

SPIT & POLISH

Registered at the G.P.O. Sydney, for transmission by post as a periodical — Category B.

● JANUARY, 1973, VOL. XIV, No. 7

● PRICE 40 CENTS





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

134 QUEENS ROAD, FIVE DOCK, 2046

OFFICE BEARERS 1972-73

PRESIDENT: R. A. Foy, Ph. 449-1524 (Home)

VICE PRESIDENTS: L. K. Sheen, Ph. 42-4198 (Home). R. C. Baxter, Ph. 522-9661 (Home)

HON. SECRETARY: J. Dance, Ph. 86-1432 (Home) HON. TREASURER: W. McCarthy, Ph. 798-6941 (Home)

MANAGEMENT COMMITTEE:

R. C. Baxter

A. Foy

E. J. Lang

G. A. Roberts

M. Welch

J. Dance

R. A. Hill

W. McCarthy

L. K. Sheen

J. C. Wilson

EVENTS COMMITTEE:

L. K. Sheen (Chairman)

J. Bourke

E. Lang

J. Wilson

BUILDING COMMITTEE: Chairman: M. Welch, Ph. 44-8418

INVESTIGATIONS: G. A. Roberts, D. M. Roberts

REGISTRAR: D. M. Roberts, Ph. 449-1722 (Home)

REGISTRATIONS OFFICER:

D. Berthon, Ph. 639-0603 (Home)

INSURANCE OFFICERS: V. Jacobs, P. Kable

VEHICLE RECORDS: P. Kable, E. Lang, M. Welch

C.V.V.T.M.C. DELEGATES: R. Baxter, L. Sheen

SOCIAL SECRETARY:

Mrs. G. King, Ph. 522-7108 (Home)

LEGAL OFFICER: E. L. S. Hall

HISTORIAN: A. Rose-Bray

DATING HISTORIAN:

G. A. Roberts, Ph. 371-8626

PHOTOGRAPHER: W. E. Hardman

LIBRARIAN: R. Hill

AUDITORS: W. V. King & Associates

PUBLIC RELATIONS: R. Baxter

"SPIT AND POLISH" PANEL: R. Baxter, Ph. 522-9661 (Home) P. Kable, Ph. 579-6942 (Home)

E. Lang, Chairman, Ph. 579-5790 (Home) J. Simpson, Ph. 869-1350 (Home)

CLUB MEETING DATES 1972-73

1972	
AUGUST	Thursday 24th
SEPTEMBER	" 28th
OCTOBER	" 26th
NOVEMBER	" 23rd
1973	
JANUARY	" 25th

1973	
FEBRUARY	Thursday 22nd
MARCH	" 22nd
APRIL	" 26th
MAY	" 24th
JUNE	" 28th
JULY	" 26th

SPIT & POLISH



PATRON:

His Excellency,
The Governor of NSW
Sir Roden Cutler,
VC, KCMG, KCVO, CBE.

NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (NSW)

Vol. XIV, No. 7

TABLE OF CONTENTS

Opinion	Page 2
Correspondence	3
Social	3
Events	4
" - extracted from C.V.V.T.M.C. Newsletter	4
Sights and Sounds on the Gosford Rally	6
Editorial Panel Message to Members	6
Steering Column	7
Road Test on Veteran Car 198	8
The First West-East Automobile Crossing	11
Car Badges	12
Hand-forming Body Panels	13
The Hupmobile	13
Bowral Easter Tour	14
Extract from "Autocar" 1910	14
Katoomba Quiz	15
Advertisements	16

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH, 134 QUEENS RD, FIVE DOCK. 2046.



OPINION

It is a known fact that most car manufacturers of today build into their product a certain amount of OBSOLESCENCE. Buyers of the latest models find that upon receipt of their new "BABY" with delivery mileage only on the speedo, that "The Rot" has already set in, minute specks of rust appear on the bright work, under door sills and in dark corners where the so-called "proofing" doesn't reach.

After about three months, bits of TINSEL start working loose or just drop off, and one morning you wind down your window and the handle stays in your hand, whilst the glass disappears into the depths of the door; various knobs just fall off, windshield washers work spasmodically, the steering box develops strange "clunking" noises, the glove box catch fails forever.

If all this can happen to "Baby" after 3 brief months, what can one expect after two or three years? The most distressing result of the aging process is the psychic depression occasioned in its human master, vivid evidence of the decay that afflicts his mechanical "marvel" after a mere 2-3 years on earth inevitably invites the car owner to wonder about himself.

He, of course, is no longer three years old, but 29, 37, 44 or 59. Naturally, he realizes that he is built a good deal better than he would have been if his construction had been left up to one of our car manufacturers, but then he has used himself harder than his car.

The car has never been subjected to 40 cigarettes a day; it has never so much as tasted beer.

Clearly, the relationship between cars and people, which is such an important aspect of the Australian economy, also contains psychological aspects that have never been explored. As if by design, the Australian car is built to arrive at middle age by the time it reaches its third birthday. The sudden onset of physical deterioration and its concomitant spate of garage bills recapitulates the sudden onset of blurred vision, eye pouches, sagged stomach, shortened wind and increased medical bills that characterise the arrival of middle age among the human species. When a car reaches this stage, the custom is to get rid of it, or at least to start planning to do so. This is an ECONOMIC NECESSITY.

Cars that survive, of course, find that life can still be worth living, if the owner can afford the Bills, and a few who live long enough eventually come to be referred to as "CLASSICS". The difficulty with humans

O P I N I O N (CONTINUED)

is surviving the moment of obsolescence, especially at a time when industry, under the prodding of insurance companies, leans toward the human equivalent of the trade-in every three years.

Nobody relishes the prospect of ending up on a USED PEOPLE LOT !!

* * * * *

C O R R E S P O N D E N C E

"Sir:

May I congratulate the Editorial Panel on its November 1972 contribution regarding lamps etc. for veteran cars but interpose a point that I discovered a few years ago which leads me to think, are members who lack these items really trying?

Several years ago in SPIT AND POLISH I advertised that I had several brass sidelights for exchange with the aim of several people having pairs rather than a collection of odd lamps, but no one contacted me, which can only make one think that perhaps the interest is not there to pursue these clues. The lamps were, I believe, quite common types and I would have thought that they were required by someone.

