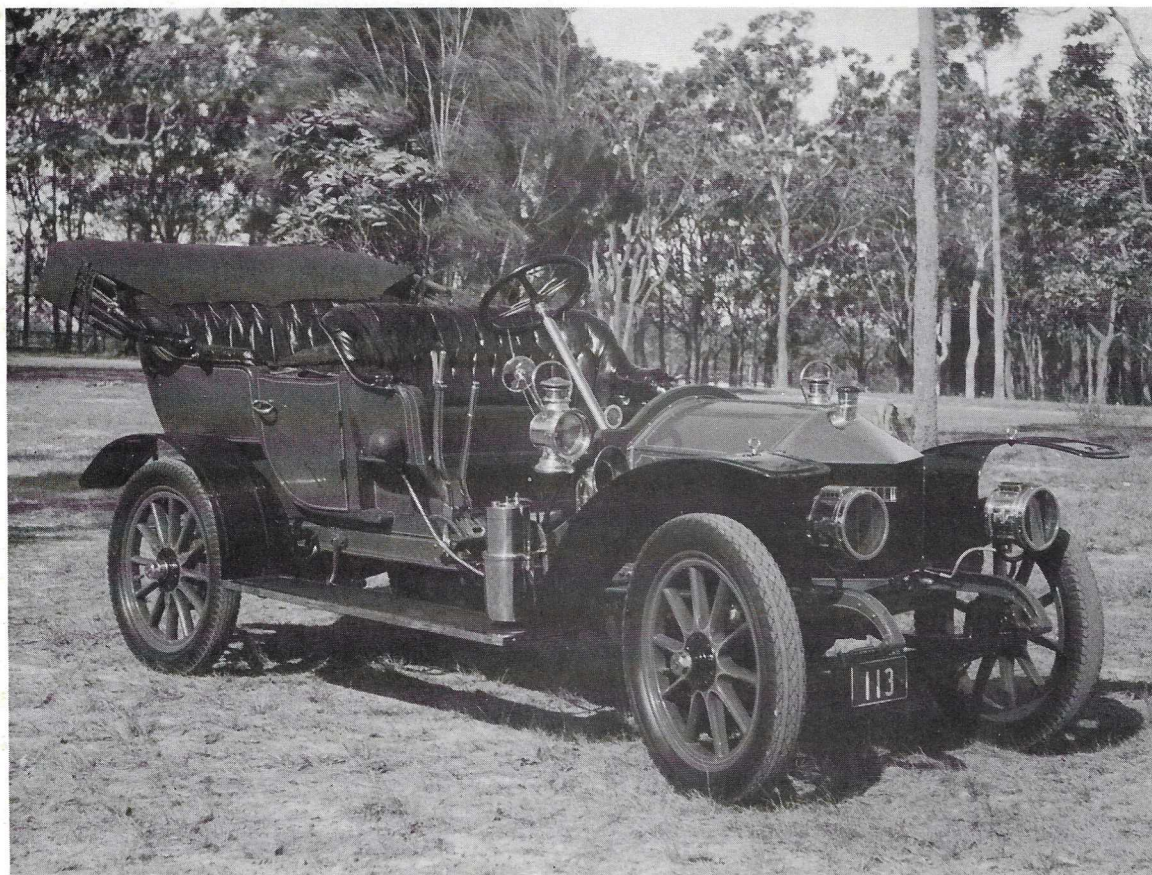


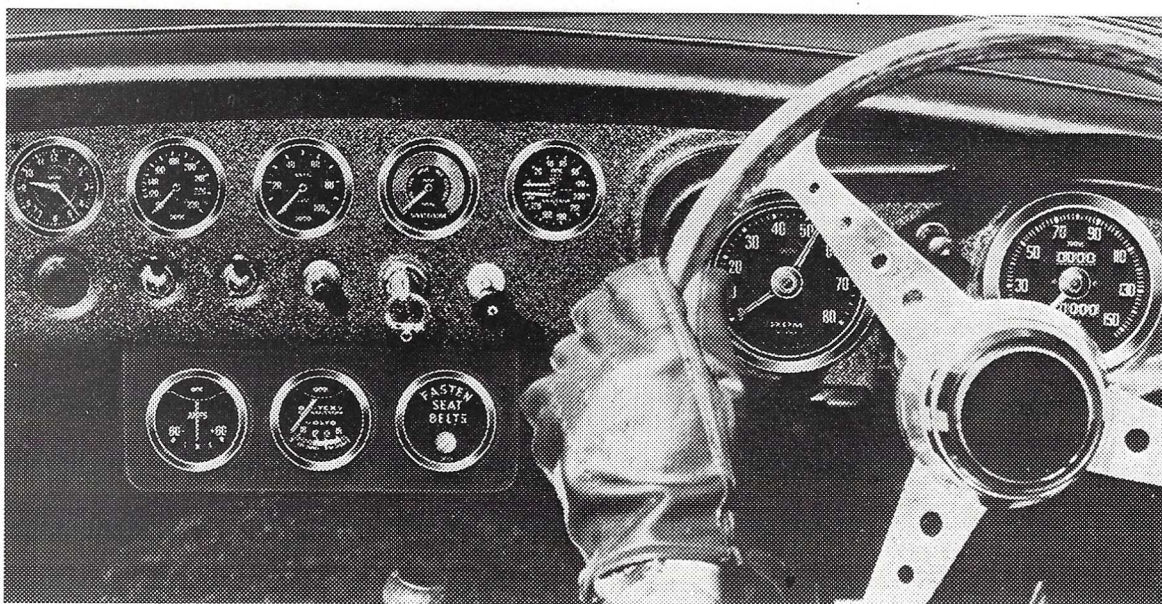
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

CAR OF THE MONTH



JEFF VANSTONE'S 1908 METALLURGIQUE



How a full set of instruments can make you a better driver.

Maybe you've wondered why racing drivers and other experts no longer rely on 'feel' alone . . . why they use instruments much like a jet pilot? Even for changing gear?

The answer of course is that cars and car driving—among the elite—have reached such a high pitch of perfection that only instruments *can* tell you if you're getting the maximum in performance, power, economy.

A Tacho, for instance—gives you that split-second gear-changing advantage over the old 'feel'. An Engine Performance Gauge gives you another edge by helping you drive with maximum efficiency and warning you when something's not quite right—long before another driver knows about his problem. A Battery Condition Indicator—same story . . . tells you at a glance the state of charge of your battery, lessens the

frequency of costly replacements, avoids breakdowns at critical times.

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instruments keep a watchful eye





SPIT AND POLISH

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

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Patron:

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EDITORIAL

Now we have another New Year. Most personal resolutions - good, bad, indifferent, sincere and otherwise - have all been made, but we still have the Club to think of. Why is it that most of the things that we resolve manage to dissolve? It would seem that most of us just don't put the effort into it. But then, perhaps, all these noble resolutions are voluntary and the need or otherwise of really bringing them to fruition rests entirely with ourselves. There have been occasions, we understand, when New Year resolutions have been written in order to give them more status, but how many of us have ever made them the subject of a "stat. dec."? That would be the day! But then, perhaps the volunteer system is the best in the long run, even in a magazine. If members subscribe articles for publication, so much the better; if they don't, well, that's it! But there is one thing that is fairly certain. What would be the practical effect, we wonder, if editors became fraught with worry about the failure to receive contributions of articles from members, and took the view expressed by some others in different spheres of life, to wit - "If you can't beat 'em, join 'em" - and in so doing, fail to supply copy to the printer?

Net result - no publication!

Perhaps, as Mr. V. McJ. once suggested, articles could be paid for. From what funds? In any case, when payment comes in the door, enthusiasm and sincerity go out by the window.

