and coconuts. We were shown all over the original homestead area, including a big fig tree, where Frank Jardine had placed a dray tyre, and is now overgrown by the tree. The Jardine River was named by John Jardine. The Peninsula has so much history, which tourists do not get to know. You have to stop, boil the billy and talk to the people especially the older ones.

Well we thanked and said our goodbyes to Mrs Hall, cranked up old Lizzie and rattled and jolted our way to Bamaga. After getting more grub and fuel we decided to drive out to Cowal Creek, an aboriginal community, and camp the night and have a look around.

As soon as we arrived at Cowal Creek, we went to a very nice camping site, on the beach of the Gulf of Carpentaria. That evening three aboriginal girls from about 18-25 years of age came to our camp for a yarn. They sang us a beautiful song in their own language, and even did a little bit of dancing for us. The next morning we had a stroll along the beach, where the old gins were catching a few fish. We saw the remains of fires and turtle shells, where the aborigines had caught and cooked them. The blue waters of the gulf looked placid and beautiful, but didn't let that tempt us for a swim, as just recently, not far from our camp a chap was taken by a huge crocodile.

After taking more photos we drove back to Bamaga checked our fuel and food and headed south once more. So far old Lizzie has behaved herself, no troubles not even a flat tyre.

We drove late that evening, as there wasn't anywhere where we could get off the road, as it was sandy and scrubby. We made camp that night in a rainforest near the turn-off to Captain Billy's Landing. Violet did not wander from camp that night as she was worried about crocodiles and the huge pythons. I kept a rifle handy, but we didn't have any worries.

- a. The track was narrow.
- b. While our camera woman catches up.
- c. The termite hills were tall.

Then it was onto the Wenlock River again. This time I waded across the river first to check the depth and the bottom. While doing this two 'Unimogs' loaded with tourists pulled up. I started up old Lizzie and drove into the water.

Violet stayed behind to capture the crossing on video, which she did well. About two-thirds of the way across, the rear wheels began to cut in deep. I had it in low range, low gear and really stamped on the C pedal and got through with a big cheer from the 'Unimogs'. Then it was off to the Archer River. We thought the track was rough going up, but with all the four-wheel drivers, driving as flat as a strap, the road was much worse, and this meant a very slow trip.

At Coen, we met a very fine old pioneer woman, Mrs. Taylor, and she showed us through her very old (over 100 years) corrugated iron-walled boarding house, well kept and beautiful. She remembered when Hector Macquarie drove his Austin 7 right up to the telegraph station at Punsan Bay, in 1928. She took a photo of the car, and it appears to be a 1924 model Austin 7. The headlamps were set back near the windscreen.

She claims our Ford would be the earliest model to make the trip to the top. From Coen, it was onto Musgrave Station. Not far from Musgrave homestead, we noticed two very old graves under a huge old mango tree. One was the grave of Billy Burns, a pack-horse mailman, and the other was Sam Thompson, killed 2nd January, 1919, when his horse rolled on him. He was a linesman, and was the father of Mrs. Taylor, who we mentioned earlier.

Then southward again, through dust and unforgetable bone and Model T shattering corrugates, to Laura. I forgot to mention, we broke a spring, every leaf, on our trailer. So we pulled up, boiled the billy and decided what to do. We drove slowly till we found an old car tyre near the road, we jacked up the trailer, and shoved the old tyre between the axle and trailer body, tied it there with Violet's clothes line rope, found a bit of wire and tied the axle to the front spring hanger, to keep it centre. We started up again, and it rode well, and it is still the same, we haven't got around to fixing it yet.

From Laura, to Lakeland, onto to Mount Carbine, to sample their North Queensland lager. While here I was talking to one disgusted driver who rolled his car over up near the Wenlock River, while coming round a corner in the sand doing over 60kms. The car was a bit of a mess and so was his boat and roof rack.

Leaving Mount Carbine and nearing Mount Molloy, something happened to the road. It became black, where previously there had been sand and corrugates.

Well, from then on it was plain sailing, plenty of cars, plenty of people and plenty of towns, and we eventually came to Emerald. Then it was westward to Longreach, to have a look at the Stockman's Hall of Fame.

What we saw was great, but I do think they could have done more to remember or recognise the work of the aboriginal stockmen, and the women. But it is a wonderful thing and well worth the visit.

