

SPIT AND POLISH



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

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PATRON:
His Excellency
The Governor of N.S.W.



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April 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:

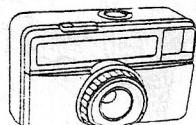
THURSDAY	APRIL	27	1989
THURSDAY	MAY	25	1989

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

COVER PHOTO:

MICHAEL LOWE - HON. SECRETARY



This month's cover photo is of Vic Jacobs' T Model Ford at Mascot, at the celebration of the 50th Anniversary of the first Air Mail Flight.

EDITORIAL



EDITORIAL.

IT'S GREAT TO BE BACK IN THE LAND OF "VEGEMITE MEAT PIES AND VETERAN CARS".

IN THE 5 WEEKS THAT I WAS AWAY I ONLY ONCE MANAGED TO MEET UP WITH ANY CAR ENTHUSIASTS. IT WAS IN SINGAPORE WHERE DR. LEVATHASAN A MEMBER OF THE SINGAPORE CAR CLUB TOOK ME TO THEIR FORTNIGHTLY MEETING HELD AT THE POLO CLUB (WHERE ELSE?). THE MEETING TOOK THE FORM OF AN INFORMAL "BEER & NATTER NIGHT" AND WAS MOST ENJOYABLE... I MUST HAVE BEHAVED TOLERABLY WELL AS I HAVE BEEN ASKED BACK NEXT TIME I'M OVER THERE.

DR. LEVATHASAN HAS SOLD HIS NICE LITTLE 1914 2 SEATER DELAGE TOURER TO A LUCKY SANDGROPER, BUT I WAS LUCKY ENOUGH TO SEE IT BEFORE IT WAS SHIPPED.

THE MAY ISSUE OF SPIT & POLISH WILL BE EDITED BY BOB BAXTER AS BOTH ANNA SIMMONS AND I WILL BE AWAY ON THE 1&2 CYLINDER RALLY IN SOUTH AUSTRALIA (WE ARE TAKING GEOFFREY AND PETA TOO!).

SO, IF YOU WANT ANYTHING INCLUDED IN THE MAY ISSUE LET BOB HAVE IT PRIOR TO THE FIRST OF MAY.

DON'T FORGET THAT THE ELECTIONS FOR COMMITTEE WILL SOON BE ON US AND I BELIEVE THAT THERE WILL BE A FEW VACANT SEATS.

LET'S NOT LEAVE IT UNTIL THE NIGHT OF THE ELECTIONS... THINK ABOUT IT NOW AND IF YOU CAN'T STAND, TRY COAXING SOMEONE THAT HAS A BIT OF SPARE TIME TO NOMINATE.

DON'T FORGET TO GET YOUR ENTRY IN TO THE "FIRST ALL VETERAN NATIONAL RALLY" IN QUEENSLAND'S LOVELY DARLING DOWNS... I HOPE MIDGET'S EXHAUST IS FIXED BY THEN (THE WAY I'M GOING IT WON'T BE!). I THINK THAT THE DATES ARE 20th to 26th OF SEPTEMBER 1990.

ENTRIES TO HUGH KIMLIN

22 SUNNYDALE ST.,
MT. GRAVATT 4122.

SEE YOU NEXT MONTH... ED.

83/15

- Everybody on board? O.K. off we go...



...President's Message ...



P R E S I D E N T ' S M E S S A G E

The March regular monthly meeting fell on the day before the Easter break. Those who attended, heard me read a letter from the V.C.C.A. (Victoria) extending an invitation to N.S.W. members to join their club's Annual two day rally in October.

I have asked the Editor, Keith Edwards, to print the letter in this issue of the magazine, for all members to read. Some of the members present expressed interest and I will be replying and asking for some entry forms. Please contact the Secretary, Michael Lowe, if you require a form and he will see you get one when they are received.

Participation between the State Clubs on Rallys such as these, is to be encouraged and N.S.W. will reciprocate with an invitation to our Annual Blue Mountains Rally next year to all states.

I do hope some members from N.S.W. can attend and then, of course, share the rally with us all by writing an article for "Spit and Polish"

Thank you to John Wards who kindly organised a video machine for the showing of the Castrol World Rally "Time Machines" tape. This was shown in the small hall after the meeting.

SANDY ROBERTS.

TREASURER'S REPORT

I am pleased to advise that following members approval at the March meeting we have repaid all our debentures totalling \$12,700.00, and the club is now free of all debt with only \$1700.00 in the bank.

Our thanks go to all those debenture holders who supported the Club financially over many years and a special thanks to those who donated their interest to the club.

Bob Lamond.

1989 BLUE MOUNTAINS RALLY

WELL WE GOT WET AGAIN, BUT THE RAIN WAS NOWHERE NEAR AS BAD AS THE 1988 RALLY, AND ALL STARTERS FINISHED WITH ONLY A FEW EXCEPTIONS.

THE ONLY MAJOR DISASTER AND MUST RATE "THE HARD LUCK TROPHY" WAS WHEN JOHN HUGHES SLIPPED IN THE MUD WEARING HIS "JAPANESE SAFETY BOOTS" AND DID UNTOLD DAMAGE TO HIS KNEE. HE WILL BE LAID UP FOR TEN WEEKS. HE HAS SWORN OFF THONGS FOR LIFE!

WE ALL BOOKED OUR OWN ACCOMMODATION FOR THE FIRST TIME THIS YEAR, AND SO PERHAPS WE WERE A LITTLE MORE SPREAD OUT THEN IN PREVIOUS YEARS, BUT THE DINNER ON SATURDAY NIGHT AT THE REVOLVING RESTUARANT (IT DIDN'T THANK GOODNESS) GAVE US AMPLE OPPORTUNITY TO SOCIALISE, AND IT WAS, IT APPEARED A QUITE SUCCESSFUL EVENING.

WE HAD TWO STARTING POINTS: PROSPECT RESERVOIR FOR THE "CITY SLICKERS" AND BATHURST WAS THE START FOR A SELECT FEW OF OUR COUNTRY COUSINS.

THE LIST OF COMPETITIORS PRIOR TO THE START WAS AS FOLLOWS:

