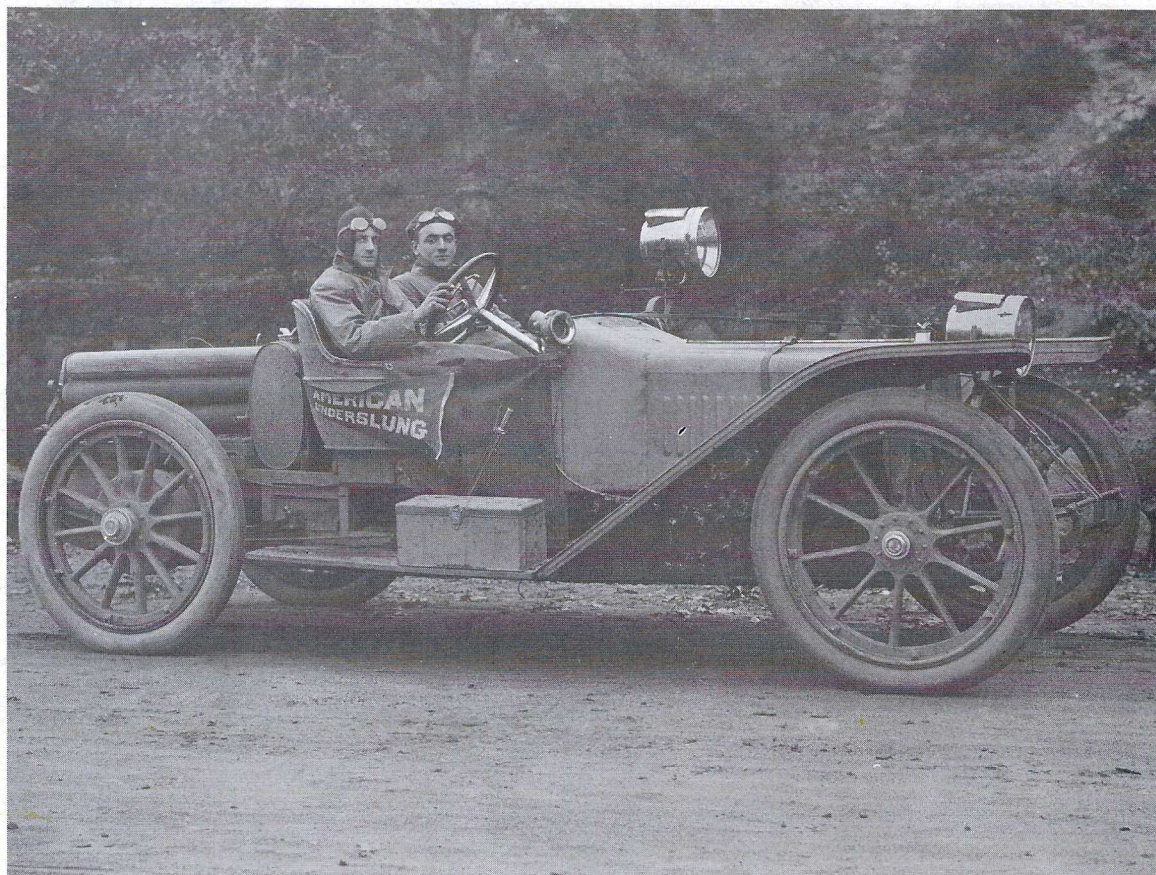


NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)  
Registered at the G.P.O., Sydney for transmission by post as a periodical—Category B.

# SPIG AND POLISH

## SPICK 'N SPAN



"ARCHIE" TURNER'S CAR WITHOUT THE MUD!





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

Registered at the G.P.O. Sydney for transmission by post as a periodical

Hon. Editor and Editorial Address—

Patron:

His Excellency the Governor of New South Wales,  
SIR RODEN CUTLER, V.C., K.C.M.G., C.B.E.

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E D I T O R I A L

## POLLUTION

There are many forms of pollution. It has reared its ugly head in many ways in various countries for centuries. As each type of pollution is found, so there is a public outcry. It occurs in its best-known form in a physical sense, next is the chemical sense, and last, but to some minds most importantly, the spiritual sense.

To some, the least bearable is the physical one - we cite the case of one small fly in a glass of beer (what a glorious death that would be!) In this instance a man feels that the most dire despoliation of the beer has thus been perpetrated in a physical sense, and he is so incensed over it that he holds forth volubly and with such vehemence that he dribbles involuntarily, and so wipes a filthy hand across his mouth and licks his lips. No pollution there, of course - or so he feels.

In the chemical sense, the average man has some ideas of pollution, but most of these thoughts are with the chemist, mainly the industrial one. The man in the street and the housewife have one bit of knowledge in common, to wit, the ease with which milk can be contaminated or polluted, and thus caused to "turn sour", in other words, to undergo a chemical change.

And where, may be asked, is the spiritual pollution? Doubtless many have heard tell of the terrific religious damage to be caused by one caste of Indian allowing his shadow to pass over some food about to be consumed by an Indian of another caste. Now a shadow is a terrific pollutant as we happy, benighted, educated westerners realise!

Here is where a part of the public outcry comes into the picture. That shadow is not a pollutant unless someone thinks so, and all the Indians of that one caste do think so!

But that is not the finish of the spiritual pollutant. What about censorship? Some of this is directed towards rescue from moral degredation, but the basic thought of course is prevention of pollution of the mind.

(Continued on Page 2.....)

The next General Meeting of the Club will be held on THURSDAY, 22ND APRIL, 1971 at the Five Dock Community Hall, Great North Road, Five Dock, at 8 p.m.

