

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

# SPIT AND POLISH

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PATRON:

His Excellency,  
The Governor of N.S.W.,

Air Marshal

Sir James Anthony Rowland,  
KBE, DFC, AFC, K.St.J.

# *Spit & Polish*

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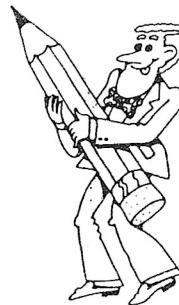
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Other Veteran Car Clubs have permission to copy.

The next meeting of the Veteran Car Club of Australia (N.S.W.) will be held at 134 Queens Rd, Five Dock, at 7.45 pm on Thursday 25th September, 1986.

## EDITORIAL

What a pity such a momentus meeting was rather poorly attended. The August meeting night began with a Special General Meeting, at which a motion was put and carried unanimously that the VCCA (NSW) become an incorporated body. What will this mean to the average member ? I doubt that many will notice any difference at all. It is possible that meetings will run a little smoother when the Committee has the powers to approve membership applications. It largely depends on how the executive of the club views its role. I certainly hope that discussions continue to be encouraged at meetings before important decisions are taken.

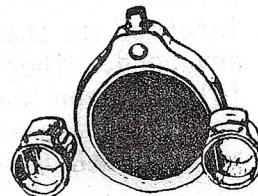


Since I last wrote, the outing to Campbelltown has taken place. A review of the day is included in this issue. While the attendance was good, it was a pity that only three veterans (other than those belonging to our hosts) were seen for a crowd of fifty people. My excuse was that my two young children had been very ill during the week so it was a choice of closed modern or not going. Surprised I was then that, half an hour after the appointed starting time, my 1951 Cyclops was the oldest car in the street. (Ken's Hup was on the footpath.) It had been even worse the previous month, you might have noticed in the last issue, as my veteran was one of only three starters in the Navigator's Rally. It makes me wonder why people own veteran cars. Perhaps they collect them like stamps. The analogy holds further in that stamps are only used once too! The Betco tyre people have had a poor response so far from our Club. (That might be remedied now they have the popular 30 x 3 1/2 in production). One explanation given at the meeting was that you have to use your car to wear out tyres.

There was a person apparently trying to break into Arthur Garthon's Range Rover as we left the meeting. A couple of other clubs have had cars stolen whilst members were in the Hall. You have been warned!

Jim Moule  
EDITOR

## PRESIDENT'S MESSAGE



Here it is, Spring 1986, and another Winter has gone and a new veteran motoring season commences. I hope that this is the year that members are finally going to fulfil the promise they have made so often to use their veterans as much as possible. Support the Events Committee by turning out in force for the Ladies Day Tour starting in Queen Elizabeth Park near the Clubrooms on Sunday, September 28.

Another excellent event will be the Government House Garden Party which will be an opportunity for one and all to dress in their finery and enjoy an afternoon in the beautiful gardens of Government House.

Having just completed a little tour around various parts of Australia by coach (Whitsunday, Katherine Gorge, The Rock and all that!), it became very evident to me that we urgently need another Australian Roster of Members of Veteran Car Clubs. One felt a little lost in places such as Townsville, Darwin, Port Augusta, knowing there are many veteran owners in the area and having no means of finding these kindred souls.

Eventually, when we finish our Clubrooms, it will have to be our Club's task to put together another National Roster. Despite much posturing by other States, they do not seem to have the organisation or dedication to take on the task.

There still remain two major projects to be completed before we can say that our Clubrooms are finished. One is the earthworks and concreting of the car park and footways around the building, while the second project consists of floor covering and furnishing of the major hall. Both of these projects will require extensive funding and our necessity to raise a loan from a bank is becoming imminent if we wish to complete the building in the near future.

Ian Irwin and Terry Cook, who are the National and State Directors respectively of the 1988 Bicentennial Rally, have informed me that the Rally organisation is very well advanced. There is a possibility that Ian will be working full time on the project next year and Terry may have some full time assistance towards the end of 1987 and it is anticipated that is financial success is assured.

