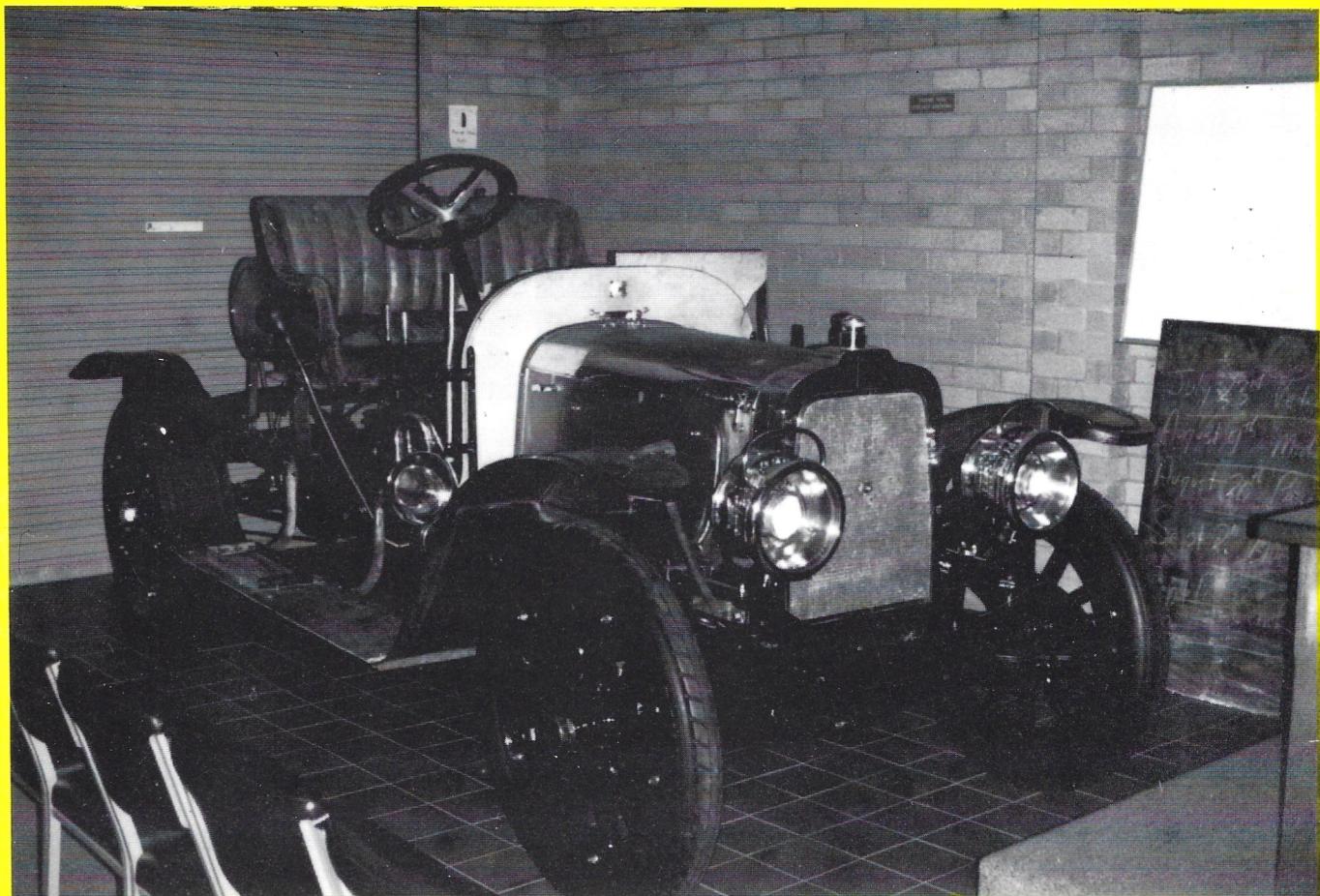


SPIT AND POLISH

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



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AUGUST 1989

PRICE \$1.20

PATRON:
His Excellency
The Governor of N.S.W.



Volume XXVIV No. 18

August 1989

TABLE OF CONTENTS

| | Page |
|--|------|
| Contents; Notices of Meeting; Cover Photo | 1 |
| Editorial; Vale | 2 |
| President's Message; Snippets from Past Meetings | 3 |
| Letter to Malcolm Johns from V.C.C.A. | 4 |
| Letter to V.C.C.A. from Malcolm Johns | 5 |
| Veteran of the Month | 6 |
| M - I - N - D - S - T - R - E - T - C - H - E - R | 7 |
| A Country Trip with a De Dion Car | 8 |
| More Snippets from Past Meetings | 10 |
| Events Calendar | 11 |
| Bits and Pieces | 12 |
| Time Machines in Red Soil Country | 13 |
| LAWSONS (AUCTIONEERS) | 15 |
| Veteran Fiat Report | 16 |
| Investigating and Dating | 17 |
| The De Dion Bouton | 18 |
| 6 h.p. De Dion Bouton "Populaire" 1902 | 22 |
| Valve Grinding Hints - Folding an air tube for storage | 23 |
| Hot Dogs | 24 |
| Motor Vehicle Registration Statistics for N.S.W. in 1911 | 25 |
| Except from Australian Motorist | 27 |
| FOR SALE AND WANTED | 28 |

Other Veteran Car Clubs have permission to copy

NOTICE OF MONTHLY MEETINGS

Regular monthly meetings of the Association will be held at 8.00 p.m. at the Clubrooms on:

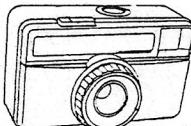
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|----------|-----------|----|---------------|
| THURSDAY | AUGUST | 24 | 1989 (A.G.M.) |
| THURSDAY | SEPTEMBER | 28 | 1989 |

The business of the meetings will be:

- * to receive and act on reports from Committee and Management
- * to raise issues for the attention of Committee
- * to discuss matters relevant to the interests and activities of the Association.

MICHAEL LOWE - HON. SECRETARY

COVER PHOTO:



This month's cover photo - VETERAN OF THE MONTH - Don Wright's Talbot. See pages 6 & 7.

EDITORIAL



WELL HERE IT IS AT THE END OF ANOTHER YEAR, AND BY THE TIME YOU READ THIS THE A G M WILL BE ABOUT TO HAPPEN.

I HOPE THAT YOU DID NOT FORGET TO NOMINATE FOR COMMITTEE, THE CLUB NEEDS TO HAVE NEW PEOPLE WITH NEW IDEAS COMING FORWARD ALL THE TIME.

PRESIDENT SANDY IS STEPPING DOWN AS PRESIDENT AND I AM SURE THAT YOU WILL ALL JOIN WITH ME IN SAYING THANKS FOR A JOB WELL AND GRACIOUSLY DONE, SOMETIMES UNDER SOME DURESS. THANKS FROM US ALL SANDY.

THIS WILL PROBABLY BE MY LAST EDITORIAL AS ANNA SIMMONS HAS AGREED TO TAKE OVER NEXT YEAR (UNLESS SOMEONE ELSE WANTS THE JOB!).

I HAVE ENJOYED DOING SPIT & POLISH AND I HOPE TO LET ANNA HAVE SOME CONTRIBUTIONS FROM TIME TO TIME, (I WILL ASSIST HER WHERE NECESSARY AND CONTINUE TO TRY TO SELL ADVERTISING SPACE FOR THE MAGAZINE).

THANK YOU TO THE MEMBERS WHO HAVE SUPPORTED ME OVER THE LAST TWO YEARS BY SENDING REGULAR CONTRIBUTIONS, PLEASE HELP ANNA ALSO. THE PAST TWO YEARS HAVE BEEN YEARS OF CONSOLIDATION FOR THE CLUB, NOT ALWAYS EASY TIMES AS HARD DECISIONS HAVE HAD TO BE MADE AND THESE ARE NOT ALWAYS POPULAR. I THINK THAT WE ARE NOW IN A POSITION TO GET BACK TO WHAT THE CLUB IS ALL ABOUT.....ENJOYMENT OF VETERAN MOTORING AND THE FRIENDSHIP OUR ACTIVITIES GENERATE.

LET'S ALL VOW TO START THE NEXT 12MONTHS ON THE RIGHT FOOT AND WITH THE RIGHT FRAME OF MIND, FORGET PERSONAL DIFFERENCES OR AT LEAST KEEP THEM UNDER CONTROL BY NOT BURDENING OUR FELLOW CLUBMATES WITH THEM BY PUBLIC DISPLAYS OF ILL TEMPER.

WE STILL NEED SOMEBODY TO TAKE NOTES AT OUR CLUB MEETINGS, SHORTHAND IS NOT NECESSARY.

I AM PLEASED TO REPORT THAT THE JUNIOR ENCOURAGEMENT DAY WILL BE ON AGAIN THIS YEAR AND THAT T.N.T. HAVE KINDLY AGREED TO LET US USE THEIR GROUNDS AT ENFIELD, SO WE WON'T HAVE THE DUST PROBLEM EXPERIENCED LAST YEAR.....DON'T FORGET OUR AIM WITH THIS DAY IS TO GET YOUNG PEOPLE AND OTHER POTENTIAL MEMBERS TO COME ALONG AND HAVE A DRIVE AND HAVE FUN. A SUSAGE SIZZLE WILL BE PUT ON BY THE CLUB FOR MEMBERS AND FRIENDS...(DON'T CRY BOB!)

SEE YOU ALL THERE.

CHEERS

KEITH EDWARDS EXED.

VALE

IT IS WITH DEEP REGRET WE RECORD THE PASSING OF KATH SIMPSON WIFE OF JIM AT BATHURST RECENTLY.

ALL MEMBERS SEND THEIR CONDOLENCES TO JIM AND FAMILY MEMBERS.

...President's Message ...



Members who attended the July meeting heard the items on the Agenda for the Veteran Car Club of Australia's Annual General Meeting to be held in September, 1989 at Launceston, Tasmania. Good discussion and view points were raised on several issues including state voting and the next International Rally, when and which state may host the event as both Victoria and Tasmania have expressed interest. Concern was also expressed over the late finalising of the 1988 Bicentennial Castrol World Rally Accounts and the fact that there has been no Audit to date.

The V.C.C.A. (N.S.W.) Inc. committee has been experiencing difficulties over the past months as you are all aware by letters published in the June magazine with communications with the V.C.C.A. This situation prompted the committee, to write to our Honorary Legal Advisor, Malcolm Johns, who has so kindly for some years guided the Club with legal advice but also has been Honorary Legal Advisor to the Federal Body, to in future only be advisor for the N.S.W. Club. The two letters, the Club's signed by myself as President as the Secretary was on holidays and Malcolms reply were read at the July meeting and at Malcolm's request are printed in the magazine.

