

# SPIT AND POLISH

PATRON

His Excellency General The Honourable David Hurley AC DSC (Ret'd)  
Governor of New South Wales

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



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**They are not necessarily the opinion of the editor or the committee**  
**nor are they any indication of club policy.**

# SPIT AND POLISH

WEB PAGE: [www.vccansw.com](http://www.vccansw.com)

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All letters, advertisements, articles are to be sent to "The Editor Spit & Polish" preferably by  
**Email:** [nevpreston@gmail.com](mailto:nevpreston@gmail.com) or by **Mail:** 18 Byron St. Wyong, NSW 2259

Articles to be received by the **First Wednesday** of the month.

### Cover Photo:-

*Arthur Garthon's 1905 Rover,  
son Malcolm at the helm with Arthur acting as navigator,  
during the 1 & 2 Cylinder Rally in Bright, March 2019*

*Photo courtesy of John Holt.*

## Committee of Management

**OFFICE BEARERS:**

		<b>HOME</b>	<b>BUSINESS</b>	<b>FACSIMILIE</b>
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LIBRARIAN	David McCredie	9653 2592		
WEB CO-ORDINATOR	Abbey Newman	4392 1035		Email: <a href="mailto:webcoordinator@vccansw.org">webcoordinator@vccansw.org</a>

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### VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) Inc.

134 Queens Road, Canada Bay, 2046

#### PATRON:

His Excellency General The Honourable David Hurley AC DSC (Ret'd)  
Governor of New South Wales

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## Minutes of Monthly Meeting of VCCA (NSW) Inc.

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Minutes of Monthly Meeting of VCCA (NSW) Inc held on Thursday 23<sup>rd</sup> May 2019

### ATTENDANCE

Committee: 8      Members: 12      Family members: 2      Visitors: 1

**APOLOGIES:** Dennis Ballard, Don Liddle, Michael Lowe, Lynette Martin, Peter Martin, David McCredie, Phil O'Loan, Michael and Marilyn Threthrowen and Geoff Yeomans

### MEETING OPENED AT 8:15 PM.

### PRESIDENT'S OPENING REMARKS

The President, Doug Fulford, welcomed all members to the meeting.

### MINUTES PREVIOUS MEETING

Matters arising: Nil

Moved: Graham Weekes      Seconded: Neville Preston

### INWARDS CORRESPONDENCE

#### Invitations:

Tulip Time 24 Sept – 7 October

2019 Shannons Sydney Late autumn classic auction

#### Other Club publications:

Brass Notes      Veteran Torque

ACMC (on line)      Early Auto

#### Other:

Email from Bob Trevan re loss of the Trevan name in the Northern Rivers

Jim Murdoch – sale of model car collection

Malcolm Nixon – change of address

Newcastle minutes

John Burke – TVCCA matters

### OUTWARDS CORRESPONDENCE

Sam Movizio – membership form

Allan Foy – thank you letter for the Peter Simms slide collection

Group emails - Spit and Polish

Moved: Graeme Newman      Seconded: John Fryirs

### TREASURER'S REPORT

Balances of Accounts as presented to the meeting.

Accounts have been paid to GIO, Sydney Water, MIE Print and the cleaner. Income has come from rent and membership.

Moved: Laurie Garrod      Seconded: Graham Steer

**MAGAZINE** Nothing to report



## EVENTS

### Previous events

Barry Shinfield and four others waited for over an hour and half for the *Friday MaSH* run to start and eventually went home. The President apologised and said the event will on tomorrow.

Louise Yeomans thanked David McCredie for hosting the last *Sydney North Breakfast Run*. It was well catered. The workshop inspection was very interesting. Two veterans made the trip.

Peter Weir enjoyed the motoring at the *Pre 1913 Rally* in Orange. Perfect weather for veterans. Euan Coutts in the Scatt, John Wards with the Benz and a few other veterans attended.

Graeme Newman was pleased to have 11 veterans at the Newcastle outing on *National Motoring Heritage Day*.

### Coming events

Entries are open for the Singleton weekend from 14-16 June. The venue for the Sydney North Run is yet to be decided. Entries for *Shannons Eastern Creek* are available from the website as are entries for *HCCA International Tour* at Bathurst and the 2019 *National Veteran Rally* in Bundaberg.

Doug Fulford announced that the *President's Picton Rally* is scheduled for 26 to 28 July. Details will be in *Spit and Polish*.

## PERMIT TO MOVE/REGISTRATION

Neil Martin reported that two permits have been issued and there were no movements.

## LIBRARY

The library and committee room will be painted and recarpeted before the installation of the compactus in about six weeks.

## DATING

An application for 100-year old badge is being processed.

## MEMBERSHIP

Sam Movizio was elected as a member to the club unanimously and the president welcomed him.

**CMC** Nothing to report

**HALL** Nothing to report

**WEBSITE** Nothing to report

## GENERAL BUSINESS

### Badges

A new order for name badges is being prepared. Please email Louise Yeomans if you require a replacement badge. There will be a small cost depending on the size of the order.

### Techie Talk

Barry Shinfield has accomplished the impossible! He no longer needs to crank his 1911 *Talbot* as he has fitted some electronic assistance. Bill Carter in Tasmania fitted one to his *Talbot* so Barry accepted his challenge and now has one on Tilley. The fly wheel has a large diameter so he adapted two *Falcon* ones to fit. It didn't alter the pitch of the teeth. It took hours of work but this is immaterial if it works! Tilley also has had signalling devices and stop lights fitted.

### Amazing brass cleaner

Ron Hattersley demonstrated a new brass cleaner called *Easy Off Bam Soap, scum and shine*. It leaves no residue. He invited members to test it out on some very tarnished brass ware.

### 1959 Centenary of Brisbane

Doug Fulford screened a video made at the above event which featured veteran cars travelling from Brisbane to the Gold Coast and back. He is willing to provide members with a copy. Email him for a copy.

The raffle was drawn.

