



Spit and Polish

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

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EDITORIAL

Quite a few members have asked about using photographs in SPIT AND POLISH. Others have wondered why there has been no news of the occasional magazine type of issue. The answer is simply that such a production would not be possible, taking into consideration the small number of members of the Club and the amount of finance available.

Regarding finance, the ordinary issue of SPIT AND POLISH costs approximately £11 per issue, excluding any postage cost. This represents quite a large call on Club funds. It is obvious that SPIT AND POLISH must remain a newsletter.

However, there is no reason why a book or magazine could not be produced if the quality of such a publication guaranteed its sale not only interstate, but also overseas. Such a book would require first-class articles and photographic details. The information would have to be absolutely reliable and authentic, to the closest scrutiny. Certainly there are sufficient cars in the Club to give the back-bone material to several such books, but have the owners of these vehicles obtained sufficient documentary and library references to enable the vehicles to be reported on in an authoritative type of article?

An account of veteran motoring within the Club could readily be written so as to have appeal and interest to readers outside members of the Veteran Car Club of Australia (N.S.W.). We have had one historical article which would not be out of place in such a publication.

Limited advertising space could be made available and if sufficient copies are printed, the price of such a magazine should be reasonable.

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Extract from "THE VETERAN AND VINTAGE" Magazine - December, 1956:-

THE STORY OF THE SIZAIRE NAUDIN VOITURETTE

- By W.F. Bradley

(The author of this article was for many years the famous Continental correspondent of "The Autocar". Now retired, he lives in South Africa. Bill Bradley is a life member of the Guild of Motoring Writers.)

Two Sizaire Brothers - Maurice and Georges - and two Naudin brothers, financially backed by the Duke de Caze, founded the Sizaire and Naudin Company in Paris in 1904.

Motoring was still a luxury and somewhat of an adventure, and the adventurers were not always men of wealth. The Sizaire and Naudin car appealed to these, for it was one of the cheapest on the market, selling at slightly under 3,000 francs, or approximately £120. Further, there was not a race, hill climb or competition for which they were eligible in which they did not appear, usually with outstanding success, the drivers being Georges Sizaire, the younger Naudin, and Lebouc.

The work of running the factory in the Rue Lourmel was divided between the four men. Most prominent in the public eyes, by reason of his racing successes, was Georges Sizaire. The younger Naudin seconded Georges, while the elder Naudin was responsible for production. But the genius of the Company was Maurice Sizaire, a slightly built, quiet man who so studiously

kept himself out of the limelight that he was very little known even in French motoring circles. He would listen to reports of success or failure, difficulties and complaints with no more comment than a quiet "Hum, hum," then go back to his drawing office to take the necessary action.

Being a "voiturette", there was no need to apologise for the Sizaire and Naudin having a single cylinder. Indeed, large numbers of motorists believed that any greater number of cylinders would only add to complication and multiply the possibilities of mechanical failure. Even the merits of the twin were discussed and criticised. Sizaire designed his own engine, a vertical of 100 mm x 120 mm bore and stroke, with superimposed valves, thermosyphon cooling, a sliding camshaft to relieve compression on starting (by crank), drip feed lubrication and a plate clutch at a time when the leather-faced cone was a general favourite. An outstanding feature was independent front wheel suspension. Historians have discovered earlier cars, the front wheels of which were independent, but they were of a crude, experimental nature, and the Sizaire was the first to go into full production and to hold that production for a number of years with the two front wheels sprung independently. The curious feature is that no special attention was drawn to this advanced design. About twenty years had to elapse before the expression "knee action" came into use, and certainly no special claims were ever made by the Sizaire and Naudin Company for this type of suspension. As Maurice Sizaire remarked to me a few weeks ago: "I just designed it that way."

Another unusual feature comprised three direct drives. The crown wheel had three concentric gears and the driving pinion had to make a double movement, disengaging itself from one gear and taking up another centre to engage itself with the intermediate or the low gear. It worked and it saved the expense and weight of a separate gearbox, but the only man who appeared capable of making a silent change was Georges Sizaire. Most of us just pushed the lever and were surprised if there was not a clang.

Not So Crazy -

The experts - the qualified engineers - criticised the car, declaring the ideas "crazy" and predicting that it would not run. But Maurice Sizaire disarmed all criticism by quietly remarking: "What can you expect? You see I am not an engineer; I am only an architect, an architect specialising in the restoration of historic buildings." But the car did run; it performed successfully, it sold in quite important numbers and it was most successful in races.