Perhaps members could list their stock (and some have quite a number) and the matching pairs that could result would grace many a veteran car. Perhaps mention an issue in which these details could be listed as a special "Lamp Issue".

PAUL BUTLER

* * * * *

S O C I A L

Well, here we are with a whole New Year ahead of us, lots of new ideas, so here's hoping we can make a success of them.

Our first social evening will be a barbecue at the home of Moira and Jim Eisenhauer, 91 Griffin Road, North Curl Curl. \$2.50 per head. I am sure you will have a most enjoyable evening. Limit of 50. From 7 p.m.

Also, keep in mind 30th March for 'NO NO NANETTE' at the Regent Theatre. I must confirm the booking by 9th March, so please let me know as soon as possible if you wish to come. Hope to have some more details very soon of the inspection tour of O.T.C. (Paddington).

GLAD KING

E V E N T S

The Events Committee wish to put to the January General Meeting of our club the following suggestions to apply from February this year:

- (1) The Concours d'Elegance to be in two classes:

SENIOR (for cars who have won a V.C.C.A. Concours d'Elegance) trophy presented by the club

JUNIOR (for all entries who have not won a Concours d'Elegance) trophy presented by Len Sheen

All other rules of Concours to still stand as is.

- (2) W.T. Coggins Trophy to be a straight-out second prize on the points score of the Annual Rally to member who has not won a prize on this Rally.

Instead of as now:

- A. The best restored Veteran Car
- B. With the highest points score
- C. With the least external assistance
- D. With the greatest public appeal
- E. With the crew displaying the best sporting spirit

LEN SHEEN

#####

Dates to Remember:

February 18th Concors Judging Day

March 24th, 25th Blue Mountains Rally

April 20th to 23rd Bowral Easter Run

#####

Extracts from C.V.V.T.M.C. Newsletter No. 1

VETERAN CAR CLUB - CLUB ROOMS

Member clubs of Council have been invited to use these premises which are situated at 134 Queens Road, Five Dock. The rates of hire are extremely reasonable and will be accepted on a casual or permanent basis. These are:

Main Hall	- capacity 100, use of kitchen &	\$ 7.00	p.m.
Committee Room	- " 30 facilities	\$ 5.00	"
Main Hall & Committee Room	- with use of kitchen & facilities	\$10.00	"

Enquiries through VCCA (NSW) Secretary: Jack Dance ('phone 86.1432)
17 High Street, Epping, N.S.W. 2121

Extracts from C.V.V.T.M.C. Newsletter, Cont'd.MAJOR RALLIES - 1973

- Dec. 23 - Jan. 23 Grand Tour of Europe promoted by Riley Motor Club.
Cost is \$1,150 person including return economy air fair,
accommodation, most meals, travel throughout Britain and
continent, and entrance to museums, etc. Enquire through
L. Mills, 23 Stoda Street, Heathmont, Vic. 3135,
telephone Melbourne 729.5451.
- May 5 - May 18 Vintage Sports C.C. of Australia Bi-Annual Tour.
Route covers Canberra, Cooma, Adaminaby, Khancoban,
Corryong, Bright, Griffith, Cowra, Bathurst (dinner dance
and presentations) and Sydney. Rally not yet fully
subscribed: Tour Secretary is W. Holyoake, Box No. 157,
Campbelltown 2560. 'Phone Camden 21862 (STD. 046)
Business or 21300 Private.
- Sept. 27 - Oct. 9 Rally West 1973 promoted by V.C.C.A. of W.A. Entries
limited to 200 vehicles, cars or motor cycles up to
31/12/30 eligible. Entries close 31/3/73. Entry forms
available from: J. Gloyn (Director), Rally West '73,
Box No. 64, P.O. Bentley, West. Australia 6012.

WORKING COMMITTEE OF C.V.V.T.M.C.

<u>PRESIDENT</u> VSCCA	George Green, 15 Linden Way, Castlecrag, 2068	B.660.1844 H. 95.6217
<u>VICE-PRES.</u> ACMC	Bruce Cooper (also Public Relations Officer), 19 Victoria Street, Strathfield, 2135	B. 74.2096 H.642.3749
<u>SECRETARY</u> PWTCAA	Peter Achweinesberg, 26 Wellesley Street, Summer Hill, 2130	n/a H.799.2182
<u>TREASURER</u> VCCA (NSW)	Len Sheen, 1 Cumberland Avenue, Lane Cove, 2066	B. 42.4198 B. 42.4198
<u>COMMITTEEMAN</u> T/FHMC	John Corboy, 35 Permanent Ave., Earlwood, 2206	B. 56.1834 H.559.1643
<u>COMMITTEEMAN</u> VMCC	Ray Corlett, 14 Rhodes Avenue, Guildford, 2161	n/a H.632.8401
<u>COMMITTEEMAN</u> MOCA	Jim Cross, 49 Glebe Street, Glebe, 2037	B.660.2005 H.660.2005
<u>COMMITTEEMAN</u> VMC	Laurie Ogle, 9 Evelyn Street, Sylvania, 2224	B.521.3707 H.522.8335

* * * * *

SIGHTS AND SOUNDS ON THE GOSFORD RALLY

At Hawkesbury the lunchtime conversation drifted to courting. (General, not specific habits). Do you realise that one of our older members was not deterred when his intended father-in-law chased him (away) with a shot gun? This was because the couple returned late from a motor cycle and sidecar outing. Our man, like the sunrise, came back and the couple live happily with their very original car. (Name and address will be supplied to the person giving the neatest correct guess of the make of car).

The N.A.G. was devoid of passengers until the outskirts of Gosford but it faithfully carried the historical Municipality of Holroyd Centenary scroll. Our President was seen being photographed with said scroll a-la nosebag at Hawkesbury.

A crowd, a banner and a band welcomed us at the Stocks and Holdings building. One could ponder on the significance (or otherwise) of a change to a much slower tempo tune at the very moment Bill Spraggon drove up. Perhaps it was preparation for the excellent dinner accompanied by non-alcoholic drinks.

Some commendable advice given by one club wife to another when about to alight from another member's car. "Don't slam the door, you're only a passenger, not the owner!"