## MEETING CLOSED AT 9:00 PM.

Doug Fulford  
President

Louise Yeomans  
Secretary

## Events Calendar - Club Events

### JUNE 2019

- 27<sup>th</sup> Committee Meeting starting at 6.30pm  
27<sup>th</sup> Monthly Club Meeting at Club Rooms, Fivedock at 8pm  
28<sup>th</sup> **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

### JULY 2019

- 7<sup>th</sup> **Sydney North Breakfast Run** *See Page 6 for details*  
12<sup>th</sup> **MaSH Branch** Morning Tea run. *Check with Greg Roberts*  
16<sup>th</sup> Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm  
25<sup>th</sup> Committee Meeting starting at 6.45pm  
25<sup>th</sup> Monthly Club Meeting at Club Rooms, Fivedock at 8pm  
26<sup>th</sup> - 28<sup>th</sup> **President's Picton Rally.** *See Page 7 for details*  
28<sup>th</sup> **Newcastle Branch Social Day.** Lake Macquarie Cruise. *See Page 7 for details*

### AUGUST 2019

- 9<sup>th</sup> **MaSH Branch** Morning Tea run. *Check with Greg Roberts*  
20<sup>th</sup> Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm  
22<sup>nd</sup> Committee Meeting starting at 6.30pm  
22<sup>nd</sup> Monthly Club Meeting at Club Rooms, Fivedock at 8pm  
22<sup>nd</sup> **Annual General Meeting at Club Rooms.**  
23<sup>rd</sup> **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

## Events Calendar - National Rallies

### SEPTEMBER 2019

- 17<sup>th</sup> - 23<sup>rd</sup> **2019 National Veteran Vehicle Rally.** Bundaberg/Bargara, Qld. *EOI Form in October 2018 S & P*

### APRIL 2020

- 1<sup>st</sup> - 7<sup>th</sup> **1 & 2 Cylinder National Rally** - Charleville Qld. Hosted by the VCCA (Qld) Inc.  
*Expression of interest form in May 2018 Spit and Polish.*

### OCTOBER 2020

- 11<sup>th</sup> - 17<sup>th</sup> **VCCA National Veteran Rally 2020** - Swan Hill. *See January Spit and Polish for further details*

## Events Calendar - Invitation Events

### JULY 2019

- 2<sup>nd</sup> Oasis Club visit to the Darrell Lea Chocolate Factory Outlet. Meet from 9.45am at KFC, 1 Ingleburn Road, Ingleburn, for 10.45am departure to the Factory Outlet, 3 Brooks Road, Ingleburn. Depart Darrell Lea at 12.15pm for lunch at The Greens Bistro, Ingleburn Bowling Club, 8 Memorial Avenue, Ingleburn. Bring a cooler bag or Esky for your choccies.  
Details and bookings, Les Watton, 9838 8063 M: 0418 973 866.

### AUGUST 2019

- 18<sup>th</sup> **Shannons Sydney Classic.** Hosted by the Council of Motor Clubs at Sydney Motorsport Park.  
For further information go The Council of Motor Clubs Website: [www.councilofmotorclubs.org.au](http://www.councilofmotorclubs.org.au)

## Events Calendar - Invitation Events (cont.)

### AUGUST - SEPTEMBER 2019

30<sup>th</sup> August - 6<sup>th</sup> September 2019

#### **HCCA International TOUR 2019 BATHURST, NSW, AUSTRALIA**

**For Petrol, Steam & Electric, Veteran Cars & Motorcycles produced prior to December 30th, 1916.**

**Hosted by the HCCA 5th Eastern Australia Region Invitation to ALL Veteran Car Clubs worldwide.**

*Rally headquarters will be the famous Mt Panorama Raceway Pit and Corporate area. With Hotel accommodation adjacent to the raceway.*

Any questions, please contact: **Russell & Chris Holden (Rally Directors)**

**Ph 61 422 219 911 or email: russell@oldworldlamps.net**

*Further information and Entry Form in October 2018 Spit and Polish*

### SEPTEMBER 2019

21<sup>st</sup> - 22<sup>nd</sup> 2019 "Clarendon Classic" Rally. The Sydney Antique Machinery Club extends an invitation to members of your club to display at our annual "Clarendon Classic" Rally on 21st and 22nd September. The event is being held at the Hawkesbury Showground, Racecourse Road, Clarendon, opposite the Richmond RAAF Base. Setup is on Friday 20th. See the Registration and Booking form on our website, which you are encouraged to complete and send in beforehand.

The event will feature all kinds of antique and vintage machinery including stationary engines, tractors, trucks, cars, motorcycles, boats, steam power, and model and hobby displays. We are again co-hosting the "Kenworth Klassic" truck display of historic and working Kenworth trucks.

This year's themes are "FIAT" and "Machinery Over 100 Years Old", but of course all exhibits are most welcome.

Please feel free to contact our Event Organizer, Steve Muscat, on 0418 453 203 for additional information, or visit our website: [www.sydneyantiquemachineryclub.com](http://www.sydneyantiquemachineryclub.com).

## Coming Events

### **Sydney North Breakfast Run**

**7<sup>th</sup> July 2019 at 9am**

What about joining us for a warming breakfast at **Geranium Cottage**  
**828 Old Northern Road, Middle Dural 2158.**

Geranium Cottage it is an ideal location for a breakfast run. There's plenty of parking - we can either park on the grass in the front of the premises or if we prefer to park where we can see our cars while we eat breakfast on the road base car park closer to the restaurant.

There is a large roofed veranda with clear plastic walls or exposed exterior eating area in a sunny position.

***But best of all is the all you can eat breakfast deal for \$16.***

The Hot Buffet Breaky all you can eat consists of bacon, sausages, hash browns, mushrooms, tomatoes, spinach, baked beans, eggs scrambled or poached, toast and condiments. Brewed tea and coffee to finish.

After breakfast wander through the nursery specialising in geranium and pelargoniums and visit the historic barn selling local produce.

If you would like to come please let me know by **Wednesday 26 June**  
by phone 0488 082 611 or email: [louise.yeomans1@gmail.com](mailto:louise.yeomans1@gmail.com)



## Coming Events (cont.)

### President's Picton Run

Friday 26<sup>th</sup> - Sunday 28<sup>th</sup> July 2019.

Based at the Picton Valley Motel  
1665 Remembrance Drive Picton NSW 2571  
Phone: 4677 2121 Fax: 4677 1922

Once again we are using Picton Valley Motel as our rally headquarters.

Please book your accommodation direct with the motel on [4677 2121](tel:46772121).  
The motel restaurant isn't operating but we are negotiating with a local club for Friday and Saturday night dinners including a "Christmas in July".