Following the suggestion of the members, committee has written another letter to Malcolm Johns advising that the N.S.W. Honorary Legal Advisor would not be appointed till after the Federal V.C.C.A. A.G.M. in September.

Everyone enjoyed Don Wright's talk about his 1908 Talbot which was The Veteran of the Month on display. The restoration work done so far is very creditable. When Don thanked so many members by name and he hoped he had not missed any, who had assisted him in some way with restoring the Talbot, I personally thought now that is what this Club is all about - members helping each other with their common interest.

The A.G.M. is in August - send in those nomination forms. The Treasurer reminded members that they must be financial to vote - so send the subscription too if you haven't already.

SANDY ROBERTS.

SNIPPETS FROM PAST MEETINGS.

3-2-71: Building Committee formed.

24-6-71: Annual fees increased to \$6 membership, \$5 magazine and \$5 joining fee.

331 members - 226 full, 92 assoc. and 13 junior. 161 cars on club rego.



VETERAN CAR CLUB OF AUSTRALIA-N.S.W.

"DEDICATED TO THE PRESERVATION AND RESTORATION OF VETERAN VEHICLES"

Please address all correspondence to:

HON. SECRETARY
134 QUEENS ROAD
FIVE DOCK 2046

13th July, 1989.

Mr. M. Johns,
c/- Malcolm Johns & Company,
MLC Centre, Level 53,
19-29 Martin Place,
SYDNEY.

Dear Malcolm,

Thank you for your efforts with Ian. We are rather disappointed with the contents of Memo 5 however hope springs eternal ?!

With the Annual General Meeting coming up I need to know if you are prepared to continue as Honorary N.S.W. Legal Advisor. Our committee reaffirmed at its last meeting that we would very much like you to continue in this role provided you cease to act for the Federal Body. We do believe that unless things with the Federal Body improve rapidly we will need legal advice on our options and this would most likely place you in an untenable position.

I do hope that you decide in favour of continuing with N.S.W.

Kindest regards,

Sandra Roberts

SANDRA ROBERTS

PRESIDENT.

MALCOLM JOHNS & COMPANY
SOLICITORS

MALCOLM N. JOHNS, LL.B.
ASSOCIATES:
JOHN D. WHYTE, B.A., LL.B.
JOSEPH H. A. JACOBS, LL.B.
WILLIAM WADE, B.COMM., LL.B.

LEVEL 53 MLC CENTRE 19-29 MARTIN PLACE
SYDNEY NEW SOUTH WALES 2000 AUSTRALIA
FAX (02) 221 5459 TELEX AA71845 DX 840 SYDNEY
TEL. (02) 231 4688

Our Ref: MNJ:FT:

20th July, 1989

Mrs. D.M. Roberts,
President,
Veteran Car Club of Australia (NSW) Inc.,
134 Queens Road,
FIVE DOCK, N.S.W., 2046.

Dear Sandra,

I received your letter of 13th July, 1989 yesterday.

My appointment as Legal Advisor to the Federal Body has always been for a term expiring at the time offices are declared vacant at the next ensuing Annual General Meeting of that Body. Accordingly, my present term of office does not expire until 9th September, 1989 which is a date after the New South Wales Annual General Meeting.

Without cause, I take the view that not only would it be improper of me to resign as Federal Legal Advisor prior to that date but, and more importantly to me, it would be unprofessional. I therefore decline so to do.

I must also decline New South Wales' invitation to put my name forward as its Honorary Legal Advisor for 1989/1990 as I am unable to comply with its condition precedent for the reason set out above.

So that there be no misunderstanding amongst members as to the reason why I shall no longer be New South Wales' Honorary Legal Advisor, I ask that you publish your letter to me under reply and this letter in the next edition of Spit & Polish.

Yours sincerely,

Malcolm Johns

MALCOLM N. JOHNS

VETERAN OF THE MONTH

1908 35HP CLEMENT TALBOT

SALES RECORDS SAY THAT THIS VEHICLE WAS PURCHASED ON THE 15TH JANUARY, 1908 BY CHESTER MANIFOLD OF WESTERN VICTORIA. THE MANIFOLDS WERE TO BECOME ONE OF VICTORIA'S TOP MOTORING FAMILIES. THEIR NAMES BEING LINKED TO CARS LIKE BUGATTI, LANCIA, ROLLS ROYCE ETC.

ANYWAY THE FAMILY USED THE TALBOT TILL 1919, WHEN IT WAS SOLD TO ROBERT CROMWELL WHO HAD JUST RETIRED AS THE PORT OFFICER FOR MELBOURNE. HE USED THE CAR TILL 1929, WHEN AFTER BEING UNABLE TO SELL IT FOR £10.00 IN MELBOURNE, HE BROUGHT IT HOME AND COMMENCED TO DISMANTLE IT PRIOR TO OVER HAUL. WHILST IN THE PROCESS OF REFURBISHMENT HE PASSED ON AND THE CAR SAT IN A BARN IN NORTHERN VICTORIA TILL 1969, WHEN RON WYLIE FROM GEELONG MANAGED TO SECURE IT FROM THE CROMWELLS.

THE CAR WAS IN GOOD SHAPE, THE ORIGINAL WHEELS ARE STILL ON THE CAR AND ARE PERFECT, NO DRY ROT OR OTHER DAMAGE. SOME PARTS HAD BEEN LOST OR MISAPPORPRIATED, BUT RON MANAGED TO SECURE MOST OF THESE AND HAD BEGUN TO RESTORE WHEN HIS WIFE PASSED AWAY, AND HE DECIDED TO SELL. THIS WAS ABOUT TWO YEARS AGO, AND I WAS TOLD OF THE CHANCE. SO I WENT TO GEELONG (WITH MAX CHAPMAN AS ADVISOR) AND PURCHASED THE CAR.

ONLY 3 4F'S CAME TO AUSTRALIA, THIS CAR WAS THE FIRST. THE NEXT BEING THE ONE OWNED BY G.G. WHITE OF ADELAIDE, WHO ESTABLISHED A NEW ADELAIDE TO MELBOURNE RECORD IN 1909, TOGETHER WITH A REPEAT OF THAT RECORD AND THE MELBOURNE TO SYDNEY RECORD. THIS CAR WAS DISMANTLED DURING THE SECOND WORLD WAR FOR ITS BRASS AND ALUMINIUM - THE REMAINS WERE SCANT. A CRANKSHAFT WITH FLYWHEEL AND CONRODS, TWO CAMSHAFTS AND A FEW OTHER INCIDENTALS. I NOW HAVE THESE. THE THIRD CAR SUFFERED FROM A FIRE, BUT IS BEING REBUILT IN MELBOURNE NOW.

ALTOGETHER EXACTLY 50 CARS WERE BUILT APART FROM THESE THREE, I KNOW OF NO OTHERS. THE CAR UTILISED THE SAME CHASSIS AS THE 15 & 25HP CARS. THIS GIVES AN EXCELLENT POWER TO WEIGHT RATIO - HENCE THE HIGH GEARED 2.7 TO 1 DIFFERENTIAL. MOTOR DETAILS ARE 4 CYLINDER 120MM BORE BY 120MM STROKE. DUAL IGNITION BY BOSCH, DR4 MAGNETO AND BOSCH DISTRIBUTOR TOGETHER WITH BOSCH THROUGH THE DASH COIL, IN WHICH IS INCORPORATED A VIBRATOR WHICH ALLOWS (IF ALL IS IN ORDER WITH THE MOTOR) A START BY JUST PRESSING THE APPROPRIATE BUTTON - SIMILAR TO ROLLS ROYCE AND FORD T.

THE CARBURETTOR IS TALBOT'S WITH ONLY ONE JET OR CHOKE MECHANISM. IN FACT NO METHOD OF ENRICHMENT FOR COLD START OTHER THAN FLOODING THE CARBURETTOR - SOME PEOPLE SAY THAT IT IS A BEAUTIFUL CARBURETTOR IF YOU CAN EVER GET IT ADJUSTED RIGHT. WE SHALL SEE!

DRY SUMP LUBRICATION WITH OIL TANK MOUNTED ON OFF SIDE CHASSIS RAIL, TOGETHER WITH SIGHT FEED LUBRICATOR ON DASH TO REGULATE OIL SUPPLY TO VARIOUS BEARINGS. COOLING BY PUMP AND WITH FAN MOUNTED THROUGH RADIATOR CONE - TRADITIONAL TALBOT.

THE MOTOR WAS DESIGNED BY M. CLEMENT OF PARIS AND THE 1908 MODELS COULD BE EITHER THE ENGLISH (AS THIS ONE IS) OR THE PARIS MODELS. THE PARIS MODEL WAS CHAIN DRIVEN WHILST THE ENGLISH CAR HAD PROPELLOR SHAFT AND NORMAL REAR AXLE.

AS TO THE BODY - THE ORIGINAL BONNET TOGETHER WITH SIDES FOR SAME, MUDGUARDS AND SOME OF THE TUB WERE WITH THE CHASSIS - NONE OF THESE ITEMS WERE ABLE TO BE USED AS THEY HAD BEEN POORLY REPAIRED AND WERE BEYOND SALVAGE. THEY DID MAKE EXCELLENT PATTERNS.

THE CAR IS BEING FITTED WITH A SMALL PIANO BACKED ROADSTER BODY, USING THE ORIGINAL HOOD FRAMES AND BODY IRONS AND WHEN COMPLETED SHOULD BE A VERY DESIRABLE MACHINE.

REBUILDING HAS BEEN A JOY AND I WOULD LIKE TO SINCERELY THANK ALL THOSE WHO HAVE GIVEN PARTS, TIME, ADVICE ETC. WITHOUT SUCH THINGS I DOUBT IF I COULD HAVE COMPLETED THE JOB.

LOOKING FORWARD TO PARTICIPATION IN MANY CLUB EVENTS.

DON WRIGHT.

(See photo front cover)

M - I - N - D - S - T - R - E - T - C - H - E - R

No. 77

TRICKY TRIO

1. If it were two hours later, it would be half as long until midnight as it would be if it were an hour later. What time is it now?
2. What is the word HCPRAATEU when it is unscrambled?
3. The same three-letter word can be placed in front of each of the following words to make new ones. What is it?

---light, ---break, ---time.

Solution to No. 76

DEVIOUS DUO

1. Six typists. Each typist types one page in two minutes.
2. (e) flower - the only one that is not an artistic work made by a person.

A COUNTRY TRIP WITH A DE DION CAR - From Newcastle to Moree.

SOME HILL-CLIMBING TESTS OVER THE BLACKSOIL PLAINS.