* * * * *

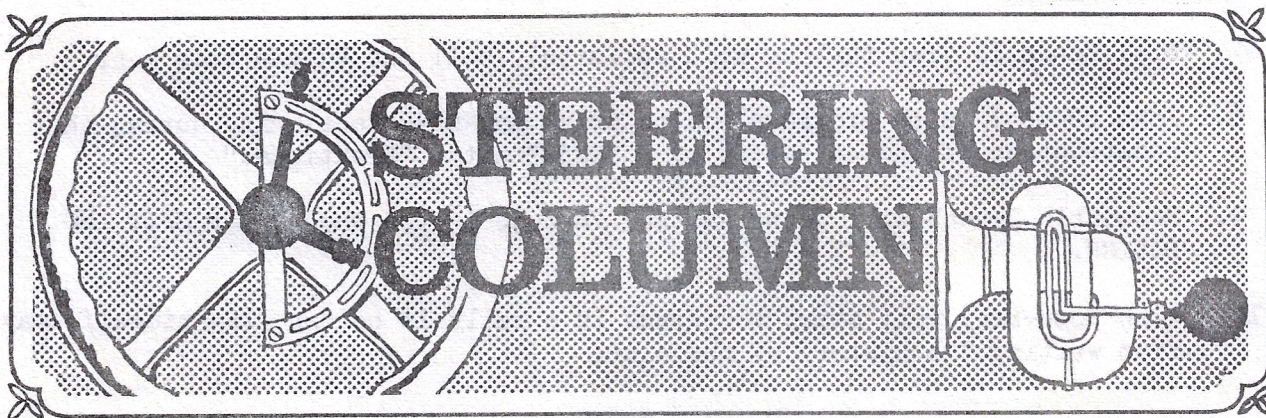
A MESSAGE TO MEMBERS:

We have been getting good co-operation from various members, whom we hope will continue with their efforts. But we find that we need more articles along the following lines:

- (a) General interest articles.
- (b) Descriptions (and photos) of the restoration of your veteran car. (You know how it was rebuilt but others don't!)
- (c) Comments on the magazine and running of rallies and club affairs.
- (d) Your "Opinions" of various aspects of veteran motoring. (Nom de plume if desired). This column is designed to give members a say.
- (e) Scandal for Steering Column.

EDITORIAL PANEL

* * * * *



Ken and Joan Moss are about to become grandparents- Ken will probably re-tyre and rest on his laurels.

#####

There is a trend creeping into the ranks especially amongst the more "sporting types" - ownership of M.G.s TC-TD-TF Series - maybe we can start a register or better still wheel them out to Oran Park on May 20th and show the T Ford boys some real class.

#####

Believe our "Mon President" bought his "daughter" an "Oxford" mini bike suitable for children from 12 - adulthood - Leah can't get a look in as Alan (Van Pragg) won't get off it. Must have a V6 engine ???

#####

It never ceases to amaze - how many dads buy mechanical toys for their daughters - who's kidding who???

#####

New Year Resolutions:

1. Bob Paddle will always be first to arrive at all 1973 club meetings.
2. Jeff Vanstone's Metallurgique will be seen "dirty" at least once this year.
3. George Green will not be buying any more cars this year.
4. Our Master will not mention C.V.V.T.M.C. or V.C.C.A. (Aust.) reports at our monthly meetings.
5. Max Roberts and Jack Godfrey will definitely give up enlarging their families this year owing to the high cost of rally accommodation. (Bob Peterson is excused.)
6. John Bourke will reduce the Zephyr Ute for the Katoomba Run.

(Cont'd. on Page 8....

Steering Column (Continued)

7. Bill Maunsell vows that he will definitely sell the Vulcan this year.
8. John (Dubbo) Smith promises not to drink any more local wine during the construction of the car as it is a "Raja" not a "Frontignac"
9. Newcastle Branch will write another "Spokes in the Wheel" for SPIT AND POLISH.
10. Alan Rose-Bray will start the Brush in a rally if he can drag himself away from writing the history of the club.

#

New Year Honours List per A.L.P. (All Liberated People)

1. Order of the Leaping Kangaroo (O.O.L.K.) to Spraggo for hopping past "Twinkle" Star on Monney Mooney Hill.
2. Royal Order of the Groaning Diff. (R.O.G.D.) to David Berthon for losing the Concours by 1 point.
3. Merit Award of the Thumping Gavel (M.A.T.G.) to Frank for the revaluation of our veterans!
4. Papal Knighthood to Max Welch for his efforts in the restoration of our church.
5. A laurel of forget-me-nots to Arthur Garthon for consistently forgetting to pick up Toby Bent for meetings.