A. MAUNSELL	- 1903 DE DION BOUTON	B. THEW	- 1916 HUMOBILE
B. LAMOND	- 1910 BRUSH	P. MARTIN	- 1912 FORD T
M. ROBERTS	- 1916 FORD	(B) N. MARTIN	- 1918 FORD T
J. TURNER	- 1912 TURNER	C. SULTANA	- 1913 VULCAN
J. SIMMONS	- 1907 DE DION BOUTON	A. GRELLMAN	- 1912 CROSSLEY
R. WOOLLEY	- 1909 RENAULT	V. JACOBS	- 1913 FORD T
N. BIRD	- 1911 CLEMENT BAYARD	B. NEWMAN	- 1914 TALBOT
E. QUARMBY	- 1911 HUPMOBILE	B. BURROWS	- 1913 HISPAÑO SUIZA
S. GREEN	- 1912 AUSTIN	J. WARDS	- 1916 BENZ
L. SHEEN	- 1914 HUMBER	(B) B. HOBSON	- 1915 FORD T
D. STEER	- 1914 WOLSELEY	(B) G. NEWMAN	- 1914 TALBOT
P. WILKIE	- 1910 S.C.A.T	(B) J. CHERRY	- 1916 CHEVROLET
M. JOHNS	- 1909 RENAULT	(B) J. SMITH	- 1912 FORD
J. GODFREY	- 1914 FORD T	(B) J. RILEY	- 1913 FORD T
M. GARTHON	- 1906 ROVER	A. GARTHON	- 1914 DELAHAYE
K. EDWARDS	- 1910 RENAULT	W. IRISH	- 1915 FORD T
B. THEW	- 1909 SIZAIRE ET NAUDIN	M. VORMISTER	- 1918 DODGE
G. SIMMONS	- 1909 DELAGE	M. CHAPMAN	- 1913 WOLSELEY
G. KING	- 1908 FL	D. TUNBRIDGE	- 1917 FORD T
D. LIDDLE	- 1906 REO	T. FOULCHER	- 1913 FIAT
B. McCARTHY	- 1913 VINOT ET DEGUINGAND	L. SCHNEIDER	- 1913 CROSSLEY
B. BAXTER	- 1910 ARMSTRONG WHITWORTH	D. GRANT	- 1911 EMPIRE
R. HATTERSLEY	- 1912 OVERLAND	D. JACOBS	- 1913 FORD T
J. MILVERTON	- 1912 RENAULT	K. MOSS	- 1912 CADILLAC
K. WHERRY	- 1909 FN	J. WEIR	- 1912 ROLLS ROYCE
B. SHINFIELD	- 1911 TALBOT	(B) K. QUARMBY	- 1912 HUPMOBILE
K. CARDEN	- 1914 CLEMENT BAYARD	(B) N. PRESTON	- 1913 TALBOT
K. McCREA	- 1917 DODGE	(B) J. HUGHES	- 1914 TALBOT
		(B) B. SCHELL	- 1910 HUPMOBILE
		(B) J. BURRELL	- 1913 FIAT
		(B) S. COX	- 1917 CHEVROLET
	B - Bathurst starter		

OUR HARDWORKING AND MUCH APPRECIATED OFFICIALS WERE:

TERRY COOK, MICHAEL LOWE, BARRY GARTH, IAN STREATFIELD, GEORGE ROBERTS
NOELINE THOMPSON

SUNDAY'S WEATHER WAS A BIG IMPROVEMENT ON SATURDAY, AND THE RALLY
ENDING WITH A CHICKEN SALAD LUNCH AT PROSPECT RESERVOIR. PERHAPS A
FEW SIDE ROAD DETOURS ON THE WAY DOWN THE MOUNTAIN WOULD HAVE MADE FOR
A MORE INTERESTING RUN AND PERHAPS WE COULD HAVE HAD A LATER LUNCH,
TO GIVE US MORE TIME ON THE ROAD.

WELL DONE TO OUR RALLY DIRECTOR AND HIS HARDWORKING BAND OF HELPERS. WE
HAD A GOOD RUN DESPITE THE WEATHER.

KEITH EDWARDS.

MEMBERSHIP

We have had a great influx of members this month - 6 in all.

Welcome to: Leslie Warner

Michael Davis

Laurie Garrod - all associates

John Doig - co-owner with Bob Bennett

John Morphett - 1909 Albion

Anna Simmons - 1907 De Dion Bouton 2cyl.

Hope to see you at the club meetings and events.

ANNUAL PRESENTATION DINNER

This year's Presentation Dinner will be held at the Clubrooms on Saturday 3rd June, 1989, 7.00pm for 7.30pm.

Pre-dinner drinks and hors-d'oeuvres, a four-course sit down dinner - cask wine and fruit juice will be provided. If you wish beer or your own choice of wines or port - please provide your own.

Cost will be \$29.00 per head.

For bookings ring: Sue Wards - 86-3430
Lois Cook - 888-7927

Payment of bookings to be finalised by the May meeting.

BLUE MOUNTAINS TOUR 1989

Rain! Rain! Rain! As I pen this epistle it still rains. 62 entries, 58 started, 52 finished - a few unfortunate problems - Keith Carden with the fan making an interference fit with radiator at the start and Jim Turner (in the TURNER) with flywheel balance troubles on his first run having just finished the car. Barry Thew expired at the bottom of the Hawkesbury Lookout with lack of main jet (lost it somewhere), Alan Maunsell no motive power and Ray Thomas lacking the top of piston (I think). Peter Wilkie had his first experience of beaded edge tyres.

The weather at the start on Saturday was rain and more rain - not quite as much as last year - but. Everyone turned up for that cuppa and scones served by Lois Cook and Sue Wards under very trying conditions - I believe they are just about over their colds. Thanks very much to George Roberts and Barry Garth for looking after the start - they too have just about dried out. Ian Streatfeild experienced his first Katoomba as part of the organisation, wonder if he will do it again? The rally was run along lines of plenty of questions, timing and navigation but most of this went out the window with the weather on the run to lunch in Springwood. A fatal accident on Richmond Road caused a detour but most cars made it to lunch (in the rain) - a quick change of venue to the Scout Hall. Saw all the early ones biding their time at the top of Hawkesbury Lookout. The rain abated and most had an easy DRY run to the finish.

Saturday evening at the Skyway Restaurant saw many taking the free ride on the Skyway and enjoying dinner and dance in the evening - the coach was appreciated by those who didn't have to worry about driving.

RON COX printed the lunch tickets for both days at VERY short notice - Ron certainly saved a lot of headaches for the rally organisers. Once again - MANY THANKS RON!

Sunday saw a FINE day with an easy run to lunch and finish at Prospect. It was great to meet the Smiths, Coxs, Burrells and Rileys from points west - three very nice cars in the Fiat, Chevrolet (love the wire wheels) and the "Top End" T Ford. Violet Smith had two beautifully set out photo albums with text explaining the tour (epic feat?) to "THE TIP" - this was one case where the masses wanted to see and hear more about the the trip - there are stories within stories - love to see more in S & P. - I'm told the next adventure is around Australia by 'T'. Hope to see more westerners at Katoomba next year!

There are a few surprises in the results and these will be revealed at the presentation dinner on 3rd June at the Clubrooms.

SEE YOU THERE!

The Captain.

LETTER TO THE EDITOR

The Editor,
Spit & Polish,

Dear Keith,

I feel I cannot let Ken Quarmby's letter in the last Spit and Polish go without reply.

The comments expressed about the "restriction by ultimatum" should have been addressed to the Club's Events Director not Terry Cook - this statement was made by me in my capacity as Events Director.

Ken and many other members of this club have a very short memory in regard to this matter. I seem to remember that I, along with other members sought to change the general format of the Blue Mountains Tour with suggested starts and finishes in areas other than Sydney and Katoomba, these being Wollongong, the Central Coast, Lithgow and Orange. We suggested optional 3 day Blue Mountains Tours with the emphasis on the two day event - all of which were overwhelmingly voted out by the floor of a monthly meeting in preference to maintaining the status quo - committee "tested the waters" and was left in no doubt as to the member's feelings. This committee was charged by the meeting with setting a standard format for the annual Blue Mountains Tour within guidelines - a sub-committee has done this and it's recommendations confirmed by the full committee. A copy of these decisions is available on request but will soon published for all members as part of the club rules.