In the run on a De Dion voiturette from Newcastle to Moree, undertaken by Mr. W. Elliott, Mr. M. Foy and the writer, we did not attempt to get through in record time, but merely jogged along from town to town in easy style. In record-making a great deal of preliminary preparation is necessary, and a complete knowledge of the road is an essential to sustained fast travelling. None of us had previously been over the northern roads, and it is a singular circumstance that bicyclists from the city didn't tour them to any extent. This is probably due to the fact that there is no decent connection between Sydney and Newcastle.

We made a stop at Maitland on the Friday night and at Singleton on Saturday night. The road between Maitland and Singleton was hilly, but generally with a very fair surface, and the country looked in a splendid state. At Singleton on Sunday morning there was a hard frost. We got away soon after breakfast, to make Muswellbrook for lunch. It was during this part of the trip the tricycle got away from the car, because of the up and down track. The sharp upward pinches necessitating Mr. Elliott at times putting the voiturette on the low gear, while he also, sooner than take any risks on an unfamiliar road, came down many of the steeper hills with the engine throttled. The tricycle was in good form, and raced up the hills, all the surfaces being good, and flew down them.

After passing Liddell, about 16 or 17 miles from Singleton, we ran into some steadily rising ground, and a few miles further on, after some intermittent climbing, we struck a long steep rise, which was known locally as the Grass Tree-Hill. It was the first real hill-climbing test the car had been called on to do, and we were anxious to see how it would perform. Before leaving Sydney, we had climbed all the hills about the city, but they were all short and none of them is a real test. Here was a hill over a mile long, with a continuously steep grade, and with a surface in places very loose. On Grass Tree-Hill the tricycle engine ran hot, and made the top with but two rests. But the voiturette, making a good run at the foot of the rise with both Mr. Elliott and Mr. Foy seated, put in a good hundred yards on the high-speed gear. Then as the hill began to sensibly slow the engine, he shoved in the low gear, and with a buck the car settled down to its work and steadily forged its way up the rise, never faltering, and showing signs of plenty of reserve power. They passed me at about a seven miles an hour pace, where I stood about three quarters of a mile up the rise, waiting for my engine to cool.

From this point down into Muswell brook was a succession of gently down grades, and the run was made in great style, both the tricycle and the car going splendidly.

From Musswellbrook we headed towards Scone. It was just before reaching Scone that we had the exciting race between the car and the tricycle in which the car came out with all the honours. Between Scone and Murrurundi, where we had decided to stop for the night, we had some heavy hill work to do in climbing Waldron's Range. We had heard about this climb all the way up the road, and the opinions of those we met varied greatly as to whether it was worse than Grass Tree-Hill or not. We found that it was very much worse, and when we first saw the steepest part, had doubts as to whether the car would go up it even without her passengers and luggage.

The road leading to the range rose steadily in easy grades for about a mile and a half, and then a steep pinch of about 150 years brought us up to a flat piece, from which the hill proper rose seemingly almost straight into the air. The surface was very bad, the hill being covered with large loose stones, which extended right across the roadway. This sort of thing soon stopped the vehicle and it was not until it had had about four hours rest, that it made to the top, which was about three quarters of a mile from the start of the steepest part of the hill. Also the voiturette was relieved of its passengers. Still it was an excellent performance.

Once on top of the Waldron Range, the run down into Murrurundi was easy, it being mostly down hill. The descents in places were very steep, though no grade like that on the other side of the hill was encountered. The car and the tricycle made the run down splendidly. But before the town of Murrurundi was reached the voiturette was put to another test. This was running through an unbridged creek.

The descent to the bed of the creek was steep and rutty, and this prevented the car being taken to the water at a fastpace. The water was about 2ft deep in the centre, and about 30ft across, the rise on the other side being steep and the surface thick with mud. A waterproof blind stretched under the gearing kept a great deal of the water out from the engine, and prevented any of the electrical connections getting wet. These blinds were not fitted to the cars by the manufacturers, the attachment being an idea of Mr. Elliott's to keep the mud out of the gearings on slushy roads. After the car had tested the depth of the water in the creek, I essayed the passage across on the tricycle. The engine kept going to within a couple of feet of the opposite bank, where it stopped dead. We hauled the machine to the top of the bank. The contact breaker case turned out to be full of water. We then wiped it and everything else dry and started once again for Murrurundi.

At Murrurundi I joined Mr. Elliott and Mr. Foy in the voiturette having accomplished the tests we wished to make between the car and the tricycle. There was very soon an opportunity to test the point whether the car felt the weight of its extra passenger, for a few miles out of Murrurundi we had the Liverpool Range to climb, an ascent of about two and half miles. However, we made to the top, the surface all the way was excellent.

From this point into Quirindi the road, was undulating and the surface excellent, and the car with its increased load, made splendid pace. It was between the top of the Liverpool Range and Quirindi that the car made its second stop of the run, the engine failing owing to the petrol from the reservoir having leaked away, through a fracture in the tube. A repair was made in a few moments, and Quirindi was reached in good time.

After lunch at Quirindi we made another start with the intention of staying at Mr. Clift's Breeza Station for the night. We went by the "Who'd have thought it" road, in preference to that through Werris Creek, and in half a dozen miles struck the black soil plains.

Fortunately little rain had fallen and the black soil was fairly dry. We went through Box-Hill Station, off the main road, in order to give the car a thorough testing. For miles the wheels sank three or four inches in the soil, necessitating the engine being run on the low gear. The engine, however, did not run hot. Our's was the first motor seen in that part of the country, indeed, it was the first car that had traversed any of the northern roads, but as a rule, the country people took very little interest in it. It is a characteristic of Australians that they are never surprised at anything, and certainly the people we met on the trip seemed to be endowed with this trait.

Our arrival at the station caused a little excitement, all hands taking an interest in the machine that was going to knock the horse out of the market. The engine after its run across the plains was not unduly heated, though after a careful consideration of the car's performance on the black soil, we came to the conclusion that it would never make a trip across the plains if they were wet.

I left Mr. Elliott and Mr. Foy at the station and returned by rail to the city. The trip was accomplished to Moree, and from my conversations with them, I have an interesting account of their experience to narrate in the next article.

SNIPPETS FROM PAST MEETINGS

3-2-56: It was moved that a veteran car for sale by a member, must be advertised at least once in the club circular. K. Holmes reported on the recent trip of 50/- to Melbourne. 16hrs 5mins average 35.25 mph, breaking the old record set in the same car, driven by Boyd Edkins. List of 19 starters in the 1st Blue Mountains Run to be held 24-25th March, 1956. Golden Fleece sponsorship of £200 plus free oil, petrol and technical advice.

3-5-56: W.V. King elected Auditors, N. Goldman elected first P.R. officer.

E V E N T S C A L E N D A R 1 9 8 9

August 13 Navigators Run 10.00 a.m. Queen Elizabeth Park, Broughton St, Concord.

September 24 Junior Encouragement Day 10.30 am TNT 16-24 Cosgrove Rd, Enfield.

September 30, Oct 1 & 2 Morpeth.

October 21 - 24 1 & 2 Cylinder Rally Bathurst.

October 10th Garden party Government House..Historical dress.

* October 28 & 29 Invitation Victorian Ballarat Rally.

November 4 & 5 Rego inspection days.

November 12 Still to be finalised.

1990

January 7 Tasmanian 1 & 2 cylinder rally.

February 4 Breakfast run.

February 18 Castrol Display Day.

March 11 & 12 Annual Blue Mountains Rally.

March 25 1 & 2 cylinder rally. Port Macquarie.

April TBA Vic Jacobs Day.

September 20 - 26 All Veteran Rally Warwick.

September 29 & 30 Morpeth.

* THIS RALLY SOUNDS LIKE A GOOD ONE, I BELIEVE THAT THE SIMMONS ARE GOING. DESPITE THIS (!) HOW ABOUT A FEW MORE STARTERS FROM N.S.W.? STARTS IN MELBOURNE (NOTHINGS PERFECT!). GENTLE HILLS THROUGH WERRIBEE TO LAKE WENDOUREE, BALLARAT WITH T.V. COVERAGE, BE A FILM STAR. DINNER DANCE THAT EVENING. SUNDAY OFF TO DAYLESFORD, BACCHUS MARSH FOR LUNCH AND RETURN TO ALBERT PARK LAKE.

WE HAVE BEEN INVITED TO PARTICIPATE IN "THE INTERNATIONAL HISTORIC VEHICLE RALLY" IN TURKU FINLAND IN JUNE 1990....IF YOU FANCY A BIT OF THE "LEAP INTO THE ICY RIVER AFTER A SAUNA AND BE WHIPPED WITH BIRCH RODS" TYPE HOLIDAY, WHY NOT ENTER THIS ONE?. THE EDITOR HAS A COPY OF THE ENTRY FORM AND EVEN MORE DETAILS!!!.

BITSAND PIECES.

THE SPORTING CAR CLUB OF SOUTH AUSTRALIA ADVISES THE FOLLOWING NEW OFFICE BEARERS FOR 1989/90.

CHAIRMAN

DAVID LIPSHAM 08 278 4128 am

SECRETARY

JOHN WIEN-SMITH 08 31 6922 Club

COMMITTEE

M. PRYCE, BRUCE PORTER, FRED JONES, DOUG MULLINS, ALAN ROBINSON, FRANK ANDERSON.

THE VETERAN CAR CLUB OF AUSTRALIA (TASMANIA) ADVISES THE FOLLOWING OFFICE BEARERS FOR 1989/90.

STATE PRESIDENT

KELVIN CALLAHAN 003 447314

EXECUTIVE SECRETARY/TREASURER

BRIAN MATHEWS 003 261873
c/o FAX 003 316844 (P.O. TO RING AS ABOVE)

TASMANIAN 1&2 CYLINDER RALLY

IF YOU ARE STILL UNDECIDED ABOUT GOING, DONT FORGET THAT FRANCIS RANSLEY HAS TO CONFIRM ACCOMMODATION BY MID SEPTEMBER FOR THE 10% discount FARE ON THE ABEL TASMAN.

YOUR CAR AND TRAILER WILL BE GARAGED FOR YOU IF YOU WANT TO GO TOURING AFTER THE RALLY.....CONTACT FRANCIS ON 004 42 2400.

THE VETERAN CAR CLUB OF AUSTRALIA A.C.T. (INC) ADVISE THE FOLLOWING OFFICE BEARERS FOR 1989/90.

PRESIDENT

BARRY ROBERTS 814 339 H

SECRETARY

JOHN FAULKS 548 339 H

TREASURER

ROGER GOTTLÖB 415 618 H

THE VIDEO OF THE CASTROL WORLD RALLY IS AVAILABLE FROM
CASTROL WORLD RALLY
P.O. BOX 100
GUILDFORD N.S.W. 2161.