The next meeting of the Club will be held at the Community Hall, Great North Road, Five Dock. Turn off Parramatta Road at A.W.A. and look for the hall after the fourth street on your right. Nearly opposite the Police Station, we understand.

THURSDAY this month, the 22nd January. Time - 8.0 p.m.

THE PRESIDENT'S NEW YEAR MESSAGE

The year 1970, as well as being the Bi-Centenary of Captain Cook's discovery and landing at Kurnell on Botany Bay, promises to be wone of the most memorable times in the Veteran and Vintage car world.

Australia is indeed honoured to be staging the biggest and, we hope, best International Rally ever. We are pleased to see so many of our friends coming from overseas and interstate. The Rally cannot be mentioned without a word of praise for the Organising Committee which has worked unceasingly for its success.

Meanwhile, our Club activities carry on and it is encouraging that more cars are attending our Events Committee's outings.

You will have seen that we are having a new cover printed for SPIT AND POLISH.

I hope our new meeting room will attract more wives of members to our regular meetings.

I will finish off by wishing all members a Happy, Prosperous and Accident-free Bi-Centenary Year.

ARTHUR GARTHON,

President.

We publish herewith two letters received too late to be included in the December issue. We feel that the receipt of the letters and their subsequent publication are not really necessary. Partly, the day was a charitable event, from which no 'kudos' should thus be forthcoming, and partly for the reason that we were thanked adequately, personally, and sincerely on the day itself, by all concerned.

So, here are the letters:

"St. Edmund's School for Blind Boys,
60 Burns Road, Wahroonga.

Mr. V. Jacobs,

Dear Sir,

I would like to thank you once again for the wonderful day you made for the boys of our school last Sunday. The boys thoroughly enjoyed themselves and the experiences they had will stand with them for many years to come. Our staff and myself were amazed at the enthusiasm and efficiency shown by all who did anything to make this day the success it was. Kindly convey our thanks to all your members.

May I take this opportunity to wish you and your members a very happy and holy Christmas, and may 1970 be filled with the successes that an

(Cont'd. on Page 3...

organisation like yours deserves.

Yours most gratefully,

(Bro.) J.M. Adams,

Principal."

"The President,
Veteran Car Club of Aust.,

Dear Sir,

I am writing to convey to you my club's sincere thank you for your members' co-operation last week in our outing with the blind children.

I have been fortunate to have been on the past five combined projects with your club and I think that I can speak for everyone when I say that this would have been the best outing of all.

We have all come away with the feeling that we have brought gladness into the lives of these blind children by giving them freely of our time and effort and consider this a small contribution to bring so much happiness to so many children.

Please pass on to all the drivers who we are getting to know as friends, our sincere gratitude for their spontaneous assistance in this voluntary community service.

Yours sincerely,

Charles Brisson,

President, Lions Club of Vaucluse."

* * * * *

CAR OF THE MONTH

This is the first of a series of articles designed to better acquaint club members with the characteristics and background of each other's cars. A different car will be featured on the cover each month and we would like to feature your car but obviously cannot do this until we have a suitable photograph. So in order to bring the club's photographic files up to date and allow us to feature your car, please make sure that you park in front of Bill Hardman's lens at the next outing.

* * * * *

CAR OF THE MONTH, CONTINUED

CAR OF THE MONTH, this month, is Jeff Vanstone's 1908 METALLURGIQUE, a car familiar to most members as it appears regularly at outings and has consistently taken honours at Concours d'Elegance and Concours d'Etat events.

For several years the Belgium-built Metallurgiques were comparable with Mercedes for design and repute, especially between 1906 and 1914. The company started as rolling stock manufacturers and in 1900 a subsidiary company was formed, manufacturing cars under the name of La Metallurgique. Until 1908 their cars carried flat radiators but in that year the renowned "Coup Vent" or Vee-shaped radiator, previously used only on racing models, was introduced on all models.