Editorial, Cont'd.:

During the last two wars, and particularly during the more recent one, personnel were issued with respirators (for Pete's sake don't call them 'gas masks'!). They included a metal container filled with impregnated carbon, and were guaranteed to give a breathing immunity against "all known war gases". Would it not be possible and practicable for some of the 'back room boys' in the Oil Companies' Labs. to produce such a filtering device to either collect carbon monoxide at the source (the muffler) or change its chemical state?

In the former case, the filter proper would be exchanged for a new one when saturated, as with the existing oil filter, while the latter case could require replacement of the chemical reactor, or it may be possible to arrive at a reliable catalyst, which would last indefinitely (in theory, anyway).

We sense that David Manhart will agree that Wellington, N.Z. should have no pollution difficulties, as there is a permanent wind blowing there. It is, incidentally, a well-established fact that one can generally pick out a Wellingtonian - he holds his hat on as he reaches a corner, as he knows full well that a spout of wind is bound to hit him.

\* \* \* \* \*

EDITORS OF CLUB MAGAZINES:

Will all such personnel refer to the editorial address of SPIT AND POLISH? Most of your magazines are still being re-addressed from Epping, and the P.M.G. will not do it much longer! We are well over the re-direction time now and we fear that some of your publications will be returned to you.

\* \* \* \* \*

REPORT OF MARCH MEETING

The President was in the Chair.

Jim Corby gave a rundown on the next few fixtures, stating that these would be advised by post. He prefaced his remarks by thanking all who assisted with the running of the Blue Mountains Rally, by filling the positions of marshalls and general helpers.

George Roberts stated that a T Ford is being investigated at present, and it surely is a borderline case - nearly! The date of birth was 20.12.1918. Or, to have it more correctly, being a Yankee job - 12.20.1918.

At an earlier meeting George Roberts mentioned the extreme difficulty of dating the three Brushes. On his recent extensive tour he was able to collect comparative details of some Brushes in America. These supplied sufficient detail to enable the three Brushes in this Club to be dated, as follows: Alan Rose-Bray 1908; George Green 1910; Ross Marshall 1911.

A new member was signed on in the name of Francis D. Ilich, who has the 1903 Rambler Single Seater.

The Social Secretary, Jan Sykes, reminded the meeting of the theatre night, set down for Wednesday, 28th April, at the Theatre Royal, the presentation being "The Man of La Mancha". On the Saturday following this, the Presentation Night is to be held, that is, 1st May. This will be at the Denistone Hall.

The P.R.O. (Warren Irish) announced that he will be away for the next two meetings, as he will be absent from Sydney ('going into smoke' presumably! Ed.) However, he said, all necessary arrangements have been made for the preparation of the magazine. He had with him one copy each of the two books mentioned by him at the February meeting (ex Montague Museum), and he emphasised that these are only proofs - the actual books will be better bound.

The President referred to the doubt expressed by Vic. Jacobs concerning the legal value of the wording on the reverse side of the Permit to Drive certificates issued for members' veteran vehicles. He stated emphatically that the vehicles can be used legally for any purpose sanctioned by the Club, and this is per the wording which has always appeared on these documents.

A new associate member was taken on - Stanley Goodman, 34 Lee Avenue, Beverly Hills.

Eric Lang asked could this Club give any assistance to A.C.T. in the acquisition of accommodation at Bundanoon. He understood that there had been difficulties. John Corby answered that this trouble had now been sorted out.

Two representatives of Law, Union and Rock Insurance attended, and we had explained to us just how we stand regarding our policies. On the point of damage, the talk moved right along till total destruction came to the surface. It was pointed out that at that stage the vehicle prospectively concerned, had now arrived at the state in which many were found originally, that is, that they required complete restoration, and had, in the eyes of members, achieved the 'status quo'. One prominent member (no names, no pack drill!) immediately sprang (yes! 'sprang') to his feet, and offered to buy all such written off risks. We are at a loss to understand whether his mind ran to restoration - or to SCRAP!

Following supper, Bill Hardman's film of the Blue Mountains Rally was projected onto the screen, and members had a fleeting return to that week-end. This was followed by a film of the 1970 Edinburgh Run, being the 70th anniversary of the original run. We saw quite a lot of Lord Montagu 'on' the 1899 Daimler, with the last surviving participant in that run, an old gentleman of 90 years. And it would seem that he really enjoyed every minute of it - in his own quiet way.

\* \* \* \* \*

#### FAVOURITISM

Ever thought how in the past those darned model "T's" of old Henry's became so well known? Why, even local Councils favoured the name! Think how often one used to see a sign "CAUTION: Fordaround corner" and "FORD AHEAD" and the classic near Wollombi: "DANGEROUS FORD BEYOND CREST". Seems that the dreaded Ford lurked everywhere and we still, like that cursed Crofton weed, aren't rid of them yet!

- ANONY!



ANOTHER NAIL IN THE COFFIN OF INDIVIDUALISM

Car designers no longer have a free hand to be themselves and design cars for appearance, comfort, "wayoutness" or beating the Jones. Instead, they are becoming the pawns of legislators, the medical profession, and sociologists. The aims of these design trenders is to reduce (if not ultimately to eliminate) the road toll - both annihilation and injury. It has been stated, rightly, that the technocrats who have launched the campaign against the motor industry include doctors, lawyers and social workers and they wield tremendous power.

Herr Rudi Uhlenhaut, Mercedes chief car development engineer, states that "we are going to have enormous bumper bars, ones that will allow you to drive a car into a tree at 3 m.p.h. without damaging any vital parts. They call lights vital parts. That is very difficult, you know - 3 m.p.h. is quite fast. We are going to have to change the whole front of motor cars just to meet this safety requirement. After a year or tow it is not going to be 3 m.p.h., it is going to be 6 m.p.h. Within a few years cars will look like trains at the front."