" TIME MACHINES" IS AN OUTSTANDING RECORD OF THE WONDERFUL TIME WE HAD ON THE BI-CENTENIAL, LAST YEAR, DONT MISS OUT ONLY \$59.95 posted.

WE REGRET TO ADVISE THAT OUR TWO HARD WORKING SOCIAL SECRETARIES LOIS AND SUE ARE WANTING A BIT OF TIME TO THEMSELVES AND WOULD LIKE ANOTHER COUPLE TO TAKE OVER THE ORGANISING OF CLUB FUNCTIONS. YOU DONT HAVE TO BE MARRIED TO A CLUB MEMBER, YOU DONT HAVE TO BE FEMALE TO DO THE JOB.

THERE ARE ONLY THREE MAJOR FUNCTIONS EACH YEAR SO ITS NOT THAT TAXING.....IF YOU WOULD LIKE TO GIVE IT A GO WHY NOT TALK TO LOIS OR SUE OR BOTH, MAYBE THEY WILL EASE YOU IN GENTLY. OUR THANKS TO BOTH LOIS AND SUE FOR A TERRIFIC JOB DONE FOR OUR BENEFIT.

TIME MACHINES IN RED SOIL COUNTRY

THE 1989 QUEENS BIRTHDAY WEEKEND SAW NINE VETERAN CARS FROM NEWCASTLE AND ONE SYDNEY VISITOR, STIRRED INTO ACTION. IN PREVIOUS YEARS THE CLUB HAD ALWAYS MADE DENMAN THE VENUE FOR THIS WEEKEND, BUT THIS YEAR IT WAS DECIDED TO GO FURTHER AFLIELD TO MERRIWA. THE STARTERS MET AT THE HISTORIC MAITLAND PARK FROM 9 AM SATURDAY. THOSE PREPARING TO BRAVE THE NEAR FREEZING WIND AND LIGHT MISTY RAIN WERE:

| | | | |
|-------------|-------------|-------------|----------------------|
| N. PRESTON | - TALBOT | D. MOFFAT | - STUDEBAKER |
| R. THOMAS | - CHEVROLET | M. SORENSEN | - OAKLAND |
| N. MARTIN | - FORD | C. DUNCAN | - RENAULT |
| N. ADAMS | - ARGYLE | P. ADAMS | - FABRIQUE NATIONALE |
| J. HUGHES | - TALBOT | M. BOURKE | - HUPMOBILE |
| D. MARXHALL | - MODERN | | |

UNFORTUNATELY, THE WINDSCREEN ON JOHN HUGHES' TALBOT WAS DAMAGED IN THE ALMOST GALE FORCE WIND, FALLING INWARD AND BREAKING INTO PIECES. THE TALBOT WAS TAKEN HOME BUT JOHN AND LYN WERE ABLE TO ARRIVE LATER AT MERRIWA IN A MODERN CAR TO TAKE PART IN THE WEEKEND'S EVENTS. DUE TO SOME LATE ARRIVALS THE CARS FINALLY LEFT MAITLAND BY 10 AM AND REACHED DENMAN FOR LUNCH. MAX BOURKE AND FAMILY WHO HAD ONLY INTENDED TO COME THIS FAR, THEN TOOK LEAVE OF US AND HEADED FOR CESSNOCK.

IT WAS ABOUT THIS TIME THAT I BEGAN TO REALISE THAT THE OAKLAND WAS REVELLING IN THE FREEZING CONDITIONS. THE MARVEL E TYPE CARBURETTOR WITH EXHAUST GAS PREHEATING FOR PERFECT MIXTURE CONTROL IN FREEZING CONDITIONS, WAS WORKING PERFECTLY. NOT ONCE DID I HAVE TO TAKE THE DRIVE OUT OF TOP GEAR FOR THE REMAINDER OF THE TRIP.

WE ARRIVED AT MERRIWA IN MID AFTERNOON AT THE EL DORANDO MOTEL AND WERE WELCOMED BY OUR HOSTS AND MEMBERS OF THE LOCAL LIONS' CLUB WHO PUT ON A BARBECUE FOR US LATER THAT EVENING, IN THE GROUNDS OF THE MOTEL. IT WAS ALL WELCOME AS FEW OF US FELT REALLY INCLINED TO BRAVE THE FREEZING WEATHER IN SEARCH OF THE LOCAL EATERIES.

ON SUNDAY MORNING WE HEADED WEST FROM MERRIWA (AGAIN IN FREEZING WIND AND LIGHT RAIN) INTO RED SOIL COUNTRY, 34KMS TO CASSILIS. THE RALLY WAS NOT WITHOUT FURTHER MISHAPS. FATE HAD EARLIER STRUCK THE STUDEBAKER AND DON MOFFAT HAD BEEN LEFT BEHIND AT MERRIWA TO DISMANTLE THE CLUTCH LEVER AFTER PETER ADAMS DELIVERED HIS DIAGNOSIS THAT IT REQUIRED AN OVERSIZE BATH KEY TO TAKE UP THE SLACK. THE STUDEBAKER WAS RETRIEVED FROM MERRIWA THE FOLLOWING THURSDAY, WHEN A SPARE PART WAS BROUGHT UP FROM NEWCASTLE TO REPAIR IT.

WARRICK BIRD WAS HAVING SOME TROUBLE WITH HIS OVERLAND, WHICH ON REACHING CASSILIS FINALLY DECIDED TO STOP, WITH IGNITION FAILURE IN THE "DIXIE" MAGNETO. NEW SPARK PLUGS AND HIGH TENSION WIRING WOULD HAVE HELPED PLUS A COMPLETE CARBURETTOR TUNE UP. NEIL MARTIN,

ASSISTED BY MYSELF, OPERATED ON THE MAGNETO POINTS AND DISTRIBUTOR LOADED WITH CARBON DUST AND FINALLY PRODUCED A NICE BLUE SPARK.

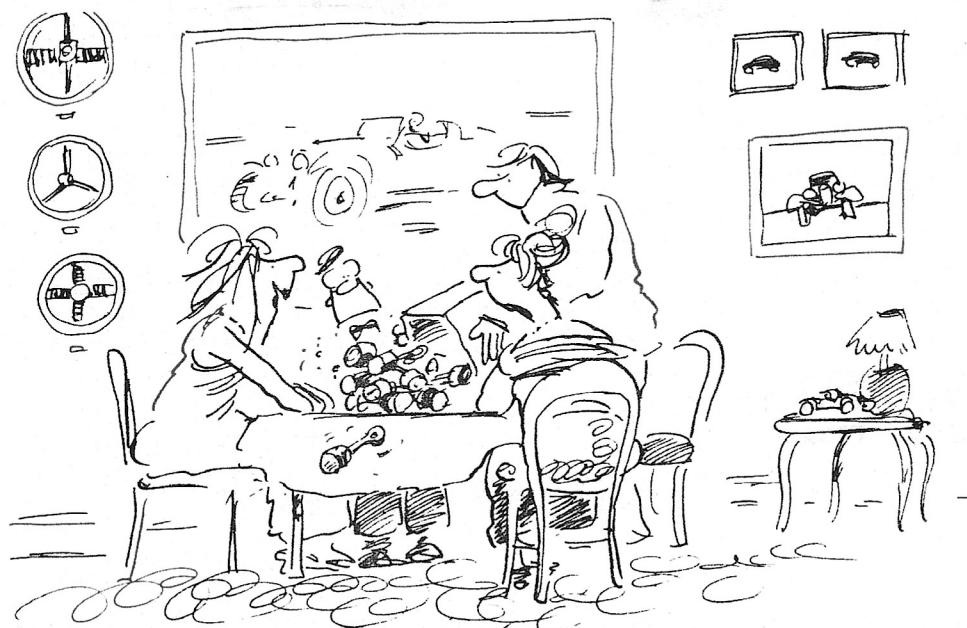
ONCE WE GOT GOING AGAIN FROM CASSILIS, ALL WENT WELL UNTIL A DISTANCE OF ABOUT 13KMS ALONG THE MUDGEE/GULGONG ROAD WHERE THE RED SOIL ROAD TURNED INTO RED MUD. SOME OF CARS WHICH OVERSHOT THE RUNWAY INTO THE PROPERTY "INGLE BURN" WHICH WAS OUR DESTINATION HAD THEIR TYRES, MUDGUARDS (!!) RUNNING BOARDS AND PARTS OF THE BODIES COVERED IN A COPIOUS COATING OF RED OCHRE MATERIAL. ON ARRIVAL AT "INGLE BURN" WE WERE WELCOMED BY A BARBECUE WITH A PLENTIFUL SUPPLY OF HOT FOOD AND DRINKS AND A NICE WARM FIRE. AN INSPECTION OF THE CRAFT SHOP THERE WAS MADE BY SOME OF THE LADIES OF OUR PARTY. WE WERE EXPECTING TO MEET UP WITH A CROWD OF CARS FROM THE MUDGEE DISTRICT WHO NEVER APPEARED. WE CAN ONLY ASSUME THAT THEY WEREPUT OFF BY THE FREEZING WET WEATHER AND THE MUDDY STATE OF PART OF THE ROAD FROM MUDGEE.

SUNDAY EVENING FOUND US AT THE MERRIWA SHOWGROUND WHERE THE RALLY CARS WERE PUT ON DISPLAY UNTIL THE EVENTS TERMINATED WITH A FIREWORKS DISPLAY. WE WERE KEPT ENTERTAINED BY SOME PROFESSIONAL LIVE COUNTRY MUSIC AND PLENTY OF HOT FOOD AND DRINKS WERE AVAILABLE.

MONDAY MORNING SAW THE MAJORITY OF OUR PARTY AWAY FROM MERRIWA THROUGH DENMAN AND ON TO WARKWORTH FOR LUNCH. BY THIS TIME THE WIND HAD DROPPED TO A LIGHT BREEZE AND THE SUN WAS BEGINNING TO SHINE. WE REACHED HOME SAFELY AFTER WHAT COULD ONLY BE DESCRIBED AS AN ADVENTUROUS BUT ICY WEEKEND OUT IN THE RED SOIL COUNTRY.

THANKS MUST GO TO RAY THOMAS FOR HIS ORGANISING OF THE WEEKEND EVENTS. MY APPRECIATION TO ALL PARTICIPANTS FOR MAKING MY WEEKEND SO ENJOYABLE.