The newer more progressive members of this club have stolen a march on many of our older members with innovation and planning in regard to new areas and formats. I refer in particular to recent one & two cylinder runs in Mudgee and Bundanoon. The Southern Highlands in particular are perfect for veterans with generally flat roads and minimal traffic, plenty of antique and craft shops for the ladies with cheaper more hospitable accommodation and people - but you try and get the general membership to change. Perhaps our older members should examine their 'fixed in concrete' attitudes and ways.

I do not have any personal objection to cars starting from Bathurst or anywhere else for that matter as this only adds to the event, but it should be also noted that multiple starts detract from the impact of the major start at Prospect (20% of entrants in this year's event nominated Bathurst as their start point). I would certainly be one of the first to encourage our country members. I do have reservations about not being able to provide a local event for all entrants whilst in the Blue Mountains, the only place we met our country friends with their cars was at the start on Sunday morning.

Last, I do not see that any previous decisions are irreversible but I believe, as obviously Ken does, the recommendations for change should be initiated from the floor. The following comments are not directed at Ken Quarmby.

Given the lack of any positive approach by the general membership in regard to running of events this year I for one will not be renominating for any office in the club. Of course I expect those who have been vocal in their condemnation of the club management in the past year will have their nominations in early.

Terry Cook,
Events Director.

LETTER TO THE EDITOR

*Victor Jacobs*PO BOX 547 NORTH SYDNEY 2060 AUSTRALIA
TELEPHONE (02) 9222999

30th March, 1989

The Editor,
Veteran Car Club of Australia,
134 Queen St.,
FIVE DOCK. N.S.W. 2046

Dear Keith,.

As this year's Katoomba Rally is now over, I am writing to record my appreciation to the organizers for making it such a pleasant weekend. However, there are two comments I wish to make:

1. STARTING POINT.

Unfortunately, I was rather late arriving at the start only to find that there were no V.C.C.A. starters. Surely a simple system can be organized whereby the forms that have not been collected are individually placed in a plastic envelope (minus lunch and other tickets), and left under a couple of bricks or on a piece of board painted in our colours so as to be out of view by other people. In this case latecomers would at least know where to go for the lunch spot etc.

2. VETERAN OR VINTAGE ENTRIES

At the lunch spot I was criticized - in a friendly way as I am a hard bloke to pick an argument with - because I was travelling in a 1930 A-Ford which is a fully registered vehicle.

Circumstances were that my son and his family had been entered in the Rally as travelling in "Henrietta" and I was entered under "Fronty".

At short notice, on the previous Monday my doctor had admitted me to North Shore Hospital and I was scheduled to return home the next day. Complications arose and had to stay in hospital. I was able to talk my way into having "weekend leave" to go on the Katoomba Rally. The doctors' instructions were clear - I was to do little driving and had to return to R.N.S. on the Monday.

Adele suggested we take the Cressida, but as this was a motoring weekend I said we should at least be in the era of the cars. So we took the A-Model which as previously said, is fully registered.

The criticism I received was that you cannot drive a Vintage car on a Veteran Rally. On choosing the A-Ford, I knew I had disqualified myself as a Veteran entrant. However, to be able to join in with the spirit of the day what is better for the movement - an early "old car" or a modern station wagon.

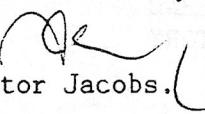
I have been a Member of the Club for 30 years and I can never recall any rule, minute or decision that a vintage car cannot travel as a non entrant on a Rally. What jurisdiction can a Club have over a fully registered car that is allowed on all roads.

I therefore believe that this matter should be clarified. How many events do we see during the year with 8 veterans and 6 moderns attending? Wouldn't it be better to have 8 veterans and 6 vintage cars as a more representation approach to a day's outing. As a V.C.C.A. Member, if I am not in my veteran, I would prefer to be in a vintage than a modern. Perhaps the Club should not start trying to define "a modern car".

If there is any thought that we have to "educate the public the difference between a veteran and vintage" - forget it. That is being unrealistic - you will never educate the average John Citizen the difference as in their eyes they are all "lovely old cars"

I believe this matter should be aired at the V.C.C.A. May meeting.

Yours sincerely,


Victor Jacobs.

EDITORIAL COMMENT:

WHOEVER TOOK VIC "TO TASK" DID SO IN POOR TASTE AND WE SHOULD ALL THINK "BEFORE WE PUT OUR MOUTHS INTO GEAR".

IT IS A MATTER OF PERSONAL OPINION WHETHER VINTAGE CARS SHOULD ASSOCIATE WITH VETERAN CARS AND WHETHER MODERN CARS ARE PREFERABLE IF YOU CAN'T ATTEND IN A VETERAN CAR.

THE EDITOR HOLDS THE VEIW THAT IF AN EVENT IS DESIGNATED "VETERAN" THEN THAT RALLY IS CLOSED TO ENTRIES OF OTHER VEHICLES. THERE ARE SOME EVENTS WHICH ARE HELD FOR BOTH, AND I THINK WE SHOULD ENCOURAGE MORE OF THE COMBINED EVENTS, BECAUSE IN THE EYES OF THE PUBLIC AT LARGE, "THEY ARE ALL WONDERFUL OLD CARS AND MOST LOVE TO SEE THEM".

PROVIDED DRIVERS HONOUR THEIR OBLIGATION ACCORDING TO THEIR VEHICLE REGISTRATIONS, THEN IT IS PREFERRED TO ATTEND IN A VINTAGE VEHICLE THAN A MODERN VEHICLE, IF THE VETERAN IS LAID UP.

THE EDITOR WISHES HE HAD THE CHOICE!!!

THESE ARE THE VEIWS OF THE EDITOR AND ARE PERSONAL VEIWS. YOU ARE ENTITLED TO YOUR OWN VEIW.

I DOUBT THAT WE WILL ACHEIVE MUCH IN AN OPEN MEETING "BUN FIGHT" BUT I WOULD BE HAPPY TO RECEIVE LETTERS "FOR & AGAINST"?

YOUR "STICKING HIS NECK OUT" EDITOR.

VETERAN OF THE MONTH
DISPLAYED AT THE LAST MONTHLY MEETING

1916 DODGE 17/24, SIDE VALVE 4 CYLINDER MONOBLOC WITH BORE & STROKE 3 $\frac{3}{4}$ " x 4 $\frac{1}{2}$ ". THE ENGINE CAPACITY IS 3.4 LITRES AND R.A.C. RATING 24HP. THE WHEELBASE IS 9' 6" AND 3 FORWARD SPEEDS.

THIS CAR WAS MANUFACTURED BY DODGE FROM 1914 TO 1926 WITH ALL STEEL TOURER BODY BY BUDD. THE ENGINE NUMBER IS 135343 AND BODY NUMBER 72470.

THE CAR WAS PURCHASED AT AUCTION IN OCTOBER 1988, AND VERY LITTLE IS KNOWN OF PREVIOUS OWNERSHIP, EXCEPT THAT THE LAST OWNER WAS FRANK DANIBERG, AND PRIOR TO THAT, THE CAR WAS REGISTERED IN N.S.W. IN 1971 AND 1972 WITH V.C.C.A. NO 201 AND IN THE A.C.T. IN 1974 NO 018 WITH A VINTAGE CLUB. THERE WAS ALSO A WINDSCREEN STICKER OF THE DARLING DOWNS VETERAN VINTAGE MOTOR CLUB AND IT ATTENDED THE 1970 FEDERAL RALLY WITH A RALLY NUMBER OF 39. ANY INFORMATION ON PAST HISTORY WOULD BE MOST WELCOME.