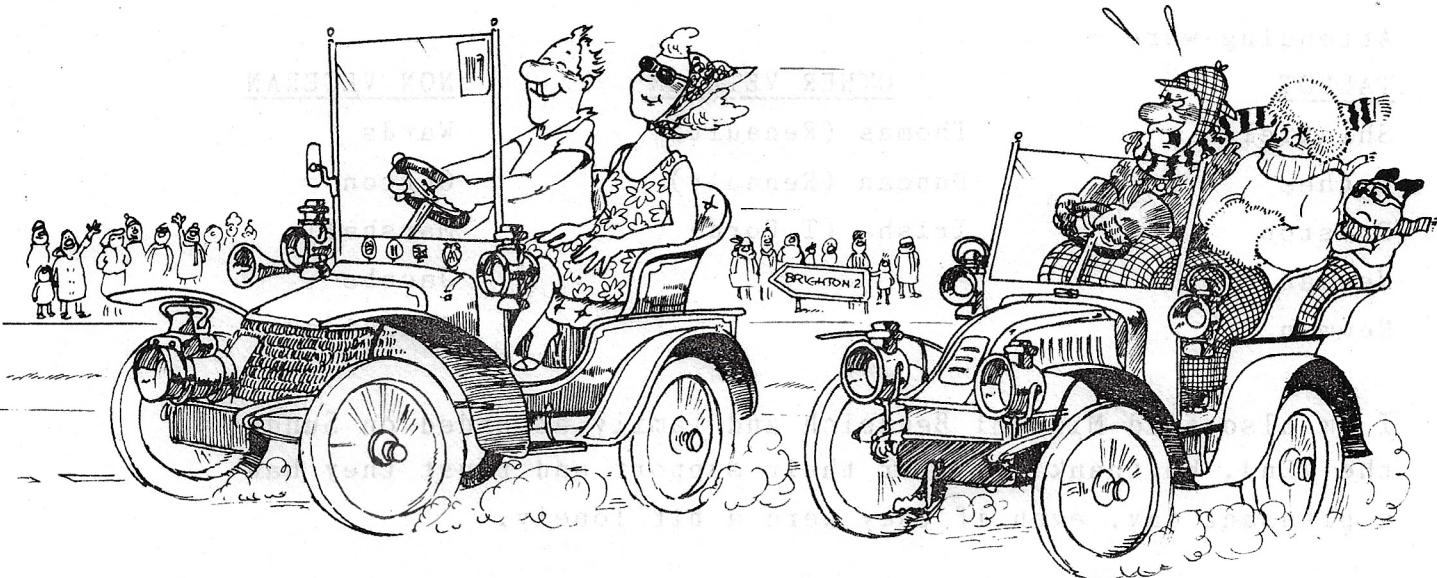
Next it was east to Barcaldine and south towards New South Wales. All the time the weather was getting colder as we drove further south. Recent rains have made the country a picture from Cunnamulla through Bourke right to Dubbo. Home after nine weeks of touring in our Model T.

Looking back it was a great adventure, and we are now thinking of our next trip. I do think, with a bit of common sense, a few alterations that the only place a Model T won't go, is where you don't put it.

As I said before do not attempt sand and corrugates with 30 x 3½ beaded edge tyres. We fitted a larger fuel tank (fourteen gallons). Original cotton bands (gear bands) are waste of money. A two-speed diff (Ruckstell) is very handy, as you need that lower gearing at times. A proper (heavier) crankshaft is a must. Soak the original coil ignition in water and fit a distributor or magneto ignition.

The average petrol consumption for the trip was a little under nineteen miles per gallon, and nearly two gallons of K.Mart oil, and a trip to remember, but the next will be better and longer. We will go right around Australia, keeping the view of the sea a couple of hundred yards away on our right all the time.

THE END



"Crafty blighter - he's had his windscreen double-glazed!"

From the Northern Enthusiasts.

Since the last report from the North we have had a couple of outings. Our Christmas Party was held on the 11 December at the Martinsville Sports Ground. The day dawned overcast, but in the true spirit of the north a number of members still ventured out in their Veterans, their perseverance was rewarded however in the spirit of the Blue Mountains - with copious quantities of rain. A good day was still enjoyed by all - the various helpers in the BBQ department all doing a great job. Those in Veterans were - Warwick Bird (T Ford) Max Burke (Hupmobile) John Hughes (Talbot) Graeme Newman (Talbot) Neville Preston (Talbot)

The combined outing on SATURDAY 21ST JANUARY was quite well attended despite the confusion with the date of the event and yet more miserable weather. It was interesting to observe the number of people who can all fit under a car cover when it pours rain, despite such minor inconveniences we still had a good time.

Attending were -

<u>TALBOT</u>	<u>OTHER VETERAN</u>	<u>NON VETERAN</u>
Shinfield	Thomas (Renault)	Wards
Hughes	Duncan (Renault)	Gorton
Preston	Irish (T Ford)	Marshall
Newman R		Jacobs
Newman G		Schneider

I am also told Michael Bendeich and family attended on Sunday the 22nd. We thank them for their support and trust they had a pleasant day, even if they were a bit lonely.