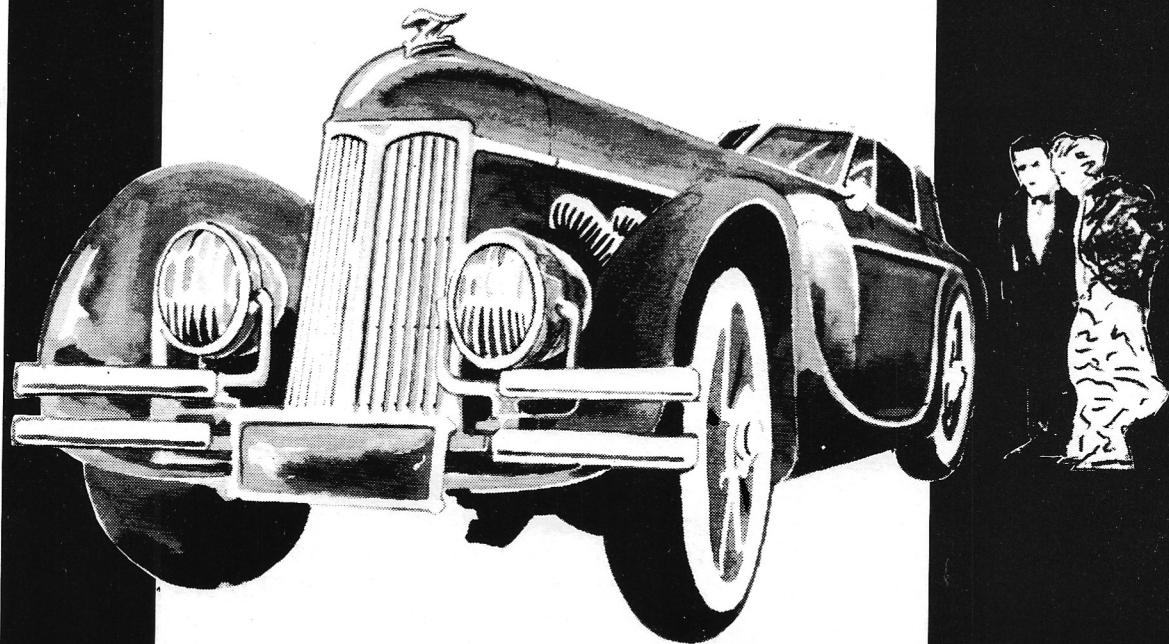
MARTIN SORENSEN.



"Guy's invented this great after dinner game — it's called 'date that piston'!"

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1911 FIAT TIPO 7.

THE ONLY KNOWN TYPE 7 FIAT IN THE WORLD IS IN AUSTRALIA. CAR NO 17019, ENGINE No.23. THIS CAR IS THE ONLY ONE THAT HAS SURVIVED FROM A PRODUCTION OF 50 ESPECIALLY MADE FOR EXPORT ONLY FOR THE AMERICAN AND AUSTRALIAN MARKETS. THIS CAR CAME TO AUSTRALIA AND WAS USED AS A MOURNING CAR UNTIL ITS ACTIVE LIFE ENDED WHEN THE RADIATOR AND MOTOR WERE TAKEN OUT AND USED AS A SAWBENCH. THE RADIATOR AND MOTOR WERE RE-INSTALLED INTO THE CAR IN THE 1960s WITH A NEW LANDAULET BODY.

THE CAR WAS BASED ON THE CHASSIS OF A TYPE 3 AND HAD A SIX CYLINDER 3.9 LITRE ENGINE. THIS KNOWN AS A TIPO 7, 20-30 HORSE POWER WITH A 57 TYPE ENGINE. THE CONSTRUCTION OF THE ENGINE WAS MONOBLOCK DESIGN, 4 SPEED GEAR BOX WITH SHAFT TRANSMISSION, MAXIMUM SPEED OF 85-110 k.p.h. AND BOASTED A WATER COOLED TRANSMISSION BRAKE, AVERAGE FUEL CONSUMPTION 38 LITRES PER 100km (7.5m.p.g.) WHEN NEW COST 725 DOLLARS.

TIPO 7 WAS NOT A BIG LUXURY CAR AS THE ASCENDING NUMBERS WOULD SUGGEST. THIS ENGINE HAD A 80mm BORE X 130mm STROKE.

THIS CAR IS RARELY MENTIONED IN PUBLICATIONS AND ALMOST FORGOTTEN BY FIAT THEMSELVES. ANGELO TITO ANSELMI IS AN INTERNATIONALLY RECOGNISED AUTOMOTIVE HISTORIAN. HE HAS BEEN DELVING IN THE FIAT COMPANY ARCHIVES FOR MORE THAN 25 YEARS. IN HIS LATEST BOOK AUTOMOBILE FIAT, AN EXCELLANT PUBLICATION IN TWO VOLUMES 525 PAGES DEALING WITH ALL FIAT PRODUCTION CARS FROM THE BEGINNING. EACH MODEL IS COVERED WITH A FULL PAGE PHOTO WITH TECHNICAL INFORMATION ON THE OPPOSITE PAGE.

TIPO 7 THE ONLY MODEL NOT ILLUSTRATED WITH A PHOTO. WHEN YOU CONSIDER 26 FIAT EXPERTS AND 14 ORGANISATIONS CONTRIBUTED TO THIS PUBLICATION AND NONE WERE ABLE TO COME UP WITH A PHOTO. IT IS BELIEVED NONE EXIST.

IT SHOULD NOT BE LONG BEFORE TIPO 7 IS ON THE ROAD IN WOLLONGONG AS A LOCAL ENTHUSIAST HAS PURCHASED THE CAR. WOLLONGONG IS FAST BECOMING THE CENTRE FOR VETERAN FIATS AS THERE WILL BE 8 VETERAN FIATS WITHIN 2 kms OF EACH OTHER, SPREAD OVER 5 OWNERS, RANGING FROM 1908-1914.

SPEAKING OF WOLLONGONG DON'T FORGET THE 5 DAY HUB RALLY BEING HELD FROM 27th SEPTEMBER to 2nd OCTOBER 1989. THIS RALLY IS TO CELEBRATE THE SOUTH COAST VINTAGE CAR CLUB'S 20th BIRTHDAY. ENTRIES ARE OBTAINED FROM ME.

MAX VORMISTER
70 LANGSON AVENUE
FIGTREE. 2525.
(042)288970

WANTED ALL STATES

INFORMATION USEFUL FOR DATING COMMITTEE.

COPIES OF PARTS LISTS, SALES CATALOGUES AND COMPANY LITERATURE WHICH HAS DATE OF PRINTING OR TYPE NUMBERS TO IDENTIFY LISTS OF FACTORY PRODUCTION NUMBERS ETC.

THIS INFORMATION WILL BE COLLECTED BY THE DATING COMMITTEE AND HELD IN THE CLUBFOR FUTURE REFERENCE.

PLEASE TRY TO HELP BY COPYING ANYTHING USEFUL AND SENDING TO MAX ROBERTS.

INVESTIGATING & DATING REPORT.

July meeting gave the opportunity for all to see the Veteran of the Month which was the latest car dated by the Committee.

1908 35HP 4F TALBOT

CHASSIS 1757 ENGINE NO. 8

Owned by Don Wright.

The committee congratulates Don on a fine restoration and also the excellent presentation of his dating application with lots of copies of TALBOT information including sales catalogues for years 1907, 08, 09, 1919, 11, and 12. All this will now be filed in club records for the good of all club members.

Good work Don.

Cars still under investigation include.

| | |
|--------------|----------------|
| Crossley | John Corby |
| Little Giant | Peter Nissen |
| Renault AX | Keith Edwards |
| Renault AX | Norm Gullick |
| Renault AX | Michael Lowe |
| Delahaye | Arthur Garthon |

Information required is copies of original parts lists for any of these makes & models would be greatly appreciated by the Dating Committee.

Max Roberts.

THE DE DION-BOUTON.

By Roger H. Fuller.



ECKONED numerically the firm of De Dion-Bouton et Cie., of Puteaux, Seine, are the chief makers of the modern light car, there being over 1,000 of these vehicles now in use in the British Isles. The 6 h.p. voiturette being most widely used, a few words on driving and learning how to manage this type and on the treatment of roadside troubles may prove useful to many beginners. A De Dion is generally admitted to be easiest of all cars to learn, and is very suitable for ladies to manage. A beginner can hardly do much damage to the mechanism by ignorance and incompetence; in fact, I have often heard the remark made that the 6 h.p. car is "proof."

Starting
Some critics starting of a motor as if the proper adopted no more simple. sparking as possible, switched on and placed retter lever in position, rock handle once then with two revolutions start. If it so it is no use

handle like that of a barrel organ. Press down the inlet valve, and if after two revolutions the motor fires, close the inlet valve and the motor will certainly start on the next attempt. I am, of course, assuming that the ignition and all else is in proper order, and the petrol turned on.

Dry Batteries.—The genuine De Dion dry battery I have found to be most reliable for these cars up to 2,000 miles, and in some cases up to 4,000 miles. It

De Dion almost "fool-

the Motor.—
describe the De Dion difficult, but method is thing could be Retard the lever as far and having the current the carburettor a central the starting or twice, and or three brisk the motor will does not do winding the