- BOB BAXTER  
President

\* \* \* \* \*

'HAVACHAT'  
WEEKEND TOUR  
RANELAGH GUEST HOUSE  
ROBERTSON

MAY 15, 16, 17 - 1987



Our first tour to this area for many years.

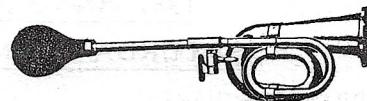
DON'T FORGET - ENTRIES CLOSE  
SEPTEMBER MEETING

DON'T MISS OUT

(See August SPIT AND POLISH for entry form)

J. Wards  
'Havachat' Rally Director  
86.3430

# CALENDAR OF EVENTS



## 1986

Sept. 28 LADIES DAY TOUR - Start 10.00 a.m.,  
Broughton Street, Queen Elizabeth Park,  
Concord. Finish at Prospect. 25 miles of  
driving.

Oct. 3-4-5-6 NEWCASTLE ANNUAL MORPETH TOUR

12 (SUNDAY) 1986 BRITISH DISPLAY AND SWAP DAY  
Hawkesbury Agricultural Showground, Richmond

18 (SATURDAY) GOVERNMENT HOUSE GARDEN PARTY

Nov. 9 (SUNDAY) FISHERS GHOST TOUR

23 (SUNDAY) CHILDREN'S XMAS PARTY

29-30 (SAT./SUN.) VEHICLE INSPECTION DAYS.  
Venues to be advised.

Dec. 6 (SATURDAY) CLUB CHRISTMAS DINNER - Nth Sydney

12 (FRIDAY) ] FUND-RAISER - to take American  
] tourists from Regent Hotel to

16 (TUESDAY)] Opera House.

## 1987

Jan. Long W'end PROPOSED CAMP-OUT

Feb. 21-22 31ST ANNUAL BLUE MOUNTAINS TOUR. (See P.6  
for entry form)

Mar. 15 (SUNDAY) ANNUAL VETERAN & VINTAGE DISPLAY  
DAY - GLEDSWOOD, NARELLAN

29 (SUNDAY) HURSTVILLE COUNCIL CENTENARY DISPLAY,  
PENSHURST PARK (Date to be confirmed)

Apr. 5 VIC JACOBS/ARTHUR GARTHON CHARITY DAY

May 15-16-17 'HAVACHAT' WEEKEND AT RANELAGH HOUSE,  
ROBERTSON

ENTRY FORM1987 ANNUAL BLUE MOUNTAINS TOURSATURDAY/SUNDAY FEBRUARY 22/23, 1987

DRIVER'S NAME: .....

ADDRESS: .....

'PHONE: ..... VEHICLE MAKE.....

YEAR ..... NUMBER OF CYLS. .....

SPEED AVERAGE: 12 mph, 18 mph or 24 mph

NUMBER OF PASSENGERS: .....

ACCOMMODATION: REDLEAF MOTEL

NO. OF ROOMS REQUIRED .....

NO. OF BEDS REQUIRED 1 x double + ..... single

If Redleaf Motel is fully booked at time of your entry being received, do you require accommodation booking at an alternative Motel/Hotel? .....

If not staying at Redleaf Motel, do you require dinner on Saturday night at the Redleaf? YES/NO

No. of persons.....

REDLEAF COSTS: Approx. cost \$42/head (Dinner/Bed/Breakfast)  
Twin Share basis

ENTRY FEE \$20.00

.....rooms @ \$20 deposit ea. .....

Adult lunch Sunday only @ \$5 ea. .....

Child " " " \$3.50 ea. .....

TOTAL .....

Please return forms and remittance to:

J. Wards  
8 Devon Street  
EPPING NSW 2121 ('Ph.: 86.3430)

Cheques made payable to VCCA (NSW)

## CHRISTMAS DINNER



**DATE:** Saturday 6th December

**TIME:** Pre-dinner drinks 7pm  
for 7.30p.m. start.

**PLACE:** Australian Institute of  
Management Building

1st Floor,  
215 Pacific Hwy,  
North Sydney  
(Enter from Pacific Hwy;  
parking available in  
Angelo St - rear of  
building)

**COST:** \$22 per person

*(To keep costs down, BYO drinks)*

**BOOKINGS:** Limited numbers so book now.  
Lyn Martin 632 5047  
Noelene Thomson 651 2247

## CHILDRENS' XMAS PARTY

*Small Club Room, 134 Queens Rd, Five Dock*

DATE: Sunday 23rd November, 1986

TIME: 1.30p.m. - 3p.m.

