



Spit and Polish

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

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Hon. Editor and Editorial Address—

Dr. GEOFFREY LEHMANN,

30 Killarney Street,

Mosman.

January, 1967.

Phone: 96-3477.

EDITORIAL

May I wish you all a happy and prosperous new year.

MEETING NOTICE

The next meeting will be held on THURSDAY, 26TH JANUARY, 1967 at the Royal Aero Club, Bankstown.

After the meeting there will be a talk about the foundation of the Club.

10 WAYS TO KILL YOUR CLUB ...

1. Don't come to meetings.
2. If you do, come late.
3. Find fault with the officers and members.
4. Never accept an office; it is easier to criticise than to do things.
5. Nevertheless, get annoyed if you are not appointed to a committee.
6. If appointed to a committee, don't attend its meetings.
7. If asked by the chairman to give your opinion, say nothing. Afterwards tell everyone how you think things should have been done.
8. Do no more than necessary. When others roll up their sleeves to help things along, say the club is run by a clique.
9. Hold back your fees as long as possible, or don't pay at all.
10. Don't bother about getting new members, but if you do, be sure they are moaners like yourself!!

DATES TO REMEMBER:

February 12th Concourse judging day.
March 11th, 12th The Blue Mountains Rally.

<u>HANDICAP POINT SCORE</u> -	
C. Parker	40
M. Welch	50
J. Jeffrey	40
A. Foy	40
M. Roberts	10
D. South	20
L. Jones	20

CONCOURS JUDGING

This year the concours judging will be held at the Royal Aero Club, Marion Street, Bankstown, commencing at 10 a.m.

Plenty of picnicking area so bring the family along and help make the day a success. For those who prefer to lunch in the club dining room, please contact Arthur Garthon on 521/3406.

Entries close for the National Tour starting from Albury on April 1st in a few days.

EVOLUTION

Changes take place round us without most of us having any awareness of them.

Take fashion, for instance. At the beginning of the century there were women - mostly the then oldies - walking along the streets, not literally but actually, dragging the lower edge of the back of their dresses along the ground! Think of it! Imagine the dirt, and the abrasiveness of the paths. A few years later the feet were just visible at the hemline as their owners walked. Years later - would you believe it? - the hemline was above the ankle! Then halfway up the calf! Then six inches below the knee! How disgraceful! Then the knee was reached, and the upward surge of the hemline left the knee for dead. How beautiful! And now we find ourselves seeing more and more of the chassis. (Some of us, anyhow!)

But whilst this evolution takes place, we are able to observe the opposite effect amongst our old "affectionables" - the motor car. At the beginning of the century a distinct and separate chassis was built, onto which a body was fashioned, and eventually completed bodies were placed onto the chassis (and anchored appropriately). In the early stages these bodies were almost exact replicas of sulky and buggy bodies, even to having a shallow padded board six to nine inches above the seat, and held by the well-known quarter or three-eighth rod, not welded, of course, but worked on the anvil after having been brought to red heat in the forge.

As speeds increased - up to a cruising speed of 15 m.p.h. no less! - the bodies were made higher at the sides and back, and safer, but one could still "look out over the side". (We have seen proof that this still existed in 1923!) Gradually the centre of gravity was lowered, till we have now reached the "mechanised skate board". But the body must still close round and over us, so that whereas we used to "step onto the footplate", and later, "clamber onto the running board" then enter the body, so we now have the "A.I.F." body, i.e. "Posterior in first". The only method of entry is to sit backwards into the vehicle, leaving one foot on the ground, then withdraw it into the body after one is seated.

We are indeed a lucky band of enthusiasts, we veteran car owners. The rate of progress of the motor vehicle has been steady for many years, but the sudden boost of the last twenty years has placed the motor vehicle in a more lethal category than it has ever been in. Speeds are becoming so relatively terrific that most slow-moving traffic constitutes a hazard, to say nothing of being instrumental in causing traffic delays by regulating the speed of following traffic. This may mean nothing in 1967, but after the next fifty years, will there be in general use, or even partial use, the current-carrying guiding wire under the surface of the road? Will vehicles, by then, almost need no driver? which implies automatic braking. Will our old vehicles be allowed on the usual highways, or be instructed to use only secondary roads? Is there an alternate route to Katoomba? Or will we (or our grandsons more like it!) have to freight the cars across the mountains and have our (or their) run "out in the open country"?