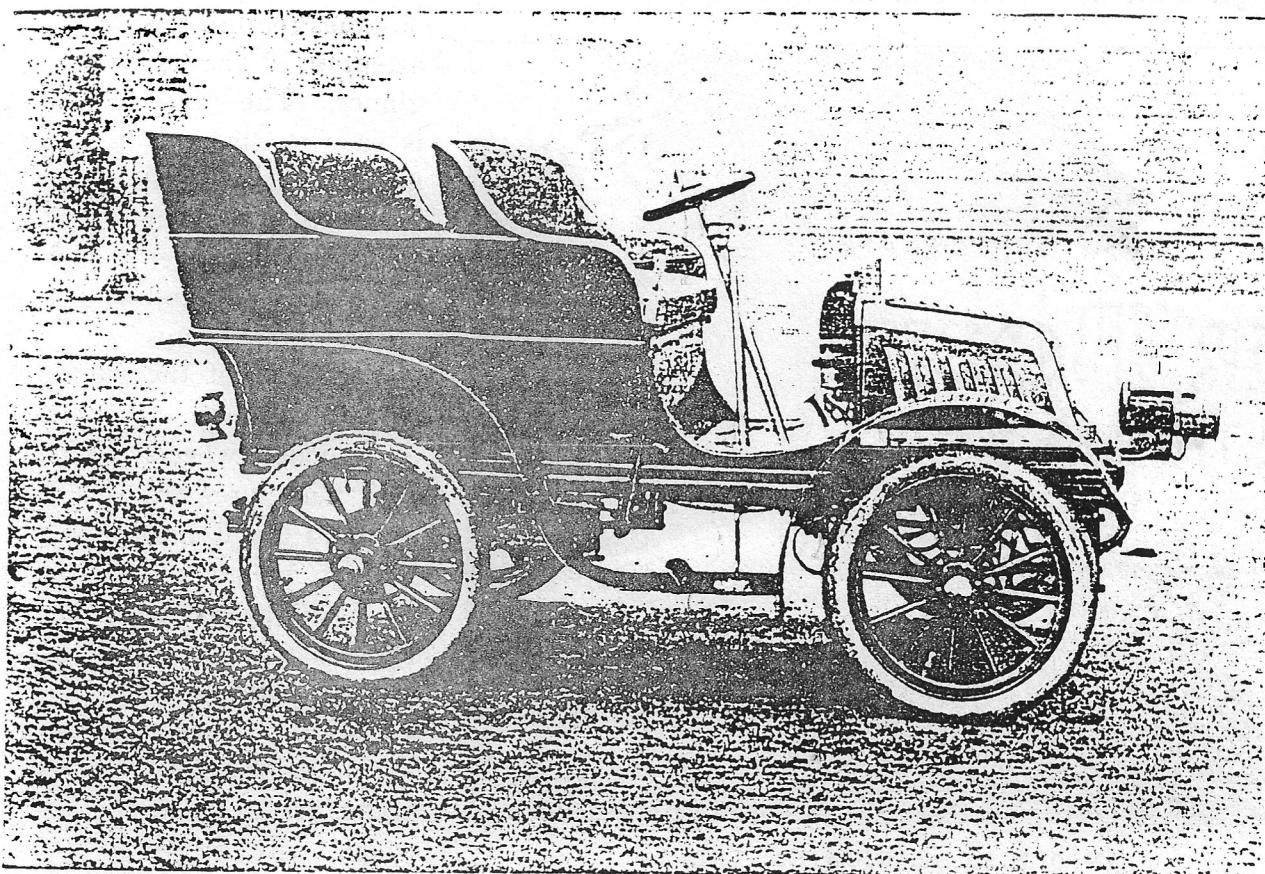


MR. ROGER H. FULLER

The De Dion-Bouton.

requires no attention, which is a great advantage in touring. In replacing any parts, such as plugs, batteries, tremblers, set-screws, etc., it is always best to get the genuine article from the makers.

Changing Speed.—In learning to drive proceed at first on low speed with the ignition only slightly advanced and the left foot on the exhaust-valve closer, that is the pedal on the floor of the car. This will tame the motor down for traffic and allow you to proceed at eight or ten miles an hour on the low speed, when, having gained some confidence in steering, you can move the speed-change handle sharply over to the high speed. A little practice will soon make the beginner know when the high speed can be put in, as the ear is very quick to detect if the motor is running at sufficiently high speed. To check the speed of the car the foot pedal



AN 8 H.P. DE DION

should be used almost entirely and the spark lever retarded until the car slows right down. To stop altogether the speed lever must be brought to the out-of-gear position and the brakes applied. By the exhaust-valve pedal and the advance sparking device a great variety of speeds can be obtained, namely, from three to thirty miles per hour, and the revolutions of the motor can be controlled so as to be increased or decreased at will to a nicety. Simplicity is the standard aimed at by the manufacturers, so that the whole arrangement in the hands of a novice cannot come to much grief.

For Cross-country Use.—The 6 h.p. voiturette for two or even three persons is speedy, its hill-climbing powers are hard to beat, and it is preferred by many who can afford a more costly car; it gives satisfaction to its many users, being

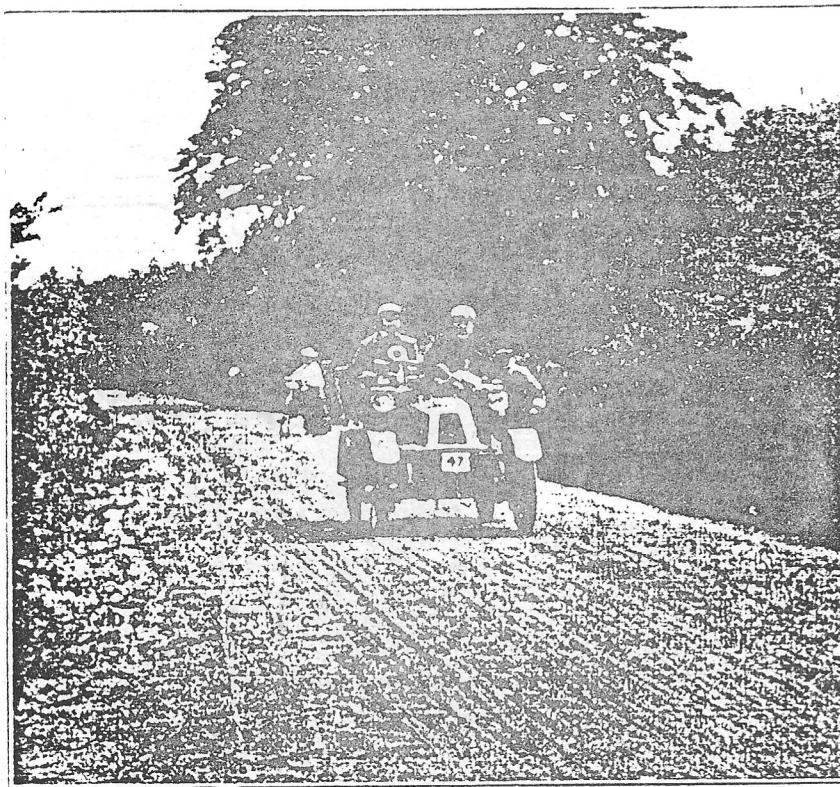
Cars and How to Drive Them.

inexpensive, easy to obtain and not costly in maintenance charges. Fifty pounds a year, including tyres, will prove to be the average yearly cost. I have found touring in remote parts of the country on these voitures for two persons and some luggage preferable to using a big car. You can bang the little car about over gullies, patches of stone, up mountain paths, through streams, mud, across grass fields, etc., and as the 6 h.p. weighs but 8 cwt. you get no tyre troubles to speak of. Nails cause ninety per cent. of the punctures.

Regarding the 8 h.p. light car which is seen about in considerable numbers, the motor is now placed in front, and is as simple in every respect as the 6 h.p., and the same instructions apply in regard to driving, changing speed, etc. A pump with a four-way cock is provided for lubrication of the motor, speed-change, differential gear, and tank, but apart from this several grease-caps and

oil-holes require the attention of the beginner. The motor is easy to start by holding down the protruding button on the dome over the inlet valve and releasing on the upward stroke of the starting handle.

Wooden wheels with 3 in. tyres are fitted to the 6 h.p. and 3½ in. to the 8 h.p. The former are 27 in. in diameter and the latter 30 in. for all four wheels. Very powerful brakes are provided, which, with proper attention and ad-



AN 8 H.P. DE DION ON TRIAL

justment, will hold the car on any hill, and prevent it from running back. Sprags are useless. If the car fails to mount a stiff hill slip in the low speed and put on the brakes; this will hold it on any gradient. Learn to understand all parts of the car yourself; be guided by your own experience and common-sense. Do not try experiments; you will probably find that your particular fad has been already tried by the makers and abandoned.

The De Dion-Bouton 6 h.p. "Populaire" voiturette for 1903 is an entirely new model. The total weight of 7 cwt. complete with body and tyres, combined with the simplicity of the 8 h.p. previously described in the early part of this article, has made this car very popular. It is intended to carry two persons, or with a spider seat behind three, but I advise its use confined to the former, when for touring a more charming little car is difficult to find, as it combines the following advantages:—(1) Ample room for luggage for two, resting on the projecting back portion

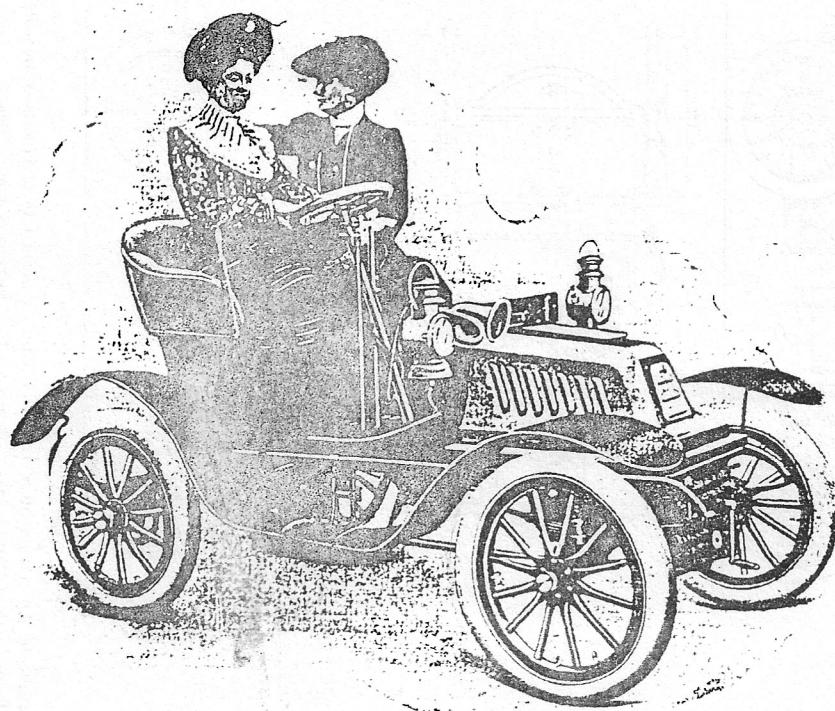
The De Dion-Bouton.

17

of the floor. (2) Over seventy miles can be covered on the tank, which holds two gallons one quart; a spare two-gallon tin can easily be carried under the seat, enough for sixty miles more. (3) The well-tried, simple, and practically fool-proof gear gives no trouble. The car being light, punctures seldom happen. A light victoria hood improves the appearance, and is very useful on tour in rain. Above all the price is under £200, and the upkeep under £50 a year, including tyres.