* * * * *

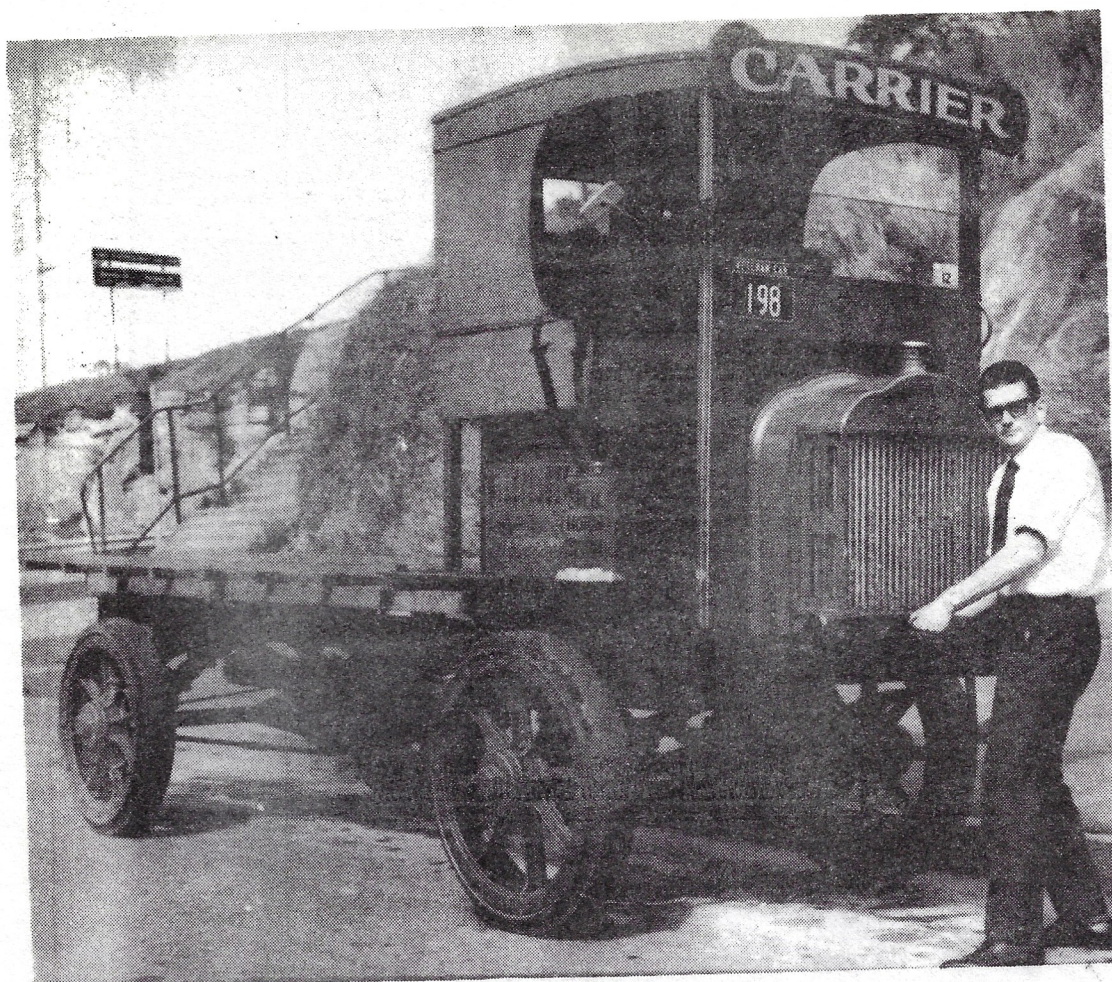
ROAD TEST ON VETERAN CAR 198

This quotation from Shakespeare could well describe the members of the Veteran Car Club, "All the world is mad except me and thee, but sometimes thou art a little ----"

To prove this point, our first road test is not of a Veteran car, but of a Veteran truck. Number 198 is a "Four Wheel Drive Auto Company" vehicle weighing over three tons, with a top speed of around 16 miles per hour.

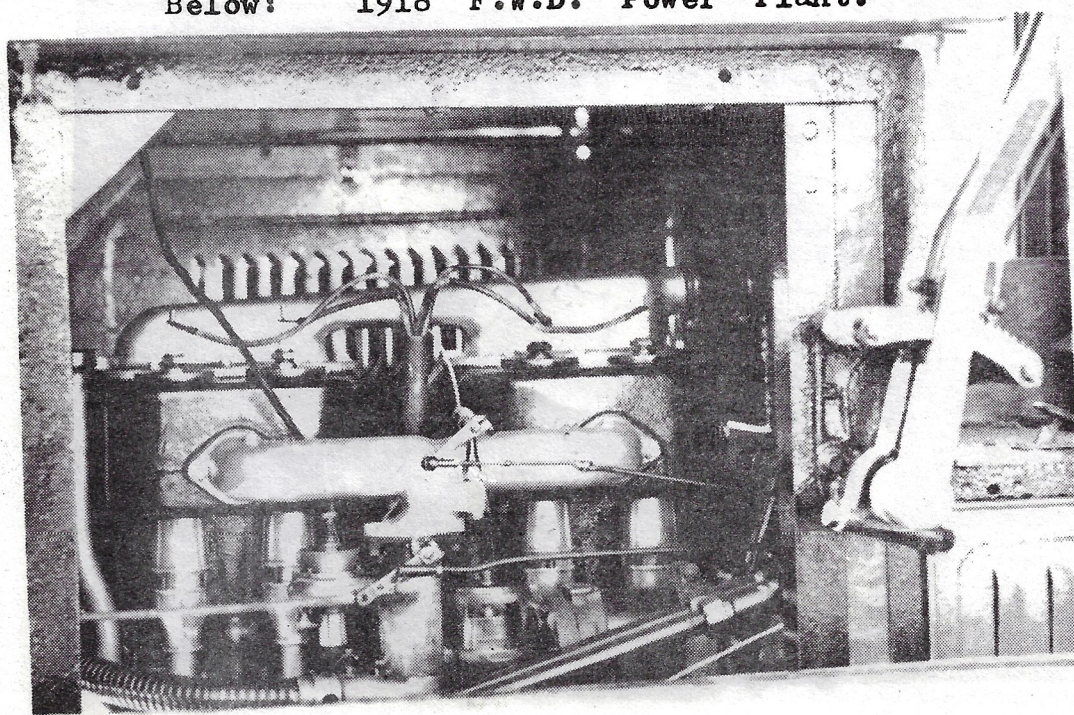
Going into the history of this present day firm, now known as "F.W.D. Corporation" would do little to give any idea of the development of the truck side of the business, save to say that the founders of this company were the first to develop and patent a four-wheel drive system for use in a motor car. Basically the same principles are used today in all four-wheel drive units as worked out in the year 1906 and patented in 1909.

(Continued on Page 9.....)



Carl Bliim and his "Baby".-- F.W.D. 1918 Tabletop Truck.