The limited bore rule was brought into being, this being 100 mm. for a single cylinder, with equivalents for twins and fours. Piston stroke was left free, and at once began to grow, going from 120 to 150, 180, 200 and finally 250 mm. The result was a monstrosity, an engine of 100 x 250, with its overhead valve gear so high that it was necessary to dodge from left to right to see the road ahead. Maurice Sizaire was one of the leaders in this move, his most direct rival being Peugeot - or rather Lion Peugeot - with Boillot, Goux and Giupponne as the drivers. But whereas the Sizaire and Naudin cars were built throughout in the firm's own shops, the Lion Peugeot engines were designed by outside specialists and had little in common with the firm's standard product.

For several years these two firms dominated "voiturette" racing, first one then the other taking the lead, but neither capable of securing supremacy. It was this fact which caused Peugeot to abandon "voiturettes" for big Grand Prix racers. Georges Boillot and Goux had attracted Zuccarelli, who had been trained by Hispano-Suiza and these three offered to build, maintain and race Grand Prix cars for the Peugeot Company, independently of any of the specialists, and without the assistance of any of the Peugeot engineers. The offer of the "charlatans", as they were dubbed by the professional engineers, was accepted by the Peugeot Company. The trio then needed a draughtsman, and they found him in a young Swiss named Henry, who had worked for Picart. The success of these Peugeot cars is now established history, but the most peculiar feature of the situation is that English historians, with sheep-like unanimity, persist in describing them as of "Henry design" and write lengthily of the "Henry School". The facts are that Henry was the least important member of the organisation, his great qualification being his readiness to pick up ideas suggested to him by the three drivers, and make them into working drawings.

The first car which can be described as of "Henry design" was the Ballot produced at the end of 1919. Naturally it had much in it that recalled the Peugeots, and also something of the Bugattis, for during the four years of the war Henry had worked in the Barras shops, in Paris, building Bugatti aviation engines under licence. But this is another story.

Motor Boat Racing -

With Peugeot out of "voiturette" racing, these events lost much of their interest. During the eight or nine years they lasted, these little cars provided fine sport. Special fuels did not exist, but the Sizaires made their own with considerable additions of ether, and they adopted pure castor oil as a lubricant. In addition to racing on the road, the Sizaire and Naudin long stroke racing engines were installed into boats and took part in the motor boat races at Monaco. These events assumed immense importance for they afforded a wonderful opportunity for manufacturers to test their Grand Prix engines on the water, under full throttle conditions. Many a fine Grand Prix racing engine lies at the bottom of the deep Mediterranean opposite Monte Carlo.

With the passing of years the "single" declined in value and "voiturette" races gradually disappeared. The four cylinder Sizaire and Naudin appeared to have none of the soul of its predecessors and after the financiers had decided that they were not making all the money to which they were entitled, the firm went off the market.

Maurice Sizaire was considering another venture in the popular car field when F.W. Berwick, a London car dealer, casually remarked to me that he would like to build his own car. The matter was mentioned to Sizaire, who stated that he was just as capable of building the high-grade type of car Berwick had in mind as the cheaper model. Thus the Sizaire-Berwick came into existence. It was of advanced design, a notable feature being independent suspension all round, probably the first of its kind in the world. However, despite its technical merits, its commercial success was not permanent and, after a few years, it, too, was withdrawn.

Now, nearly seventy years of age, Maurice Sizaire talks of going into retirement and is building a house for himself on the banks of the River Yonne. It is typical of the man, however, that retirement for him means a continuance of his activities as consulting engineer with the Tecalemit Company and no lessening of his activity as a painter in oils, a branch of art in which he is not without repute.

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MONTHLY MEETING

The October monthly meeting was held on 25th October. After the normal procedure correspondence was received requesting cars for the Fisher's Ghost Festival, for a rally on November 18th from Sylvania to Brighton, and of a special ceremony to be held at St. Clements Church, Mosman, on December 15th.

A mention was made concerning the commercial use of photographs of cars without the consent of the owners. The legal aspects of this matter will be explored and reported on later.

The Treasurer informed that there was still quite a large number of unfinancial members, and that further action would be taken to hasten payment.

The Events Committee reminded that Inspection Day will be held on November 11th at Centennial Park. The Inspectors made it quite evident that there would be no relaxation of the standards required.

The special rally, Sylvania to Brighton, gained spontaneous support, although very short notice was given.