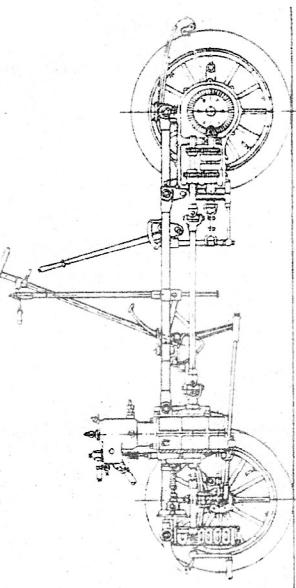
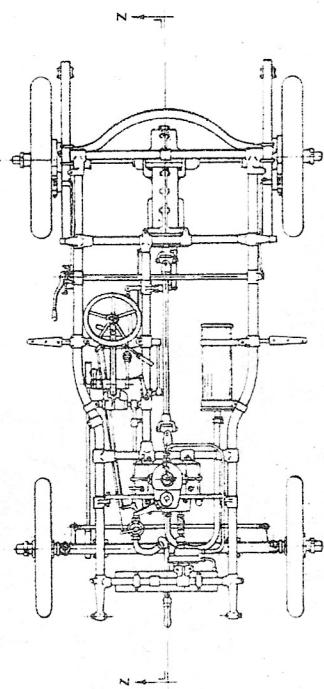
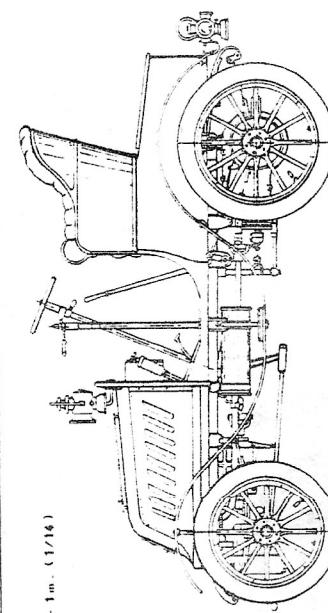
The recent run in October last of Mons. Cormier of 2,625 miles in France, Italy, Austria, Germany, Holland, etc., including the passes of Mont Cenis and the Arlberg, speak for its reliability, and I feel sure the De Dion-Bouton patent cardan axle goes a long way towards the speed which these little cars can maintain on such rough roads. The instructions for driving this car are the same as for the 8 h.p. The engine is 90 mm bore by 110 mm stroke, gives off its maximum power at 1,600 revolutions, and is particularly powerful in climbing long slopes at about 1,000 revolutions. Its maximum speed with a light two-seated body and a gear of sixty-four teeth on the bevel wheel with sixteen on the pinion wheel is twenty-five to twenty-seven miles an hour, and it will climb a hill of 1 in 7 without anxiety on the low speed.

I have never yet succeeded in wearing a De Dion engine out. They go on working year after year, when other parts of the car require renewal. Their commercial use is unlimited, and in France this engine is much used for generating electricity, pumping water, sawing wood, and many other purposes.



A DE DION POPULAIRE

SCALE 70mm - 1m. (1/16)



SECTION 2-2

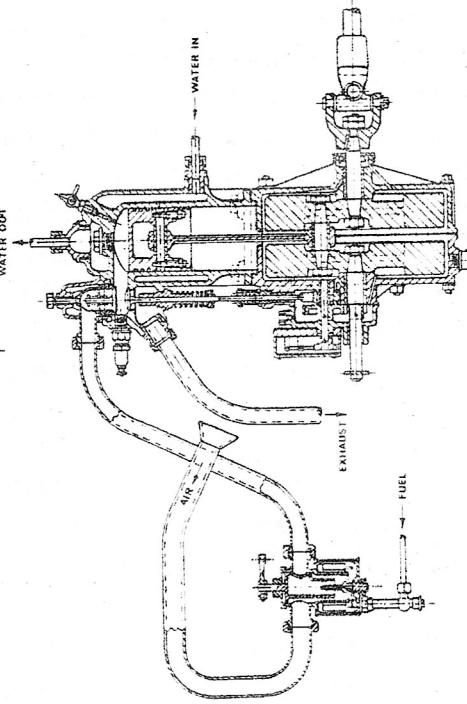
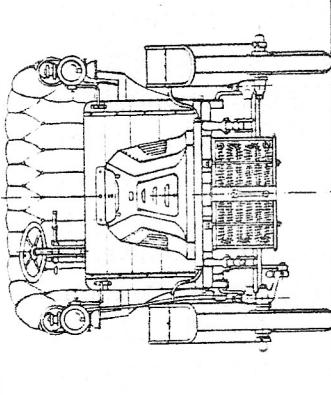
Built by DE DION BOUTON ET CIE, designed by Lepeaux initially for production of steam carriages. The gear box had integral expanding clutches which when selected by a lever secured the appropriate gear to the pinion shaft. The famous De Dion rear axle was

Transmission: 2-speed, no reverse, integral clutches and differential.
Brakes: Foot on transmission.
Hand on rear wheels
Ignition: High tension, coil.

Eric C. Doudle, 1983

Track: 1.17m (3ft 10ins)
Speed: 44 kmph (27 mph)
Price: (1902) £200
Valves: Atmospheric inlet, mechanical exhaust

Wheelbase: 1.7m (5ft 7ins)



6hp De Dion Bouton "Populaire" 1902

Transmission: 2-speed, no reverse, integral clutches and differential.
Brakes: Foot on transmission.
Hand on rear wheels
Ignition: High tension, coil.

Track: 1.17m (3ft 10ins)
Speed: 44 kmph (27 mph)
Price: (1902) £200
Valves: Atmospheric inlet, mechanical exhaust

Wheelbase: 1.7m (5ft 7ins)

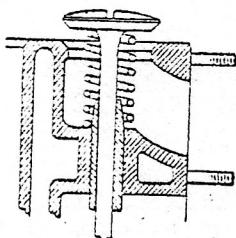
Bore: 90mm (3.54 ins)
Stroke: 116mm (4.33 ins)
Capacity: 688cc. (41.98 cu ins) 6hp at 1700 r.p.m.
Wheelbase: 1.7m (5ft 7ins)

Bore: 90mm (3.54 ins)
Stroke: 116mm (4.33 ins)
Capacity: 688cc. (41.98 cu ins) 6hp at 1700 r.p.m.
Wheelbase: 1.7m (5ft 7ins)

Valve-grinding Hints

When an engine valve is being ground in it should not be completely rotated while pressure is applied to it by means of a screwdriver or grinding tool; it should be given a series of half turns, and at the end of each oscillation should be lifted momentarily clear of its seating. The lifting draws back on to the valve face the grinding medium that works away from it during the semi-rotating movement, and not only results in the work being completed in a shorter time, but also prevents the formation of grooves in the face and seating. Such grooves are liable to occur if continuous pressure is applied and several full rotations are given.

To obviate the need for lifting the valve by hand after every oscillation, a light coil spring should be threaded over the



Light coil spring under valve head to facilitate grinding-in.

valve stem before it is put into its guide, after the grinding medium has been applied to it. The spring will lift the valve (as shown in the illustration) if screwdriver pressure is momentarily relieved before the reversal of movement commences.

It is a great mistake to use a coarse grinding medium under the impression that it will remove pittings in less time. A moderately fine abrasive cuts better and quicker into the glass-like "skin" and needs less pressure applied to the valve. Moreover, it is far less liable to cause the circumferential grooves that frequently result in subsequent leakage of compression.

An extremely fine abrasive is advisable to finish off. I have used french chalk with good effect, but it is rather too fine; a better finishing medium is rottenstone powder. But whatever is used, great care should always be taken to remove every trace of grinding medium before a valve is finally refitted.

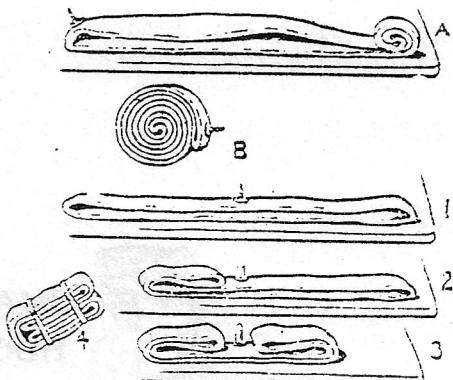
Do not be disappointed if the compression is not perfect after valve grinding. The "hammering" that occurs when the engine is running will generally result in a better seal after the first trip of five or ten miles.

W. M. BOURDON.

Folding an Air-tube for Storage

UNLESS he has been shown the far better plan, the average motorist will fold and roll a spare air-tube on the lines indicated in the accompanying illustrations at A and B, attempting to store it in its rolled condition. As will be seen, the result is the valve projects from the roll, where it is liable to be stressed at its seating by being pulled or pushed to one side wherever it may be stored on the car. Moreover, a rolled tube is more difficult to keep in that state than one that has been folded and then folded as shown in the views A and B and 1 to 4.

The latter processes are as follows: The "insides" of the valve must first be removed so that when the tube is laid out flat on a table or elsewhere with the valve projecting at one end as shown at A, it can be rolled up tightly to discharge all the air within it, commencing, as indicated, at the other end until the form at B is attained. Without allowing the tube to become unrolled, the valve insides and the inner and outer caps should be replaced, otherwise air will return to the interior. That done, the tube should be laid out as at 1 (valve central and projecting upwards), the ends doubled in as at 2 and 3, and then the folded ends brought together as at 4. Two rubber bands (cut from an old air-tube, if neces-



Incorrect and correct methods of folding an air-tube for storage.

sary) will keep the folded unit firm and compact, with the valve protected. If the tube may be carried or stored thus for a long while (as when it is a spare for a new set of tyres) it is advisable at stage No. 1 to wrap the valve round with paper or a clean rag, securing the binding with tape or twine, so as to prevent the metal from chafing the tube when it is folded and tightly secured.

SOLEX.

HOT DOGS

THE CLASSIC "HOT DOG" STORY:

"THERE WAS A MAN WHO LIVED BY THE SIDE OF THE ROAD AND SOLD HOT DOGS.

HE WAS HARD OF HEARING, SO HE HAD NO RADIO. HE HAD TROUBLE WITH HIS EYES, SO HE READ NO NEWSPAPERS. BUT HE SOLD GOOD HOT DOGS.

HE PUT UP SIGNS ON THE HIGHWAY TELLING HOW GOOD THEY WERE. HE STOOD BY THE SIDE OF THE ROAD AND CRIED "BUY A HOT DOG MISTER."

PEOPLE BOUGHT.

HE INCREASED HIS MEAT AND ROLL ORDERS. HE BOUGHT A BIGGER STOVE TO TAKE CARE OF HIS TRADE. HE FINALLY GOT HIS SON HOME FROM UNIVERSITY TO HELP HIM OUT.

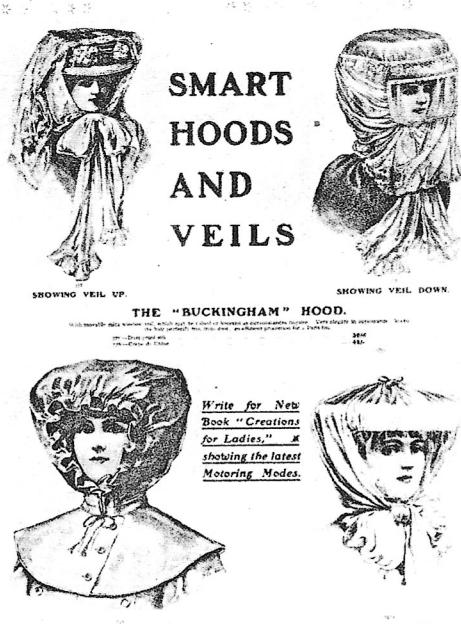
BUT THENSOMETHING HAPPENED. HIS SON SAID, "FATHER, HAVEN'T YOU BEEN WATCHING THE TELEVISION? THERE'S A BIG DEPRESSION COMING ON. THE OVERSEAS SITUATION IS TERRIBLE. THE DOMESTIC SITUATION IS WORSE."