Tea & coffee provided for adults.

Entertainment provided for children

BOOKINGS: Lyn Martin 632 5047  
Noelene Thomson 651 2247



## MEMBERSHIP UPDATE:

### New Member

### Resignation

COLIN PARKER Membership No. 103

#### Transfer - Associate to Full Membership

KEITH WHERRY Membership No. 810  
Vehicle - Curved Dash Oldsmobile (Ex Keith Lober)

Changes of Address:

FAY MITCHELL 9/238 Raglan Street Mosman NSW 2088 Membership No. 685

PETER WARDS  
RMB 296C Browns Lane  
TAMWORTH NSW 2340 (P.O. Box 1112, Tamworth 2340)

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

Solution to No. 54

## PUZZLING PRICES

The shop was selling house numbers.

No. 55

## BAD TIMING

My three clocks are all showing different times: 4 o'clock, 5 o'clock and 8 o'clock. If I tell you that one of them is two hours slow, another is one hour fast and the third is three hours slow, what is the correct time?

NOTES ON FERDINAND PORSCHE SNR.

Ferry Porsche was born in 1909, but his father didn't drive fast enough on his way back from the hillclimb at Semmering near Vienna on September 19. His son was born before he arrived home.

Ferdinand Porsche wasn't driving an electric at Semmering; the four-cylinder gasoline engine he designed for the Austro Daimler cars had ample performance. The winning car he drove for the 1910 Prince Henry Trial produced 95 hp and reached 140 km/h, measured on the official "Kilomètre Lancée". That was 15 km/h faster than his nearest competitor.

The electric vehicles Ferdinand Porsche designed in those years were mainly buses using the so-called Mixte system on trolley buses, followed during the war by his famous 'trains' with a generator tractor and individual electric drive in each trailer. Ferry was later taken to school by his father, 4 km away, by electric car, a so-called Lohner-Porsche-Chaise, which served as the family car. That ended when current became scarce during the First World War.

Ferdinand Porsche started as an electro-technician, but as a racing engineer he clearly saw the advantages of the gasoline engine. Remember that when the Lohner-Porsche with electric hub motors was displayed at the 1900 World's Fair in Paris, one and two cylinder gasoline engines were weak and unreliable. The Mercedes-Simplex four which Ferdinand used for his gasoline/electric Mixte vehicle in 1902 was one of the first fours offering decent performance, with electric Bosch ignition.

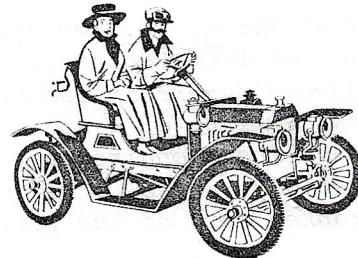
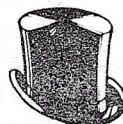
As gasoline engine performance increased, he designed the first four-speed gearbox for Austro Daimler. Those early gearboxes were quite easy to shift. There were more problems with clutches. When leather cone clutches got oily, sand had to be put on them. This practice is still done today on veterans with the same type of clutch problems.

- SANDY ROBERTS

(INFORMATION FOR THIS ARTICLE CAME FROM APRIL '86 ISSUE OF 'CHRISTOPHORUS')

## GOVERNMENT HOUSE GARDEN PARTY

SATURDAY, OCTOBER 18, 1986



Cars to assemble along drive between  
the outer gate and main gate of  
Government House by 1.45 p.m. sharp.

Cars make a grand entrance, parade  
around Government House and park  
on the west side near the main gates  
at 2.10 p.m.

**DON'T BE LATE !!**

**Events Director**

**C A M P   O U T ? ?**

Any member interested in a weekend of camping in  
January 1987 please contact ROLEY COULCHER, 546.4791

## Letter to the Editor

Dear Jim:

You are quite correct when you say in your editorial of the August issue - "you don't have to be crazy, but it sure helps"! At least I find it so.