And it will be conceded that such a man as Uhlenhaut is, can be relied upon to know what he is saying.

\* \* \* \* \*

SPICK 'N SPAN

In marked contrast to the cover of the November, 1970 issue of SPIT AND POLISH, our photo this month shows "Archie" Turner's 1913 American Underslung in a slightly cleaner condition! Jack Dance supplied the photograph, which seems to have been taken before the previous one, as the car is not fitted with the two electric headlights.

- WARREN IRISH

\* \* \* \* \*

OVERHEATING IN HYDRAULIC SYSTEMSHEAT GENERATION

Heat is generated in a hydraulic system whenever oil dumps from a higher to a lower pressure without doing mechanical work. Typical examples are: oil bucking a relief valve; pressure losses from oil flowing through piping, valving etc. At the point where mechanical work is being done, such as in the cylinder, fluid motor, etc., most of the energy is going into work, and very little heat is being generated.

When designing a hydraulic system, an estimate must be made of the heat which will be generated. An oil reservoir of suitable size must be used to dissipate this heat, or some type of oil cooler must be added to the system. Oil temperature should be held to 120°F for best results, and should never be allowed to exceed 150°F. At high temperatures, oxidation of the oil is accelerated, shortening its useful life, by producing acids and sludge which corrode metal parts, clog valve orifices, and cause rapid wear of moving parts.

(Continued on Page 5.....)

Oil reservoir temperature should be checked occasionally, since overheating tends to get worse as the system ages. Oil leaking past cylinder pistons, and slippage in the pump and valves, produces a quite appreciable amount of heat which accumulates in the oil tank. And of course the danger of overheating is much greater in hot weather.

- A.K. BLEVINS

\* \* \* \* \*

# CORRECTION

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# CORRECTION

We are gratified to see that even Presidents read SPIT AND POLISH, Allan Foy being no exception.

He has been in touch with us, and has requested that we publish the following correction to the Report of the March Meeting.

Although we do not pretend that our Reports of Meetings are anywhere near 'verbatim' we do like to have our records correct. We regret that it has been necessary to correct us, and we apologise now for any misconception that we may have implanted in the minds of our readers.

The President has requested, therefore, that we publish the following paragraphs which are from his pen:

"Reading the Editor's report of the February meeting, some misconception may have been gained by some members (particularly those who were unable to attend) of the events referred to in the paragraph recording the C.V.V.T.M.C. meeting.

Firstly, no comment was made by C.V.V.T.M.C. on the supposed questioning of the wording on the back of our "Permit to Operate". A question of definition WAS asked within our own Club at the January meeting, and answered at our March meeting.

Secondly, the matters relating to the Department of Motor Transport requesting information of C.V.V.T.M.C. was discussed fully at our November meeting which endorsed our action in passing the information directly to the Department. At the time the C.V.V.T.M.C. was advised of our intention in this matter, and I believe we were the only club to take this line. I am not aware of any other matters where the clubs deal through the C.V.V.T.M.C. with the Department, as is inferred in the report.

Finally, C.V.V.T.M.C. is referred to as "The Club". It is in fact, the Council of Veteran, Vintage and Thoroughbred Motor Clubs, and is not a club in its own right, as may be inferred."

\* \* \* \* \*



LOOKING BACK - An open letter to Jack Chenery

Shades of Jack Chenery - we do not have his articles now, but Jack has turned up, on paper, anyway. You will see a For Sale notice of his in this issue. We are at a loss to really understand the purport of one of his remarks. He states (inter alia): "No, Jim, I haven't sunk so low as to be interested in these myself - am currently tinkering with a Baby Austin '27, having given up all hope of getting another Veteran."

Now Jack, we should be happy to learn into which depth you have "sunk so low" - is it P.V.T. movement or Studebaker?

If the former, well then you are quite entitled to your opinion, but as the Club now includes so many Studebakers we feel that if they are indeed the crux of your fall from righteousness, then the words "sunk so low" become, indeed, dirty words in the eyes of Studebaker owners.

In the matter of "having given up all hope", remember that quite recently a Schacht Buggy has been found in a well UNDER A SHED in Lismore.. Also, let me remind you that some time ago George Roberts was advised by an acquaintance of "some wire wheels and assorted bits "UNDER A HOUSE". George eventually hauled out, in just about completely CKD state a 2-cylinder Clement Bayard. Be advised: maintain hope, all ye who are possessed of veteranitis.

And Jack, your concern for the state of health of the Editor is noted, and you are advised that his health continues to give no cause for alarm.

One point of your letter stood out vividly in our mind. As a member of this Club, you have chosen the most appropriately named street to live in. For members who are unaware of our point here, we remark that he lives in Genevieve Road! You would not normally read about it, but in these lines, you do. In an earlier copy of SPIT AND POLISH we listed quite a few members with street names appropriate to the Club. These have since grown in number and are:

John Pickup	)	Essex Street
David Berthon	)	
Lionel Erratt	-	Henry Street
Allan Foy	-	Maxwell Street
Laurie Stewart	)	
Don South	)	Earl Street
R.J. Hood	-	Chandler Street
Laurie Macey	-	Thompson Road
Ross Marshall	-	Excelsior Avenue
Frank Nissen	-	Lennox Street
Bob Paddle	-	Hercules Street

\* \* \* \* \*

THAT T MODEL AGAIN

We have with us a booklet entitled "Ford Times. Canadian Edition. January 1917", the loan of which we acknowledge gratefully to Jim Wilson. This is not his first effort at supplying material for editorial sifting, as members will have read.