With the Blue Mountains rally fast approaching I found the old newspaper clipping which follows quite interesting reading. With the heading "84 ENTRIES IN VETERAN CAR RALLY" the article read as follows - Sixty-nine veteran cars and motor-cycles will compete in the world's stiffest test for veteran cars, the Golden Fleece Blue Mountains Rally from Sydney to Katoomba and return on March 12 and 13. Entries have been received from

Victoria, Queensland, Canberra, Newcastle, Scone and Kempsey.

The 68 miles route to Katoomba rises 3000ft, and according to the rally Director (Mr G. Green) no other veteran car event in the world is held under such strenuous conditions.

Cars will leave Centennial Park, Sydney, at 9a.m. on Saturday, at two minute intervals.

The oldest competitor will be Mr. Lance O'Meagher, 80, a librarian of Penrith, who will drive a 9 h.p. 12 Renault. Mr Edward Yabsley and his wife, of Kempsey, will drive the oldest car - a 1900 model Rachet (Rochet), of $4\frac{1}{2}$ horsepower. The second oldest car is a 1901 Oldsmobile buggy, owned by Mr K. Lober, of Sydney. Mrs Joy Klein, of Sydney, who will drive a 1912 Austro-Daimler of 20 h.p. is the only woman competitor.

NEWCASTLE ENTRIES

Other entries include a 1912 friction-driven American Metz, driven by Mr. W. Barker, of Newcastle, a 1911 F.N. driven by Mr. E. Barlow, of Newcastle, a 1914 T model Ford, driven by Mr. D. Barker, of Newcastle, and a 1914 Clement Talbot, driven by Mr. R. Newman, of Wyong.

As far as I know the report relates to the 1960 Blue Mountains Rally and appeared in the Newcastle Morning Herald.

DON'T FORGET, WHEN PLANNING YOUR YEAR OF VETERAN MOTORING, THE ANNUAL NEWCASTLE TOUR BASED AT MORPETH ON THE OCTOBER LONG WEEKEND, HOPEFULLY BETTER IF NOT BIGGER THAN 1988.

Regards,

Graeme Newman

"PINEGROVE"

OREGON ROAD,
WOODVILLE.

THE EDITOR, SPIT AND POLISH
DEAR KEITH,

I AM INTERESTED IN BUYING THE SINGLE CYLINDER ENGINE THAT IS ADVERTISED IN THE JANUARY SPIT AND POLISH, UNFORTUNATELY YOU DID NOT INCLUDE A CONTACT PHONE NUMBER OR ADDRESS. THE ENGINE WOULD BE IDEAL FOR THE MOTOR BIKE THAT I HAVE JUST UNEARTHED AND HAVE STARTED RESTORING.

IT IS BELIEVED TO BE THE OLDEST MOTOR BIKE IN AUSTRALIA AND IS FAIRLY COMPLETE AS THE ONLY PARTS MISSING ARE SOME RING BARKS AND SOME LEFT HANDED KNOT HOLES.

I HAVE ALSO INCLUDED AN ARTICLE ABOUT THE BIKE WHICH WAS PUBLISHED IN OUR LOCAL PAPER "THE WEEKLY BARK". HOPE YOU CAN USE THIS IN SPIT AND POLISH.

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LES WATTON.

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MADE IN AUSTRALIA

... And Never Heard Of Again!

It is a little-known fact that two Australians invented the first motorcycle. They were the pioneers of the mulga-valve, the rear snake-belt drive, and the first to end up in that typically Australian condition — *piston broke*. This is their story:

ON A SUNNY afternoon in August, 1862, Laurie Horizontalbottom was tinkering — with his bicycle. It was a small town, without many women, and bicycle tinkering was not then an arrestable offence. The idea of an internal combustion engine had often crossed his mind: it would revolutionise bicycling, bring the peoples of the world closer together and cause many millions to ask: "What's an internal combustion engine?"

He had once, in company with his Aboriginal friend Michigaboola, carved the miniature components for a small experimental engine and strapped it to the back of a female turtle, thus unintentionally inventing the first submarine, and leaving a waiting male turtle to a lonely night of bicycle tinkering.

But Laurie would lay awake at night with strange inexplicable thoughts floating through his head. Names like Honda, Suzuki and Kawasaki would flash across his mind; but they were names which held no significance for him, like knife, fork and under-arm deodorant, because Laurie was basically very

ignorant. Meanwhile, his friend Michigaboola (actually they weren't all *that* close, but Aboriginal pensions don't pay too badly, so maybe Laurie wasn't as silly as he looked), was busy inventing the boomerang, which is a type of plastic thing made by Japanese to sell to Americans.

