



Spit and Polish

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

Vol. VI No. 12

PRICE 1/-

Hon. Editor and Editorial Address—

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St. Leonards,

May, 1965.

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EDITORIAL

SPIT AND POLISH should reach you quite early this month. This has been done on account of my holidays. I would be grateful if any contributions or advertisements are given to Jack Dance so that they can be available for the next issue. Matters sent through the mail will be all right. I will not be at the May meeting.

In this issue is included a picture of the Delahaye. Members should be grateful to Max Welch for many hours of painstaking work.

You are reminded that next month will be the end of the Club year. This means general elections - and this should interest every member to take an active part in selecting the persons to whom they wish to entrust the Club's affairs.

- GEOFFREY LEHMANN

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MEETING NOTICE

The next General Meeting will be held in the Amenities Room H.C. Sleigh Ltd., 190 Clarence Street, Sydney, on THURSDAY, 27TH MAY, at 8 p.m. sharp.

- JACK DANCE,
Hon. Secretary.

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1914 DELAHAYE

By Arthur Garthorn

This car was imported to Australia early in 1914 by Mr. Henri Moreau of "Coomerah", Darling Point. He owned the car for only nine months before being recalled to France to serve in the first World War. Mrs. Tabley of Tamarama bought the Delahaye from Mr. Moreau in a forced sale and drove it home as a surprise for her husband, who ran a Gold business in Flinders Street.

The car was used by the Tabley family for approximately four years and during this time the radiator and bonnet were altered to make the car look more modern. In 1918 the car was sold to Mr. Cox, a builder from Newtown, who proudly drove his family in the car until 1925. He bought a new "Dort" car and converted the Delahaye to a utility truck and used it for his business and to tow the "Dort" home several times with broken axles. Mr. Cox kept the Delahaye in regular use until 1942 (outlasting two T-Model Ford trucks), when the second World War forced him to put it up on blocks. Mr. George Sevenoaks told Brian Griffen and myself about the car in 1955 and we bought it some months later.

Fortunately Mr. Cox had kept the rear section of the body when he converted the car into a utility, together with hood bows, one side lamp, siren, etc.

Restoration of the car went along slowly for eighteen months until the second Katoomba Run came due when the tempo of work quickened and the car's first run was to Katoomba in 1957.

The motor of the Delahaye still has original pistons, valves, clutch facings, etc. New ball races have been fitted to the differential and gearbox. The bodywork of the Delahaye is original around the front seat, as are all doors. The rear of the body is new metal on the original woodwork. The front and rear upholstery is original black leather. The rear squab has been redone. Recently the radiator and bonnet have been restored to their original shape and the car is now presented as it was in 1914.

TECHNICAL DATA:

<u>Motor</u>	Type 43, 4 cylinders, 85 x 130 mm. bore and stroke. 16-20 h.p. 2 bearing crankshaft, fully pressure fed.
<u>Valves</u>	Side valve.
<u>Ignition</u>	Bosch DU4 Magneto.
<u>Carburettor</u>	Claudel, up-draught.
<u>Clutch</u>	Cone leather faced with rubber cushioning ring.
<u>Gearbox</u>	Four speed and reverse. Open tailshaft with sliding joint in pinion housing.
<u>Final Drive</u>	Crown wheel and pinion.
<u>Tyre size</u>	880 x 120 mm.

Present information shows that our 1914, 16-20 h.p. Delahaye is the only one of this type ever imported into Australia and is the only restored 16-20 h.p. model in the world. England has a 12 h.p. Delahaye and there is a 6 h.p. Delahaye in France.

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MEETING REPORT

The April General Meeting was held on Thursday, April 22nd. 53 members and 15 visitors were present.

The Management Committee Report gave the following details:

Mention was made of a letter to C.A.M.S. relative to the 5/- per capita fee.

Relative to the International Rally, the Chairman pointed out the suggested route from each Capital city so that competitors from each State would travel approximately the same distance. Members gave their views on the general aspects of the Rally and the matter of accommodation was discussed.