Doug Fulford

*Further information on Page 14*

### Newcastle Branch Social Day Sunday 28th July 2019

In July we are having a social event which is a cruise on Lake Macquarie which includes a hot lunch at the Wangi Wangi Workers Club. Once again, John will need to know numbers a week or two before, so give it some thought and let him know A.S.A.P. to assist. Again, family and friends are welcome to join us.

If you have any further questions about it, give John a call.  
Ph: 4991 1806 Mob: 0412 821 945

*A flyer about the cruise and cost is on page 20.*

### CHRISTMAS PARTY - ADVANCED NOTICE

To be held on 23rd November 2019  
A site has been booked in Lane Cove National Park - further details will follow.

## General

### Do you have an email address?

For the last 3 months the club has trialled sending out *Spit and Polish* by email. You have the magazine in glorious colour. Members who have received the magazine are very enthusiastic. However, some members have missed out as we don't have their email addresses.

If you would like to receive *Spit and Polish* by email and other messages from the club could you email me with your current email address.

It will not be used for any other purpose except club communication.

Louise Yeomans  
[Louise.yeomans1@gmail.com](mailto:Louise.yeomans1@gmail.com)

## Name Badges

Have you lost your name badge?  
Do you need a replacement name badge?

If so please let me know as I will order some name badges for new members after the June meeting. If the badge is a replacement there will be a small cost for the badge but the price depends on the size of the order.

If you would like to order a new name badge please let me know by Wednesday 26 June  
or at the June meeting

by phone 0488 082 611 or email: [louise.yeomans1@gmail.com](mailto:louise.yeomans1@gmail.com)

### Welcome New Member

Samuel Rocco Movizio & Vicki (1147)  
71-73 Brolen Way  
CECIL PARK NSW 2178  
**Associate**  
Ph: (H) 9826 1887  
(B) 9649 3000  
(M) 0412 022 220  
(E) [sam@supercardelegance.com.au](mailto:sam@supercardelegance.com.au)

### Change to Phone Number

Jeff & Kaye Palmer  
have deleted their landline number  
New mobile number is  
M: 0427 965 934

### Change of Address

Malcolm Nixon  
33 Eastlake Drive  
Wagga Wagga NSW 2650

## Editorial

Again I would like to thank the members for the articles, supplied for this edition of **YOUR** Spit and Polish. The more I get from the members the less I have to look for and copy from other sources.

A couple of outing reports this month, one from Louise on the Sydney North Breakfast run which was held at David McCredie's home, which was an enjoyable morning and one from the editor on the Newcastle Branch Birthday outing. A few other fill in articles from Jenny, Louise and Ron, thanks as it helps to fill blank pages.

Coming events for the next month or so are: The MaSH Branch's Morning tea run and their Northern Coffee run. Sydney North Breakfast run, the President's Picton Run. Also the Newcastle Branch are having a social Day with a boat cruise on Lake Macquarie.

Just remember that if you wish to compete for the Hattersley' Cup, articles on outings and a list of those attending must appear in Spit and Polish.

At the moment I have a **very small** supply of material, but it is always handy to have a little extra just incase things get quiet. I would prefer to get more reports on outings attended. So if you have something it would be appreciated.

Just remember a short article can be made into a page presentation with a couple of photos as I have stated before.

Remember this is **"YOUR MAGAZINE"**.

Enjoy your Veteran motoring

*Nev Preston*



## NRMA Veteran Vintage & Classic Insurance Cover



28 May 2019

**Insurance Australia Limited**  
ABN 11 000 016 722  
trading as NRMA Insurance

201 Sussex Street  
Sydney NSW 2000  
Telephone 1800 646 605  
[www.nrma.com.au](http://www.nrma.com.au)

To all NSW motoring clubs and associations,

We value our customers feedback and understand there has been recent concern from car clubs and their members regarding NRMA Insurance's coverage for Club and Historic plated vehicles under the NRMA Veteran, Vintage & Classic Vehicle insurance (VVC).

We would like to assure you that NRMA Insurance's VVC coverage for Club and Historic registered vehicles extends to all circumstances where the use of the vehicle complies with the registration conditions.

NRMA Insurance continues to cover Veteran, Vintage & Classic vehicles that are used for:

- Hobby or recreational purposes
- Special occasion/wedding hire, or
- Club plate use – if Club plate use is shown on your current certificate of Insurance, and only when your vehicle is used in accordance with the applicable club or other designated special limited use registration requirements.

Under NRMA's VVC cover, Club and Historic plated vehicles commuting to and from work will be covered provided the vehicle is being operated within the registration conditions. This is particularly relevant for vehicles currently participating in the Roads and Maritime Services Classic Vehicle Log Book trial, provided that the rules of the trial are followed and the vehicle is being used legally.

For more information about your cover, you can access VVC's Product Disclosure Statement at <https://www.nrma.com.au/car-insurance/veteran-vintage-classic> or contact us on 1800 646 605.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Amanda Whiting', written over a horizontal line.

Amanda Whiting  
EGM Consumer Distribution

*Forwarded from Jenny Fawbert*



## Sydney North Breakfast Run. 5<sup>th</sup> May 2019

Louise Yeomans



*Our Host David.*

When David McCredie offered to host a breakfast run it was an offer to good to refuse. David lives at Galston, a central location for Sydney and Newcastle members, and despite owning a veteran Maxwell, has a wonderful collection of vintage cars. We heeded the warning of winds and early morning showers so the Wolseley's hood was up and we rugged up. It was a clear run up the M2 to Pennant Hills Road and following the instructions, it was easy to navigate to Galston High School. David lives beside the school and we followed the lane to his house, sign posted for the occasion. Phil O'Loan directed the parking and within minutes two of the members of the Antique and Classic Motor Club arrived. They had been lost and followed us!

Soon others arrived, some cooked sausages for breakfast on the BBQ, others mastered the coffee machine and sipped on cappuccinos and ate cakes!

The bush view at the back of the garden was bathed in sunlight and one could have been miles from anywhere it was so peaceful. The wallabies enjoy grazing on the lawns but stayed hidden this morning. Once their coffee was drunk the men disappeared to the large garage to admire David's cars and learn more about their restoration. The Bendeichs arrived in the *Chalmers* with Jeanette and Adam, after a near miss turning right. Mike had a coffee; Adam was relegated to cooking while the girls shared their news.