Jeff's car represents Metallurgique during their rise to fame. At that time, the genius of their firm was their German Chief Director and Engineer Ernst Lehmann, who had come from Daimler. The company concentrated on precision engineering with genuine craftsman finish and naturally its production was distinguished by quality rather than quantity. The striking colour of Jeff's car is known as "regency purple", so named because it was the colour commanded by Belgian royalty who drove Metallurgique cars.

After considerable correspondence with a Mr. R.K. Wright of London, whose father was instrumental in making the marque well-known in England in the days prior to World War I, Jeff was able to confirm that his car was manufactured in late 1908 at the factory in Marchienne-au-Pont, Belgium. It was originally bought in 1909 by a Bega farmer. The car was used daily on the worst type of roads and made frequent trips of more than 600 miles to Sydney and back before being converted to a farm hack after the First World War. It was put out to grass about 1930 and was a sorry sight when Jeff first spotted the car in the early 1950's.

The rear part of the body had been lost in a bushfire. The wheels were rotting in six inches of bog and the main chassis was half hidden in blackberry bushes. But it was a great find - the car was complete mechanically! Jeff towed the car to his mother's property at Moruya and there set about the task of freeing the seized engine. The former wheels were useless so Jeff took the hubs home to Sydney, fitted Ford wheels and tyres and returned to Moruya to drive the Metallurgique to Sydney.

In all, the "Met" covered 200 miles on the trip - its first for nearly 30 years. It used 11 gallons of petrol and one of oil.

Lacking workshop facilities, Jeff dismantled the car in the street outside his home and began the laborious task of restoring all components to their original condition. To this day the only mechanical components that have actually been replaced are one set of pistons, one kingpin, second gear and the differential pinion. Luckily the former owner's son had a photograph of the car in its prime and Jeff used this as the basis of his restoration of the body, a "demountable tonneau" in which the rear section is hinged. Jeff was also lucky in acquiring a book entitled "Hints to Metallurgique Owners", published in 1912 by Metallurgique Ltd., London.

The engine is a four cylinder, side-valve monobloc unit rated at 17.9 h.p. with a bore and stroke of 85 m.m. by 130 m.m., giving a total

CAR OF THE MONTH, CONTINUED

capacity of 2.8 litres. An unusual feature is the De Saxe crankshaft which is offset to the line of the bores. The camshaft is also offset to its followers and the lubrication system is advanced with pressure coming from a motor driven pump.

The clutch is a twin bronze shoe expanding type (working rather like a brake) in which the pair of shoes are forced outwards by the action of the clutch spring and can be drawn inwards by the application of considerable pressure on the clutch pedal (if you've ever notice Jeff LIMPING at the end of a rally that's the reason why!) The three speed, sliding island type gearbox incorporates a spring drive in the rear to absorb torque reaction.

The car has completed about 40,000 miles since restoration and will be adding another 2,000 odd to that in the International Rally in April.

(With acknowledgement to Pedr Davis, whose article in the July 1963 edition of WHEELS magazine provided much of the information presented here.)

W.K. IRISH

* * * * *

EVER HEARD OF THE STEAMOBILE ?

This is not a comic strip concocted name, but a steamer made in Keene, New Hampshire, U.S.A., from 1901 to the end of 1902 - only. This vehicle was described in the 'Horseless Age' of 30 October 1901, under the introductory words: "Here is a Massachusetts Doctor who is just such stuff as successful automobilists are made of".

"The first of April finally saw me in possession of a steam carriage of the latest construction. Ready for anything, and on the point of selling my horse teams - so sure was I that the automobile was the proper means of locomotion for a doctor. My experience with steam had all been on paper, my knowledge of it derived entirely from catalogues and journals. So, after fixing up after a fashion, I started out and ran quite a distance very successfully. Then, wishing to appear before my family as a full-blown chauffeur, I started for my residence, just in front of which I began to smell gasoline. Jumping out, I discovered that the fire had been out for some time, and that the machine had been squirting clear gasoline for five minutes.

