



Spit and Polish

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

Hon. Editor and Editorial Address—

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EDITORIAL

For the warmer weather which is approaching, the Events Committee have provided an interesting variety of outings. Let's hope that these will be well attended, and perhaps some new restorations will appear.

If we are to judge from the amount of information sent in to SPIT AND POLISH concerning current restorations - the Club ceased to exist long ago.

I certainly would like to be able to include some article on current work done. This feature is present in the magazines and newsletters of all the other veteran car clubs. I think anyone who is doing a restoration job of any size could have quite a lot of interesting information that could be given to SPIT AND POLISH for the benefit of other members.

I would like to be able to chase the people who are known to be doing these jobs, but unfortunately my time commitments do not permit this.

If you are worried about an article having deficiencies in the writing, I would like to reassure the writer that without losing his meaning, I would still be able to present it in the way he would like.

- GEOFFREY LEHMANN

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"THE MOTOR IN AUSTRALIA"

August, 1916.

This article has been prepared from the above magazine which was kindly lent to me by Wal. Barker. It is a review of a magazine, and in it is reflected the trends in the motor industry in Australia at that time.

The magazine itself cost 6d and it contained over ninety pages. It featured articles, advertising - and trade notes - the information of this section being supplied by the firms concerned. There was also a section for the motor boat and the motor vehicle, plus the Automobile Club of Australia and also the Motor Traders' Association.

At the end of this article I will make a summary of the advertising. This of course is not complete, but the items omitted are relatively minor ones.

At this point I would like to make mention of the fact that the Ford T is virtually not mentioned. This would appear to reflect a high degree of prejudice that existed in this country, even in 1916, against the Ford T. You may recall in the September issue of SPIT AND POLISH, some facts and figures concerning the increasing number of Fords appearing in the country.

I think it would also be reasonable to say that although the advertising is predominantly American where cars are concerned, there is a hint at strong preference for the British article.

The magazine contains a considerable discussion concerning freights and tariffs, and indeed, these were surprisingly high. It stated, to bring a lorry from the U.S.A. there was a Duty of £70 and freight charges were £130. In addition, it gives the duty on American chassis as 10%, on a Roadster body £17, and on a Tourer body £24. 15. 0.

The Duty on spares was from 25-30%. Importation of cars from Britain was said to be prohibited, but later in the magazine, Humber cars were advertised as being available.

In Australia, the car was considered not a luxury, but a necessity. It also made the following recommendation, and I quote:

"If a tariff is altered, it should be in the direction of abolishing the Duty on unassembled parts. If this were done, it would encourage American manufacturers to build Assembling Plants here, provide a new industry, and also the means of producing a crop of skilled workers would be available."

The article concluded by saying that three American manufacturers had contemplated doing this.

It was interesting to reflect on the freights and duties mentioned when considering the car prices that will be quoted at the end of the article.

In the same section of the magazine there was an account given of the breaking of the Melbourne to Sydney record. This will be published later. It was the achievement of Boyd Edkins with his Vauxhall.

As would be anticipated, there are quite a few articles with reference to motor vehicles in war service. One of these tells of the Red Cross in Poland using 46 cars that had been made available by an Automobile Club of Petrograd. These cars accomplished 9,406 trips. They travelled 60,000 miles and carried 60,000 wounded. The cars used were Daimlers, Rolls Royce, Braziers, Turcat Nervs, Peugeotts and Russo-Balts.

There was a very interesting article concerning aerial warfare and hazards of this. It tells of some of the types of German planes, but some of the information generally is rather vague.

I was particularly interested in a description given of what, these days, we might term "war neurosis". This gives an excellent description of the effects of a very stressful service, upon the flyers. There was also an interesting photograph showing clouds of poison gas being released. This, of course, was an aerial photo.

There was also an excellent article entitled "The Owner Driver's Car". In this article, the writer makes clear his belief that in the future in Australia, this type of vehicle will be the popular one and that the owner will be desirous of doing a considerable amount of work which is necessary on the vehicle himself. He makes the point that luxurious fittings will be of lesser importance than solidity and reliability. He stresses that simplicity will be sought, accessibility of the parts requiring attention will be a desirable feature, and that the needs of lubrication and periodical attention will have to be considered. In addition, he makes the point that some form of all-weather styling will be the most acceptable and desirable type of body.