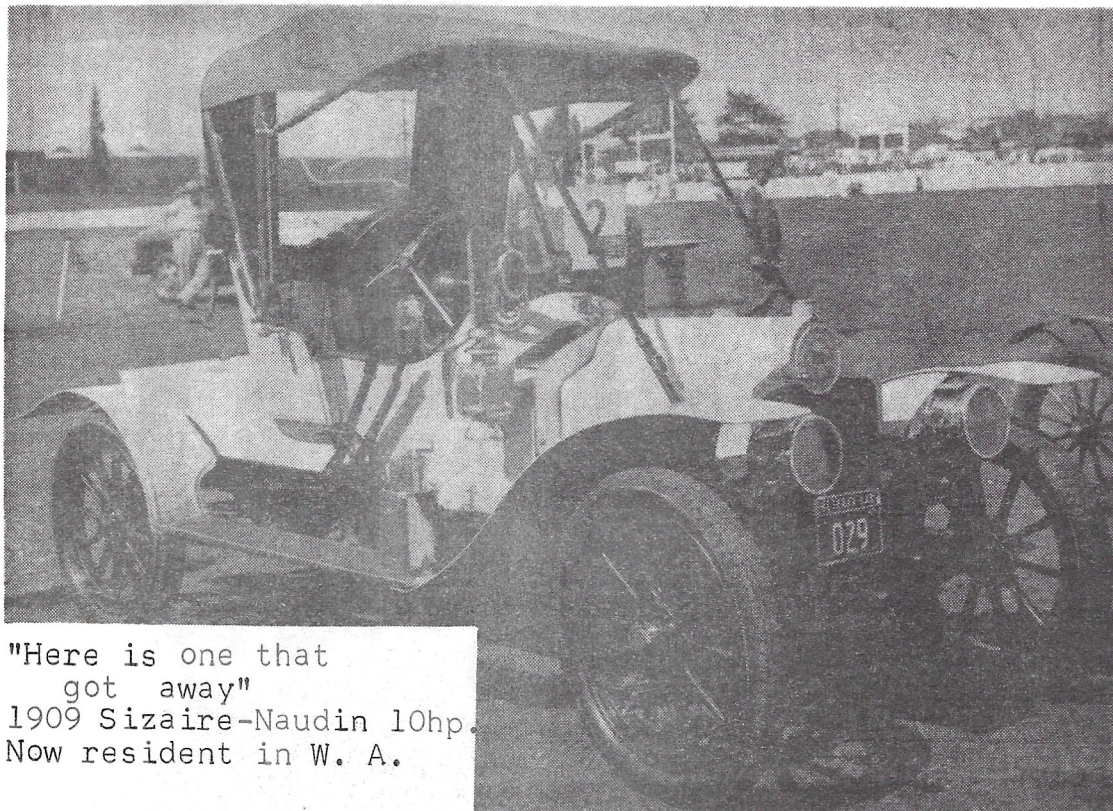
Below: 1918 F.W.D. Power Plant.



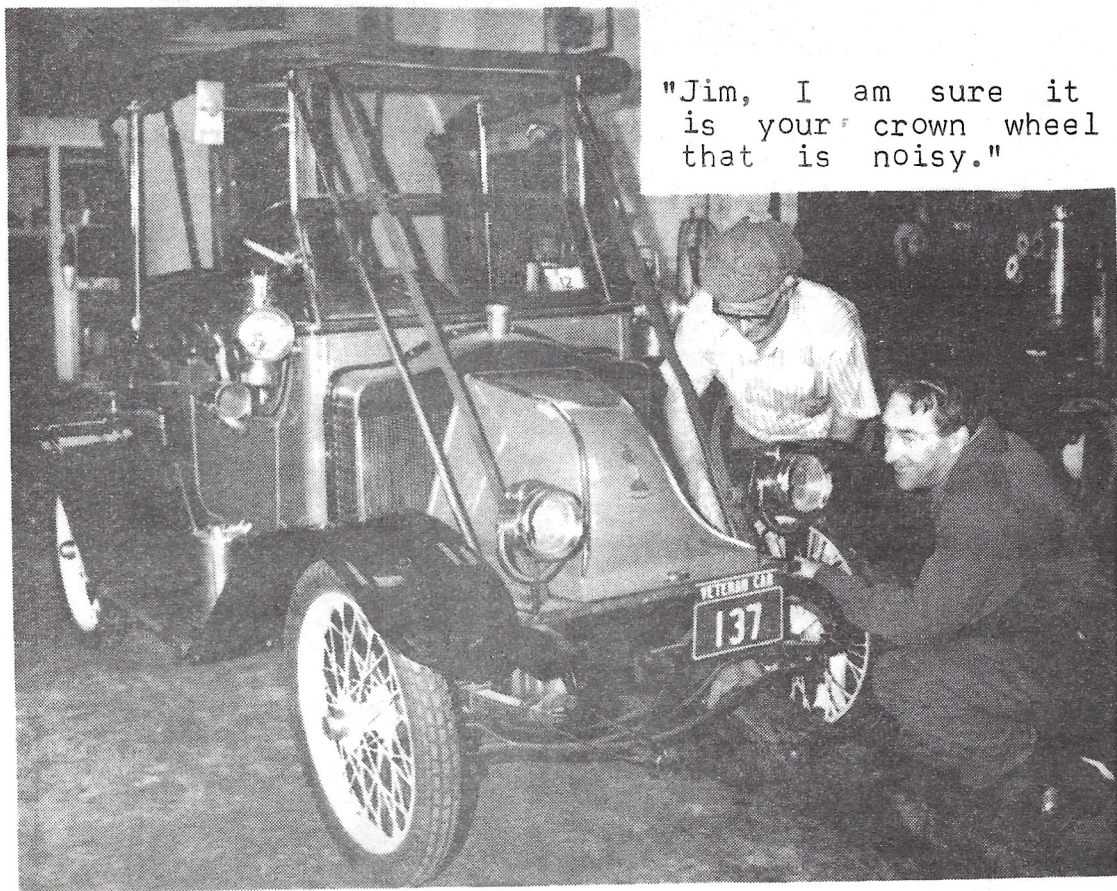
F.

W.

D.



"Here is one that
got away"
1909 Sizaire-Naudin 10hp.
Now resident in W. A.



"Jim, I am sure it
is your crown wheel
that is noisy."

Our road test vehicle is a model B and was designed, and to the best of our knowledge used, as an ammunitions carrier to replace pack horses during the Great War between 1914 and 1918. Although our vehicle is accepted as a 1918 model, the gearbox and one of the clutch shaft support blocks are clearly stamped 1914.

Being a full forward control the driver's seat is located immediately over the engine, and the only thing forward of the cabin is a huge radiator with cast iron top and bottom tanks. The water connection from the top of the cylinder block to the radiator runs through the centre of the cabin and is protected from accidental damage by a metal duct. Radiator capacity is about 10 gallons.

The cabin at present on the truck was built in Australia about 1919 and features most advanced flow through ventilation by having a divided windscreen, the upper half being hinged at the top.

Inside the cabin behind the firm seat back is located the 30 gallon fuel tank and as the vehicle averages around 6 miles per gallon it would be possible to travel approximately 180 miles before refuelling.

A five-spoke steering wheel with a wooden rim of 20" in diameter is mounted on a slightly inclined "Ross" steering box with a one-piece sector shaft pittman arm. An added feature is the spring loaded tapered valve built into the steering wheel locating nut allows the steering box to be replenished with oil.