Sometimes we feel that the Club could, with advantage, invest in an epidiascope, a device into which such matter as pamphlets, drawings, maps and books (page by page) can be placed, and their messages projected onto a screen. Failing this, we have passed the booklet over to Book Snoopers and Associates, who have gone through it, and we produce here most of what we consider to be of the greatest interest.

One article is headed: "What Gasoline Is". Gasoline, George Fitch tells us, was originally used for cleaning gloves, and ejecting hired girls through the kitchen roof, but has now been taught a great variety of interesting tricks, such as running automobiles, aeroplanes, motor boats, windmills, street cars, hearses, corn shellers and bicycles. By the aid of gasoline we can travel 60 m.p.h. through the air, 75 m.p.h. over the land, and 6 ft. into the ground with the greatest of ease. A gallon of whiskey at a Saturday night dance can cause a great deal of trouble, but it is tame and kittenish beside a gallon of whiz-water and certain drivers. (At this stage the States were probably getting in their stride with Prohibition, which era brought about all sorts of 'moonshine', some of which turned out to be poisonous. Ed.). Gasoline is a clear, nervous liquid which is composed of speed, noise and trouble in equal parts. It is made of kerosene reduced to a more violent stage, and is kindly supplied to the restless portion of mankind by the famous Standard Oil Co.

One farmer on a western area was in a paddock one day and stopped the car for a few minutes but left the engine running. The air must have been pretty still, and the carbon monoxide fumes permeated into a gopher nest. After a while the gopher family came out, spluttering for breath, and were immediately "sent to the happy hunting ground". (Apparently this smoking out is a practice that was indulged in quite frequently. Maybe the very same thought is now being carried out in New York, but this time it is humans who are suffering. Ed.)

We have held forth on a few occasions about the very slight impact that winter has on this country of ours. It seems incredible that conditions should be bad enough to prevent trains running, but such was the case at the time of this booklet (1917). Quoting that book: "For a good many years the St. Martin's Railway has suspended operations during the month of April, and the unfortunate inhabitants of that section of country served by that line are compelled, at a time when roads are at their worst, to drive or stay at home. This year, however, a genius in the person of Mr. Reid, of Upham, has come forward to fill the long-felt want with his Ford car. But make no mistake, this is no ordinary or garden variety of Ford; it is a very special and aristocratic species which operates, not on the common, miry roads, but whizzes along the otherwise unused rails of St. Martin's Railway. Mr. Reid has replaced the front wheels of his car by a pair of trolley wheels, and, removing the tires from his rear wheels, has constructed wooden flanges upon them. The result is a mighty convenient little vehicle by means of which the owner hikes back and forth over his 30-mile run, connecting neatly with the I.C. Railways

(Cont'd. on P.8.....)



trains at Hampton, much to the convenience of those who find it necessary to move to and from the seaside town.

This new method of travel is away ahead of the train service usually provided, for it is quicker, it beats autoing all hollow for there is no dust, no bumps, and no mud holes, it beats flying for it is perfectly safe and comfortable, in short, it has all other means of travel "skinned a mile". .....The driver gets much more enjoyment out of the trip for the reason that he does not have to spend any time guiding the course of the vehicle."

And finally:

The inside back cover carries one of the most sensible, well considered and humorous pieces of logic that we have hit upon for many a day. It reads:

#### HE DOESN'T KNOW

It is generally the fellow who doesn't know any better, who does the thing that can't be done.

You see, the poor fool doesn't know that it can't be done, so he goes ahead and does it.

\* \* \* \* \*

#### THAT PIONEER BODY AGAIN

Without wishing to overdo the repetition of any particular name, we find that the spotlight falls again on the name Masser.

Looking through the news a short while ago, just minding our own business, as it were, we were struck by a report from Canberra, which was headed: "Mobile Lavatory to relieve the Guard".

It seems that police guarding specific embassies have been experiencing difficulty in "spending a penny". That's just what the report said! But the trouble is not a personal medical one affecting the guards themselves. No! They are quite fit, but the difficulty lies in the absence of facilities. It would appear that they receive a \$1 per hour "hardship allowance" (now we've heard everything!) This is costing about \$1500 a week (which we sincerely hope can be unloaded onto the respective embassies). "For the guard at the Ambassador's residence and the Embassy, more than a mile away, specially equipped vans are being provided. But policemen are complaining that it will be embarrassing for them to have to summon them by radio. They claim that the public will soon learn to recognise the vans." How did they guess? In our estimation, a more embarrassing thought will be when they queue up for "service". It can be very cold in Canberra, so we can see some of those towards the end of the line doing an involuntary "charleston". And there is bound to be the inevitable child of tender years to ask: "What are those policemen jumping up and down near that truck for, Mummy?"

But we feel that Len has before him the chance of a lifetime to put in a tender for the mobile lavatory service. The De Dion has just the body to fill the bill. But of course he would still be confronted with the same thoughts he experienced when he fitted that body, namely, "Decisions, Decisions, Decisions". The poor, miserable, uncomfortable police will not want "Promises, Promises". Of course, Len is not out of the wood yet. Would

(Continued on P.9.....)

his tender be on a "per gal." basis, or "calls per day" basis, increasing (in gals. and/or calls) in winter, decreasing in summer?

He could enjoy the doubtful distinction of becoming patron of the only known mechanised rose bowl!

And so, over this hilarious scene, let us pull the chain - er sorry! We mean draw the curtain.