*David's Maxwell.*



*Yeomans' Wolseley.*

This Packard features a mike for the passenger to speak with the driver and extra seats that slide in. It is a long car.

The restorations are immaculate and the finishes luxurious. Packard perfect!

David's shed is deceptive. Its tidy, well organised and looks spacious. As well as housing the *Packards* and *Maxwell*, there are the fatigued parts from the Maxwell's crankshaft, lathes including an intriguing lathe dated to about 1920, a metal press and other tools indispensable to a car restorer.

In David's car collection are:

1912 blue *Maxwell* roadster which was purchased fully restored. Unfortunately David had to undertake a total mechanical rebuild due to issues discovered after purchase. 1922 grey/black *Packard* Sports tourer - total ground up restoration undertaken by David. 1929 blue/black *Packard* 633 roadster - total ground up restoration undertaken by David. 1930 blue/black *Packard* 740 Limousine sedan – David purchased this Packard after the death of his best friend Don who had been restoring this car for many years. David completed restoration.



*Broken crankshaft of the Maxwell*



At about eleven, people started to drift off. Shinfields were driving to Berrima. Martins had a load of wood to deliver. We beat the cold change and the rain home. It was very generous of David to host the event. Despite the mix up with phone numbers there was a great roll up of people. People did eat their breakfast!

**VCCA(NSW) Inc**

Mike, Denise and Jeanette Bendeich and Andrew 1913 *Chalmers*

David McCredie 1912 *Maxwell*

Geoff and Louise Yeomans – 1914 *Wolseley*

Modern

Laurie Garrod

Phil O’Loan

Neville Preston

Ian, Janina, Jackson and Max Shinfield

Neil and Lynette Martin

Robert Fordham

Barry and Dorothy Shinfield

Les Watton

**Antique and Classic Motor Club**

Ross and Sandra Burgess

Warren Cole

Phillip Youngman

Harvey and Carol Claypole

Andy Yeend



*Direction sign for those lost.*

Thank you to Phil O’Loan, Laurie Garrod and Geoff Yeomans for the more technical information.



*David’s comprehensive workshop.*



*Robert, Geoff, Barry, Laurie, Lyn & Louise*



*Mike’s Chalmers.*



*Laurie, Geoff, Nev & Phil.*

*Some Photos courtesy of Andy Yeend (ACMC)*



## Newcastle Branch Birthday Run - Sunday 19<sup>th</sup> May 2019

The Editor

This event we hold each year to celebrate the 100th Birthday of the veterans that have turned 100, but as we have now exceeded that period we will have to think-up another excuse to hold the event. I am sure we will.

The day started at John and Kellys' home with, again a very nice morning tea put on by Kelly, a highlight of the day's outing. This fills in a good hour or more of chatting and feasting before we head off on our run to the lunch venue.

As advertised we were to be going to the Paxton Bowling Club for lunch, but at very short notice that was cancelled due to health problems with the chef's wife. So John had to do some quick research and find another venue and he found that the Bellbird Hotel at Bellbird were happy to accommodate us.



*Morning tea feast.*



*1912 F.N., & 1918 Buick*

So off we headed, along some very quiet back roads of the Pokolbin area before heading back into Cessnock. Then out through Bellbird Heights and Bellbird. Across to Ellalong then through Paxton and returning to our lunch venue the Bellbird Hotel.



*1913 Talbot, 1914 Talbot, 1917 Maxwell & 1912 Hupmobile*





1916 Buick, 1913 Hupmobile, 1916 Buick & 1918 Essex



1911 F,N,



1918 Essex

Starters

John, Kelly, Paton & Ruby Burke .....	1918 Essex
Max & Joan Burke.....	1912 Hupmobile Model 20
Allen Dunlop & Allen Davis .....	1916 Buick
Peter Cockbain & Kay .....	1918 Buick
John Brumby & Jeanette Moore .....	1917 Maxwell
Graeme, Karyn & Abbey Newman .....	1914 Talbot
Nev Preston.....	1913 Talbot
Chris Duncan, Catherine, Jennifer, Helen & Issac Strutt ..	1911 F,N.
Matthew Burke & Yvette Bugeia & Friend.....	1913 Hupmobile
Wayne, Joanne Harris & family .....	1916 Buick
Neil, Toni, Conrad & Alexandria Adams .....	1912 F.N.
Rick, Karen & Alex Thomas .....	Modern

Thanks to John for organising another great outing with 11 veterans in attendance, even if 6 of them were from the Burke family, also thanks to Kelly for the morning tea.

## The President's Picton Run

**Friday 26<sup>th</sup> – Sunday 28<sup>th</sup> July 2019**

The run is on again this year and will hopefully be better than ever. Normally held late August it has been moved forward one month as it was too close to the HCCA Bathurst rally.

Friday we are visiting historic Wivenhoe, an historic house built in 1837 and almost certainly designed by John Verge who also designed Camden Park and Elizabeth Bay House. Not only will we have a guided tour but we get to enjoy afternoon tea in the house itself.

Saturday we will be heading south via Thirlmere and Wilson Drive to the Southern Highlands. There is a real treat in store for us there as we are visiting Craig Robson's "Fairground Follies", an amazing collection of very large scale antique mechanical music making devices including a musical carousel from Luna Park and the "Taj Mahal". If you haven't ever experienced it let me tell you its something not to be missed and if you have already experienced it I don't have to tell you how amazing it truly is. Sunday we are planning a short run to another local historic property.

Once again we are using Picton Valley Motel as our rally headquarters – please book your accommodation direct with the motel on 4677 2121.



*Historic Wivenhoe*

The motel restaurant isn't operating but we are negotiating with a local club for Friday and Saturday night dinners including a "Christmas in July".