THE PARTS NEEDED FOR RESTORATION TO ORIGINAL ARE AS FOLLOWS AND ANY HELP WOULD BE APPRECIATED:

HOOD BOW CLAMPS
ORIGINAL RADIATOR CAP
CRANK HANDLE DUST CAP (THREADED)
STARTER BUTTON KNOB (ON FLOOR)
COMPLETE CHOKE CABLE AND KNOB
GLOBE BOX KNOB
ORIGINAL BONNET CLAMPS

THE CAR IS IN VERY GOOD WORKABLE ORDER AND ONLY VERY MINOR REPAIRS ARE REQUIRED TO HAVE AN ATTRACTIVE AND USABLE VETERAN TO ATTEND MANY V.C.C.A. (N.S.W) EVENTS.

BOB BENNETT AND JOHN DOIG.

EXTRACTS FROM "300 MOTOR WRINKLES" BY LIEUT WINDHAM (1905)

WOODEN BATTENS ON THE STEERING RODS

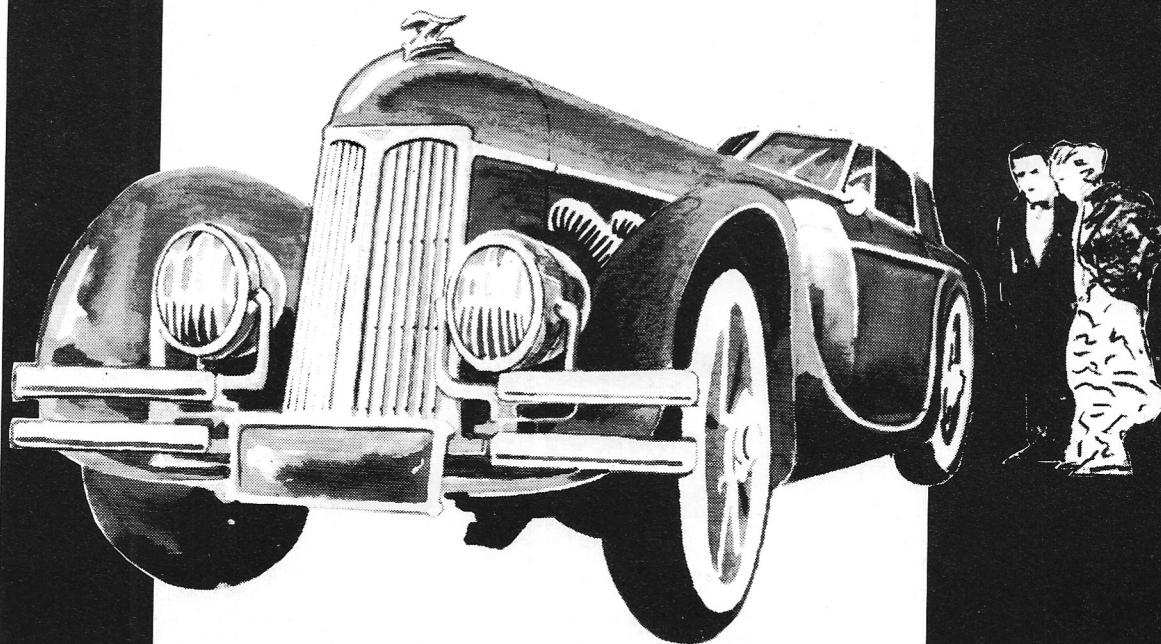
44. PIECES OF WOOD FITTED TO THE FRONT STEERING ROD ARE VERY COMMONLY USED IN FRANCE TO PREVENT THE ROD FROM BEING DAMAGED (RENAULT, FOR EXAMPLE, HAS THE TRACK ROD IN FRONT OF THE AXLE). TO TAKE AN EXAMPLE, IF THE CAR ACCIDENTLY RUNS OVER A DOG, AN UNPROTECTED ROD MIGHT EASILY GET BENT OR EVEN BROKEN. THE WOOD BATTENS HELP TO DIMINISH THE FORCE OF THE CONTACT.

A DOG IN THE WAY

101. IF A DOG GETS IN THE WAY SHOUT AT IT, BLOWING THE HORN IS NOT MUCH GOOD. DOGS KNOW THE HUMAN VOICE, BUT HAVE NOT YET REALISED THE SOUND OF A HORN AS THEY HAVE THE RING OF THE CYCLIST'S BELL.

LAWSONS

AUCTIONEERS & VALUERS SINCE 1884



Auctioneers for over 100 years.

Lawsons have now entered
into the field of **V**eteran
Vintage & **C**lassic motor cars.

Our **V**intage **C**ar **D**epartment will
exemplify our attention to detail, personal
service and integrity which have been
Lawsons hallmark for over 100 years.

Our first auction of **V**eteran, **V**intage and
Classic cars is to be held in **S**ydney
on 13th **M**arch 1989.

For details regarding auctions and valuations
contact **P**aul **C**lark on (02) 241 3411.



James R Lawson Pty. Ltd.
212 Cumberland Street,
Sydney 2000.
Tel: (02) 241 3411
Fax: (02) 251 5869.

4hp Oldsmobile

1901 "Curved Dash"

Scale: 70mm-1m (1/14)
Third Angle Projection.

MANUFACTURER:-

Ransom E. Olds. (USA)
Transmission Supplied by Dodge Brothers.
Claimed to be the First True Mass Produced Car.
Over 14000 Sales - 1901 to 1905.
Price: (1901). \$650 (£150).

SPECIFICATION:

ENGINE: Single Cylinder. 4 bhp at 700 rpm.
BORE: 4.46 ins. (113.3mm).
STROKE: 5.95 ins (151.2mm).
CAPACITY: 92.9cu ins (1523 cc).
WHEELBASE: 5ft 7ins (1.7m).
TRACK: 4ft 7ins (1.4m).
TRANSMISSION: 2 Speed & Reverse.
Epicyclic Gears.
BRAKE: Single, Transmission - Foot.
WHEELS: Wire Spoke or Artillery Style.
TYRES: 28 inch O/Dia x 3 inch.
SPEED: 24 mph (38km/h).