\* \* \* \* \*

From the pen of Michael J. Bendeich:

M.V. "Port Townsville",  
Wellington. 30.3.71

"Dear Jim and members of V.C.C.:

Glad to hear you had a good run up to Blackheath although the weather was not suited for the occasion. I wish I had been on the rally but I guess I had better do my travelling while I have the chance. I work seven nights a week so I have most of the day to go sight-seeing and looking for car parts.

An engineer on a Cap boat found a Veteran Studebaker at Bluff and took it home to England with him. He discovered it a week before I arrived there. In Timaru I found a whole wall nailed with old Veteran and Vintage number plates so I cadged a few from the owner who was only too willing to get rid of them. At Auckland I paid a visit to the Jackson Auto Museum where there were few cars but a great collection of bits and pieces; among the cars was the ex. Willis King Mereweather fire engine which somehow found its way to N.Z. Bob McCarthy would have envied the old steam engines and small gauge engines used for logging, at the Museum of Transport. An interesting exhibit too: an early aeroplane which flew  $\frac{3}{4}$  of a mile in 1903 several years before the Wright Bros.!

A retired couple gave me a lift to Rotorua where I saw the bubbling mud and the geysers (Steam variety) and then had a quick look over the Mathias Auto Museum down on the lake front.

Napier seems to have a most active bunch of vintage and veteran enthusiasts. One member who is restoring a 1919 Hudson and another who is restoring an Essex, took me for a run around Napier where I saw an Arrol Johnston and a 1911 Hudson raceabout. This machine is very similar to the E.M.F. Col. Parker is restoring. While I was there I saw a chap of 83 who still uses a 1917 Harley Davidson outfit as his everyday transport. He also had a beautiful little James 1911, which he has in his shed where he repairs motor mowers. His petrol cans for the mowers are "Big Tree" and "Shell" motor spirit containers.

So far the ship has broken down twice. Number five piston 32" diam. decided it didn't want to go up and down any more so it threw a big end. It is amazing to hear four inch steel bolts breaking and bending and the piston flopping about. After fourteen hours' work we were under way again on five pistons and half speed. Ten days' labour and \$10,000 fixed the smashed unit but once clear of the harbour, number six decided to start banging but it was stopped before any damage was done. It had worked loose due to the vibrations set up by running on five pistons. I just hope the old engine doesn't break

(Continued on P.10.....)



down before Panama.

If anyone is going on the N.Z. International Tour in 1972 I think they should have a terrific trip, as some of the scenery is really wonderful. They should also call on Len Southwood as his Museum should be shortly finished. He has what I call a real collection of cars.

I will write again after I have been up the east coast of America.

Yours sincerely,

MICHAEL J. BENDEICH

(Second Refrigeration Engineer)."

\* \* \* \* \*

### POPULARITY POLL

The answers to the questions posed last month are as follows: there were a total of 10,734 cars registered in New South Wales in 1915 and the ten most popular, with the actual number registered for each make, were as follows:

Ford	2144
Overland	659
Buick	403
Hupmobile	390
Renault	361
Talbot	350
Star	301
Fiat	288
Studebaker	263
Cadillac	189

Did you manage to guess the correct order? I'm sure you at least picked Ford as number one! If you think Fords are common today, in those days one car in every five was a Model T!

As promised, the full list of cars registered in N.S.W. in 1915 is printed below. We are grateful to George Roberts for supplying this list.

Adler	53	Buick	403	Diatto	53
Albion	30	Cadillac	189	E.M.F.	46
Alldays	25	Calcott	12	Empire	82
American	34	Calthorpe	15	Everitt	11
Argyll	56	Car-Nation	15	Fafnir	25
Armstrong-		Chalmers	74	Fiat	288
Whitworth	59	Charron	23	Flanders	71
Arrol-Johnston	29	Clement-Bayard	130	F.N.	144
Austin	166	Cottin-Desgouttes	10	Ford	2,144
Belsize	67	Crossley	30	Gregoire	16
Benz	59	Daimler	159	B.W.K.	24
Berliet	173	Darracq	87	Hillman	36
Bianchi	15	De Dion-Bouton	149	Hotchkiss	38
Brasier	78	Delage	24	Holsman	18
Brush	57	Delaunay-Belleville	28	Hudson	50
B.S.A.	85	Detroitier	53	Humber	139

Humberette	10	Napier	89	S.P.A.	25
Hupmobile	390	N.S.U.	10	Standard	89
I.H.C.	55	Oakland	62	Star	301
Itala	50	Overland	659	Stoewer	67
Jackson	16	Paige	33	Stoneleigh	13
K.R.I.T.	23	Panhard	19	Straker-Squire	20
Little	19	R.C.H.	11	Studebaker	263
Little Four	13	Regal	59	Sunbeam	87
Martini	10	Renault	361	Swift	60
Maudslay	15	Reo	30	Talbot	350
Maxwell	121	Rochet-Schneider	11	Vauxhall	65
Mercedes	21	Rolls-Royce	26	Vinot	14
Metallurgique	34	Rover	51	Vulcan	41
Metz	144	Russell	47	Waverley	27
Michigan	10	Saxon	14	White	11
Minerva	179	S.C.A.T.	45	Wolseley	147
Mitchell	28	Schacht	21	UNKNOWN MAKERS	583
Moline	13	Siddeley-Deasy	61	(less than 10	
Morris Oxford	18	Singer	83	cars each make)	
N.A.G.	38	Sizaire-Naudin	32	UNKNOWN	68
				TOTAL	= 10,734

I was certainly surprised at the large number of cars in this list - particularly some of the more obscure makes. Considering the total number of cars on the road then and the relative few on the road today, surely there must be many, many cars lurking somewhere "out there" even allowing for the fact that many must have been scrapped. It is heartening for people (like myself) who are looking for cars to think that we may yet stumble across an interesting "find" one day.