*"Fairground Follies"*

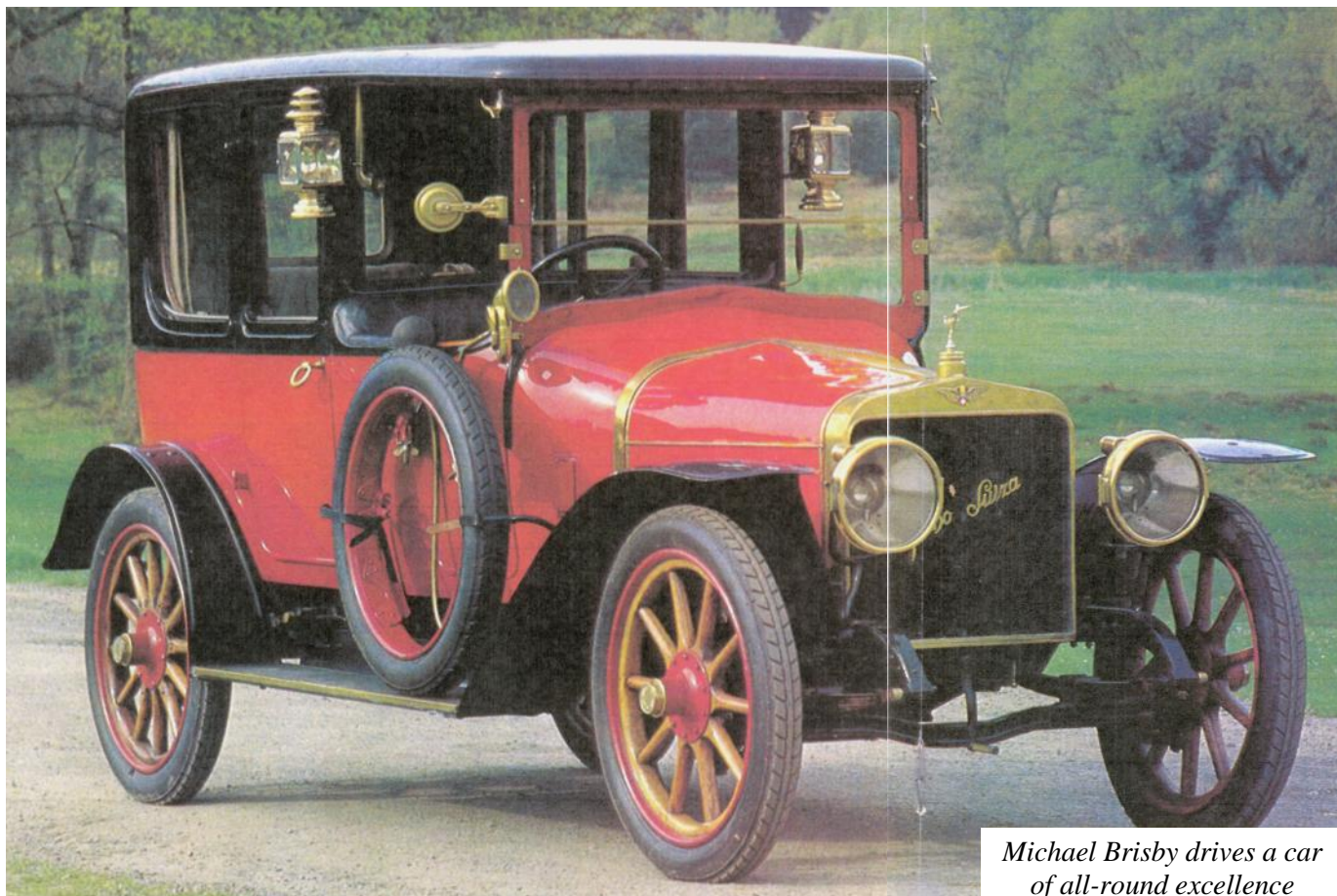
Vivian and I would dearly love you to join us on what promises to be a very enjoyable weekend.

We will email finalised details shortly but suggest you secure your accommodation now.

Any queries can be directed to me (Doug Fulford). My home number is 4654 5432 and my email address is [dougfulford@people.net.au](mailto:dougfulford@people.net.au).



## On The Road Today: *with an Edwardian Hispano Suiza*



*Michael Brisby drives a car  
of all-round excellence*

**There we were in what seemed like the focal point of straffing attacks by every golfer in Surrey while I wondered what it is that drives photographers to do their work in the most awkward sites. At last the player we had watched live up to his warning that a ball struck by him might go in any direction, moved off to bombard another stretch of greenery, but as he came abreast the car's radiator with the name Hispano Suiza glinting in big letters across it, he stopped.**

“Whorr,” he interrogated, “What is it?”

“It is a Hispano Suiza,” I replied.

“Never heard of it” our visitor snorted and with a rattle of clubs turned on his heel and stomped off.

It takes someone with a long memory or more than a passing interest in motorcars to recall that once that proud title indicated a motorcar that was amongst the finest money could buy.

Much better informed enthusiasts will know that by a happy combination of circumstances Marc Birkigt moved from Switzerland and clocks to engineering in Spain. That his talents as a designer of motorcars were recognised in Birkigt's very early twenties and a company, Hispano Suiza Fabrica de Automovils, was formed to make his cars in 1904 at Barcelona.

Within a short period the excellence of the Hispano Suiza products attracted the attention of knowledgeable and enthusiastic motorists in Spain. Amongst those early enthusiasts was King Alfonso of Spain but few people outside Spain knew, let alone bought Hispanos until the manufacturer's success in the 1910 Coupe de L' Auto races for voiturettes and a production version of that car was offered for sale. This model was named after King Alfonso who owned more than one, and it was renowned for its performance, nimbleness and quality. By the time war broke out Hispano Suiza were enjoying wide acclaim and in the years between the Great War and the Second World War they built upon that reputation with a series of cars that offered a superb blend of excellent design, innovation and quality with performance in the broadest sense which few other manufacturers could rival.

The car I recently drove is almost certainly a 1912 example of the marque and a very rare motor-car because very few examples of Hispano Suiza's limited pre-war production survive. It was discovered in South America and imported to Britain by Antique Automobiles in 1975. Hugh Cook, a former director of that company, recalls that it was then quite exceptionally original and complete in every respect.

The car was made to run and then sold to a customer who required it to be rebuilt from end to end so the original, but faded paint, was removed as was the original interior trim and the car was given the cosmetic facelift desired.

The lack of positive information about pre- Great War Hispano Suiza products is high- lighted by the fact that since the mid- seventies it appears that no-one has positively identified which, of over thirty-five designs Marc Birkigt produced between 1904 and 1914, this car is. The indications are that it is a 30 h.p. of around 4½-litres - it is definitely not an Alfonso.

Upon leaving Antique Automobiles this Hispano passed through various hands and I was fortunate to be able to discuss the car with the owner immediately prior to its being offered for sale by Stephen Langton.