What a tornado of thoughts come rushing into one's mind when consideration is given to another bit of evolution - that evolution from the freedom of driving a vehicle anywhere without restriction! (When I say "without restriction" I am omitting such things as Registration, Insurance, Driver's Licence, Parking Restrictions, One-Way Streets, Wife and/or mother-in-law). Ours is probably the

last hobby of this type to be running. There are heavy restrictions now on the flying of early aeroplanes. Under some conditions, small craft are not allowed to proceed unless fitted with radio, both receiving and sending.

It is fairly certain that future generations will not find - by design or by accident - a discarded missile, work on it for a time, and travel out into space.

While remarkable improvements have been made over the years to the internal combustion engine, it has taken over fifty years to arrive at the Wankel powerplant, with its terrific compactness in space and weight saving. In the same way, doubtless in fifty years' time the present particularly bulky and expensive means of launching a missile will be "old hat", and our grandchildren will marvel at pictorial records of our present day achievements. But they will never be able to resurrect any of them and have meetings with them either on earth or in space.

Does not the thought of all this inspire us with a desire to use these old vehicles as much as possible - while we can?

Yes, we are indeed a lucky band of hobbyists, being the first into the field of "veterans" of any sort. And we are doing a lot of good for the community as a whole, by keeping these old girls running, and keeping them before the public. Let's do it as much as we can - while we can!

SOME STATISTICS

There are 234 members' cars listed in the 1965-66 Roster, and 80 different makes of cars. This does not take into consideration the number of all cars, as some members are listed as having "others".

There are 180 listed members and 57 Associate, Junior, Honorary and members without cars.

Year of Manufacture and number of cars in each year

1900 - 1	1901 - 2	1902 - 1	1903 - 6	1904 - 4	1905 - 1
1906 - 8	1907 - 3	1908 - 16	1909 - 13	1910 - 27	1911 - 33
1912 - 38	1913 - 26	1914 - 22	1915 - 16	1916 - 9	1918 - 1
No year mentioned - 7					

Number of Associate and Junior members and members without cars - 57

Make of Car and number of cars of each

F.N.	3	Rolls Royce	8	Delage	1
Oldsmobile	4	Ford	30	Studebaker	2
Chalmers	1	Cadillac	8	Metz	2
Austin	3	Overland	9	Buick	8
Belsize	1	Renault	20	Napier	2
Dodge	2	Cottin et		Bedelia	1
Empire	2	Desgouttes	1	B.S.A.	3
Maxwell	1	Argyle	2	Wolseley	5
Fiat	8	Mitchell	3	N.A.G.	1
Panhard Levassor	2	Darracq	3	Berliet	3
Oakland	3	Star	1	Spyker	1
Reo	1	Vauxhall	3	Hupmobile	9
Brush	3	F.L.	1	Talbott	4
Minerva	4	Clement Bayard	3	Delahaye	1
Auburn	1	S.C.A.T.	3	Crossley	2
Daimler	2	Franklin	1	Mors	1
Humber	5	Locomobile	1	Otav	1
Martini	1	Stoewer	1	Dayton Rambler	1
Baker Electric	1	Benz	5	Trumbull	1

Sharron	1	Metallurgique	1	Armstrong Whitworth	3
Siddeley Peasy	1	Le Zebre	1	Sizaire Naudin	1
Alldays and Onions	1	Sunbeam	2	Mercedes	1
Clement Talbot	2	Mereweather	1	Rochet	1
Vulcan	1	Hudson	2	Pope Tribune	1
International	3	De Dion	4	Calthorp	1
Humberette	1	Grant	1	Hillman	1
Austro Daimler	1	Tarrant	1	Straker Squire	1

LOOKING BACK

Nothing is new under the sun, it is said, and certainly in motoring history plenty of ancient ideas come up branded "new". The electric car which Grandpa drove will soon be with us again. The slogan "East-West", recently popularised, could have been applied to the Franklin engine of over half a hundred years ago.

But the most surprising of all resurrections from the dead is the Veteran Car movement itself.

As far back as 1910, a movement was instituted to preserve "old" cars for the benefit of posterity, and an 1895 Panhard Levassor was bought by public subscription and presented to the Science Museum at South Kensington, London.

A committee of veteran motorists gathered together a fleet of "early" motor vehicles, and put them on show at the White City. When the building was taken over by the military during World War I, the collection was dispersed. It apparently vanished into thin air, to be followed by the "movement" --- and probably its sponsors as well.