Moved by J. Garwood, seconded by J. Smith, that the matter of holding an International Rally in Australia in 1970 be brought before the Annual General Meeting of the V.C.C.A.

Investigation Committee. The Committee Chairman made a request for any information on a Jarratt car, as the owner would like to join the Club provided the car is a Veteran. The new Dating Certificate was displayed.

Events Committee. The Committee Chairman reported 48 cars started in the Blue Mountains Rally and the whole event was an unqualified success. It was proved that it was not necessary to have sub-events to determine a winner.

It was remarked by the President that it seemed peculiar that only the winners of the two Concours had qualified for the Award of Merit.

It was suggested that the time factor was a big problem in the judging.

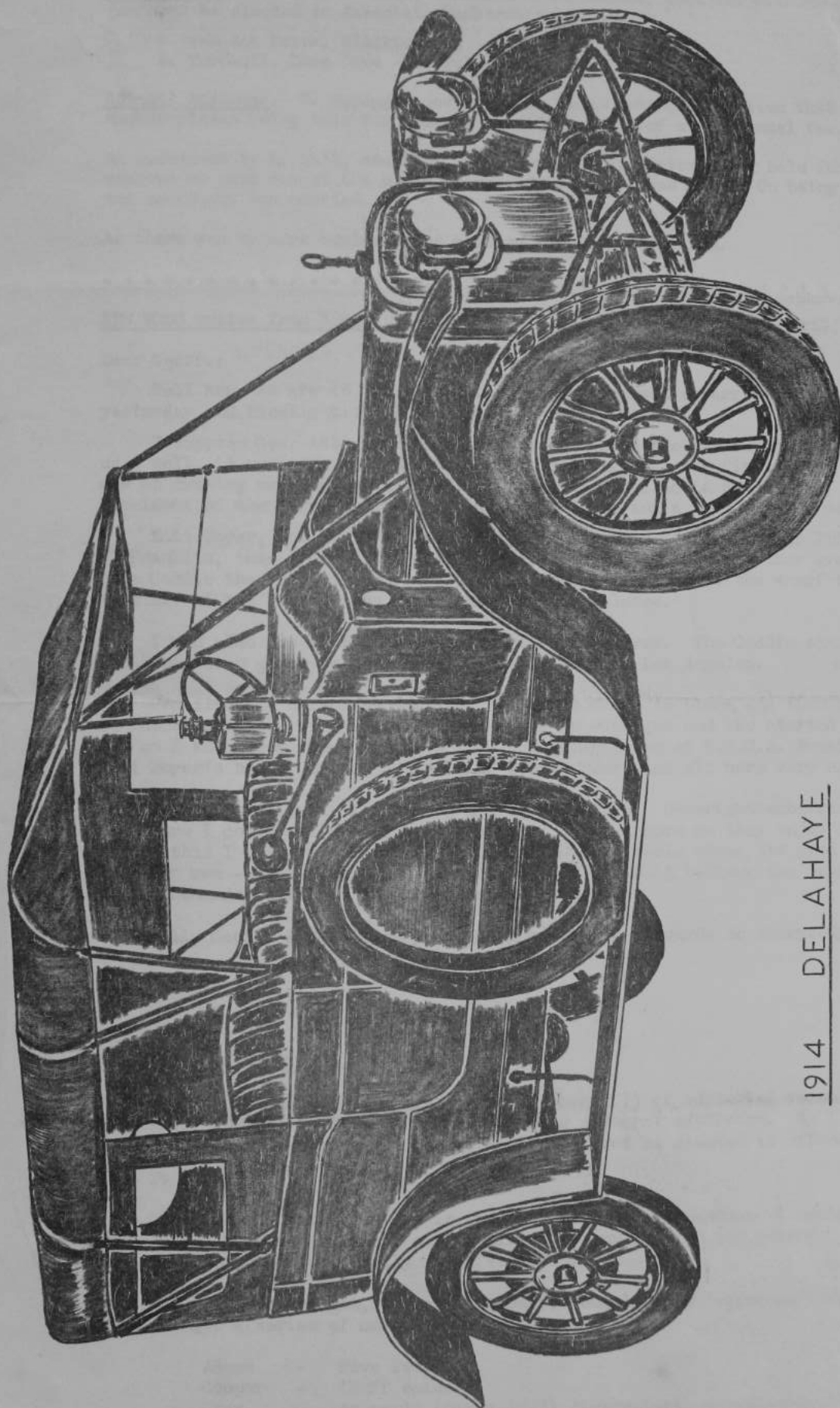
It was recommended that the whole question of Concours and cars qualifying for the Award of Merit should be deeply considered by the Committee.