I am member No. 798 and the owner of the 1915 Oakland Tourer VCCA Registered No. 036, and would like to place an advertisement in the October and November issues of SPIT AND POLISH for a spare 3.1 litre "Northway" side valve 4-cylinder engine that fits a 1915 Oakland such as my vehicle. Also, I believe, Scripps-Booth and about 8 other Yankee cars of the period.

The "Northway" engine side valve (that is because an overhead valve engine was also produced, just to complicate matters) is identifiable by the aluminium sump that has - cast on its near side - a 5 litre rectangular oil container, to supply fresh oil while the motor is running. Also on the coil ignition, water pump, starter generator side of the engine (driving side) is a cast plate on the timing cover that is the mounting for the tyre air compressor. If any member has access to such an engine, I have, for swap or sale, the following Veteran and Vintage car parts:

1912 Daimler large gear box and bonnet top  
Prestalite Gas Cylinder and clamp holder  
"Bean 14" instrument panel, steering wheel and column  
Fiat 501 Fuel tank  
Fiat 501 Left and right hand front springs set  
Fiat 501 Steel Sankey Dunlop 19" road wheels (5 off)  
Ford (Vintage) T trunion-pinion-tail shaft and torque tube  
Stanley Steam Car 20 hp Engine 1923 Model 740 (restored)  
Stanley Steam Car Differential, both axles and housings  
Stanley Steam Car Steering box, column and hand controls

Stanley Steam Car Instruments and original panel  
Stanley Steam Car Double acting water pump,  
controls and gauges

Stanley Steam Car Two drum type electric headlamps  
Stanley Steam Car Forward/Reverse foot pedal controls  
Stanley Steam Car Flash boiler controls  
Stanley Steam Car Radiator (120 Brass tube) steam  
condensor

If you could publish this letter, it would be a big help  
to me. Thank you.

All replies to: 49 Rembrandt Drive  
MEREWETHER NSW 2291

MARTIN SORENSEN

\* \* \* \* \*

A WEEKEND OF FUN WITH THE V.C.C.A.

It started with a request from Roley Coulcher for a number of open cars for a fund-raising event for the club. The bait for drivers willing to attend was that they would transport "models wearing bikinis and fur coats". A further inducement was "free entry to the racecourse, the members' stand, and lunch provided". There was some doubt as to the venue - we were told Canterbury, someone else Warwick Farm, but it turned out to be Rosehill, on Saturday, August 16th.

On arrival we lined up in the parking area - 6 cars and drivers, and 4 suspicious wives. At the appointed time we all entered the appointed gate and parked in the spot allocated. We were then handed pink tickets to cover our luncheon, and we all proceeded to the cafeteria to which we were directed, and proceeded to load our trays with "goodies". I just had my taste buds ready for the roast pork and baked vegetables when Roley, who was at the head of the queue, came back along the line to tell us we were in the wrong cafeteria. Somewhat embarrassed, we left our loaded trays on the assembly line and left, much to the amusement of the regular diners. Obviously, we were aiming too high, for when we found the bistro where we should have been the fare was humble.

The wives then entered the members' stand, and proceeded to have a "flutter" on a couple of races, all ending up with very modest winnings (mine 60¢). The drivers returned to their cars and were most disappointed to find that the models were fully dressed under the glamour furs. They drove along the track where the models alighted and paraded the Bernard Hammerman furs in traditional fashion with detailed commentary, and were then transported back to the starting point. I might add that not one driver purchased a glamour fur for his suspicious wife - absent or present. After that the husbands of the gambling wives found them and took them home away from temptation.

Anyway, the club is now some \$500 richer.

Sunday, August 17 dawned fine and sunny and we made our leisurely way towards the thriving city of the south-west, Campbelltown.

Like ourselves, many of those attending did so in modern cars, although much credit must go to the families of John Wards, John Corby, Barry Thew (and any others I have missed) for arriving in their Veterans.