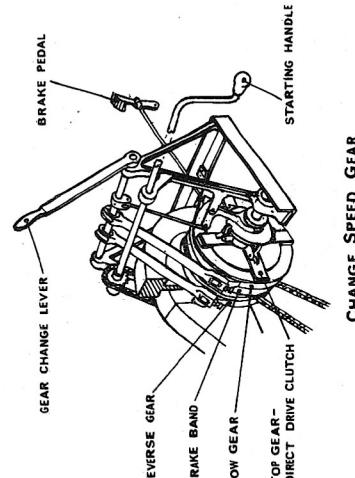
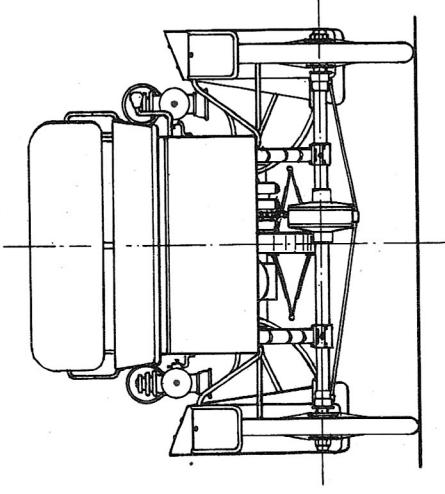
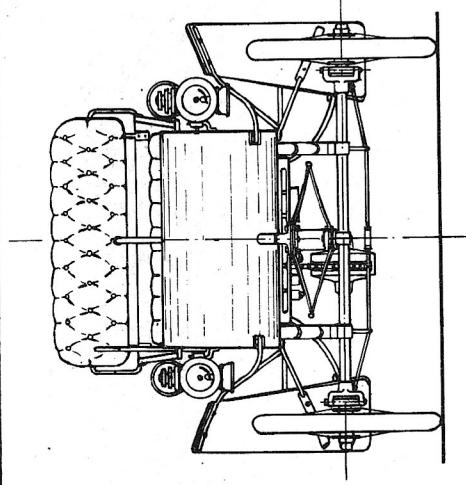
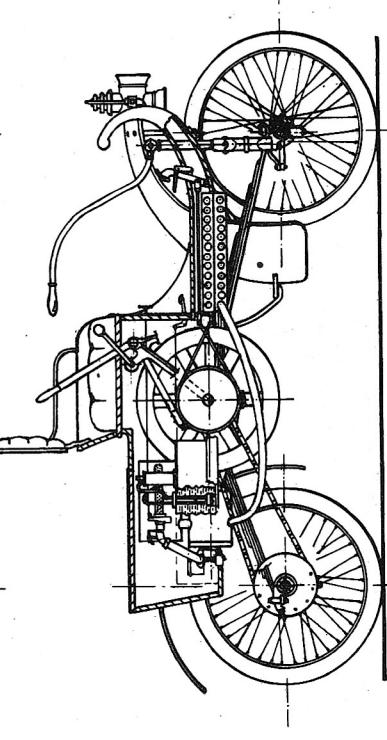
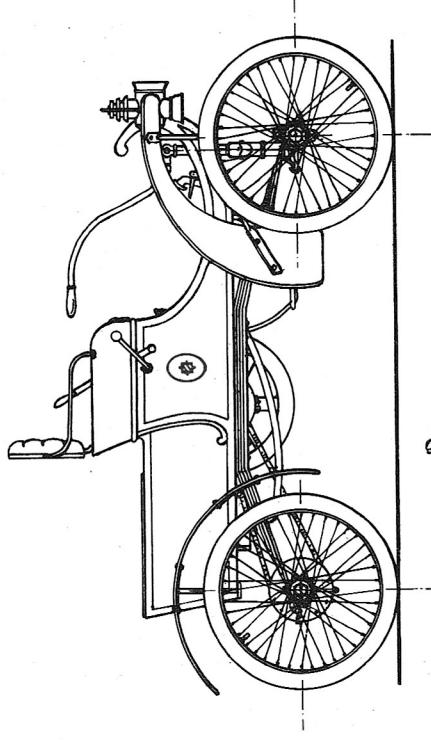
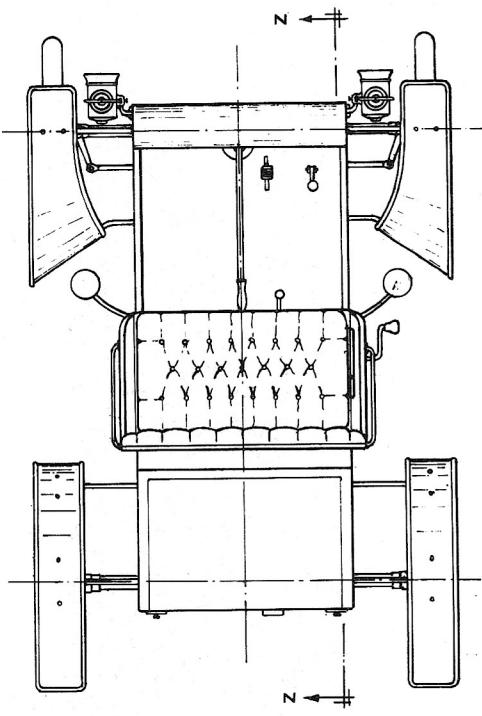
The first prototype car was saved from a disastrous fire which destroyed all the drawings etc.

Replicas were made from the prototype model and production cars went on sale in 1901. It was rather frail but was very reliable and wildly successful.

2001

Eric C. Douglas - 1982

SECTION Z-Z



SECTION Z-Z

1913 SYDNEY TO MELBOURNE MOTOR-CAR TRIAL

Some time late in 1912, executive officers of the Victorian based Automobile Club of Victoria, together with the New South Wales based Automobile Club of Australia, decided to hold a motor reliability tour between Sydney and Melbourne. This was not an original idea, as two similar trials had been held between these same two cities in 1905, however it was felt that the resurrection of the trial would draw attention to the need for a properly constructed all-weather road between the two largest cities in the Commonwealth.

It was agreed that prizes would be awarded for reliability, hill climbing, and fuel economy, all to be calculated on a handicap system, with the competitor gaining the highest point score in all categories to be the overall winner.

Twenty-one entrants faced the starter, (A.C.A. President, Colonel J.M. Arnott), at 8.30 a.m. on Wednesday 26 March 1913, outside the club rooms, which were situated in the basement of "Challis House" in Moore St. City. (Moore St. was later re-named Martin Place.) A loud cheer from a very large assembly of spectators rent the air as each car commenced it's 575 mile journey.

The route out of the city was via George St., Broadway and Parramatta Rd. as far as Ashfield, and then via Bankstown to Liverpool, where light rain was encountered. This was regarded by the entrants as a blessing, as it very effectively settled the dust which had up until that stage enveloped them.

Upon reaching the Razorback, (1,325 feet above sea level, and 47 miles from the start), a hill-climb was organised. This was regarded as a very severe test as it involved two awkward hair-pin bends on a climb of one in six. The cars were despatched at thirty second intervals, and it was indeed unfortunate that the seventh competitor away, Mr. G.T. Eaton, stalled his car close to the summit on the second bend, which was well out of sight of all those following. This caused a great deal of confusion, and ruined the chances of all those behind him, who thought that the bank up of cars was the finishing line, so that when spectators and officials tried to wave them on, they further reduced speed, assuming that an accident had occurred. As a result of this mishap, Mr. Eaton withdrew from the contest. The make of car which he drove was unfortunately not recorded.

After Razorback, the main road was followed to Mittagong, where a lunch stop was organised. Heavy rain fell during the afternoon, reducing the roadway to nothing more than a greasy quagmire, and it was under these driving conditions that the first mechanical difficulties occurred amongst the participants. Mr. J. Railton had to replace an exhaust valve and repair a broken oil pipe on

his 15 hp STAR, and Miss M. Monk had to repair a punctured tyre on her 30 hp CADILLAC. She suffered no loss of points for this although it became necessary for her to make up the lost time with fast uneconomical driving. This fast running resulted in an overheated engine and she lost points for adding water to the radiator. Mr. A.R. Sharp also lost points for adding water to the radiator of his 20 hp EMPIRE.