He makes it quite clear that the driver does not want to be separated from his passengers. The vehicle must be readily convertible from open to closed, and vice-versa.

There was a short story of no merit in the inevitable little bit of "cookery news". Some social writings and the discreet article of how to be a strong man or a beautiful woman.

SUMMARY OF ADVERTISING EXTRACTED FROM "THE MOTOR IN AUSTRALIA" - AUGUST, 1916.

CARS (1916)

Chandler 6 cyl. tourer with electrics	£465
Oakland 6 cyl. tourer with electrics	-
Hupmobile 4 cyl. tourer full specifications given	425
Dodge 30-35 h.p. tourer (extensive article)	-
Buick tourer (no specifications) - tourer:	425
roadster:	410
Hollier 8 cyl. tourer	425
Metz 22 h.p. - 3 passenger	200
25 h.p.	250
G.W.K. (British) 2 cyl. friction drive	170 gns.
Briscoe 1916 tourer	345
Madison 6 cyl. tourer (full specifications)	385
Pullman 4 cyl. 25-30 h.p. (no details - price - or illustration)	
Chevrolet 4 cyl. tourer with electrics	250
Humber 14/37 5 passenger	600
10/23 4 passenger	475
10/23 2-3 passenger	450
Milburn electric - some details, no price	
Sunbeam advertisement - not available.	

TRUCKS

Straker Squire
Albion
Hally 2-6 tons
15-34 seat buses
Berne - 5 tons
I.H.C. models E & F
Daimler
Lacre 10 cwt. to 6 tons & utility vehicles
Federal (only U.S.A. commercial advertised $1\frac{1}{2}$ 7 $3\frac{1}{2}$ tons)

ACCESSORIES

Tyres:

Perdriau
Dunlop
Michelin
Imperial
Clincher
Spencer & Moulton
Avon
Henley
Bullday
Goodrich
Firestone

Plugs:

Hobson
Lodge
Sphinx

Benzine:

Plume
National
Shell

Oil:

Castrol

Carburettors:

Claudel Hobson
Schebler
Zenith

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NEWCASTLE RALLY 1964

The trip from Sydney was mostly enjoyable steady driving - although the weekend weather started with a wind which all starters hoped would die down.

After the stop for lunch at Charmhaven, a few of the cars again stopped for a time at the Lake Munmorrah School to see the Fete which was conveniently in progress.

Arriving at Newcastle about 4.00 p.m. the cars, organised by the Cardiff Lions' Club, were taken to the King Street Parking Station to be put on display.

Then, Saturday evening, Jim Turner's house was the scene for a barbecue and general get-together - enjoyed by all.

At the start of a perfect day, weatherwise too, Sunday morning the starters assembled in Wheeler Place next to the Town Hall. There, they were officially greeted by the Lord Mayor of Newcastle, Alderman Purdue, who welcomed us all with a very short speech - and then proceeded to send the cars on their way.

The Rally was not without incident - and not the least of which was Ross Marshall's Brush, which five miles out of town caught fire! However, Ross was not barbecued - and was lucky enough to have a passing motorist stop and come to his aid with a fire extinguisher.

Hexham was our first stop Sunday, where we viewed the lifeboat "Victoria" which had been restored to beautiful condition. After refreshments, from there we went on towards Kurri Kurri, turning off at the Minmi Road Junction, heading towards Minmi. One must actually travel this road to believe how beautiful is the country, in and around the Hunter Valley district.

Various interesting sub-events were held on the way to Wallsend where we were again refreshed with morning tea - courtesy of the Cardiff Lions.

The tour continued on through Argenton and Boolaroo, alongside of Lake Macquarie, and finally into Cardiff. Here again, the Cardiff Lions supplied the meal, long awaited and appreciated by everyone.

The afternoon was filled by events on Cardiff Oval. These were: A Quick Start, won by Don Barker in his T Ford. (NO! Greg. Daley did not win), and The Slow Running Race, won by Ken Moss. (Mossie is putting a new clutch in the Caddie this week). The Hoopes were won by Col. Parker in his Martini (although its felt he'll never be able to do quite the same again).