"Without stopping to think, I pulled out a match and attempted to relight the fire PIFF! BANG! And the whole thing was ablaze.

"I retained presence of mind enough to turn off the main gasoline supply and to throw out the cushions and throw mud and dirty water from the street at it until I had subdued the flames. But my \$800 auto. looked like a bad case of delirium tremens; the paint was scorched and the machine covered with mud, my clothing was dirty and soiled, and my reputation as an expert shattered the first day among all my neighbours, who, as usual, witnessed the accident.

"When the machine had been washed up it looked somewhat better,

Ever Heard of the Steamobile? Continued

and after much persuasion I induced my wife to accompany me on a short spin. After we had ridden about a mile from the city I suddenly missed the water. The fusible plug blew out, and my boiler was burned. Now I was simply going to shine! I explained how this could be simply overcome, for (according to the catalogue) all that is necessary is to insert a key where the fusible plug was, pump up the water by hand, and go rejoicing on your way.

"Spreading a robe on the ground, I proceeded to put my printed instructions into practice, but, alas, I found the key would not fit the opening, as the babbitt metal stuck to the sides, and the tubes were leaking badly! So with fingers burned and clothes soiled and disordered I was again towed home in disgrace and here I learned my first two lessons in automobiling: First, don't believe over one half you read in the printed catalogue. Second, never wear a silk hat, frock coat, and white linen on an auto. trip!"

(The expediency of using wet lumps of roadside take some of us back to the suburban roads of many years ago, and even the disgraceful parts of Parramatta Road. That thoroughfare was a disgrace for many years.)

* * * * *

A thought-provoking question to seek an answer for while working on the veteran in the garage on your own one night: When did man first start to count? When did he discover a need for figures?

Let us have some opinions on this.

* * * * *

When years ago men changed from boots to shoes, from the bowler hat (or 'hard hitter') to the soft felt, from the three piece to the two piece suit, there was generally to be found some 'old fashioned' people who had not changed. So it has been with motor cars. There is still the occasional tourer (yes, I know!) a very occasional California Top and so on. We read that Lord Egerton of Tatton still uses his Electromobile brougham which was bought in 1901 for the use of his family in London, and till recently was possibly the only brougham of its kind in Britain. In this type of vehicle the battery of 88v. 135 amp hour capacity, is slung in the middle of the chassis, and there is a single motor geared through spur drive to the differential and rear axle. The iron-clad, bi-polar motor is rated at 8 h.p. and runs in oil, the whole drive being enclosed. There is a controller beneath the steering wheel giving forward speeds ranging from 3 to 15 m.p.h.. there is a reverse position, and two braking positions, in which the motor is caused to act as a dynamo.

(Motoring Cavalcade - W.J. Bentley).

* * * * *

Then there was the case of the retailer who had a line of whisky glasses available in cartons of six. He advertised them at \$3.50 for six, and had no enquirers. So he reduced them to \$2.50 and received only a few enquiries. So he reduced them again, to \$1.50. Still no luck, so he reduced them to 50 cents the half dozen. This proved of no avail, so he advertised: "500 whisky glasses to be given away". This brought results all right - approximately 1000 Scots clammering round the door of his shop, waiting for it to be opened!

* * * * *

The last thing in this world that we should ever wish to do editorially is to go in for scandal mongering. Absolutely the last thing that would ever enter our mind! So it must be realised that this little snippet of information is given to Club members in order that they may judge for themselves.