All competitors eventually reached the overnight stop at Goulburn, after a particularly wet, but otherwise uneventful crossing of Paddy's Ford. It was at this stage of the competition that Mr. Roy Sandford, who was driving a CHALMERS was compelled to withdraw owing to illness. (He was, incidentally, the Sydney agent for CHALMERS cars, and he had previously been the agent for CADILLAC and THOMAS-FLYER cars).

The lead-footed Miss Monk made fastest time for the second day's run from Goulburn to Gundagai, taking 6 hours and 45 minutes for the distance. This time did include the lunch stop however. No fewer than five of the entrants lost points on this section. These were Mr. V.C. Sharp, who lost 10 points for adding water to his STAR's radiator, Mr. A.C. Sharp who lost 70 points for having to repair his EMPIRE'S burst petrol tank, Mr. J. Railton lost 10 points for changing a spark-plug in his 15 hp STAR, Mr. C.E. Liddell lost 6 points for adding water to his 20 h. LANCIA'S radiator, and Miss Monk lost 2 points for adding water to her CADILLAC'S radiator.

The overnight stop at Gundagai was to be a memorable one for those contestants who were accommodated at the "Old Times" hotel. Mr. Glasson was heard to remark next morning that, 'Although we don't object to jumping about all day in the car, when it becomes absolutely necessary to jump about in bed at night - well that's a different matter'. Bed bugs were the problem, so the indignant paying guests walked to the railway station in the dead of night, where they slept on hard, but apparently "unpopulated" waiting-room benches.

The third section of the trial, 169 miles from Gundagai to Wangaratta was to be the most demanding of all. The Murrumbidgee River was crossed at Adelong, from which point a total absence of bridges and sign posts was encountered. Complicating this was the fact that due to continuing rain, all creeks were running. At Tarcutta, both Boyd Edkins in a Prince Henry 25 hp VAUXHALL, and Archie Tubbs in a 19 hp BIANCHI found themselves on the wrong road and had to retrace their steps for a distance of some ten miles. Near Kyamba the road was found to be so badly pot holed, and gouged with rivulets that four spring leaves were broken on Miss Monk's CADILLAC, and the front-axle beam was found to be bent on Liddell's LANCIA.

Twenty miles from Albury a black soil "glue pot" was encountered and as it was absolutely necessary to cross it at a considerable speed, all participants and occupants were liberally sprayed with

the vile muck. In spite of these conditions however, Archie Tubbs was able to make up for his ten mile back tracking by covering the 121 miles between Gundagai and Albury in 3 hours and 54 minutes.

After lunch at Albury the state border was crossed, and it was fifteen miles south of here that Jim Raitton very gallantly drove several miles out of his way in order to obtain petrol for a party of stranded private motorists, disregarding the fact that this act would cause him to lose points for unpunctuality. Fortunately however, officials recognised his unselfishness of this act, and decided not to exact a penalty.

Archie Tubbs also acted the good samaritan, when he saw A.V. Turner in his 35 h. AMERICAN-UNDERSLUNG take a wrong turn. He also turned, following Turner, endeavouring to overtake him and advise him of his mistake. Thinking that Tubbs was trying to make a race of it, Turner merely went faster, and it was only after many miles that a particularly difficult creek crossing compelled Turner to reduce speed, thus allowing Tubbs the opportunity to inform him of his folly.

Nineteen cars left Wangaratta on the morning of the fourth day, to drive the remaining 153 miles to Melbourne, where honours awaited the ultimate victor. The first 91 miles to Seymour were described as nothing better than a glue-pot meandering through scrub, and it was on this section that only the most capable drivers managed to progress without bogging their cars to axle depth in mud. After Seymour however, road conditions improved significantly, and some very fast times were recorded on the final approaches to Melbourne.

A large crowd waited at the Haymarket to witness the finish, and they loudly cheered the first car to cross the line, which was A.V. Turner's AMERICAN-UNDERSLUNG. Mr. W.R. Glasson however, a grazier from Cumnock, N.S.W. driving a 12 hp TALBOT, was the actual winner of the competition, gaining first placings on handicap, in the hillclimb, reliability, and fuel economy sections. These victories resulted in him being declared the overall winner of the trial.

The trophy which Mr. Glasson received is a particularly nice silver tea and coffee service, the large tray of which is engraved:

AUTOMOBILE CLUB OF AUSTRALIA

SYDNEY

RELIABILITY TOURING CONTEST

SYDNEY TO MELBOURNE

26th 27th 28th 29th MARCH, 1913

FIRST PRIZE

W. R. GLASSON

12 HP TALBOT

From London, the Clement-Talbot company sent him a gold medal, which is about the size of a twenty cent piece. It is exquisitely engraved: "PRESENTED BY THE DIRECTORS OF CLEMENT-TALBOT LIMITED TO W.R. GLASSON ESQ. ON HIS WINNING THE SYDNEY-MELBOURNE MOTOR RELIABILITY CONTEST, MARCH 1913, FOR HILL CLIMBING, RELIABILITY AND EFFICIENCY. 18 CT."

These historic trophies are much cherished keepsakes of Mr. Glasson's descendants, who have very kindly allowed me to examine and photograph them.

A true pioneer motorist, Mr. Glasson bought what is believed to have been his first car in about 1906. It was a two-cylinder chain-driven STAR, with a rear-entrance tonneau body. This car was also driven by his wife, until one day in about 1907 when she overturned it. She never drove again. The STAR was followed by a two-cylinder "White & Poppe" engined SINGER single-seater, which in turn was succeeded by a 1908 30 hp CADILLAC which was fitted with a toy-tonneau body. A 12 hp TALBOT (model 4-AB) was purchased in 1910 and Mr. Glasson was apparently so pleased with it that he bought another similar car in 1912. This was a 12 hp, model 4-CT, and it was with this car that he won the 1913 trial. By 1914 he owned three motor cars. These were a 12 hp TALBOT, reg'n. number 5,038, the second 12 h. TALBOT, reg'n. number 6,668, and a 9.5 hp STANDARD reg'n. number 10,777. The Glasson family moved from Cumnock many years ago, however I have visited their old property, only to find that there is ABSOLUTELY NOTHING left of any of the old cars. I have however obtained copies of photographs of them all, with the exception of the STANDARD.

A paragraph in the June 1914 edition of "The Australian Motorist" reads: 'Mr. W.R. Glasson has announced his intention of entering the next interstate trial in the same car he drove in the 1913 event. I finished second to you last time, said Mr. George Hill to Mr. Glasson, but you'll finish second to me in the next, as I'll be driving a NEW Talbot'. This was not to be however, as the next trial was cancelled due to the First World War.

A paragraph in the July 1914 edition of the "Australian Motorist" reads: 'Mr. W.R. Glasson suffered a severe loss recently with the death of his son, aged 13 months. Mr. Glasson was backing his car out of his home garage, when the little tot, unnoticed, fell under one of the rear wheels, and was crushed to death. Mr. Glasson, who is a popular figure in N.S.W. motoring circles, has received many kind expressions of sympathy in his bereavement.'