- WARREN IRISH

\* \* \* \* \*

#### THE FIRST OF A SERIES OF ARTICLES BY PERC. STEWART:

Hail Elusive Muse - Restore to my palsied hand the touch  
of yore. (Perc.)

#### THE EVIL UNDERTRAY

Ah yes indeed - the engine undertray played the "Swan Song" of many a fine motor car in the early days of motoring. The sad sight of many a fine car burnt out and abandoned on the roadside was an all-too-frequent spectacle to haunt the early motorist.

The undertray was an evil conception and a booby trap of the first water. Oil droppings mixed with dirt, grass and rags accumulated in this inaccessible and hard-to-clean receptacle. Gravity feed, pressure feed and vacuum tanks kept the supply of petrol up to dribbling carburettors, making a fine combustible mixture in the under tray. Gas accumulated under the bonnet, and the slightest spark from the ignition system or exhaust pipe and manifold and you had a major fire underneath your wooden oil-soaked floor boards.

It was usually impossible to turn off the petrol which gushed from the boiling carburettor, or unsoldered petrol union.



How many people realise that in most modern cars with mechanical fuel pumps, the fuel flow stops when the engine stops and only an ounce or two remains in the carburettor to burn. However, if you do have a fire around the motor - up with the bonnet and let the flames (which should soon burn out) go straight up and not under the scuttle and body.

The next evil effect of the undertray was to prevent flow of air around the oil sump, allowing the oil to become over-heated and acquire the viscosity and lubricating quality of kerosene. In the days of white metal bearings, a motor on a long run became hot enough to melt the big end and main bearings, and the old cry of "I've run me bearings" was often heard.

For the same reason a car motor installed in a boat should always have an oil cooler, as there is no rush of air under the floor boards to cool the pump, and also a car motor load fluctuates with the up hill and down dales, but the boat motor has no respite and is under load consistent with climbing a fairly stiff hill. The undertray was also pregnant with rattles, distortion from hitting rocks and stumps and usually required three men to get it off and on.

Indeed, a foul piece of equipment in anybody's language.

(How strange that Perc. follows so closely on Max Chapman in condemnation of the engine tray! Max held forth in the February issue of SPIT AND POLISH. Ed.)

\* \* \* \* \*

## S O C I A L   N E W S

Congratulations to David and Diane Berthon on the arrival of their 8 lb. 7 oz. baby daughter, and Bob and Jane Petersen of Lidsdale on the arrival of a baby boy.

Apart from the usual accommodation moans, I believe a good time was had by all, even the mosquitoes at Bundanoon at Easter.

Our condolences to Hilda Sheen on the recent loss of her aunt.

Last, but not least, don't forget 1st May, our Presentation

Night.

Time: 8.00 p.m.  
 Place: East Denistone Bowling Club, Salter Crescent and Kings Road, Denistone.  
 Dress: Semi-formal (dress up for ladies, lounge suits for men)  
 Age limit: 18 to 100  
 Tickets: \$3.00 double (subsidised by the club. Something for nearly nothing.)  
 Drinks: Liquid refreshments available at the Bowling Club.  
 Supper: Provided.

I must know by the April meeting if you are going. See you there.

JAN SYKES.

\* \* \* \* \*

At 5 p.m. on Saturday 27th February last, cars belonging to members of the Veteran Car Club of Gunnedah featured in the lovely wedding of Suzanne Bailey of "The Watermark", Breeza, to Paul Nixon of Boggabri.

The weather was kind to Sue and Paul, the day being just perfect, and the cars in all their gleaming glory behaved as they are expected to but occasionally do not.

Perhaps the highlight of the day was when Paul drove Sue, looking elegant and lovely in her long white gown and veil, to the photographers and thence to the reception in John Bailey's 1901 "Merry Olds". John, being the father of the bride, having agreed - after much persuasion from Sue - to teach Paul to drive the "Olds" for the occasion.

The bridesmaids, looking sweet in long yellow and white frocks and white picture hats, were driven in Bob Sulling's 1911 Buick, Lionel Erratt's Clement Bayard and Thyra Sulling driving her Vintage Ford.

- SENG A ERRATT

\* \* \* \* \*

INTERESTING NEWS FROM BOB AND BETH TREVAN FROM LISMORE - in a letter to David Berthon.

Beth writes:

"Can't remember if you saw the Tractor Shed or not, but its a very old corrugated iron shed opposite the main showroom. Naturally, it has a very old wooden floor which has been treated with care over the past few months - but not enough care a couple of weeks ago as someone threw down a hammer and a very large hole appeared.

Everyone peered down the hole and someone said: "There's the remains of an old sulky!" "First time I've ever seen a sulky with a steering arm", says Bob. Turns out it is a 1906 SCHACHT Motor Buggy. We have found the daughter of the owner. She's now in her 70's but remembers it very well. We're hoping most of the parts are buried in the mud under the building. There have been many floods over it in the past 60 years, so with a bit of luck it will mostly still be there. Poor Bob, when he thinks of the thousands of miles he's driven looking for bits and pieces, he could nearly shoot himself at the thought of having stood on this floor over the SCHACHT, ten hours a day for the past fifteen years.

Incidentally, Bob's family has had the Ford agency in Lismore since 1913."

\* \* \* \* \*

#### A D V E R T I S E M E N T S

FOR SALE - Car Trailer - suit small veteran. Length 9'9" Holden wheels. Unregistered. What offers?

D. LINDSAY,  
Tel. 451-4402

(Ads. continued on P.13.....)



ADVERTISEMENTS

FOR SALE - 1928 A Ford Tourer. Complete and running. Needs restoration.  
\$500 O.N.O.