Moved by A. Rose-Bray, seconded by B. Bronk that in the Concours D'Elegance cars scoring 75% of the total amount of points would qualify for the Plaque of Merit.

A call was made for officials for the start of the National Rally and five members volunteered.

Registrar reported one new registration for the month.

Social Secretary thanked those who had attended the Presentation Ball and it was suggested that Anthony Horderns be the venue for the Christmas Dinner.



1914 DELAHAYE

New members. Moved by T. Cook, seconded by J. Bourke, that the following nominees be elected to Associate Membership:

C. van den Brink, Blacktown.
A. Turnbull, Lane Cove - to Full Membership.

General Business. W. Spraggon moved and L. Sheen seconded a motion that any number plates being held for members should be paid for at an annual fee.

An amendment by R. Hill, seconded by R. Craze, that plates being held for members be paid for at the usual charge of £2. 0. 0, was made. On being put the amendment was carried.

As there was no more business the meeting closed at 10.5 p.m.

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KEN MOSS writes from U.S.A.:

29th April, 1965.

Dear Geoff.:

Well here we are in Los Angeles. We were supposed to arrive at 8 a.m. yesterday and finally tied up at 11 a.m. owing to fog.

I suppose Geo. told you about our welcome which the Vancouver boys gave us - well, it was much the same here only much bigger. The first thing we saw on drawing near was a welcome sign from the Cadillac La Salle Club, the President of the Horseless Carriage Club was there and a host of Club members.

Emil Boyer, the H.C.C.A. President, drove his 14 Overland, Walt Fife his 07 Franklin, they drove a V16 Cad. and a V8, and to top it off, they even dug up a Caddie the same as my modern Cad. and paraded them onto the wharf to meet me. I bet Bob Menzies never had a better welcome.

I was also met by Police and Tyre representatives. The Caddie similar to my 48 has been given to me to use whilst we stay in Los Angeles.

Cadillac and Horseless Carriage members took me to bench and then helped me resuscitate the old girl. We filled her up with gas and she started first go, so I then took them all for a ride. I garaged her at H.C.C.A. President Emil Boyer's house, opened a carton of Aussie beer, and all were very happy.

The hospitality is far beyond all expectations. Downright embarrassing, I am sure I could not do the same for them. They assure me they enjoy doing it and this I believe. They are wonderful blokes; their wives are good sports like our own - exactly the same I would say, they don't believe the prices their husbands tell them they pay for their cars.

Well, Geoff, I will keep you posted as we go. Regards to everybody,

KEN.

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A SIMPSONIAN DICTIONARY.

Perhaps in your delirium (nothing personal, Geoff.!) of editorial vacuum, you may choose to make something of the following cerebral explosion. As I have stated on other occasions, non-acceptance would not be classed as offensive!

Here it is:-

This Club seems a little unique in the matter of the percentage of member names which have a "bearing", either direct or implied, on the general atmosphere of the Club, namely Motor Vehicles.

To start off this thought, we have one Carr. Surely that "clinches" it! Then we have a series of makes, to wit:

Adams	-	Five Pedals.
Cooper	-	'Nuff said.
Gray	-	An early (circa 1923) lightweight, 4 cylinder job, a contemporary of Rugby, of Continental Red Seal engine fame.