A short time ago we had occasion to accompany Peter (you all know Peter, of course!) on a sortee to the south side of the metropolis. Just how short in the tooth we oldies are considered to be, is really astonishing. Peter pulls in at a certain spot and leaves yours truly sitting in the car, explaining that he had to "see a fellar" just near there. To show you just how wily some of these young lads are, we must be believed when we say that the car was not pulled up in front of the desired premises. Oh, no! He's too bright for that! So off he went to "see the fellar". After yours truly had indulged in a fairly lengthy period of bird watching and so on (you know how it is?) Peter returned to the car. He was accompanied by a lass, who, notwithstanding what she might have lost in years had amply made up in effervescent amiability. Both she and Peter were wreathed in smiles, but whether this was just window dressing for your Editor's benefit, or stemmed from an unwritten domestic understanding between them, we shall never know.

Anyway, we must admit to having found her company in the car to be exhilarating. No! Don't get this wrong - your scribe retained his seat in the front of the vehicle, while she was ensconced in the rear seat!

Just a seemingly inoffensive episode, of course, but it sets one wondering what manner of journey was described by Vic. in SPIT AND POLISH last June, when he and Peter took a prolonged run into the country apparently on behalf of the organisers of the International Rally. Or did they "see some fellars"?

* * * * *

ADVERTISEMENT S

EXCHANGE. F/N 1909 2100 series Engine Block. Also other radiators and engine parts. - JOHN VAN SCHAIK,
High St.,
Kyneton, Vic. 3444

WANTED. Pair brass sidelamps to assist restoration. - BILL MC CARTHY,
87 Kingston St.,
Haberfield. 2045
Tel. 798-6941

WANTED. Information:

Chalmers 1920 35c - valve timing, tappet clearance and magneto points setting. (Could be found in Dyke's 1927 or earlier. Can anyone please help?) Also required instructors and repair manual for any six cyl. Chalmers. Parts also appreciated.

- I.K. TODD,
Farm 1828,
Lake Wyangan. 2680.

AVAILABLE. Running board mats \$1.00 each. Branded various names, which are removable.

- J. GAMBLE,
130 Meadow St.,
WAGGA WAGGA. 2650

FOR SALE. Talbot 1908 or 1912, Engine No. 183. Few other parts, rough \$20.

- BRIAN BASLIN,
34a Falconer St.,
Glen Waverly, Vic. 3150

AVAILABLE. Overland 1914-15. Motor, radiator and cover bonnet, front half of chassis, steering column and spider - engine no. 31844.

- JACK GUNN,
26 Ford St.,
Hopetoun, Vic. 3396
Tel. H'toun 264

FOR TRADING. Rather sad remains of: F.I.A.T. 1910 (approx.), Overland model 85. 1917-18, Overland Model 90, approx. 1917-19, Talbot (brass) radiator 1910 - good condition, Anno motor bike (approx.) 1912, belt drive.

- J. FRANKLIN,
Mary Street,
Goulburn. 2580.

WANTED. For Austin 7: Speedo and drive, horn, front assembly, 5 wheels (all small brake drum).

- BOB MOSS,
31 St. Michael's Terr.,
Mt. Pleasant, W.A. 6153

1904-8 1 cyl. 8 h.p. Rover Gear box and clutch or any parts for same. Will exchange air-cooled De Dion engine with water cooled head, or 2-cyl. Buick engine with manifolds, carburettor and lubricator.

- D.G. HENLEY,
56 Celebration St.,
E.Cannington, W.A. 6107

For 1914 B24 Buick Roadster: 2 fr. wheels or fr. hubs
Loan of Radiator for sample

- D.G. PRIMMER,
31 Lovett Ave.,
Dubbo, 2830.

EXCHANGE. Overland 1917 (?) mechanically fairly complete. No body.

WANTED. Austin 7 pre 1930. Any body style.

- D.G. PRIMMER (as above).
- C. BENNETT,
Tremain & Burroway Sts.,
Trangie. 2823

WANTED. Differential for Star 1908 (Eng.) or any parts thereof.