When that owner acquired the car it was perhaps not in the best of health and he took pains to put matters right - and to great effect as I discovered. When I heard that such an interesting car was “between owners” I asked if I might try it and I am very glad to say that Stephen generously agreed.

Although not a very large car by Edwardian standards this is a very imposing motorcar, tall and quite narrow with a formal body which one might safely assume would make it a ponderous machine to drive. I might add that I also expected it to be difficult for someone driving only his second Edwardian.

Initially the car was difficult because what turned out to be fuel starvation due to a leak in the fuel system gave the car an opportunity to imitate an athsmatic with a coughing bout. However, once the engine was properly fed the car was quite transformed. During the hours I spent with the car, I fell further and further under its spell. There were several reasons.

Although a degree of clutch drag meant that from rest first gear had to be taken by surprise, the clutch is very pleasantly weighted and smooth in its engagement. More importantly, from my point of view, I found the gearbox to be quite excellent. There is a right-hand gate change with first forward on the outer plane; reverse is selected by depressing the button on top of the lever, moving the lever further out and back.

I progressed up through the gears without any problem and found the gate was easy to negotiate but when I changed from third to top I just could not believe it had slipped in so swiftly and for a moment assumed I must be in neutral! To my surprise downward changes were almost as easy, once I learned that a very slight increase in engine speed mid-change is all that is required.

Later in the day it dawned upon me that all trepidation about the next gearchange had gone and that instead I was thoroughly enjoying an exceptionally pleasant gearbox. My reading has left me with the impression that a number of continental cars suffered for many years from having ratios suitable for clawing up mountain passes or batting down long straight roads and nothing much between, but this car has nicely spaced ratios with a very useful range in third.

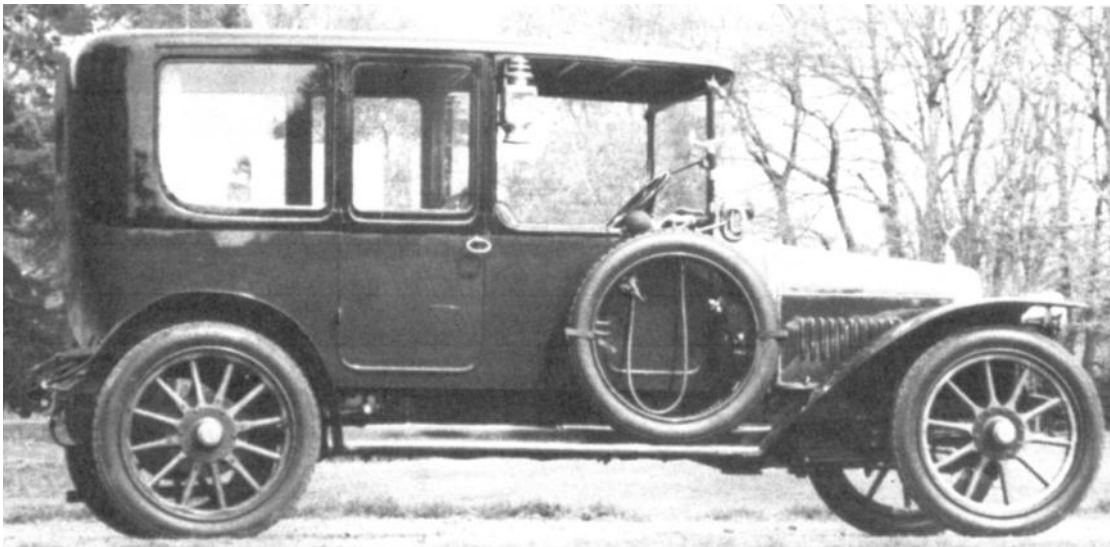
It was only as I gained confidence with the gearbox that I began to allow the engine to build up speed between changes and once I did that I discovered unexpected acceleration and performance from this outwardly sedate looking motorcar.

I am not going to try to pretend that this Hispano is a sports car in disguise but I am confident that many people would be astonished by just how well it does go.

I understand that the last time the engine was dismantled, measurements were taken which suggest a capacity of around 4,500 c.c. and the exhaust manifold's contours do suggest that the T-head engine breathes well. In any event the car does not merely gather way it accelerates quite noticeably and a passenger confirmed my impressions. Indeed he went on to mention that the ride in the “first-class” section in the rear does become quite lively if the “man” up front gives the car its head.

For all the Hispano's height and weight the chassis behaviour is most praiseworthy. Before driving the car I had





noted that the channel section of the front dumb irons is packed with wood and that the design of the front axle indicated considerable thought. This attention to detail probably explains the very pleasant steering and the car's excellent directional stability on broken or undulating surfaces.

The pedal layout is conventional with a right hand accelerator and the central foot brake operating a transmission brake. I try to remember to approach transmission brakes with proper caution and am now well used to the idea of relying on the brake lever for all retardation. On this car, such a technique is particularly well worth adopting because the transmission brake is singularly unimpressive.

I am quite sure that the hand-brake will lock the rear wheels on a dry road in an emergency, and would imagine that studied anticipation is required on a wet surface.

As you may have noticed I have made much of the Hispano Suiza's unexpected liveliness but it can also be driven in a most dignified fashion displaying acceptable smoothness and considerable reserves of torque. There is a certain amount of mechanical noise from the engine and indirect gears, but nothing unpleasant, nor are there any rattles or squeaks from the coachwork which is unusually taut.



*The bi-block T-head engine is set well back in the chassis*

The splendour of the interior is probably best illustrated by our photographs but it is worth mentioning that the unusually generous window area gives the rear compartment a pleasantly airy feeling. I noted that there is no provision for carrying luggage on the roof or at the rear of the car so presumably the original owner used the car for relatively short journeys or made other arrangements for the transportation of baggage.

Although the driving compartment is very much less luxurious than the appointments in the rear it is by no means stark or uncomfortable and the standard of the woodwork incorporated in the forward roof section is notably good. In fact I rather doubt whether an enthusiastic owner would be content to leave all the driving duties to a chauffeur - why should the "paid hand" have all the pleasure of such a fine and expensive machine?



*Berquin & Roltier of Neuilly, Paris were responsible for the coachwork.*

I think it is always very interesting to sample the cars which established a fine reputation for the great marques, and this car did much to enhance my appreciation of the son of product which attracted first the Spanish aristocracy and then established such an enviable reputation for Hispano Suiza throughout Europe.