Entry to the cabin is effected by a step suspended from the chassis, onto the mudguard, which is of checker plate design and through the baker's cart type doorway.

Although this vehicle is of American design and construction, they were all built with right hand drive. The gear lever and hand brake are mounted outside the right side of the cabin.

One thing unusual is the complete absence of any form of instrumentation and as the truck is not equipped with any electrical devices there are not any switches with the exception of an engine cut off button.

The engine is a Wisconsin tee head twin block design of four cylinders having a bore of $4\frac{3}{4}$ " and a stroke of $5\frac{1}{2}$ ", (See photo on Photo Page), rated at 36.1 h.p. and developing 54 h.p. at 1300 r.p.m.

A Stromberg glass bowled carburettor supplies the engine through an updraught manifold on the right side of the engine, while the exhaust valves are on the left. Although the valve springs and tappets are exposed, aluminium split covers prevent dust and dirt from collecting on them and at the same time allow for correct lubrication by vapours being forced up from the crankcase.

Engine power is transmitted very smoothly through a wet multi disc Hele-Shaw clutch by way of a short shaft which has a universal joint and a cone clutch brake to a large three forward speed gearbox.

(Continued on Page 10.....)

The gearbox is of the constant mesh type with sliding dog engagement. Built onto the rear of the gearbox is a sub-transmission which is driven off the output shaft of the gearbox by a silent chain, almost 6" wide, to a centre locking differential. The action of this third differential is to compensate for differences in speed and load of the other two units. An extra feature is the ability to disengage both front and rear wheel drive by short bell cranks located at this area.

Both front and rear axles are of the live design and swivel joints on the front to allow for steering. Total gear reductions are 1st 35.60:1, 2nd 17.80:1, top 8.9:1, reverse 36.07:1. Even with 37" x 5" wheels road speeds (estimated) are 1st 3 m.p.h., 2nd 8 m.p.h. and top 14 m.p.h. maximum.

Suspension is reminiscent of horse and buggy with a transverse spring connected to semi-elliptics on the rear and semi-elliptic with slip shackles on the front.

Comfort for the driver and passenger is very limited as the truck is fitted with solid tyres and being a full forward control commercial vehicle springing is very firm.

Fortunately the engine fires easily as the hand crank lever is only short and the big four cylinder takes some pulling over. An impulse magneto assists no end in this easy starting.

Once under way engine performance is leisurely rather than brisk and at low road speeds the steering is quite heavy, particularly if in four or front wheel drive, however as the road speeds increase the steering becomes lighter.

Gear changing on this unit is very simple and when one becomes accustomed to the firm short gear lever movement, every change can be made smoothly and quietly.

Braking is adequate empty, I have not tried the truck loaded as yet, and the foot brake operates on a drum mounted on the output shaft of the gearbox. The handbrake is connected to the rear wheels by an equalising set of levers and rods.

Veteran car 198 is indeed a vehicle full of unique features and although slow and cumbersome, should always be there when everybody else is about ready to depart for home.

C.F. BLIIM

* * * * *

THE FIRST WEST-EAST AUTOMOBILE CROSSING

The first West-East automobile crossing was from Fremantle to Sydney in 1912. Driver of the American-made, low horsepower Brush was Mr. S.R. Ferguson; his companion, navigator and handyman was the famous cyclist and driver, Francis Birtles.

Mr. Ferguson worked for the firm that imported the one-cylinder, chain-driven Brush cars. The company had the auto shipped to Fremantle, where the experienced Mr. Birtles added a bicycle and a fox terrier named Rex to the load.

This was to be one of Mr. Birtles' six trips across the country - five of them on a push bike. His first transcontinental ride had lasted from October 1909 to December 1910 - beginning a year after two gentlemen named Dutton and Aunger had driven a Talbot from Adelaide to Darwin in the first automobile trip from Australia's southern to northern borders.

The journey of Ferguson and Birtles began on a fine March day. They had the new bicycle strapped to the car, along with four water bags and a fortnight's supply of tinned food.

Petrol, oil and tyres were placed along the route for them - they didn't even carry a spare wheel. For a while they drove along the railroad track on the way to Coolgardie. After that, Mr. Birtles got out his pocket compass and pointed toward an old camel track. They headed east.

They bogged in the slimy mud of salt lakes, and fought mulga and salbush and huge tree stumps hidden in the tall grass. On the Nullabor Plain, frightened Aborigines scattered at the strange sight. Sometimes the car's hot exhaust would set fire to the dry grass.

It was, they reported, unsafe to try to maintain a speed of five miles per hour; one day they travelled only two miles. Finally they struck the overland telegraph line, which Mr. Ferguson considered to be a miraculous stroke of luck. When the going was particularly bad, they could tie the car onto a telegraph pole and pull it forward that way.

Mr. Birtles was particularly famous for his mechanical ingenuity. When a tyre blew out he would stuff it with leaves and twigs. When the crank case on the Brush broke, Mr. Birtles reluctantly cut up his bicycle to repair the car.

Reports on the trip are conflicting, and on the latter part of it almost non-existent. After the Nullabor the going must have been quicker, however, for in April word came that the pioneers were nearing Sydney.

Representatives of the importers and auto buffs went out to meet the travellers, and escorted them into Sydney on April 14, 1912 - just 28 days and four hours after they had set out from Fremantle.

(Continued on Page 12.....)

The First West-East Automobile Crossing, Cont'd.

Pioneering in Australian motoring went on for many years, including numerous attempts to set new records for crossing the continent from Perth to Sydney. By 1929 the record set by Norman Smith was down to 4 days, 10 hours, 43 minutes.

A missionary, Mr. N.R. Westwood, was the first to drive around the circumference of Australia in a Citroen in 1925.

Mr. Birtles, meanwhile, opened up much of the Gulf country in the northeast of Australia. His greatest effort, however, was two brave attempts to drive from London to Canberra.

His first try in early 1927 was in a "massive" 25 horsepower Bean automobile. He and two companions got as far as Delhi before illness, a crippled car and the monsoons stopped them.

That same October he began again, alone this time, in a Bean car called "The Sundowner". Mr. Birtles made a parting attack on the British motor industry for ignoring the potentially excellent market in Australia, then he set out through Europe and the Middle East.