Climaxing the afternoon was a Grand Parade around the Oval, and after completion of all events, the competitors were treated to afternoon tea.

A Sunday evening get-together was held -4- at the Chatter Rooms at Charlestown, with plenty of refreshments, music and dancing. This evening also proved to be a great success.

The Trophy Winners were:

1. Overall - Stan Rumble
2. Best Car - Bill Spraggon

Plus the winners of the Sub-events, some of whom have already been mentioned.

It was unfortunate that some of the intending starters were unable to make it. These included Roy Farrell - whose children had the measles, and John Bailey of Gunnedah - who was floodbound.

The trip back to Sydney was pleasant - although some troubles were experienced by George Green with lack of oil-pressure in his Rolls Royce. However, this was overcome with the aid of 3 gallons of oil.

The list of starters is as follows:

<u>MAKE</u>	<u>YEAR</u>	<u>DRIVER</u>
Bedelia	1912	J. Turner
Brush	1908	R. Marshall
De-Dion Bouton	1904	E. Yabsley
Maxwell	1907	L. Deimel
Darracq	1907	K. Elliott
Renault	1908	W. Spraggon
Austin	1909	P. McKeown
Metz	1912	H. Bird
Talbot	1914	N. Preston
Talbot	1908	J. Dance
B.S.A.	1912	R. Craze
Fiat	1912	A. Rowe
Ford	1916	B. Thomas
Rolls Royce	1912	T. Cook
Oakland	1913	R. Jones
Crossley	1912	A. Cobburt
Ford	1915	D. Barker
Talbot	1914	R. Newman
Martini	1911	C. Parker
Ford	1911	W. Barker
Rolls Royce	1914	G. Green
Hispano Suiza	1914	P. Davis
Cadillac	1914	K. Moss
Rolls Royce	1911	G. Daley
Renault	1911	S. Rumble
Ford	1915	D. Codeca
Ford	1915	P. Gregory
Ford	1914	H. Thomas
F.N.	1912	P. Adams

This Rally and Tour from the competitors' point of view was thoroughly enjoyable. The weather overall was perfect and, thanks to the efforts of Jim Turner, Ray Thomas, the rest of the Newcastle boys and the Cardiff Lions' Club, the week-end's motoring could not have been bettered.

- COOK T.

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MONTHLY MEETING

The Monthly Meeting was held on Thursday, 24th September. President George Green congratulated members John Jones, Bob Newman and Bill Dudley on their recent "promotions". The meeting then followed the normal pattern.

The Treasurer announced that a further £500 had been placed on fixed deposit.

Ray Hill proposed his Motion concerning the Veteran of the Year Award. This motion was accepted by the meeting and the full text of it has been recorded separately.

Ray had given very considerable thought to the wording of his motion, and it should leave very few ambiguous situations. It is anticipated that this will be a most coveted award and should be a valuable stimulus towards restoration.

Letters were received from both the President of the Vacluse Lions Club and one individual senior citizen, thanking the Club for the Senior Citizen's outing on September 20th.

A letter was also received from the Newcastle Branch requesting that Hunter Thomas and Ray Thomas be approved as additional members to Wal. Barker in the Newcastle area for inspection and dating. This request was ratified by the meeting.

Len Sheen reported on behalf of the Events Committee.

Details were finalised of the cars going to Newcastle concerning the starting of the Waratah Procession for October 10th.

There was also news of some sponsors for the Australian Tour in April, Dunlop and Castrol having made offers.

The most important general business that arose during the meeting was concerned with the subject of exportation of cars to the U.S.A.

Les Deimel placed before the meeting his particular case in that for private reasons he had finally almost acceded to a substantial offer from the U.S.A. for his Minerva. This business has not yet been concluded, as Les Deimel would still prefer the car to stay in Australia. He was commended for placing the facts before the meeting as all members are aware of a potential risk to the Club concerning exportation of desirable vehicles. However, the fact remains that the cars are an individual member's private property. It would seem that the only answer to this problem is to strengthen the Club position to the extent that the cars are as valuable in Australia as in America.