This gave Laurie an idea ... a boomerang bike! No matter where you rode it, or how drunk you became, it'd always bring you home. It was, of course, a failure, simply because you could never get it out of the shop.

It was becoming patently clear that at this rate Australia would never have the first motorcycle. But one day, while they were trying to adapt a kangaroo's exhaust system, they came upon a large rabbit leaping up and down on a small plant called the Pin-valve. They had discovered the hare-pin valve spring. It was a start, not a very funny one, but a start; and there was no stopping them now.

The brake hadn't been invented yet either. After weeks of late nights burning the candle at both ends, Laurie finally came up with something ... three feet of wax on the garage floor and a small 250 cm³ engine. It was really unique. Completely hand-carved from selected woods, and featuring things like walnut veneer piston rings, a ported, polished and estapolled head and laminex main bearings.

In his spare time Laurie had been doing some free-lance panelbeating making hats for the Kelly boys down the road, and had made some engine mounts for a push bike frame he had welded together from an old Cobb and Co coach chassis. It wasn't an easy task. The coach had been made in Japan, so all the nuts and bolts were metric, also the plastic bits melted whenever heat was applied. But his brother-in-law, Harold, saved the day with a new glue he had invented from fermented Koala spleen. It worked like a charm, and Laurie christened it *Haroldite* in honour of its inventor.

Now at last the machine was ready for testing, and though his trusty Aboriginal friend screamed, trembled and modestly ran away, it

was to no avail. On March 23, 1863 at 6 am, history was made. Lashed securely to the seat and handle-bars by two gallons of Haroldite and the promise of all the ruby red port sixpence could buy, the intrepid Michigaboola, last of the Wakkadupya tribe, was the first in the world to experience the throbbing power and exhilaration that only a four-stroke engine made of wood can give.

Ponder it all ...

That first preparatory cough as the refined eucalyptus was forced through the cardboard carbie and on into the Tasmanian Redwood combustion chamber. The thrill of forward motion as the spark from the flint and tinder plug fired up the engine, and the unmatched shock of surprise as 250,000 tiny razor-sharp splinters shot out the exhaust port and straight up your loin cloth.

It was a tale that Michigaboola would tell for many years, as the tribe gathered round the camp-fire and plucked him for kindling. Laurie was beside himself (a condition which also prompted him to invent the sidecar), and immediately went into production with a small group of joiners, carpenters and woodchoppers (the descendants of some of whom are working even now in bike shops using similar techniques).

But there were setbacks. The bush-fires of '64 wiped out his entire stock of pistons, and six months later a grasshopper plague ate its way through four acres of con-rods.

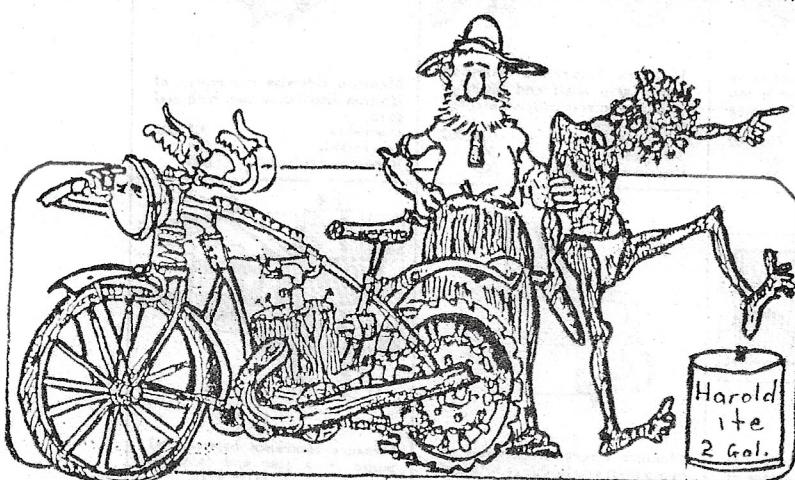
It was very disheartening, especially since Laurie had never actually sold one of these machines. So he left Michigaboola behind and took his top of the line model, the Horizontalbottom Golden Dream Road Pillager DeLuxe to Sydney and caused a sensation ... in fact it was one of the most unpleasant sensations he had ever experienced. Due mainly to the bike's lack of suspension and a design flaw which included a knot-hole in the seat in a very nasty place. The crowds flocked for miles around to see this slightly bow-legged young man with the pursed lips and his wooden motorcycle. Unfortunately, as with all wooden motorcycles, they are equipped with wooden starts, and when this one wouldn't start, it sent its inventor bankrupt.