- STAN COX,
27 Quinn St., Dubbo. 2830

WANTED for Studebaker 1917 7-pass. tourer - body panels etc. SEE PAGE 12

Office:
27.5818-9
27.1361

Garage:
759.0813



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" S P O K E S I N T H E W H E E L "NEWCASTLE BRANCH

January 1970

EDITORIAL1970 and all that...

Well, Australia's year of "the International" is with us. Those fortunate enough to be ready other than packing their luggage may say "At last!", however the majority are more likely to say "Already?"

Leaving aside for a moment the entrants who are still engaged in hectic restoration and preparation, let us spare a thought for those unsung heroes, those unselfish beings, the organisers. "Sure," you say, "they wanted to do it"; "they have the time"; "they enjoy it" etc. etc., but the thinkers amongst us who have organised anything for our clubs will sincerely appreciate the worries, tensions, disappointments, frustrations and so on that are all part of doing a job such as this.

Three years in the making, with a cast of thousands, and sets spread out over a thousand miles makes the rally sound like a Hollywood extravaganza. Add to this the even greater problems of making accommodation arrangements for this cast of thousands for two weeks at numerous venues and you have a glimpse of the organisation behind this spectacle. As you think deeper you will consider the task of garaging and displaying the entourage along the route, handling baggage, etc. etc. etc.

Finally you should also remember that most of the organisers have cars entered as well and have to prepare them just as you have. So as you sit back to enjoy yourselves next April, think twice before complaining once or better still, offer help to officials anywhere you can.

- DON BARKER

* * * * *

NOTICE OF NEXT MEETING.

The next meeting will be at the Driver Training Range, Court Street, Adamstown.

The date: Wednesday, February 25, 1970

The time: 8 p.m.

WISHING ALL MEMBERS THE VERY BEST AND SAFEST
OF VETERAN MOTORING FOR 1970.

SPOKES IN THE WHEEL - CHRISTMAS PARTIES

Along with all the other activities of this type around this time the hard core of Branch members took the opportunity to attend the combined veteran and vintage club party and the branch party.

The combined party was a real family affair as usual with one year olds upwards, Santa Claus and all. Only thing missing was a goodly number of VCCA members ??? However, it was their loss, not the hundred odd revellers in attendance. More salutes to more organisers for their untiring efforts.

The branch party attracted a few more members and an enjoyable, although a little quiet evening was appreciated by those who attended. (Perhaps our members are too old for party games now ???)

Mystery surrounded supper when Uncle Ray successfully staged a hold up of the delivery of the hot foods. However this was received in the usual jovial manner and supper was extensive enough to take over two hours to tuck away the goodies.

Many thanks to our ladies for their efforts.

* * * * *

COMMENCING NEXT MONTH

A series of profile articles on the backgrounds of Branch members. Since the club is over fifteen years old now, many of the newer members will be unaware of the early exploits of the older ones. To avoid any cries of favouritism etc. the choice of the personalities will be in order of membership seniority.

Permission will be sought before articles are written and the personality's approval gained before publishing.

* * * * *

MEMBERS HER AND THERE

George Adams has won the unofficial race at Mt. Hutton to show final paint on his Rally entry Studebaker tourer. Mid-blue with black fenders.

* * * * *

LEAVES FROM OLD FILES

Continuation from last month of touring equipment and pointers from Dykes Cyclopedia:

"Personal Equipment

1 pair canvas puttees, light-weight. Don't wear leather.

2 pairs light wool drawers.

2 U.S. Army officers' brown shirts with patch pockets. These are twice as warm as \$2.50 flannel shirts and practically wind-proof.

1 light-weight khaki coat, to wear in towns.

2 pairs B.V.D. under suits.