However, while this car was being built the Swiss genius, Birkigt, probably considered it out-dated - he was already embracing monobloc engines with valves actuated by an overhead camshaft and may well have been looking forward to supplying his chassis with four-wheel brakes. That very diversity of models which obscures the true identity of this Hispano Suiza within the model range also reflects the restless and prolific mind of an engineer who worked steadily to refine and improve the motorcar - one who went on to produce some of the very finest motor-cars of the twenties and thirties.



*The chassis plate gives due credit to Birkigt.*

*All photographs for this feature by Nicky Wnght*

*Article copied from The Automobile, July 1983*

## Interesting Take on Electric Cars

HANS HERMANN  
ENGINEERING  
3510 Bahia Blanca W 39 Laguna Woods

### YOU ALSO HAVE TO DISPOSE OF THE BATTERIES WHEN THEY ARE SPENT

As an engineer, I love the electric vehicle technology. However, I have been troubled for a long time by the fact that the electrical energy to keep the batteries charged has to come from the grid and that means more power generation and a huge increase in the distribution infrastructure. Whether generated from coal, gas, oil, wind or sun, installed generation capacity is limited. A friend sent me the following that says it very well. You should all take a look at this short article.

INTERESTING - One other question: If electric cars do not use gasoline, they will not participate in paying a gasoline tax on every gallon that is sold for automobiles, which was enacted some years ago to help to maintain our roads and bridges. They will use the roads, but will not pay for their maintenance!

In case you were thinking of buying a hybrid or an electric car: Ever since the advent of electric cars, the REAL cost per mile of those things has never been discussed. All you ever heard was the mpg in terms of gasoline, with nary a mention of the cost of electricity to run it. This is the first article I've ever seen and tells the story pretty much as I expected it to

Electricity has to be one of the least efficient ways to power things yet they're being shoved down our throats. Glad somebody finally put engineering and **math** to paper.

At a neighborhood BBQ, I was talking to a neighbor, a SC Hydro executive. I asked him how that renewable thing was doing. He laughed, then got serious. If you really intend to adopt electric vehicles, he pointed out, you had to face certain realities. For example, a home charging system for a Tesla requires 75 amp services. The average house is equipped with 100 amp service. On our small street (approximately 25 homes), the electrical infrastructure would be unable to carry more than three houses with a single Tesla, each. For even half the homes to have electric vehicles, the system would be wildly over-loaded.

This is the elephant in the room with electric vehicles. Our residential infrastructure cannot bear the load. So as our genius elected officials promote this nonsense, not only are we being urged to buy these things and replace our reliable, cheap generating systems with expensive, new windmills and solar cells, but **we will also have to renovate our entire delivery system!** This latter "investment" will not be revealed until we're so far down this dead-end road that it will be presented with an 'OOPS ... !' and a shrug.

If you want to argue with a green person over cars that are eco-friendly, just read the following. Note: If you ARE a green person, read it anyway. It's enlightening.

Eric test drove the Chevy Volt at the invitation of General Motors and he writes, "For four days in a row, the fully charged battery lasted only 25 miles before the Volt switched to the reserve gasoline engine." Eric calculated the car got 30 mpg including the 25 miles it ran on the battery. So, the range including the 9-gallon gas tank and the 16 kWh batteries is approximately 270 miles.

It will take you 4.5 hours to drive 270 miles at 60 mph. Then add 10 hours to charge the battery and you have a total trip time of 14.5 hours. In a typical road trip, your average speed (including charging time) would be 20 mph. According to General Motors, the Volt battery holds 16 kWh of electricity. It takes a full 10 hours to charge a drained battery.

The cost for the electricity to charge the Volt is never mentioned, so I looked up what I pay for electricity. I pay approximately (it varies with amount used and the seasons) \$1.16 per kWh.  $16 \text{ kWh} \times \$1.16 \text{ per kWh} = \$18.56$  to charge the battery.  $\$18.56 \text{ per charge} \div 25 \text{ miles} = \$0.74 \text{ per mile}$  to operate the Volt using the battery. Compare this to a similar size car with a gasoline engine that gets only 32 mpg.  $\$3.19 \text{ per gallon} \div 32 \text{ mpg} = \$0.10 \text{ per mile}$ .

The gasoline-powered car costs about \$20,000 while the Volt costs \$46,000 - plus. So the American Government wants loyal Americans not to do the math, but simply pay three times as much for a car, that costs more than seven times as much to run, and takes three times longer to drive across the country.

*Also read the article on page 9 of Open Road May/June 2019*

*Contributed by Ron Hattersley*



## WD 40

Before you read to the end, do you know what the main ingredient of WD-40 is?

somebody's a neighbour who had bought a new van. I got up very early one Sunday morning and saw that some vandal had spray painted red all around the sides of this white van. somebody's went over and told him the bad news. He was very upset and was trying to work out what to do, probably nothing until Monday morning, since nothing was open.

Another neighbour came out and told him to get some WD-40 and clean it off. It removed the unwanted paint beautifully and did not harm the paint that was on the van. I'm impressed! WD-40 - how did someone work out it would do that?

'Water Displacement No.40' The product began from a search for rust preventative solvent and degreaser to protect missile parts. WD-40 was created in 1953 by three technicians at the San Diego Rocket Chemical Company. Its name comes from the project that was to find a 'water displacement' compound. They were successful with the fortieth formulation, thus WD-40. The Convair Company bought it in bulk to protect their atlas missile parts. Ken East (one of the original founders) says there is nothing in WD-40 that would hurt you. It's the first thing that has ever cleaned that spotty shower screen. If yours is plastic, it works just as well as on glass. It's a miracle! Then try it on your cooker top .... Kazamm! It's now shinier than it's ever been. You'll be amazed.