- KEVIN MURPHY,  
544 Warringah Rd.,  
Forestville. 451-5343

WANTED - Any information or photographs or parts for a 1906 10-12 h.p.  
Coventry Humber (Tube Chassis).

- GEOFF MILLER,  
43 Propert Ave.,  
Griffith. 2680

WANTED - Any information or photographs of 1908 Calthorpe,  
2-cylinder.

- STAN COX,  
27 Quinn Street,  
Dubbo. 2830

WANTED - 1917 Reo, Differential and Front Axle. Information on gearbox  
fitted. (We have one, but are not sure if this is the right  
one).

- JOHN SMITH,  
72 Brisbane Street,  
DUBBO. 2830

AVAILABLE - Steam engine, 6 h.p.

- T. QUIHAMPTON,  
"Quiland",  
Holbrook Roadside,  
Albury. 2640

WANTED - Windscreen, and one forked headlight bracket for 1915 T Ford.

- PETER WHITBOURN,  
Union Road,  
Via Glenmorris,  
Albury. 2640.

WANTED - Pair of brass side lamps, suit Vinot et Deguingand.

- BILL MC CARTHY,  
87 Kingston Street,  
Haberfield. 798-6941

WANTED - 1912 Flanders parts, especially radiator, front axle with stub  
axles, steering box and column, flywheel and clutch assembly.

Have for swapping:

For Sale:

- \* 1914 Studebaker radiator (no surround).
- \* Brass bean truck radiator.
- \* Aurea radiator and motor (1921).
- \* 1917 Maxwell motor.
- \* Enamel Petrol signs inc. Union, Atlantic, Texaco, Albalube, A.M.P., Philips Motor Car lamps etc.
- \* Pair brass Rushmore headlamps.
- \* Brass horns.
- \* Brass Rushmore generator.
- \* Pair brass Deitz Dainty side lamps.
- \* Pair Lucas side lamps.
- \* Veteran hand klaxon.
- \* Vulcan statue radiator cap (brass).
- \* Krit gas headlamp.

1923 F.N. Excellent goer but no body. Very original mechanically with such items as petrol cap, wheel spanner, radiator cap and all instruments intact. If I accept \$350 I am losing money but I am unable to garage it and would rather see it go to a good home instead of deteriorating here.

Swapping Cont'd.:

- \* Over sixty bits of brass, incl. H & B generators, brass h'lamps, brass kero side lamps, brass kero tail lamps etc.

CONTACT: COLIN PARKER, 113 COMLERoy RD., KURRAJONG. 'PHONE KURRAJONG 71422

" S P O K E S   I N   T H E   W H E E L "

NEWCASTLE BRANCH

Hon.-Editor & Editorial Address:

Howard Hughes, 86 Verulam Road, Lambton. 2299. 'Phone: 574390.

NOTICE OF MEETINGS

The Newcastle Branch meets at the Driver Training Range, Court Road, Adamstown, on the fourth (4th) Wednesday of each month. Visitors will be made most welcome.

THE TRIP UP NORTH

H.J.H.

The 1899 De Dion-Bouton at Coolangatta.

A couple of weeks ago your editor, with company set off to Coolangatta to see the Gilltrap Museum's collection of old cars.

Upon arrival we were met by Frank Muggeridge, a member of our club, who supervises the museum's restoration work. After introductions he took us on a tour of the museum. Imagine the spectacle:

As you make your way from the foyer to the main exhibition hall you are flanked by what are, in my opinion, two of the most interesting cars I have ever seen. Namely, a 1910 Panhard-Levassor racer, and "Genevieve", the famous 1904 Darracq which starred in the Arthur Rank movie of that name.

Other noteworthy exhibits include a very nice 1902 Albion dog-cart, 1903 Panhard-Levassor rear-entrance tonneau, 1905 De Dion-Bouton Laundulet, 1908 Clement Bayard colonial runabout, 1908 Vulcan roi de bulges, (ex Newcastle), 1909 Renault detachable tonneau (ex Gosford), 1911 A.C. sociable, 1914 Detroit Electric "mayor's coach" and a prototype 1918 Australian six-tourer.

The eldest mobile exhibit is an 1899 De Dion-Bouton vis-a-vis which was discovered in Paris in 1952 and sent to the U.S.A. (Gawd's own country, L.M.), from where it was acquired in 1966.

Having seen the veterans we moved on to have a look at the vintage section, which displays examples of such makes as Vauxhall, Franklin (ex Newcastle), Rolls Royce (ex Newcastle), Stearns-Knight, Daimler, Stanley-Steamer, Isotta-Franchini, Benz, Lanchester and Lincoln (Australian built), as well as the more plentiful marques such as Dodge, Morris, Austin, Chevrolet, Buick and Essex.

Ford is well represented, with examples of the 1896 twin-cylinder quadricycle (full size replica), 1906 model "N" runabout (ex Newcastle), 1909 model "T" tourer (ex Newcastle), 1926 model "T" four-door sedan (bound for the 1972 New Zealand rally), a 1928 model "A" Phaeton, and a 1922 model "T" fire engine (truck chassis).

Having inspected the cars, we were introduced to George Gilltrap, Jnr. (very nice fella - he owns a CAPELLA) who showed us through the very comprehensive library.



After leaving Coolangatta we made for Lismore, where we were treated to an afternoon of Trevan hospitality.