The going was unbelievably difficult, with Mr. Birtles at various times brushing death from starvation, thirst and native people. At one point he took 28 days to gain 36 miles.

Francis Birtles did make it, driving several thousand miles and receiving a warm welcome in Melbourne and Canberra. The record was spoiled only by one short boat trip from Burma to Penang, Malaysia, during a ferocious monsoon.

* * * * *

NOW AVAILABLE

VETERAN CAR CLUB OF AUSTRALIA CAR BADGES

Featuring:

- * Baked Vitreous Enamel
- * Stem or Rear Mountings
- * Club colours (N.S.W.) Yellow and Green
National Club Colours Light and Dark Blue

\$6.00 each plus postage, 50¢

Use one on your Veteran - one on your Modern Car.

ENQUIRIES:

Badge Officer - P. Kable,
11 Gallipoli Street,
Hurstville. 2220

* * * * *

HAND-FORMING BODY PANELS

There will be a course in hand-forming Body Panels available to members who are restoring Veteran and Vintage cars. These will be run by the Department of Technical Education. All practical - no theory!!!

This course will be one night per week, 3 hours per night, starting February.

For enrolment and fee details, ring Technical Colleges:

Ultimo
North Sydney
Granville
Bankstown
Gymea
St. George

Country members:

Newcastle
Wollongong
Orange
Lismore
Canberra
Wagga Wagga
Albury

ALL N.S.W. MAGAZINES PLEASE COPY.

* * * * *

THE HUPMOBILE

The makers of this breed were Robert and Louis Hubb, trading as Hupp Motor Car Company, Detroit, Michigan. Their first year of manufacturing was 1908, when they treated the market to the 2.8 litre, 4 cylinder light runabout, with two bucket seats and a bolster tank. This model had a two-speed sliding type gearbox.

1911 saw a touring car with three forward speeds and a longer wheelbase of 9'2". They continued with a 4 cyl. side valve motor until 1924. In 1914 they stepped up to electric lighting and starting. In 1916 (middle of 1st World War) they made a bigger vehicle with a 10'6" wheelbase, the purpose being to provide a chassis big enough for seven-seater bodywork.

They must have had quality, for their sales in 1913 (5 years after blast off) were 12,000, and by 1923 they were turning out 38,000.

Up to 1918 the vehicles were not very prepossessing in appearance, being too angular. This was corrected in 1918 with a rounded cowl and body line, and fuel feed was by vacuum tank from a conventionally placed rear tank.

Following our usual practice, we cover only veteran era. However, we add here that Hupmobiles were discontinued in 1941 after a few years of difficulty.

* * * * *

BOWRAL EASTER TOUR

20TH-23RD APRIL 1973

The response by members to Vic's request re numbers of likely starters for the Annual Easter get-together with the Canberra boys has been excellent.

There is every indication of it being a sell-out !!

HAVE YOU CONTACTED VIC JACOBS ?

(69.6666 or 338 Botany Road, Alexandria).

A very special week-end has been planned: Tennis, golf, swimming, barbecues etc. - even a cricket match - V.C.C.A. A.C.T. ELEVEN versus V.C.C.A. Sydney ELEVEN. Watch this magazine for news of the entry form soon.

* * * * *

EXTRACTED FROM "AUTOCAR" 1910

TURNING CORNERS:

A valued correspondent, in dealing with accidents at corners, brings up a point which is worth special consideration. His contention is that if, in turning a corner, one finds a cyclist or a motorist bearing down upon one on his wrong side, one's natural inclination is to go over to the right to make room for the man who is apparently about to charge one. He is convinced, from observations he has made, that on the whole it is much safer to keep to the left, as if one once begins to go to the right the oncoming rider or driver, though he may have been on his wrong side when first seen, is in a dilemma, and a collision is almost unavoidable. On the other hand, by sticking firmly to one's proper course, the man on the wrong side has a very good chance of changing his direction and avoiding a collision by the simple expedient of going over to his own side. We know that arguments to the opposite effect can be introduced, but we think, considering all things, the safest thing to do is not only to be careful always to turn corners to the left at a reasonable speed, but having once done this, to keep to the left. It is much safer than cutting out to the right on the assumption that the man on his wrong side will keep on his wrong side. Stop if you can, but do not imagine that you can tell what the other man is going to do. It is far safer to assume that he will turn sharply over to his proper side than it is to assume that if you go on to your wrong side he will keep to his wrong side, and so pass without danger to either.

CHOICE OF TRACK:

Too many drivers simply take the road as it comes, without troubling to select the best path. Possibly they are not aware that every bump means waste of power and increased wear to the car. But such is undoubtedly the case. One can often detect the fact that the driver is an experienced cyclist from the way in which he picks his course. We do not mean, of course, that the driver should keep the car perpetually on the wriggle, but simply that, where he has the choice to make, he should take the line which will be best

(Cont'd. on P.15.....)

Choice of Track (Cont'd.)

for the vehicle and most comfortable for the passengers. Thus a smooth surface is to be preferred to a rough one; dry ground is better than wet; the crown of the road gives better running than the sloping sides; and all reasonable care should be taken to avoid holes and loose stones. If a patch of new metal cannot be avoided, it is best to drive up to it at a good speed and then declutch, so that the wheels merely roll over the stones, without being subjected to the additional strain set up by driving. If the momentum is not sufficient to carry the car the full length of the patch, the remainder should be driven over quietly at slow speed.

* * * * *

KATOOMBA QUIZ

The neatest correct entry to the following questions will win meals and accommodation for two people on the Katoomba Rally.

Entry is limited to financial full and associate members, drivers will have entry form for two people covered, associate members will travel on the Katoomba Rally in a veteran car expenses paid.

All entries must be received by 20th February; the winner will be announced at the February meeting. The decision of the judges is final and no correspondence will be entered into.

Members may send in as many entries as they wish and those who have read their SPIT AND POLISH should have no problems answering the questions:

QUESTIONS

1. Who were the three members with identical point scores on the Gosford Rally?
2. What year will the next International Rally be held in Australia?
3. Who is in charge of the next Bowral Rally?
4. What are the two ends of a secondary winding in a magneto connected to?
5. Who knocked over the wooden spokes of the "T" Ford wheel?
6. Who was injured whilst driving a 1904 Locomobile last year?
7. What are the clearances of the spool valves in an automotive transmission?
8. What was the suggested name to replace "Steering Column"?
9. If your magneto points have a bleached look, what is the cause?
10. Who won last year's "Veteran of the Year" Award?
11. What was the answer to 17 across in the club crossword?
12. What is kinetic energy?