Upon arrival at the lovely home of Joan and Kem Quarmby, we were served a delicious morning tea of scones and pikelets, jam and cream, and the very welcome up of tea or coffee (or otherwise as preferred). All the family was involved in the preparation and serving, and no doubt it all began at dawn. Some 50 odd happy travellers sat under the lovely magnolia trees and enjoyed the repast, and afterwards viewed the very varied stable of Quarmby cars (both restored very beautifully and unrestored). We caught up on everybody's news, and it was very nice to see Peter and Robyn Wards with Elizabeth and Geoffrey down from their country estate. Where was Dannielle?

Ken then directed us to some places of interest, and we made our way to Emily's cottage - a lovely little 2-storey stone cottage built in 1840 as a toll house, and later occupied by a family whose youngest daughter was confined to a wheel chair. She used to sit at the attic window to

watch the world go by - no doubt there were few passers-by in those days - and, sadly, whilst doing so she was struck by lightning, and the cottage was named in her honour. I understand there were seven children, and it always amazes me how the families in those times fitted into the small cottages. No doubt they didn't collect so much "gear" about them.

The cottage is now filled with the most exquisite articles for sale - baby wear, quilted articles, tatting, and examples of every craft, no doubt made by clever local folk.

We then visited another local craft shop which concentrated on unusual pottery and it, too, was interesting.

By this time it was decided to make our way to another beautiful home - that of Dorothy and Neil Johnston - I am very familiar with the name of Dorothy Johnston, as I was thus named before my marriage. That magnificent 8-car (?) garage which is the envy of all Vet-car owners accommodated us all very comfortably, and we were treated to a magnificent repast of honey-glazed chicken, cold meats, several hot dishes, salads etc., followed by the most beautiful trifle and ice cream, and coffee or tea, all prepared by Dorothy and her daughter.

During luncheon, George Roberts repeatedly stole away to the back of the garage where his "T" was standing, and several times he "started her up" to show admiring viewers. That is the mark of a real "T" owner - to leave lovely food to enjoy a lovely car.

I must admit I stole off to view Dorothy's vast collection of "T" spoons - some  $1\frac{1}{2}$  walls of them. Never have I seen so many or so varied a collection - one could spend hours viewing them.

At this stage Noelene Thomson made a small presentation to both couples - a plant to the Quarmby's (and I'm most ashamed that Don "conned" a piece to plant), and to the Johnston's a framed photo of Ken's presentation of Life Membership of the club.

It was a wonderful day of leisurely good fellowship, and we must thank both families for their hospitality, and all the ladies responsible for the delightful food; they are very good cooks in Campbelltown. And thanks to Lyn and Noelene for the ground work.

The one sour note of the day was when we arrived home to learn that our new burglar alarm had gone off three times during the day for no particular reason, and we had to make apologies to all the neighbours.

DOROTHY STEER

\* \* \* \* \*

## *Advertisements*



WANTED ALL STATES: Information on Hurtu cars, photos, any parts for 4-cylinder engine, carby, magneto, generator, fan assembly. All information would be very much appreciated. TYPE 4 SP NO. 7565. Contact: R. COWIE, Waratah Road, Fish Creek. Vic. 3959

WANTED ALL STATES - to locate and contact MR CHAS SMYTHE. Used to live in Oatlands, Launceston and/or Deleraine. I believe he may have a Berliet part. Reverse charge 'phone call accepted. It was noted by VCC (Vic) Editor that the man has had a number of 'moves' including Kyneton and Barossa Valley - usually the operator of Antique shops - he could be anywhere now. Contact: ALAN ESMORE, 2 Bewley Street, St. Arnaud, Victoria. (054) 95.1424.

WANTED ALL STATES - URGENTLY. Aluminium diff. housing to suit 1911 De Dion 14 hp. This model has the original type De Dion rear end. Contact: IAN GEORGE, P.O. Box 242, Berwick. Vic. 3806. (03) 797.3627 (Bus.).

SWAP/WANTED ALL STATES. Wanted two only 815 x 105 wire spoke wheels to suit De Dion. Hub or rims only. Have to swap 920 x 120 two only wire sheels to suit De Dion. Also have other 14 hp De Dion mechanical parts for swapping. Contact: IAN GEORGE (as above).