So it was that the bike remained in Sydney, falling prey to the ravages of time, weather and white ants, until, just a few weeks ago, it was unearthed by an ethnic native Australian workman on a building site. The workman threw his leg over the saddle, kicked the mouldering starter pedal, and, as fate would have it, thrived to a sensation unparalleled in 126 years. That of 250,000 tiny razor-sharp splinters shooting out of the exhaust port and straight up his King Gees.

Laurie Horizontalbottom may be gone, but his spirit lingers on in the hearts, minds and crotches of those who love motorcycles and the legends attached to them.

Sad to say Laurie died a pauper's death after sinking all his funds into the development of a new four-cylinder rock; but he did leave behind one lesson for those early motorcycling pioneers.

It is this: "If you want to be remembered in this business, make sure your name is short enough to fit on a petrol tank!"



MORE TECHNICAL TIPS

<p>Measure clearance of piston rings in grooves with feeler gage. Desirable001-.0015 Serviceable0025 Repair or replace004</p>	<p>Measure clearance between ends of rings in cylinders (clearance per inch of piston diameter). Desirable003 Serviceable004 Repair or replace006</p>	<p>Measure fit of floating pin in alloy piston with spring scale. Desirable. .57 lb. pull when cold Serviceable when worn001 Repair or replace when worn002</p>	<p>Measure fit of pin using bronze bushings with spring scale. Desirable. 3.5 lb. pull when cold Serviceable when worn001 Repair or replace when worn002</p>
<p>Measure straightness of camshaft with dial gage. Desirable0005-.001 Serviceable002 Repair or replace004</p>	<p>Measure camshaft bearing to journal clearance with micrometer calipers and telescoping gage. Desirable001-.002 Serviceable003 Repair or replace005</p>	<p>Measure lateral trueness of cam-shaft timing gear with dial gage. Desirable001-.002 Serviceable003 Repair or replace005</p>	<p>Measure clearance between teeth on camshaft and crankshaft timing gears with feeler gage. Desirable001-.002 Serviceable004 Repair or replace006</p>
<p>Measure clearance between valve stem and valve guide with dial gage. Desirable002-.004 Serviceable005 Repair or replace006</p>	<p>Measure clearance between valve lifter and lifter guide with micrometer calipers and telescoping gage. Desirable001-.002 Serviceable003 Repair or replace005</p>	<p>Measure clearance between rocker arm shaft and bushings with micrometer calipers and telescoping gage. Desirable001-.002 Serviceable003 Repair or replace005</p>	<p>Measure sidewise movement of ignition distributor cam with dial gage. Desirable001-.002 Serviceable004 Repair or replace006</p>
<p>Measure clearance between oil pump gear teeth and housing with feeler gage. Desirable001-.002 Serviceable004 Repair or replace006</p>	<p>Measure clearance between oil pump housing cover and face of gears with feeler gage. Desirable001-.002 Serviceable004 Repair or replace006</p>	<p>Measure clearance between oil pump shaft and bushings with dial gage. Desirable001-.002 Serviceable004 Repair or replace006</p>	<p>Measure clearance between oil pump drive gear and camshaft gear teeth with feeler gage. Desirable003-.005 Serviceable007 Repair or replace010</p>