- JACK CHENERY

Letter from Wm. H. Lober, Managing Director, W.H. Lober and Co. Pty. Ltd.:

"Dear Dr. Lehmann,

As you showed interest in my recent communication concerning Buick cars, I could give you some other history of those early days which might be of interest to your members.

The first item to which I would refer is that of the introduction of the Model 'T' Ford to New South Wales. In those days, before the First War, there was a well-known timber-merchant firm known as Davies and Fehon, and there were two men by the name of Davies in that firm, one being Arthur Davies, and the other Lou Davies.

Arthur was the commercial man, really, and, visiting the west coast of the United States somewhere about 1912, looking for timber such as redwood, fir and so on, he was taken around some of the properties there in a Model 'T' Ford, which was then becoming fairly well-known in the United States.

He was very impressed by its performance, ease of handling and so on and, upon his return to Sydney, he spoke to Lou, and between them they decided that they would apply for the Franchise for N.S.W.

After some negotiation, this was granted, and they started to import Model 'T's with, of course, the old brass radiator as part of its equipment. They found a ready acceptance for these vehicles, and imported more and more, to the extent that they realised that they would have to make a separate organisation of it and divorce it from the timber organisation.

Thus, they formed 'Davies and Davies Ltd.' and built for themselves what was then a very fine building in Hunter Street, on the left-hand side going up, not far from Macquarie Street, from which place they delivered the cars that they had imported, of course fully assembled.

The business prospered, and the volume that they obtained was truly, for those days, astronomical. Then came the '14-18 War with its usual problems for importers, but they managed to bring in quite a number of vehicles during that period.

In 1926 or 1927, the Ford Company decided that they would follow the lead of General Motors, and separate the country business from the metropolitan business, and took from Davies and Davies all of the country dealerships, or, as they were known in those days, "country agents", and the Ford Company itself had the distribution to the country areas.

This did not suit the Davies Brothers, particularly Arthur, and they decided that they would ask the Ford Company to find another distributor for the Metropolitan Area, buy from them the goodwill that they had created, and all of the spare parts.

Eventually, a deal was made, and Lou Davies himself told me, years later, at the Automobile Club, that they grossed something like £2 Million - probably the equivalent of \$50 Million today - out of the deal.

Then Arthur looked at Lou, and said, "Well, what are we going to do with the money?" They talked around it for a while and, having done such a large proportion of their business in the more recent years on Terms basis, decided that they would form a Finance Company to take care of all this work.

Having parted with the Ford people on most amicable terms, the Ford people were quite prepared to allow the Davies brothers to handle their Time paper, and so was born this great Australian Guarantee Corporation, as it is today.

Of course, Arthur was too shrewd to have all his eggs in one basket, and therefore formed a Limited Company, invited two or three very reputable commercial men on the Board, and I think even at that time, but I am not sure, made a public issue, and thus the Company has gone on from strength to strength.

Incidentally, the secret of the Model 'T' Ford was the fact that Henry Ford himself, in his general design, desired to have a very light-weight vehicle, and so he decided to use only the highest tensile steel that could be bought for the manufacture of the chassis generally, and I well remember, too, it was Heaven help a mechanic who had some good chisels and tried to cut, say, the steering arm or a king pin and used his chisel, because that chisel would lose its cutting edge after the second blow. It was Henry Ford who taught the motor-building industry the values of high quality steel.

Another item of interest of immediate postwar days of the First World War was the development of "ducco". It originated in the following manner. The early war planes of those days, mostly bi-planes, sometimes tri-planes, had wings of silk and, strong as it was, it could not withstand air pressures and used to chafe a lot; so somebody thought up the idea of rivetting celluloid surfaces on top and underneath, so to stop this chafing of the silk, but it was found that the wind pressures ripped the celluloid through its rivets, and the sheets used to flap about and were destroyed.

Someone then thought up an idea, that being to dissolve the celluloid in amyl acetate and spray it on to the silk. This proved to be eminently suitable until such time as, towards the end of that War, monoplanes with aluminium wings and fuselage were built.

After the War terminated, no one seemed to realise the commercial possibilities of this dissolved celluloid, until one of the Chemical Engineers from the Dupont Company in the United States, visiting England, learned about this and began to see possibilities, of spraying motorcars instead of the original paint and varnish.