SPOKES IN THE WHEEL - LEAVES FROM OLD FILES

- 1 pair old street gloves, for wear around camp.
- 1 khaki hat with narrow brim. Cut $\frac{1}{2}$ " ventilating holes on each side.
- 2 blue and white bandanna handkerchiefs. Tie up snug to your neck and don't wear loose like the pictures of cowboys.
- 1 package bachelor buttons.
- 1 pair manicure scissors; don't forget these - hangnails are a great source of trouble on long trips.
- 2 doz. cathartic tablets.
- 1 stick camphor ice - much better than any form of cold cream and very handy in package. Use it only at night unless riding in the shade of the top, as the hot sun will blister the lips on account of the beads of moisture acting as lenses on the lips after using the camphor ice.
- 1 silk sleeping cap, to pull down over the ears.

* * * * *

Method of stowing gear.

- Cooking grate - under floor mat in tonneau.
- Large water can - right running board forward.
- Extra tyres not on rims - left running board forward.
- 2 tent beds - on end, each side of back of front seat. Tie to robe rail.
- Cooking utensils - between these beds in tonneau.
- 1 tent bed - right running board - strapped on.
- 1 tent bed - left running board - strapped on.
- Shovel - left running board behind tyres.
- Axe - tonneau floor - just back of beds.
- Food bag - tonneau floor - passengers can rest feet on it.
- Patent baker - hanging where it will not be crushed."

- Dykes Cyclopedia.

(Ed. note to 1970 Rally Entrants:

The above should help you no end in planning your touring requirements. However, you should consult Dykes Instruction No. 59 for FULL list of minimum requisites.)

* * * * *

C L A S S I F I E D S

WANTED: Model T Ford original literature. 1914-1922 Model T. chassis.

- DON BARKER,
12 Myall Rd., Waratah.
'Phone Newc. 68.3786

EXCHANGE: 1915-1919 Ford Coil box with coils for same era 0-60 mph
American speedometer (both good condition).

- DON BARKER (as above).

SPOKES IN THE WHEEL - TOURING IN '07 (Not '70)

The following copy is from a travel advertisement in the 1907 edition of the Newcastle District Tourist Association book and refers to an organised trip to Forster known then as Cape Hawk:

NEWCASTLE - PORT STEPHENS & CAPE HAWK INLAND PASSENGER SERVICE

Smooth Water, Beautiful Scenery and a
Reliable Time Table

are points which will bear favourable
 comparison with the discomfort and
 uncertainty inseparable from travel
 by Sea.

Through Fare: Newcastle-Cape Hawk, from 16/6.

Itinerary: Newcastle-Cape Hawk.

Mathewson's Coaches (horse drawn) leave Stockton Wharf Tuesdays and Fridays, 9.30 a.m., connecting with S.S. "Reliance" at Salt Ash, for all parts of Port Stephens, staying at Tea Gardens overnight and proceeding to Bungwahl Wednesdays and Sundays, arriving 3 p.m., thence per Godwin's Coach to Cape Hawk same evening.

Cape Hawk-Newcastle.

Bowers' Launch "Reliance" leaves Forster Hotel Sundays and Wednesdays noon, connecting with Godwin's Coach at Wallace Lake, thence to Bungwahl, arriving 5 p.m., and connecting with S.S. "Reliance" for Salt Ash, via all parts of Port Stephens, arriving Mondays and Thursdays, 1 p.m., thence per Mathewson's Coach for Stockton, arriving 3 p.m.

* * * * *

This Route passes through the most Beautiful Parts of Port Stephens, Myall Lakes, Wallace Lake and Cape Hawk.

* * * * *

The S.S. "Reliance" is fitted with First-Class Accommodation, Ladies' and Gentlemen's Cabins.

* * * * *

The Coaches are capable of carrying up to 20 persons, and the comfort of Passengers is guaranteed.

REMEMBER + SAFETY FOR SEVENTY

WANTED. For Studebaker 1917 7-pass. tourer - all body panels, guards, valances, slides, brackets and frames of the folding front seats front assembly and other parts. Also have early de Dion chassis. Need sleeves and instruments for Daimler 1910 15 h.p. R. WHEELER, 51 Raymond St., Ainslie, A.C.T. 2602.

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