The Social Secretary again reminded members to support the Annual Dinner to be held at Windsor Gardens on November 30th.

The Inspection and Dating Committee have received applications for membership from quite a few previously Associate members, as well as some new members. These are recorded elsewhere.

The President was able to inform the meeting that Horn Bulbs are being produced by the Hardie Rubber Company. Production of the genuine-type bulb had been a lost art, but it has been recovered by the Hardie Rubber Company and the Club is particularly indebted to them for manufacturing such truly authentic articles.

The President also requested that members donate colour slides of their cars so that a collection could be established for loan to other Clubs.

Jock McGowan introduced the idea of starting a Club album and he was given the job of pursuing this activity.

At the next meeting we will discuss the question of admission of junior members to the Club. It has been suggested that the junior members receive SPIT AND POLISH and that their annual subscription be £1. 0. 0.

At the conclusion of the meeting, Mr. A. Ducquet of the Lodge Plug Company, presented the Lodge Trophy to D. Trounson of Blakehurst for his success in the Brighton Rally. Mr. Ducquet awarded the trophy "For courage over and above the call of duty!"

After the meeting we were favoured with films shown by D. Wardrop, and the colour slides of G. Brook of South Australia. Mr. Wardrop should feel very pleased with his efforts at producing movie films with sound track. The South Australian slides were particularly interesting to we New South Wales members.

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NEW MEMBERS

<u>NAME</u>	<u>ADDRESS</u>	<u>VEHICLE</u>
PALMER, Ronald	Wee Waa Street, Boggabri.	Cadillac Tourer
CHENERY, Jack	P.O. Box 337, Orange.	Buick Roadster
MARSHALL, Ross	312 Church Street, Granville.	Brush Tourer.
RUSSELL, Frank	16 Kullah Parade, Lane Cove. (JB 4327)	Hupmobile (H.A. Model 1914)
BUTCHER, Harold	277 Burns Bay Road, Lane Cove.	Ford T 1915 (Complete)
SOUTH, Donald	46 Earl Street, Randwick.	Overland Raceabout 1912.

NEW ASSOCIATE MEMBERS

DAVIS, David
ROSS, Garry

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Speaking to Victor Jacobs, at the last Veteran Car Meeting, and I asked him how his 1912 T. Ford "Henrietta" was going --- he said,

"Well she likes to ----

Belch, Bolt, Bark and Bang
Grunt, Groan, Grate and Grind
Hiss, Hoot, Howl and Holler,
Pant, Puff, Pop and Peak
Roar, Rattle, Rant and Rage
Snarl, Snort, Scream and Screech
Thump, Throb, Toot and Tease
Smell, and Yell and Shriek like hell

Well most of the time --- But I love Her."

HORN BULBS: Limited numbers available, price 15/-.. Apply to the Secretary.

EVENTS

As it is somewhat late, only a brief mention has been made of the Waratah Festival Parade on October 6th and of the Open Day at the Prince Henry Hospital on October 13th.

Sixteen cars attended the Waratah Parade. There was plenty of wind, but not enough to blow Ron Craze along when he stalled. There was also one puncture reported. As usual, the cars were well received, with Vic. Jacobs providing the orchestral accompaniment.

On the following week, thirteen cars attended Prince Henry Hospital, including J. Hochstadt's Rutenber. It was the first time this vehicle had been shown publicly. Its date is 1910 and it has the usual American lines but with a Plywood body. Unfortunately the rain spoilt this day.

Concerning the main Rally next year, Ron Craze indicates that in accordance with the wishes of most members of the Club, it will again be a Blue Mountains Rally. The Events Committee have investigated the accommodation aspects, and they feel that excellent amenities are available - in fact, they promise the best Rally yet.

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MOTOR ATAXY

My flywheel is fluid
My bodywork's sleek;
And I've split-axle
Hydro-pneumatic suspension;
It seems such a pity
My driving technique
Doesn't quite equal
This wondrous invention.

- Nicholas Dee

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We were pleased to hear that B. Lewis is back from Hong Kong. We understand that besides the Porsche, he is still interested in his 1912 Darracq.

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REVS. AND BACKFIRES.

- By Len Masser.

Big, bad George (Smash your face in) Burton has, by fair means or foul, acquired a little, it'sy bitsy Clement Bayard. As our George is a bit tall across in one part of his anatomy, it will be interesting to see what happens when the irresistible force meets the immovable object. You've seen those suitcases that expand? Might be an idea for the seats in "Clemmy", George.