Knight - Sleeve valve, of course.
Nissen - Surely a variation of Nissan.
Pearce - A reminder of Pierce Arrow.

Then follow mechanism and accessories:

Carden - Another variation of spelling of the perfecter of a variable drive.
Kable - 'Nuff said.
Nutt - Likewise.
Perdriau - No plugs!
Rumble - A certain seat feature of early models.
Steer - 'Nuff said.
Stewart - Speedo and Vac. Tank.
Welch - Surely a thought of a circular closure.

And some abstract ones:

Bronk - The sound emitted by some bulb horns.
Craze - An apt description of the Veteran movement as a whole.
Eagles - Models of the Empire make?
Pickup - What most vet. vehicles lack, and the name of a commercial body style of a well-known make (no plugs!)
Sheen - A Veteran's condition when ready for a run.
Turner - Almost a necessary qualification in order to be a successful veteran owner.

ANONYMOUS.

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BRING 'EM BACK

By Peter Kable

Its just over a year since I brought my Armstrong Whitworth back from Bourke, over some of the worst roads in Australia, but what an enjoyable trip it was compared with the one I have just completed.

I was lucky enough to find the Armstrong's brother in Leeton, a mere stone's throw away, or so we thought. After two trips down and back on weekends I was able to gain possession of the remains which consisted of a complete motor and radiator on the chassis with most of the brake linkages attached; all I needed to have a complete car. The other car's motor was stripped and the radiator was missing.

After a good Christmas dinner we left for Leeton, my friend Brian and myself in Brian's F.B. Holden 'ute with car trailer attached. There was little traffic and we made good time all the way to Narrandera where we changed drivers. "Let's check the oil while we're here", it was suggested as we changed. A lot of swearing rises from beneath the bonnet.

"That mug at Goulburn.....!"

"What's the matter, Brian?"

"That garage attendant must have tried to put the dipstick in sideways, he's bent it in circles."

We straightened it out and dipped it in - no oil! In goes some more and we kick it over - smoke pours out of the breather pipe. As we were only eighteen miles from our destination we pulled off the road and slept the rest of the night with the Riverina "mozzies" for company.

Next morning a check-over produced no results; everything appeared to be all right. The motor ran smoothly with no rattles and the only indication of trouble was the oil fumes. The only thing we could put it down to was a broken ring or rings. The motor had lost none of its power so we decided to continue but forget about going on to Victoria to pick up some Armstrong Whitworth wheels.

We drove out to the property and proceeded to take the motor out of the chassis. When out of the chassis, the motor was stripped and loaded with the chassis onto the trailer. As it was by now about 90 we took a dip in the river and then headed back to town to spend the night with relatives.

Next morning we slowly set out for Sydney. After adding oil at Junee we set out for Cootamundra towing our "bit of junk" behind while the town's people stared at us, the looks on their faces nearly convinced us we were mad.

Three miles from "Coota" - Crash! Bang! and all sorts of noises came out of the motor. We pulled off the road and examined the patient. Ailments - one main bearing cap broken (that's what bent the dipstick) only enough was left to keep the slipper in place, no oil pressure loss, worst luck, and the main cause of death a broken crankshaft.

We thumbed a ride into town and after a three hour wait had the remains of the Armstrong Whitworth and Holden in a garage. The proprietor was highly delighted about the whole affair and only wanted a mere £114 to put in a "new" short motor. We told him we would think it over and set out for home.

One o'clock the next morning we managed to get on a train just as we were about to go to sleep. Reluctantly we left the car and trailer (which was borrowed, making us even more reluctant to leave it unguarded) and spent a most uncomfortable trip on a Government human cattle express. We arrived home at nine in the morning, made arrangements to have the car towed back and slept the rest of the day.

Next weekend we set out with a tow truck for the car, and the tow truck driver's car to tow the trailer, which his wife drove, for Cootamundra, distance 250 miles. After a nerve-racking trip down, in which the "lady driver" if you can call her that, insisted on playing chicken with oncoming traffic when passing and trying to pull out in front of pioneer buses going flat out, we arrived and all in one piece, too.