Bob took us down to the garage where we saw his well-known, 100% authentic 1909 Ford runabout with mother-in-law seat, the large 1911 Clement Talbot on which the restoration process has just commenced, the ex Dick Codeca (Newcastle) 1915 Ford runabout which is at present dismantled pending re-restoration, the bare bones of a 1910 Ford touring car which is awaiting restoration and a very nice 1923 model "T" tourer in which we had a ride around town. It was, incidentally, during this ride that the most interesting event of the whole trip took place. Bob took us to his old agricultural implement showrooms, which he has owned for a number of years. Upon entering the now empty building we were shown a small hole in the floor and told to look down through it. There in the gloom, the remains of a circa 1903 Schacht motor-buggy could clearly be seen. Strike me pink! Needless to say, that building is marked for demolition.

After Lismore came Casino where - quite by accident - we met Con Taylor, proprietor of the B.P. garage and a member of the NORTHERN RIVERS VETERAN AND VINTAGE CAR CLUB. We spent quite a lot of time there, and after showing us his goodies, Con took us on a quick ride to see cars belonging to other members of that club, and of a very high standard they were too.

Having completed the trip I cannot help thinking what a wonderful hobby ours is, for wherever we went, we (total strangers to most of the people we met) could not have been made more welcome.

\* \* \* \* \*

#### NEWS OF MEMBERS AND THEIR CARS

Seldom-seen Norm Robinson is working steadily on his little c. 1908 De Dion-Bouton engined Adler. The car is still minus quite a few bits and pieces. (See advert.)

\* \* \* \* \*

John Riley, with only the head and side-lamps to restore on his 1911 Albion, already has plans afoot for the restoration of his 1913 Austro-Daimler.

Already the front end is in small pieces, new hubs are being made and when they are completed the rims will go to the wheel-wright to be felloed and spoked. Incidentally John, I hear that you have at last located a good motor for the car.

\* \* \* \* \*

Let it be known here and now that the editorial Mazda Capella is to be known as "THE FLASH BULB" and not, as with the old one, as the "LIGHT BULB".

\* \* \* \* \*

The Annual General Meeting was held at George Adams' home. Many thanks to you George and to Mrs. Adams for the use of your abode. (Also Mrs. Adams, I am sorry I woke the baby.)

\* \* \* \* \*

At the meeting, after the election of officers, Sandy Holmes talked himself into the job of club auditor.

Peter Adams spoke with much gusto for about half an hour about something. I still don't know what it was all about, but I am fairly sure that we voted against it anyway.

\* \* \* \* \*

The gearbox of George Adams' restored 1918 Studebaker tourer is in very small pieces at the moment. Apparently he is investigating the disappearance of a couple of teeth. What's the matter, George? Can't you make an appointment with Lennie Masser and get him to make a set to suit?

\* \* \* \* \*

I would like to take this opportunity to thank a neighbour, Mr. Ray McKillop, for without his help in getting the duplicator operational this month's "Spokes in the Wheel" could not possibly have been printed in time for circulation prior to the monthly meeting.

\* \* \* \* \*

#### VETERAN OF THE MONTH

##### THE 1911 SOCIABLE

By Chris. Broadbent

(A follow-up of an article in SPIT AND POLISH, published in December 1968 and headed "Why did it have to be me?")

##### I'm not so sorry after all!

A lot of petrol has passed through the jets of the F.N. whilst I have been rebuilding the epicyclic gearbox, which was completely worn out. One half of the case had to be machined from a solid block of steel, as castings are not now available. Also, special material for the different types of clutch plates required, has only recently become available. So, to fill in my spare time, I reconditioned an identical A.C. motor sent to me by the owner of the Gardner-Serpollet Steam Car - Mr. Lucien Chabaud of North Queensland.

One could almost say I've a twin cylinder A.C.! Do not be mislead by the two wheels just visible below the English Oak box immediately behind the driver and passenger, as they are the legs of four and a quarter HORSES which drive the gearbox anticlockwise when the vehicle is stationary. Push or pull the appropriate ironmongery and the vehicle shoots forward, not at 60 m.p.h. as said by honourable editor, but at a sedate 25 to 30 m.p.h., which is quite sufficient to almost put driver and fair passenger into ORBIT if we "inadvertantly hit a plumber's ditch".

Having kept an ear to the ground for a considerable time it is reasonable to assume the A.C. is one of a pair bought by a distinguished Doctor of the Wallsend-Minmi area. The well-known owner of a local carrying firm was the then "mechanician" for these vehicles, and he informed me the Doctor would finish his rounds per foot if either vehicle broke down "miles from home."

(Cont'd. on Page. 18.....)



Veteran of the Month - A.C. 1911 Sociable Cont'd.:

I was very pleased the survivor did not break down on recent Blue Mountains Rally, but we could have used the all-weather equipment which was available at £3. 3. 0 in 1911, so once again

HAPPY THREE-WHEELING.

\* \* \* \* \*

All of us here in Newcastle congratulate Chris, for we know what a formidable task he attempted and then went on to complete. The excellence of this restoration may be judged by the manner in which it performed in the recent Katoomba rally. The smallest car ever entered in the event and it didn't miss a single beat.

\* \* \* \* \*

A D V E R T S.

WANTED: 1 motor cycle type 6 volt generator.  
1 speedometer up to 40 m.p.h.

AVAILABLE: Plain and tea-cosy type brass switches.  
2 Ford "Two-Lite" headlamp cases.  
1 "Presto-Lite" acetylene gas cylinder.

- CHRIS. BROADBENT,  
14 Lillian Street,  
Glendale. 2285.

WANTED: 1 Motor cycle wheels to suit 1908 Adler.  
Also any other parts or information for this car.

- NORM ROBINSON,  
Turton Road,  
New Lambton.

WANTED: Gearbox for c.1912-13 Fiat.

- HOWARD HUGHES,  
86 Verulam Road,  
Lambton. 2299  
'Phone: 57-4390