Much experimentation went on by the Dupont people, and eventually they found practical means of so spraying motor vehicles. As the Dupont people had provided the money for the formation of General Motors Corporation,

in about 1911, they gave General Motors Corporation the first refusal of it, and that Corporation in turn delivered to Australia the first duco-coated vehicles in 1924 - these being Buick 4-cylinder cars.

It was not, of course, in those days perfect, and I well remember how, when cleaning down a car the colour from the duco used to come off on the rags, but, of course, they soon found a way of overcoming this problem. Thus you will see the relationship between the word "duco" and the Dupont Company.

If the foregoing is of interest to you and your journal, it would be quite in order for you to publish just as much as you think fit.

Yours very sincerely,

(Signed) Wm. H. Lober."

S O C I A L

I am sorry I missed the December issue but I would like to wish you all a Very Happy New Year and hope to see you all at our next big function in March and April. Our Xmas Dinner was enjoyed by all. We didn't make any money, but thanks to a donation from Jim Scott and George Green I can still come back to the club and smile without calling on the club funds for assistance.

My thanks to Joan Moss and Pauline Jones for their help at the door; also Mother Christmas, our M.C. and anyone else I may have forgotten.

After a holiday break at Palm Beach Len and I will hope to be on the job again in 1967.

HILDA SHEEN,
Social Secretary.

A D V E R T I S E M E N T S

AVAILABLE ALL STATES - TASMANIA

Vintage PANHARD LEVASSOR front end, complete with wheels. (Takes 860 x 160 B.E. Tyres)

J. Hill,
54 Twelfth Ave.,
Moonah West, Tas.

WANTED ALL STATES (S.A.) Mr. L. Clarke wants an engine for his Brush.
C/- 260 Portrust Rd.,
Beulah Park, S.A.

WANTED ALL STATES (A.C.T.) Lucas King of the Road Acetylene Generator, also sleeves for 15 h.p. Daimler (80 m.m. bore). Will swap T.M.I. Model "N" "12" electric lamp motor bike gas lamps various makes, hand and electric Klaxons - cash adjustment.

Contact - R. Wheeler,
51 Raymond St.,
Ainslie, Canberra, A.C.T.

FOR SALE OR SWAP. ALL STATES (A.C.T.) 1910 Baby Hupmobile, complete mechanically, no radiator, spare engine, back axle, clutch and tail shaft. Anyone interested

contact - R. Wheeler,
C/- Cooma East P.O., Cooma, N.S.W.

AVAILABLE ALL STATES (VIC.) 2 Wheels ex Singer 10-spoke wooden artillery. Fixed rims 30 x 3 1/2 tyres plus axle and springs. Excellent condition \$20.00.

Contact - A.E. Edwards,
Lot 5, Allsop's Rd.,
Woori Yallock, Vic.

WANTED TO EXCHANGE ALL STATES. Wolseley 1913 engine, gearbox, half chassis radiator, diff. housing, cast alloy bulk head oil gauge, and clutch mechanism. Available in exchange for International Harvester buggy parts of any description. Also available Duncan and Fraser windscreen supports and steel side lights for Ford "T". Contact - K. Fagan,
B.P. Service Station,
Largs Bay, S.A.

WANTED. For a 51A Fiat Zero light 12/15 model. Complete diff. housing, front axle, water pump, carburettor. Contact - L.J. Burrell,
"Windsor",
Gilgandra, N.S.W.

WANTED ALL STATES. One Turner-Meisse 3 cylinder poppet valve steam engine approx. 1907-09. Will trade or pay. Contact - C. Harley,
34 Walkerville Tce.,
Walkerville, S.A.

AVAILABLE ALL STATES - A.C.T. Buick radiator approx. 1916 to 1920.
E. Rumpf,
30 Blaxland Cres.,
Griffith, A.C.T.

EXCHANGE ALL STATES. Wolseley 1913 engine, gearbox, half chassis, radiator, diff. housing, cast alloy bulk head, oil gauge and clutch mechanism. Available in exchange for INTERNATIONAL HARVESTER buggy parts of any description.
Also available Duncan and Fraser windscreen supports and steel side lights for "T" Ford.
K. Fagan,
B.P. Service Station,
Largs Bay, S.A.

1913 Overland Radiator, or radiator to suit 1912 Benz.
Norm Nankervis,
7 Western Rd.,
Cohuna, Vic., 'Phone 8.

WANTED ALL STATES - Any parts for Argyll 1910 or earlier. Will exchange or purchase.