ATTENTION! Vic. Jacobs is looking for a warning device for that bucket of bolts he owns. Complains that the kids can't quite complete their game of musical chairs on a 2-mile run. How many are there, Vic.? I mean tooters, not kids.

Where's Barry Perdriau and that petite little mobile hip bath he owns - i.e. Le Zebre. Magnificique! 'Tis whispered that in attempting to start it totherday, the crank handle remained stationary and the little car twisted around the end of it. Sort of reverse torque. All talk, of course. Ennyow, allons Barrie. Vive Le Zebre!

Visited the Leresche gynyah recently and got the gen that Ann, the daughter of the venerable Larry, is about to enter the state of holy mat. Future

(Keep revving.....)

home will be in Alice Springs. No veteran cars there, Ann, so mine tinkit associate member of the Arunta tribe..... Cheers for the future from this phella, Len.

Whew! That breathless locomobile!

There's one famous columnist who talks about his big dog. Well, I want to talk about my little bitch. Name -- "Billie". She sends abject and 'umble apologies to all the other dogs of the V.C.C.A., for biting, bashing, bowling and personality changes she has caused amongst her kind. I am proud of that girl, but I am afraid two or three of the members are packing six-shooters these days.

We were all very sorry to hear that "Tiny" Barlow of Newcastle was down here getting treatment for an illness he has developed. Let's hope that this staunch and trusty friend of many members will soon be his jovial self again.

Frank Nissen would really look the part if he wore a pair of pince nez and a Tussock silk dust coat. That little Humber is a beauty and one of me favourite cars.

I think Ben Bronk (whoa there!) has got a secret weapon coming up shortly. My cloak and dagger man tells me of movements in the night. I'll have to find out a bit more about this. IS THERE A MATA HARI IN THE HOUSE?

The proud look these boys get when we go to inspect the just-about-finished restoration of some ancient bone-shaker (the pistons are a little rattley). Was at Bob Baxter's doing the usual inspection and I asked, with just a faint little tremor in my voice: "Is it the usual bucket of bolts?" Ill-concealed contempt was on his face as he started it up. Conclusion - it was. But a nice job, Bob.

Newcastle was represented at the Inspection Day by Bob Newman in his Talbot roadster. Everything ship-shape about that car. Could not be faulted and he deserves a lot of credit for driving down on a Sunday with the traffic like it is. That's what I call a really sound vehicle! Split-pinned and secure all round.

Royce Gregory! Wherefore art thou Royce? Haven't been sighted over the horizon lately. Must be recuperating after that New Zealand holiday you just had. That sombre business of yours must be on the up and up, or, should I say, on the down and down. Think you had better hand over the lovely little Overland to lovely Mrs. G. Perhaps you could come to the rallies in one of those glassed-in sedans used in your business. At least there would be two more cars at the runs. Sort of HIS and HEARSE.

P.S. Who IS this fellow Vic. Jacobs?

SERVICE: Central Motor Engineering Co. Pty. Ltd., 5-7 Phillip Road, Kogarah, N.S.W. LW2950.

The above manufacture Pistons for early model cars. A comprehensive range is available in stock and they have a large range of patterns and dies. They have their own die and sand casting foundry, heat treating plant and an efficient machine shop capable of doing all engine reconditioning.

SPARK PLUGS: Mr. A. Ducquet at Lodge Plugs (Aust.) Pty. Limited, 148 Queen St., Alexandria, MX2144, is interested in individual problems found with spark plug manufacture. He expressed his willingness to help by duplicating or substituting.

WANTED: Photos for the Club records. All photos of rallies and cars would be appreciated to enable Jock McGowen to start the Club Photographic Album. He will return negatives when finished with them. Contact Jock McGowen.

WANTED: Lucas Bulb Horn extended variety to suit the Armstrong Whitworth. Jock McGowen, P.O. Box 77, Camperdown, N.S.W.

INFORMATION & PARTS FOR - 1911 15 h.p. DARRACQ - particularly back axle. Dr. Leslie G. Wheeler, MORTLAKE, VICTORIA.

TALBOT PARTS AVAILABLE AT ARMIDALE. Apply J.C. Victory, 25 Agnes St., STRATHFIELD.

Lionel Erratt of Gunnedah wishes the person who obtained through Bob Maguire the Austin from Holtsbaum's property near Narrabri to contact him with reference to the original radiator.

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