LIST OF ENTRANTS AND FINAL PLACINGS - 1913 SYDNEY TO MELBOURNE TRIAL
(Horsepower rates quoted below are calculated on the R.A.C. formula)

1st	W.R. Glasson,	15.61 hp	TALBOT
2nd	G.F. Hill,	15.61 hp	TALBOT
3rd	L.W. Pye,	19.71 hp	VAUXHALL
4th	Boyd Edkins,	19.71 hp	VAUXHALL
5th	J. Maillard,	19.90 hp	BRASIER
6th	R.A. Carter,	15.41 hp	CROSSLEY
7th	J. Lawler,	19.88 hp	WOLSELEY
8th	O. Camphin	21.39 hp	ITALA
9th	A.V. Turner	33.75 hp	AMERICAN-UNDERSLUNG
10th	V.C. Sharp	15.61 hp	STAR
11th	J. Railton	15.61 hp	STAR
12th	A.T. Tubbs	18.92 hp	BIANCHI
13th	J. Coglan,	21.39 hp	SINGER
14th	R.G. Carey,	18.83 hp	FORD
15th	R.A. Barrett,	21.39 hp	WESTCOTT
16th	C.E. Liddell,	22.40 hp	LANCIA
17th	F.R. Crouch,	18.83 hp	METZ
18th	Miss Monk,	30.37 hp	CADILLAC
19th	A.C.G. Sharp,	16.33 hp	EMPIRE

Article written by John Hughes, Newcastle Branch Member,
(And VERY proud TALBOT, owner)

JAMES BURGESS, 1918 BUICK

44 Malvern Ave
Beulah Hill 2153

Dear Ed.

It would be a dreb world if we all thought alike so I respect Stan Rumble's right to have the opinion he expressed about my 1918 Buick in his letter published in Spit & Polish Jan 89.

I also have an opinion without guilt on the subject but enough has been said about that. My reason for writing is to address the comments about Ackerman Steering as a clear understanding may assist others in accepting or improving the drivability of their vehicle.

Reference to Motor Service's New Automotive Encyclopedia 1956 page 8d provides the following explanation of Ackerman Steering.

STEERING GEOMETRY.

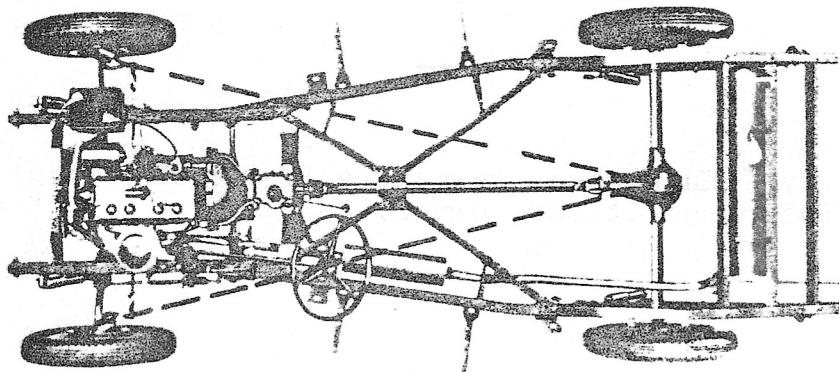
In addition to the angles of caster, camber, and king pin inclination- all measured with the wheels in the straight ahead position- we must give consideration to the angularity of each front wheel when the car is turning. Because the wheels are in the straight- ahead position only about half the time the car is in operation, any untrue rolling action will destroy the tyre tread very rapidly.

The front wheels must be parallel if true rolling contact is to be obtained when the car is going straight ahead, but if the wheels are parallel while turning, one wheel will be forced to slip sidewise. This is because the wheels are rolling on circles of different size. this is shown in Fig. D-23.

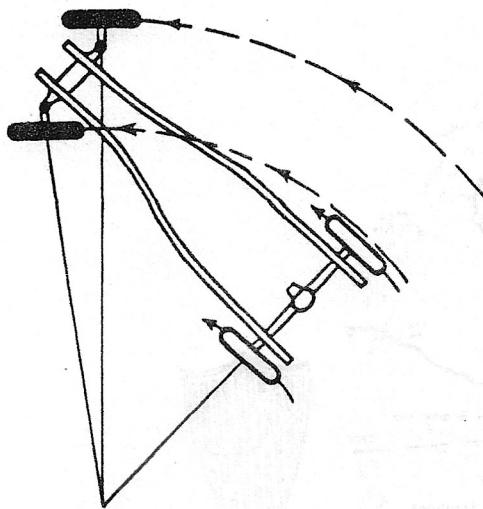
Such being the case, it will be necessary for the wheels to set at a different angle with the chassis when turning the car. The proper angles result in the wheels being toed-out, or farther apart in front than behind. However, we want them parallel as soon as we straighten out again. Both objectives can be obtained by setting the steering arms at an angle with the wheels.

This is known as the Ackerman design and is illustrated in Fig D-26. It means that a line drawn through each steering arm would intersect somewhere near the differential on the rear axle. The exact point of intersection will depend on the wheelbase and other design features of the car.

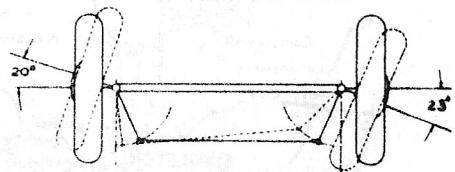
The theory of this design is that when the car is being turned the steering arm on the inside of the turn moves toward the center line of the wheel spindle and speeds up. The other steering arm is moving away from the center line of the spindle and slows down. This is illustrated in Fig D-27. Therefore the outer wheel does not turn as far as the inner wheel. A typical layout calls for 23 degrees angularity on the inner wheel while the outer is turning 20 degrees.



D-26. The Ackerman idea is that a line drawn through the centers of the king pins and steering arms should intersect near the differential.



D-23. All four wheels travel in different size circles when the car is steered to right or left.



D-27. With the steering arms at an angle with the wheels there is a change in the rate of movement between the right and left side as shown here.