1965 VETERAN CAR RALLY

KATOONBA & BLACKHEATH

MARCH 27 and 28

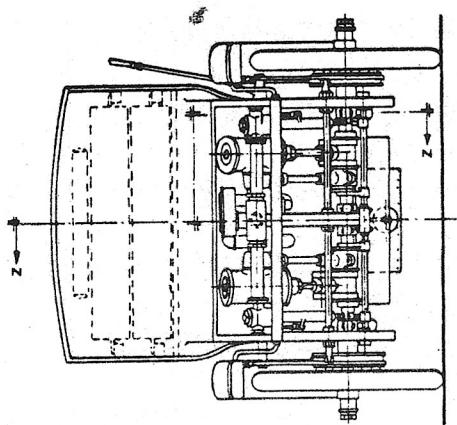
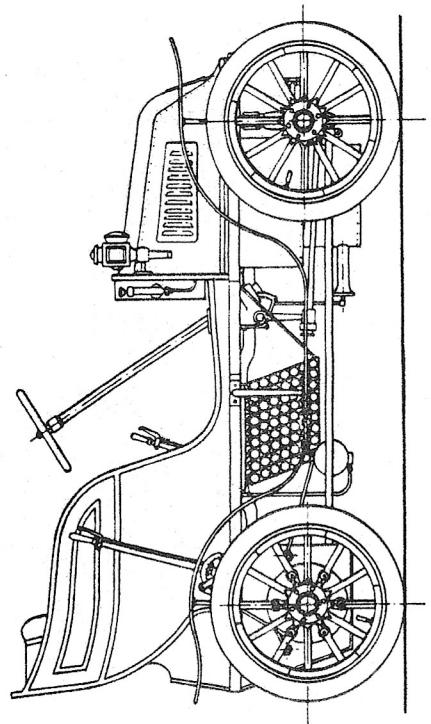
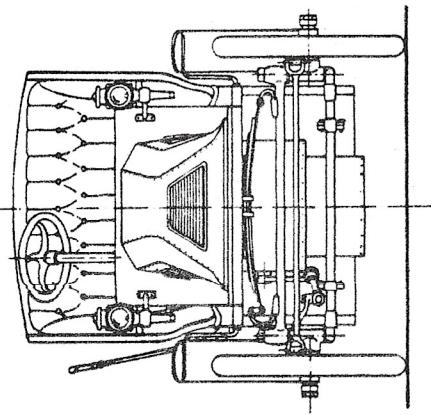
Re.	Owner	Driver	Year	Ch.	Car	Country	No.	Owner	Driver	Year	Cyl.	Car	Country
1	K. Leibet	K. Leibet	1901	1	Oldsmobile	U.S.A.	30	G. Gould	T. Cook	1912	6	Rolls Royce	U.K.
2	R. Griffiths	R. Griffiths	1903	2	Swift	U.K.	30	J. Ferguson	J. Mylor	1912	4	Austro Daimler	Austria
3	Mary Yabell	E. Yabell	1905	1	Le Lion Boudoir	France	37	F. Glaze	F. Glaze	1912	4	F.H.	Belgium
4	L. Biedel	L. Biedel	1907	2	Kinwell	U.S.A.	33	H. Preston	H. Preston	1913	4	Glenart Talbot	U.K.
5	A. Rosebay	A. Rosebay	1908	1	Brush	U.S.A.	33	S. Hall	S. Hall	1913	4	Minerva	Belgium
6	G. Green	M. Welch	1908	1	Brush	U.S.A.	40	B. H. Cummings	B. H. Cummings	1913	4	F. Ford	U.S.A.
7	I. R. Cooper	I. L. Cooper	1910	2	Renault	France	41	A. Garthwaite	A. Garthwaite	1914	4	Deldahaye	France
8	G. Green	R. Marshall	1908	1	Brush	U.S.A.	42	W. E. Hartman	W. E. Hartman	1914	4	Oakland	U.S.A.
9	I. Lehman	I. Lehman	1911	4	Austin	U.K.	43	B. Roberts	B. Roberts	1915	4	Ford	U.S.A.
10	L. Sykes	L. Sykes	1913	2	Habitatite	U.K.	44	R. Corlett	R. Corlett	1915	4	Oakland	U.S.A.
11	I. R. Gaspé	I. R. Gaspé	1913	2	Renault	France	45	I. Godfrey	I. Godfrey	1915	4	Ford	Canada
12	F. Nissen	F. Nissen	1906	4	Humber	U.K.	46	D. Pearce	D. Pearce	1911	4	Benz	Germany
13	G. Green	A. Foy	1906	2	Reo	U.S.A.	47	C. Bryson	C. Bryson	1911	4	Empire Eagle	U.S.A.
14	J. Valentine	J. Valentine	1908	4	Metallurgique	Belgium	48	A. Rose	A. Rose	1912	4	Fiat	Italy
15	W. Shagwell	W. Shagwell	1908	2	Renault	France	49	D. South	D. South	1912	4	Overland	U.S.A.
16	K. Moss	K. Moss	1909	4	Panthard Leyssor	France	50	G. Green	A. McLeod	1912	4	Star	U.K.
17	L. Jones	L. Jones	1909	4	Hupmobile	U.S.A.	51	Y. Jacobs	Y. Jacobs	1912	4	F. Ford	Canada
18	R. Hill	R. Hill	1909	4	Hupmobile	U.S.A.	52	R. Fitch	R. Fitch	1913	4	Fiat	Italy
19	W. Bradley	W. Bradley	1909	4	N.A.G.	U.K.	53	R. Jones	R. Jones	1913	4	Oakland	U.S.A.
20	I. Simpson	I. Simpson	1910	4	B.S.A.	U.K.	54	J. Jeffery	J. Jeffery	1914	6	Locomobile	U.S.A.
21	I. McGuire	I. McGuire	1910	4	Amstelung	U.K.	55	G. Green	P. Davis	1914	4	Hispana Suiza	Spain
22	G. Eden	G. Eden	1910	4	Whitworth	U.K.	56	I. Butcher	I. Butcher	1916	6	Mitchell	U.S.A.
23	A. Frost	A. Frost	1910	4	Hupmobile	U.S.A.	57	S. Rumble	S. Rumble	1911	6	Renault	France
24	J. Pickup	J. Pickup	1910	4	Overland	U.S.A.	58	K. Nutt	K. Nutt	1911	4	Hupmobile	U.S.A.
25	G. Parker	G. Parker	1911	4	Marlin	U.S.A.	59	L. Party	L. Party	1915	4	Ford	U.S.A.
26	W. Barker	W. Barker	1911	4	Ford	U.S.A.	60	G. Green	G. Green	1911	6	Rolls Royce	U.K.
27	D. Cawthron	D. Cawthron	1911	4	Austin	U.K.	61	N. Lewsey	N. Lewsey	1908	1	Rover	U.K.
28	J. Hockstall	J. Smith	1911	4	Rutenbar	U.S.A.	62	F. Bush	F. Bush	1918	2	B.M.W.	Germany
29	G. Burton	G. Burton	1911	4	Napier	U.K.	63	L. Mitchell	L. Mitchell	1909	2	Matchless	U.K.
30	I. Masser	I. Masser	1911	4	Hupmobile	U.S.A.	64	I. Borradaile	I. Borradaile	1915	2	Harley Davidson	U.S.A.
31	G. Green	A. Colburt	1912	4	Grossley	U.K.	65	H. Braund	H. Braund	1912	2	A.K.D.	U.S.A.
32	G. Roberts	G. Roberts	1912	4	Galthorpe	U.K.	66	S. Haynes	S. Haynes	1915	1	Triumph	U.K.
33	L. Sheen	R. Sheen	1912	4	Humber	U.K.	67	R. Collett	R. Collett	1914	2	Douglas	U.K.
34	R. Crate	R. Crate	1912	4	Buick	U.S.A.							