The car and trailer were quickly loaded and we headed back from Cootamundra - all women in the back this time. We took things steady and finally got to bed on Sunday morning at 4.30 a.m. Nothing was touched in the car or on the trailer and the motor in the Holden was replaced for much less than £114, including towing with the knowledge of what we had received. I have my Veteran car parts having only travelled 2,450 miles to get them, maybe those people in Junee were right after all.

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W A N T E D :

One Dietz Majestic Acetylene Headlamp No. 5" Reflector 7" Glass.

One Font suit large type Dietz Kerosene Side Lamp.

Hand fuel pump exhaust manifold valve and parts and Zenith carburettor suit Benz 1911-1913 series.

PAY CASH OR SWAP OTHER PARTS.

Doug. Pearce,
11 Kingsland Rd.,
BEXLEY NORTH. 50/6280.

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REVS. & BACKFIRES

By Len Masser

I know its a bit late to hold a post mortem on the Mountain Rally, but here goes. Brother, I'm no polished little cherub when it comes to conforming to doing the right thing, but let's face it, the Katoomba Rally is both a spectacle and an enjoyable experience. Admittedly this time it was pretty hot, but that was no excuse for some of the rosy cheeked boys to drive around sans shirts. We know they are big, bronzed Anzacs and all that, but the populace were out to see automobiles - and not the sweaty, hairy chests of the above-mentioned Anzacs.

Jimmy Simpson mit frau mit hund was there and I do believe I smelt fresh paint. Did you Dulux yourself this morning, Jim?

Whilst we are on the subject of the Rally, let's look around to see what cooked as it were. I wasn't my usual cheery self at the dance owing to the fact that I had another boil right in the snozzle and that complaint is not, repeat not, conducive to kicking the gong around.

Did you get onto Jack Smith? He was really having a ball and he tells me that the Rutenber he drove was so powerful that when he ran over a twig with the front wheels, he had to slip down a cog to get the back ones over.

Was nice to see the Brysons on deck again and they sure looked smart in their car-sweater matching outfits. One thing about the Empire, you just can't miss when it comes up behind you. I dunno which is the worst, the whine of the diff. in Jean Masser's Hup. or the clankety clank of the Empire's crank shafts. 'Enryhow, it was a pleasure to welcome 'em so let's have some more of you and Paula, Leadfoot.

Remember I said I couldn't get any dope on the Hatched, Matched and Despatched Dept.? Well, I just got a whisper from a little bird with a long snoz. and long legs who does a lot of delivery work and he poked his beak in my shell-pink ear and said that very shortly he will be cutting the switches of his motor and directing his flight path to the hacienda of Senor John Nurthen. It looks as though he and Sylvia are about to be blest.

Word comes from Blakehurst, also, that Ron Craze's eldest daughter, that little charmer, Barbara, was recently married. Best wishes Barbara and Bob Graham.

Ar well. Let's talk now, not of pot-hunters but Press hogs. First it is Vic. Jacobs and the bucket-o'-bolts he calls a car, to wit, one Ford. Let's brazen it out, Henry Ford put this thing together to carry milk cans, and Vic. comes out and eulogises it as an auto of the first water and gets a big press interview on the strength of it. So glad to see that Vic. didn't hog all the interview but let in a few bits about Mum, Jewell and that most likeable lad, David.

Passing from the Jacobs' mob, blow me down if that old extrovert, John Jones, doesn't appear in print. Yeah, we know you've got a Baker Electric, John, so don't push the point. In any case it will be a rough restoration. OUCH!

Then, to top the lot, who should open up but George Sevenoaks and Jack Dance. No pikers these boys. Talking in thousands. Remind me to rewrite my will - they must be worth a packet. A new name also crops up here - Ron Ferguson who restores cars as a business. Never 'eard of 'im. But good luck in any case.

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