1918 BUICK

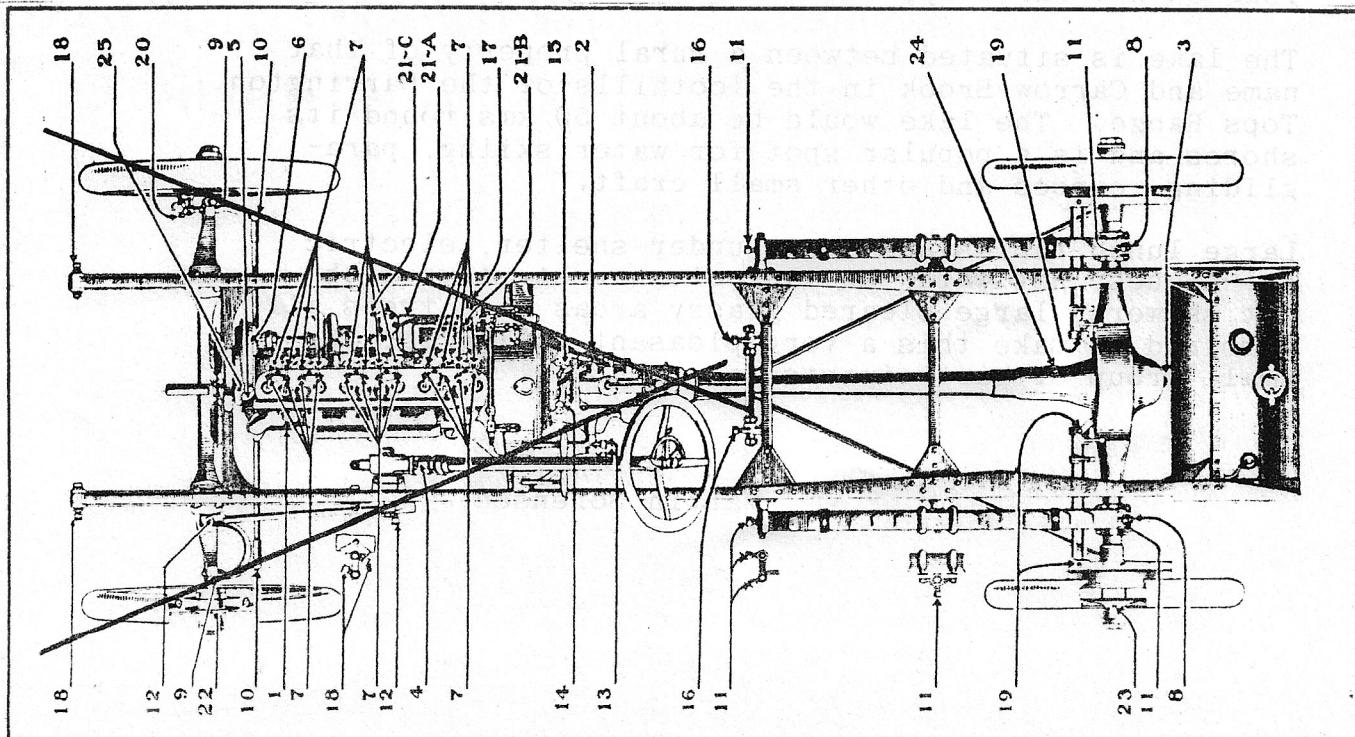
A review of the above theory applied to the chassis drawing in the 1918 Buick hand book reproduced below clearly shows that the mechanical principals of Ackerman steering have been employed however the Ackerman geometry is not. The geometry lines intersect well forward of the required position. This was confirmed when our car was measured and explained why the car was difficult to drive around corners.

On the road the car was positively dangerous if at all pushed into corners demonstrating massive understeer and usually ending up on the wrong side off the road on left handers or in the gutter on right handers. This was particularly evident on hairpin bends such as those on the Richmond- Springwood road. Tyres also scuffed at very low mileage.

Correction was a relatively easy exercise requiring alteration to the steering arm angle to comply with Ackerman geometry which fixed the problem and provided predictable handling and better control. It also fixed the tyre wear problem.

Let's hope this is of interest and maybe assists others to understand their cars better even if they don't subscribe to improvement by realistic modification.

JOHN GERDTZ.





HUNTER VALLEY TOUR MARCH 12

On March 12, the Hunter Valley experienced a fine day, clear skies and a tour from Newcastle to Lake St. Clair in the Upper Hunter, a distance of 75 miles.

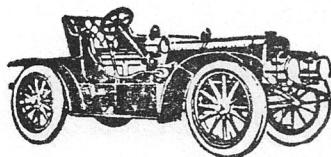
Those participating, with an itchy throttle, were the 1913 Renault chaperoned by Carol & Chris Duncan and the 1915 Oakland with Lorraine & Martin Sorensen. I am always happy to see a modern car turn up at a rally in case of emergencies and Beatrice and George Adams did just that. The outing made Beatrice's day on discovering that Lake St. Clair had been officially opened last year on her birthday, the 11th February.

The lake is situated between a rural property of that name and Carrow Brook in the foothills of the Barrington Tops Range. The lake would be about 50 kms round its shores and is a popular spot for water skiing, paragliding, canoes and other small craft.

Large lunch tables and seats under shelter, electric bar-b-ques, hot water on tap, clean rest rooms with hot showers, large cleared grassy areas with trees all combined to make this a very pleasant outing for the small group of participants.

Martin Sorensen.

LETTER TO THE EDITOR



Tarrant, 1906

The VETERAN CAR CLUB of AUSTRALIA-(VICTORIA)

Incorporated in Victoria — A Company Limited by Guarantee

President: Hon. Secretary

Sandy Roberts	George Hetrel
4 Herbetson Ave	90 Army Rd
Hunters Hill	Boronia
NSW 2110.	Vic 3155.

20th February 1989.

Dear Sandy,

On behalf of the committee and members of the VCCA (Vic). I extend to yourself and fellow club member owners of veteran vehicles, an invitation to join us for our annual two day rally.

This two day event, commences from the Exhibition Buildings on Saturday 28th October and takes us through to Ballarat where we have a great evening function planned. Staying overnight, our return to Melbourne is a very scenic route, taking in the springs district of Daylesford.

I do hope your club can be represented on this occasion, and you are assured of a very warm welcome. Your indication of number of entry forms required would be appreciated, so that they can be forwarded as they come to hand. Honorary membership with this club applies for the event.

Sincerely,

George Hetrel

George Hetrel.

Club Captain.

FOR SALE & WANTED

FOR SALE

GARAGE CLEARANCE:

REAR 551 MOWBRAY ROAD, CHATSWOOD AT 9.00AM ON SATURDAY THE 29th APRIL. NUMEROUS ODDS AND ENDS. SOME PARTS/TOOLS. NOMINAL CHARGES ONLY, AS EVERYTHING MUST BE CLEARED OUT. PETER NISSEN.

FOR SALE

4 ONLY 22" SPLIT RIM WIRE WHEELS. HUBS ARE 62 SPLINE. SPOKE ARRANGEMENT 28 OUTER, 42 INNER. TYRES ON THE WHEELS ARE 22 x 5.00 BUT PRETTY BALD. CONTACT JIM SANDY C/O P.O. BOX 222, ST. PETERS. 2044. (B) (02) 5588866.

FOR SALE ALL STATES PLEASE COPY

4 PLY COCKER TYRES AND TUBES 475/500 x 19 STRAIGHT EDGE. 5.7MM TREAD DEPTH. AS GOOD AS NEW. \$220.00 THE LOT. CONTACT KEITH EDWARDS, PHONE (02) 5588866 (B).

FOR SALE ALL STATES PLEASE COPY

RADIATOR IN GOOD CONDITION FOR HOTCHKISS. PHONE MARK REYNOLDS (068) 622732.

FOR SALE

1917 OVERLAND MODEL 85 TOURER. INTERNATIONAL RALLY SECTION WINNER. TREMENDOUS PERFORMER. 4 CYLINDERS, 4LITRES, 5 MAIN BEARING CRANKSHAFT TRIED AND PROVEN RELIABILITY. BEST OFFER BETWEEN \$15,000 and \$20,000. FRANK RODWELL, 15 WOORAN STREET, COOMA, N.S.W. PHONE (064) 52 1613.

WANTED

2 x 24"x 3" BEADED EDGE RIMS (TO SUIT 30"x3" TYRES) "C" SECTION TO SUIT WIRE SPOKES. ONE PAIR SMALL AMERICAN BRASS HEADLAMPS & TAILLIGHT TO SUIT SINGLE CYLINDER CAR. PHONE DON LIDDLE (02) 631 7971.

WANTED

INTERESTING BRASS ERA VETERAN UNRESTORED, ESSENTIALLY COMPLETE. NEED SOMETHING WITH "LONG LEGS". CONTACT WAL HICK (062) 815310 (B)

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134 QUEENS RD, FIVE DOCK 2046

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