Motor Cycles

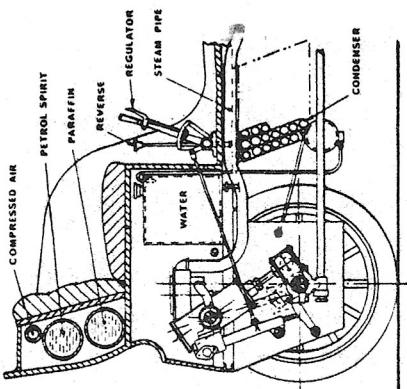
THE AUTOMOBILE, JANUARY 1985

1900 A.M.C. STEAM CAR

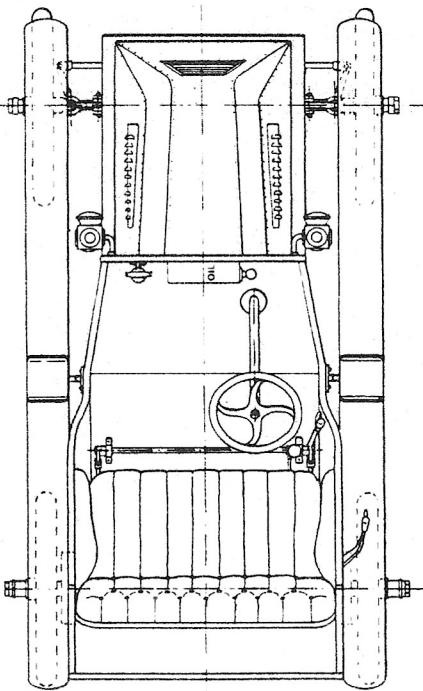
THE AUTOMOBILE MANUFACTURING COMPANY LIMITED,
LONDON, ENGLAND.



Rear View with Engine Cover Removed



Section Z-Z



Specification:-
 Engine: 2 Oscillating Cylinders, Driving Directly on
 Rear Axle. 12 b.h.p. at 200 r.p.m.
 Bore: 4.0 ins.
 Stroke: 8.8 ins.
 Crank Throw at 90° to Each Other.
 Boiler: Flashstein.
 Working Pressure 200 p.s.i.
 Fuel: Petrol Spirit for Heating Starting Coil.
 Paraffin for Furnace Spray Jet.
 Chassis: Channel Steel with Tubular Axle Ties.
 Wheel Bases 6 ft 10 ins.
 Track: 4 ft 7 ins.
 Suspension: Solidly Mounted Rear Axle.
 Transverse Leaf Spring on Front Axle.
 Brake: Rear Wheel Drums, Wrapped Cable Type.

Scale -
 inches 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40

Eric C Douglass 1982

GENERAL INFORMATIONTHE FOLLOWING ITEMS ARE AVAILABLE FOR SALE

LAPEL BADGES - \$7.00
 PLASTIC NAME BADGES - \$6.00
 WINDSCREEN STICKERS - \$1.00
 PLASTIC VETERAN CAR RULERS - \$2.00

CLOTH BADGES - \$4.00
 25TH ANNIVERSARY MEDALLIONS - \$10.00
 CAR METAL BADGES - T.B.A.