New and Associate members were proposed and accepted and the evening was completed with films.

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"THE VETERAN CAR OF THE YEAR" AWARD

The motion moved by Ray Hill, and accepted by the meeting, concerning "The Veteran Car of the Year" Award, has been worded as follows:

"That the Club make available to be presented at each Annual General Meeting, a trophy to the approximate value of £10 and termed 'The Veteran Car of the Year', in addition to a small, suitably engraved brass plate for dashboard mounting.

It is proposed that this trophy be presented to the owner of the Veteran car, which, in the opinion of the Investigation-Dating Committee, is satisfactory for that financial year by virtue of the standard of restoration, and is restricted to:-

- (a) Cars which have been either fully registered or issued with Club plates in that year.
- (b) Cars previously registered but which, in the opinion of the judges, can be classed as restored in that year.
- (c) Cars showing outstanding improvement in standard of restoration in that year.

If, in the opinion of the I. & D. Committee, no cars are considered of sufficiently high standard to qualify, no award for that year shall be made."

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FULL MEMBERSHIP:

Dario Codeca, 137 Brooks Ave., Newcastle.

Ford Roadster 1915

Kenneth Watt Elliott, 41 Fernalley Road, Cardiff.

Darracq Tourer 1907

ASSOCIATE MEMBERSHIP:

Allan D. Leek, 77 Thompson Street, Speers Point.

Ralph S. Cadman, 14 Margaret Ave., Hornsby Heights.

Ray Turner, Rocky Pt. Rd., Eraring, Via Dora Creek.

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DATES TO REMEMBER

November 7th & 8th Week-end Tour, Blackheath Rhododendron Festival

November 22nd, Sunday Brighton Rally

DATES CONTINUED:

Sunday, November 29th Annual Inspection Picnic

Saturday, December 12th Christmas Dinner - Children are also
invited this year

The following three cars have taken points off their Handicap Score this month:

A. Rowe, S. Rumble, R. Marshall

They attended both the Newcastle Rally and the Waratah Procession.

The Handicap Point Score now stands at:

A. Rowe	20 Points
J. McGowen	40
G. Burton	40
A. Grellman	50
S. Rumble	20
P. Garwood	50
R. Marshall	20

Events Committee -

L. Sheen
R. Farrell
K. Moss

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GEORGE GREEN SUBMITS - "Excerpt from The New York Times Magazine of Sunday,
September 29, 1963".

ARTICLE "THE OLD CAR CRAZE SHIFTS INTO HIGH"

By John Keats
(Author of "The Insolent
Chariots")

In referring to the old car enthusiasts, Mr. Keats wrote:

"He is at present harmless, although he is a potential danger to the entire fabric of Western Civilization, since he believes in painstaking work, getting one's hands dirty, in respect for beauty, in sound quality, and in taking good care of one's possessions. Our society, after all, is based on the premise that what you bought this morning will break this afternoon, so you must throw it away tonight and buy a new one tomorrow. Clearly, if too many people share the auto-maniac's sense of values, the Stock Market would come crashing down before anyone could say 'BROKER'.

Fortunately, most Americans lack sufficient money and moral fiber to shift even so much as a gear for themselves, so that the danger the auto-maniac represents is quite remote."

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SUBSCRIPTIONS!!

THE PRESIDENT WISHES TO REMIND ALL NON-FINANCIAL MEMBERS THAT UNLESS
THE FEES ARE PAID BY THE END OF NOVEMBER, THEIR NAMES WILL BE REMOVED
FROM THE MAILING LIST.

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AVAILABLE: Old head gaskets at Watsford & McGregor, Queen Street, Auburn.
Early Hudson, Overland, Fiat, Dodge, Buicks
30 x 3½ straight side tyre - New.

FOR SALE: Ford T Hub Cap - P. Fletcher, 33 Military Rd., Neutral Bay, XY5111

WANTED: For 2-cylinder Renault:
Magneto, carburettor and rear axle assembly.

- Ray Hill, 11 Gwendale Crescent, Eastwood, 2-0617

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