Here are some other uses:

- |   |  |
|---|--|
| <ol style="list-style-type: none"> <li>1. Protects silver from tarnishing.</li> <li>2. Removes road tar and grime from cars.</li> <li>3. Cleans and lubricates guitar 20 strings.</li> <li>4. Gives floors that 'just-waxed' sheen without making them slippery. (not sure about this)</li> <li>5. Keeps flies off cows.</li> <li>6. Restores and cleans blackboards.</li> <li>7. Removes lipstick stains.</li> <li>8. Loosens stubborn zips.</li> <li>9. Untangles jewelry chains.</li> <li>10. Removes stains from stainless steel sinks.</li> <li>11. Removes dirt and grime from the barbecue grill.</li> <li>12. Keeps ceramic/terra cotta garden pots from oxidizing.</li> <li>13. Removes tomato stains from clothing.</li> <li>14. Keeps glass shower screens free of water spots.</li> <li>15. Camouflages scratches in ceramic and marble floors.</li> <li>16. Keeps scissors working smoothly.</li> <li>17. Lubricates noisy door hinges on vehicles and doors in homes.</li> <li>18. It removes black scuff marks from the kitchen floor! Use WD-40 for those nasty tar and scuff marks on flooring. It doesn't seem to harm the finish and you won't have to scrub nearly as hard to get them off. Just remember to open some windows if you have a lot of marks.</li> <li>19. Dead insects will eat away the finish on your car if not removed quickly! Use WD-40!</li> <li>20. Gives a children's playground gym slide a 20 shine for a super fast slide..</li> <li>21. WD-40 is great for removing crayon from walls. Spray on the mark and wipe with a clean rag.</li> <li>22. Also, if you've discovered that your teenage daughter has washed and dried a tube of lipstick with a load of laundry, saturate the lipstick spots with WD-40 and rewash. Presto! The lipstick is gone!</li> </ol> | <ol style="list-style-type: none"> <li>23. Lubricates tracks in sticking home windows and makes them easier to open.</li> <li>24. Spraying an umbrella stem makes it easier to open and close.</li> <li>25. Restores and cleans padded leather dashboards in vehicles, as well as vinyl bumpers.</li> <li>26. Restores and cleans roof racks on vehicles.</li> <li>27. Lubricates and stops squeaks in electric fans.</li> <li>28. Lubricates wheel sprockets on tricycles, wagons, and bicycles for easy handling.</li> <li>29. Lubricates fan belts on washers and dryers and keeps them running smoothly.</li> <li>30. Keeps rust from forming on saws and saw blades, and other tools.</li> <li>31. Removes splattered grease on stove.</li> <li>32. Keeps bathroom mirror from fogging.</li> <li>33. Lubricates prosthetic limbs.</li> <li>34. Keeps pigeons off the balcony (they hate the smell).</li> <li>35. Removes all traces of duct tape.</li> <li>36. Folks even spray it on their arms, hands, and knees to relieve arthritis pain.</li> <li>37. WD-40 attracts fish. Spray a little on live bait or lures and you will be catching the big one in no time.. Also, it's a lot cheaper than the chemical attractants that are made for just that purpose. Keep in mind though, using some chemical laced baits or lures for fishing are not allowed in some counties.</li> <li>38. Use it for gnat bites. It takes the sting away immediately and stops the itch.</li> <li>39. if you spray your garden pots around the sides it stops slugs/snails eating your plants</li> <li>40. removes chewing gum from anything.</li> <li>41. And for some reason.....spray it on your arthritic knee joints etc and it will ease them.</li> </ol> <p>P. S. The basic ingredient is FISH OIL..</p> |
|---|--|

*Contributed by Louise Yeomans*



## Loop the Lake Cruise

Departs the last Sunday of each month @ 10am (5.5hrs)

Boarding at Booragul Public Wharf, Behind Awaba House, First St Booragul

Adults \$85– Concession \$80 – Child (up to 17yrs) \$40



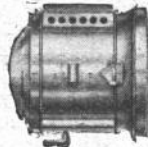
Allow us to take you to the hidden waters of beautiful Lake Macquarie. Step aboard the “M.V. Lady Mac” to cruise the largest salt water lake in the Southern Hemisphere and experience the fabulous scenery and wildlife the lake has to offer. Departing Booragul, enjoy Devonshire morning tea as you cruise the eastern side of Lake Macquarie. Leave the most populated suburbs in your wake as we round Pulbah Island Nature Reserve sighting the distant bays and conservation areas at the bottom of the lake. Continue to loop the lake arriving at the Wangi Workers Club for a hot cooked lunch overlooking the waters of Wangi Bay. After lunch we reboard the vessel and have time for some light sweets before we complete our loop.



# RUSHMORE



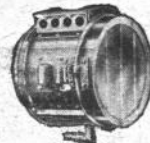
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**Dozens of grease caps**, mostly steel and assumed American. Let me know what you need. \$5 ea or make an offer for the lot [1]

**Howes and Burley (H&B) Projector 8" headlamp**, model number 960, no burner, incorrect clamp bolts, needs restoration but in good order, \$250 [2]

**Howes and Burley (H&B) 1029 LHS sidelamp**, in very good, complete condition, has a cracked lens, \$175 [3]

**Pair Shell Motor Spirit cans**, one in good order and one in fair condition. \$120 for the pair. [4]

**A.L. Franklin motormeter** in the shape of a lighthouse, good order, thermometer may need replacing, \$150 [5]

**Contact:** Jeff Palmer (02) 0427 965 934 or email [jasper.1912@bigpond.com](mailto:jasper.1912@bigpond.com)  
[4-19]





## Classifieds

This page will automatically have our supporting advertisers as a bold listing as part of their yearly advertising cost.

### Wanted for our Web Site

Early rally flyers (entrant lists) of major rally's such as the Blue Mountains event for events prior to 1960. We have a number of old photo's of cars in events.

It would be nice to be able to identify the events the cars were taking part in.

'Before and After' photo's of any veteran vehicles members may have restored, along with some details of the car and restoration. We want to add a section to the Website to highlight what can be achieved with the persistence and talent (or money) our members possess.

Any other articles or ideas to publish on the website.

Please contact us on the details below or talk to me at a Club meeting.

**Contact:** Graeme & Abbey Newman Ph: 4392 1035 (H) 0412 138 063 (Mob)  
[kazngra@bigpond.com](mailto:kazngra@bigpond.com) or [events@vccansw.org](mailto:events@vccansw.org) or contact us via the website.

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Other businesses or people who provide a service can place a listing here for only \$20 per year or part there of (August to July). If you know someone who provides a service that may be of benefit to club members please encourage them to partake in this section as it will help them, other club members and the club itself. I've started the list with our current supporting advertisers.

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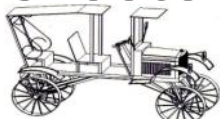
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