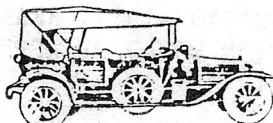
See Treasurer Bob Lamond or arrange for someone to collect as per plastic name badges.

CLUB VIDEO

Club Video Photo Album - Jan Coulcher showed the first run of this video at a meeting late last year. Those who saw it were quite impressed. Jan needs more members to give her two or three photos of their cars, before, during and after restoration, or just photos of your veteran car for inclusion on the next run. Come members bring your photos with \$1.00 for each one to include. This is a worthwhile project for the Club's history and records. (See back page).

CLASSIC CAR SHOW - ARMIDALE

The 11th Annual Classic Car Display and Concours d'Elegance will be held on Saturday 15th April, 1989 at Armidale Race Course. This event is open to pre 1931 cars. Contact Bruce Burge, P.O. Box 564, Armidale, 2350. Phone - (067) 727251 A/H.

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27TH SEPTEMBER TO 2ND OCTOBER 1989

ENTRIES TO Rally Director - Max Vormister, 70 Langston Avenue, Figtree 2525
 Ph. 042 - 288970 A/H

FOR SALE & WANTED

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1914 BENZ ENGINE NO. 15795.
1914 BENZ RADIATOR NO. W597. CONTACT - MAX VOST, 42 HUXLEY DRIVE,
DAPTO. PHONE - (042) 618934.

FOR SALE

3 - 760 x 90 BE DUNLOP TYRES (TWO GOOD, ONE NEW).
2 - 760 x 90 BE RIMS IN EXCELLENT CONDITION - \$240.00 THE LOT. CONTACT
RAY HILL 630-1776.

FOR SALE

VETERAN AND VINTAGE MOTOR BOOKS IN EXCELLENT CONDITION. EG - FIRST
EDITION JAMES FLOOD BOOK OF EARLY MOTORING, DYKES AUTO ENCYCLOPEDIA,
ETC. OFFERS REQUIRED. WRITE TO W.G. SANDERSON "WAINUI" TERRANORA
ROAD, TERRANORA. N.S.W. 2485

WANTED

30 x 3 BE (24") RIMS. CONTACT - RAY HILL. PHONE 630-1776.

WANTED

RUSHMORE HEADLAMP, GLASS LENS MIRROR 7" LUCAS.
KING OF THE ROAD IDENTIFICATION PLATE F1A6 OR SIMILAR. CONTACT - AUSTIN
GRELLMAN. PHONE - (02) 231-2488 (B). (02) 46-4615 (H).

WANTED

1913 FORD MODEL T PARTS. ANYTHING, ANY CONDITION. CONTACT - WARREN
GLENDENNING, 28 POSTIE CIRCUIT, HOLT. ACT. PHONE - (062) 543-971.

WANTED

TO SUIT 10HP AUSTIN (C1910 -1911) REAR AXLE ASSEMBLY, FRONT AXLE ASSEMBLY
ANY PARTS OR INFORMATION WOULD BE APPRECIATED. CONTACT - PETER MARTIN.
PHONE - (02) 632-5047.

WANTED

1911/12 BK RENAULT 10HP MONO BLOC, 4 CYLINDER.

SWAP

AX/AG PARTS 1911/12 9HP MOTOR
1913, 15HP MOTOR
1913, 20HP MOTOR. CONTACT - JOHN HANCOX, 67 GEORGE STREET, TEVANTIN, QLD.
PHONE - (071) 471561.

VIDEO HISTORY RESUME

Members who wish to participate in the making of a video to record the before and after of cars in our club are requested to complete the following form:

YEAR: _____ MAKE/MODEL: _____

BODY STYLE: _____

YEAR YOUNG/YEAR PURCHASED: _____

WHERE FOUND/PURCHASED FROM: _____

PREVIOUS OWNER: _____

CURRENTLY OWNED BY: _____

DO YOU WISH THESE PRINTS RETURNED: YES/NO

PLEASE FIND ENCLOSED:

1. PRINTS OF THE ABOVE CAR. (One before/during restoration and one after restoration.)
2. \$.... (\$1.00 per print enclosed)

MORE THAN ONE CAR PER MEMBER MAY BE INCLUDED, BUT A SEPARATE RESUME IS REQUIRED FOR EACH CAR.

PLEASE FORWARD: (a) Completed form/s
(b) Prints
(c) Money

TO: JAN COULCHER
24 STUART STREET,
BLAKEHURST 2221.

If you have any queries, please ring. (02) 546.4791 (H)
(02) 27.3416 (B)

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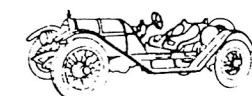
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