SEND ALL ENTRIES TO: "KATOOMBA QUIZ",
134 QUEENS ROAD, FIVE DOCK. 2046

A D V E R T I S E M E N T S(All States) AVAILABLE FOR EXCHANGE:

Beautiful big brass veteran Lorraine-Dietrich radiator in near mint condition with badge.

ALSO: Large brass veteran Minerva radiator in good condition with badge.

WILL EXCHANGE for antique items such as Edisons, mechanical music boxes, old wall 'phones, old guns, hot air fans etc.

- COLIN PARKER,
"Mount Pleasant",
Kurrajong, N.S.W.
'Phone: STD 045.71422

(All States) FOR EXCHANGE: Brass horns (Various)

Brass lamps (various)

5-spoke steering wheel (alloy) to suit Renault or Clement Bayard

815 x 105 wheel rims

'T' Ford Gymbal (Veteran)

(All States) WANTED: Ducellier or other French veteran lamps (brass)

Radiator cap (spring loaded) 2 5/8" diam. in brass

815 x 105 wheels (B.E.), 815 x 105 or 815 x 120 B.E. tyres

- JOHN ROBERTSON,
156 Deepwater Rd.,
Castle Cove. 2069
'Phone: 40.1363

FOR SALE:

Magneto, Bosch, FU6B \$30

Vintage Cabin Trunks (2) \$10 each

FOR EXCHANGE: Tyres, New, 4.50 x 17 Dunlop (1)

6.00 x 17 Olympic (2)

30 x 3 (B.E.) Michelin (2)

4.40 x 23 Olympic with Tube and Rim

Lamps, Steel Acetylene Headlights, 7"d. Pair

Brass "Rushmore Searchlight" 9"d. One

Steel "Ford" Circular Sidelights, Pair

Steel "Dietz Union" Driving Lights, Pair

Divers Helmet Tail Light (Lucas)

Veteran Metz Engine (1914) and Rear Axle

Vintage Minerva Gear Box, Starter, Generator & Magneto

Vintage Bowser Petrol Pump, Enamel "PLUME" Sing 6' x 3'

Stewart Vacuum Tank

Various Magnetos, Bosch, Lucas, B.T.H., G.A., Dixi

Various Carburettors, Holley, Simplex

WANTED:

Veteran Metz Radiator

Austin Seven Fabric Body (Condition unimportant)

English Spotlight

- PAUL W. BUTLER,
1 Darley Rd., Randwick.

('Phones: 29 3086 Bus., 39.4786 Priv.)

A D V E R T I S E M E N T S (CONTINUED)

"Sir: I am writing to you in regard to an old radiator I have. It is a very big old type with an emblem of a train on it. The name written across the front of it is BERLEIT.

I am writing to you to find out if anyone in your club is interested in buying it, or if anyone knows if it is worth anything, or can anybody give me some information about it at all.

- J. FOREMAN,
Box 15, P.O. Lakemba, 2195."

WANTED:

Two roadster rear mudguards with an outside edge similar to a "T" Ford, not flat with a rounded edge like a '28 Chevrolet. One bonnet (measures 56½" over the front end, 66" over back end, and approx. 37" long with 12 flutes in the side.) Two windscreen frames, one carburettor complete, one horn button and an oblong switch panel for dash, all for a 1918 Buick 6 cylinder. ALSO: One hood frame in good order for 1925-28 Chev. 24" Dodge rims.

TO SWAP ONLY ON ABOVE PARTS:

One 1918 Buick Tourer back end and sections between the doors, one back door only. (No fire wall or front doors), Roof frames and set of Tourer mudguards (flat wide type with rounded outer edges). Three spare tyre carriers, all body parts are rusted but are restorable. One round light switch 1919 or '20 Buick. Three headlights about same model (Poor reflectors and rims). One splash guard under radiator.

- E.J. HOY,
Round Swamp,
Walcha. 2354



Law Union & Rock Insurance Co. Ltd.

(Incorporated in England)

GIBBS BRIGHT & CO. PTY. LTD., Agents and Attorneys

8 SPRING STREET, SYDNEY Phone: 2 0548

also at

60 Fitzmaurice Street, Wagga Wagga Phone: 2283

35 Watt Street, Newcastle Phone: 2 2308

● FIRE

● ACCIDENT

● MARINE

Vintage & Veteran Restorations

(Regd.)

RON FERGUSON (Proprietor)

"THE ORIGINAL SPECIALIST"

67 Church St., Lidcombe, 2141. Phone: 649-2624.

- ★ Ford "T" wide range of new spares.
- ★ Brass body fittings including door handles, hinges, hood fittings, scuttle vents, etc.
- ★ Cylinder head gaskets for most makes.
- ★ Accessories including compression whistles, bulb horns, brass mirrors, etc.
- ★ Rubber sections, good range as applicable to Vintage and Veteran vehicles.
- ★ Special parts made to order.
- ★ Mail orders promptly despatched.
- ★ Complete or part restorations carried out.
- ★ No job too large or too small.

YOUR ONE STOP SHOP FOR NEW PARTS AND SERVICES

GOES EVERYWHERE!



The sensational new Chesney Kampa GT. Weighs only 10 cwt., can be towed easily by the smallest of cars, maintenance free, moulded fibreglass body, only 11 feet long and 5 feet high on the road. Opens up to comfortably sleep seven adults, full headroom inside, equipped with two burner stove, fridge with full width freezer, dual circuit lighting, 240/12 volt, fully screened windows, easy lift spring loaded roof. Special built-in roof racks for carrying Chesney Fibreglass dinghy.

See the eye-catching "Hot Mustard" GTK exclusive to Blue Point Caravans.

**IMMEDIATE
DELIVERY**

***EASY TERMS
FROM NO DEPOSIT***

BLUE POINT CARAVANS

1033 Canterbury Road, LAKEMBA. Phone 759-4100

BLUE POINT CARAVANS

Cnr. Hector Street and Hume Highway, BASS HILL. Phone 644-1877

BLUE POINT CARAVANS

201 Parramatta Road, FLEMINGTON. Phone 76-8890