WANTED ALL STATES - Grey and Davis Generator. J. Scott,
598 High St.,
Penrith.

WANTED ALL STATES -

For 1906 10/12 Humber. Complete gearbox or casings. Also fixed belt drive motorcycle wheel.

Keith Winsor,
30 Sydenham St.,
East Cannington, W.A.

For 1919 Buick. Delco starter-generator No. 117, Delco Combination Switch No. 1158, Marvel Carburettor, radiator and shell and headlights.

Alan Charman,
25 Narrung Way,
Nollamara, W.A.

Vintage or Post Vintage Sports type car in any condition.

Bob Hadaway,
46 Buxton Rd.,
Wembley Downs, W.A.

1922 Austin 12/4 Tail light.

Brian Chapman,
86 Ivanhoe St.,
Bassendean, W.A.

AVAILABLE AT: International Handy Crafts, 34 Harrington Street, Sydney,
French type full circle 14 gauge.
Brass horns with bulb at \$15 each made in Pakistan.

MOTOR FESTIVAL QUEEN

In conjunction with the Annual Blue Mountains Rally a Festival Queen Competition is being conducted by the Ryde High School.

This is not a beauty contest but an excellent means of raising funds.

Girls from 16 years to 80 years of age are eligible. Entrants are required to sell 100 programmes at 20c. to qualify for the chance to win a trip for two people for one week at Surfers Paradise.

A Motor Festival Queen Ball will be held at Ryde on 9th March, 1967 for the crowning of the lucky winner.

The organisers of the Competition have asked that the Veteran Car Club nominate at least 10 candidates so members, look around you, what about nominating Mum, daughter, grand daughter, sweetheart, someone else's wife etc.

With very little effort I think our Club could get right behind this competition and make it a huge success.

Entries to: The Publicity Officer,
 Mr. J. D'Arcey,
 3 Maycock Street,
 RYDE. 80/4447

FOR SALE

AVAILABLE a quantity of New Pistons suit several Veteran Cars.

Cylinder and other parts suit De Dion.

1915 Regal chassis and other parts.

Chassis and other parts uit 1915-18 4 & 6 cyl. Buick.

- Arthur Garthon,
45 Magnolia St.,
Kirrawee.
Home - 521/3406
Bus. - 57/6520

SPTT AND POLISH, JANUARY 1967

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

THE TWELFTH ANNUAL BLUE MOUNTAINS RALLY 11TH-12TH MARCH, 1967

ENTRY FORM

Owner Driver

Address Address

Car Make Year No. of Cylinders

Country of Manufacture H.P.

1. ENTRY FEE - \$3.00 per car
2. AVERAGE SPEED CLASS - Class A 12 m.p.h.)
" B 18 m.p.h.) Cross out classes not required.
" C 24 m.p.h.)

3. No. of Persons in Car including Driver

Will tender car accompany you?

No. of Persons in tender car

4. ACCOMMODATION - \$5.50 per Person. Children 12 yrs. & und. \$2.50. The Club will assist financially all Drivers and their Navigators with the sum of \$5.00 each, providing the Navigator is (a) Wife of Driver, (b) Member of Driver's immediate family or (c) Another Club member. The Events Committee regrets assistance cannot be given to Visitors and Guests of either Owner or Driver.

LUNCH SAT. & SUN. 60 cents per Person including Children.

SUPPER SAT. NIGHT 75 cents per Person (Drivers and family of Driver included in entry fee).

5. ACCOMMODATION AT BLACKHEATH. Please list full names under type of accommodation required. For Children please state ages -

Single Room.	Male or Female	Double Room	Twin Room	Family Room

6. Here calculate the cost of your weekend:

Entry Fee \$3.00

Accommodation - Number of Persons @ \$5.50

Children 12 yrs. & under @ \$2.50

LUNCH SATURDAY - Number of Lunches @ 60c.

LUNCH SUNDAY " " " @ 60c.

SUPPER SATURDAY " " Persons @ 75c.

TOTAL

Less Club Subsidy as per 4. above

AMENDED TOTAL

Please post entry together with remittance by 24th February,

TO: Mr. Arthur Garthon,
45 Magnolia Street,
KIRRAWEE, N.S.W.

The Events Committee requests your co-operation with the earliest possible return of this entry.

Arthur Garthon - 521/3406

Ross Marshall - 637/1025

Alex McLeod - 644/1565