THIS MADE HIS FATHER THINK. "WELL MY SON'S BEEN TO UNIVERSITY, HE READS THE PAPERS AND HE LISTENS TO THE RADIO, AND HE OUGHT TO KNOW. SO THE FATHER CUT DOWN HIS ADVERTISING SIGN, AND NO LONGER BOthered TO STAND ON THE HIGHWAY TO SELL HIS HOTDOGS.

SALES FELL FAST, ALMOST OVERNIGHT.

"YOU'RE RIGHT SON", THE FATHER SAID TO THE BOY. "WE CERTAINLY ARE IN THE MIDDLE OF A GREAT DEPRESSION."

"THERE JUST ISN'T ANY BUSINESS."



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MOTOR VEHICLE REGISTRATION STATISTICS FOR N.S.W. IN 1911.

BY JOHN HUGHES, NEWCASTLE BRANCH.

MANY MEMBERS ARE NO DOUBT AWARE OF THE "HOLDERNES MOTORISTS GUIDES", WHICH WERE PUBLISHED LISTS OF N.S.W. MOTOR CAR AND LORRY REGISTRATION DETAILS.

THESE MAY HAVE BEEN PUBLISHED EARLIER, AND I WOULD BE DELIGHTED IF ANYBODY KNOWS OF AN EARLIER EDITION, HOWEVER THE OLDEST THAT I HAVE SEEN IS THE JULY 1915 EDITION. THERE WERE LATER PUBLICATIONS IN 1916 & 1917. I HAVE A 1918 EDITION WHICH IS CALLED "THE N.S.W. GUIDE FOR MOTORISTS".

SHOWN IN THESE BOOKS ARE REGISTRATION NUMBERS, OWNERS NAME AND ADDRESSES, THE CAR MAKES AND HORSEPOWERS. FOR EXAMPLE:

2518 FITZ, NORMAN, FRANCIS ST. BONDI 14HP N.S.U.

2519 HUDSON, MARY M, "BALALA", URALLA 15HP DAIMLER

2520 CHISHOLM, EDWIN C RIVERSTONE 20HP HUPMOBILE

1915 REGISTRATION NUMBERS RAN FROM 1 TO 14989 AND 1918 NUMBERS RAN FROM 1 TO 24720.

I RECENTLY ACQUIRED A LIST OF 1911 REGISTRATIONS AND ALTHOUGH IT SHOWS REGISTRATION NUMBERS, OWNERS NAMES AND ADDRESSES, AND THE HORSEPOWER OF EACH CAR, UNFORTUNATELY IT DOES NOT IN EVERY CASE MENTION THE VEHICLES MAKE.

REGISTRATION NUMBERS RAN FROM 1 TO 3896 HOWEVER ONLY 2959 OF THESE NUMBERS WERE USED. OF THESE 2595 VEHICLES, THE MAKES OF ONLY 1148 WERE RECORDED. FOR EXAMPLE:

38 NORTON JOHN, LONG BAY RD. MAROUBRA 65/85 HP MAUDESLAY

39 TIDSWELL DR. FRANK "DELORIANE" PT. PIPER 12/16 HP

40 HORDERN SAMUEL, ALBERT ST. STRATHFIELD 38HP

41 " " " " " 25HP RENAULT

43 HORDERN ANTHONY RETFORD LODGE DARLING PT 40/50HP ROLLS ROYCE
FROM THIS 1911 LIST, I HAVE LISTED THOSE MAKES OF VEHICLES WHICH WERE NAMED, AND THE NUMBER OF VEHICLES OF EACH MAKE:

SEE LIST ON SEPERATE PAGE

AMONGST THE UNNAMED ENTRIES, THERE WERE A LOT OF PARTICULARLY LARGE AND POWERFUL VEHICLES REGISTERED. FORTY HORSEPOWER WAS NOT UNCOMMON, HOWEVER THE TWO MOST POWERFUL CARS REGISTERED WERE OF 68/120 HP AND 75/150HP. ONE OF THESE WOULD MOST CERTAINLY HAVE BEEN A MERCEDES FACTORY RACING CAR WHICH WAS IMPORTED BY B&R MOTORS OF SYDNEY IN 1909. I HAVE A PHOTOGRAPH OF THIS CAR, WHICH WAS TAKEN ON ITS ARRIVAL HERE.

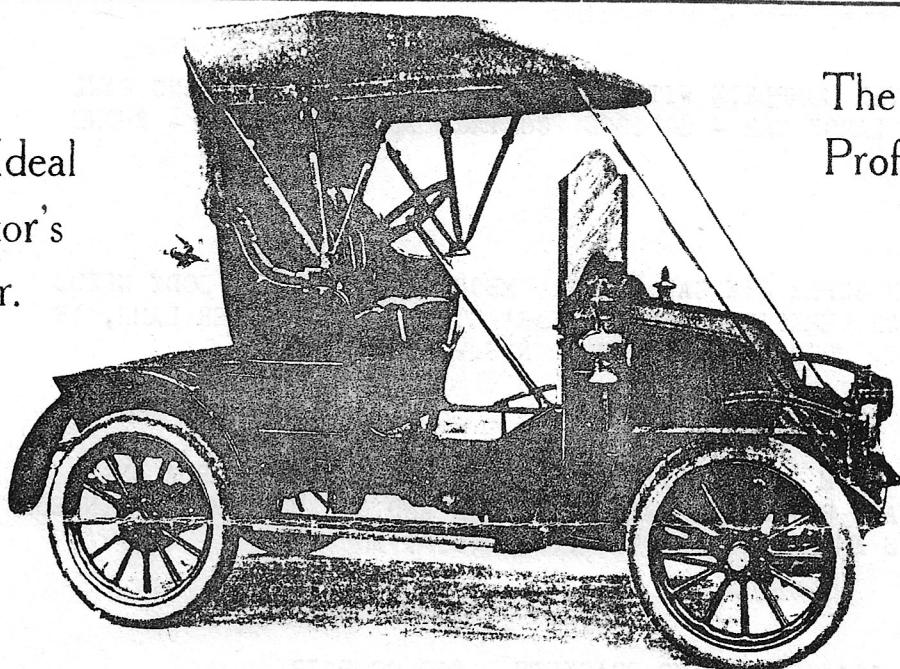
WHAT HAPPENED TO IT?

I WILL VERY GLADLY PROVIDE DETAILS OF PARTICULAR REGISTRATION NUMBERS TO INTERESTED MEMBERS

THANKS TO JOHN HUGHES FOR SUCH AN INTERESTING LOOK BACK TO THE PAST... HE CAN BE CONTACTED ON 049 325692 AT HOME.

| | | | |
|--------------------|----------------|-----------------|-----------------|
| ADAMS 1 | EMPIRE 5 | MOLINE 2 | THOMAS FLYER 4 |
| ADLER 5 | ENFIELD 2 | N.A.G. 2 | TORPEDO 1 |
| ALBION 12 | FIAT 53 | NAPIER 12 | UNIC 1 |
| ALLDAYS & ONIONS 5 | F.L. 1 | N.D.C. 1 | UNION 1 |
| ARGYLL 13 | FLANDERS 2 | NEW PICK 2 | VAUXHALL 8 |
| ARIEL-SIMPLEX 6 | F.N. 43 | N.S.U. 3 | VESTA 1 |
| ARMSTRONG-WHIT. 5 | FRANGAR 1 | OLDSMOBILE 3 | VULCAN 14 |
| ARROL-JOHN. 3 | FORD 194 | ORIENT 2 | WHITE STEAMER 4 |
| ASTER 5 | FORREST 1 | O.T.A.V. 1 | WOLSELEY 2 |
| AUSTIN 32 | GLADIATOR 3 | OVERLAND 26 | UN-NAMED 1,811 |
| AUTOCAR 1 | GOBRON-B'LE 1 | PANHARD-L'SR. 5 | |
| BAYARD 31 | GREGOIRE 2 | PENN 1 | |
| BENZ 2 | HALFORD 2 | PEUGEOT 2 | |
| BELL 2 | HALL 1 | PIERCE ARROW 1 | |
| BELSIZE 11 | HILLMAN 1 | PORTWOS 1 | |
| BERLIET 6 | HISPANO-S'ZA 2 | POPE TRIBUNE 2 | |
| BIANCHI 5 | HOLSMAN 8 | PREMIER 1 | |
| BRASIER 21 | HOTCHKISS 10 | PROTOS 1 | |
| BROUGHAM 1 | HUDSON 5 | RAMBLER 3 | |
| BRUSH 10 | HUMBER 56 | REGAL 3 | |
| B.R.S.A. 22 | HUPMCCBILE 56 | RENAULT 189 | |
| BUICK 14 | I.H.C. 15 | EEC 10 | |
| CADILLAC 31 | IMPERIAL 1 | RILEY 2 | |
| CALTHORPE 2 | INNES 2 | ROCHET-SCH'DR 2 | |
| CHALMERS 14 | ITALA 10 | ROLLS-ROYCE 6 | |
| CHENARD-WALKER 1 | JACKSON 1 | ROVER 5 | |
| CLEMENT 1 | KRIT 1 | RUSSELL 4 | |
| CLYDE 1 | LACRE 1 | S.C.A.T. 8 | |
| COMMERCAR 1 | LANCESTER 2 | SCHACT 12 | |
| CROSSLEY 6 | LEADER 2 | SIDDELEY 4 | |
| CYCLONETTE 1 | LEYLAND 1 | SIMMS W'CK 1 | |
| DAIMLER 55 | LITTLE 1 | SIMPLEX 2 | |
| DARRACQ 27 | MARTINI 1 | SINGER 4 | |
| DEASY 1 | MASS 1 | SIZAIRE N'IN 10 | |
| DE DIETRICH 1. | MAUDESLAY 2 | S.P.A. 2 | |
| DE DION-BOUTON 63 | MAXIM 1 | STANDARD 7 | |
| DELAGE 2 | MAXWELL 5 | STAR 24 | |
| DELAHAYE 1 | MCINTYRE 1 | STARLING 1 | |
| DELAUNAY-B'LE. 7 | MERCEDES 6 | STOEVER 12 | |
| DENNIS 2 | METALURGIQUE 7 | STRAKER-SVR 5 | |
| D.F.P. 2 | METZ 3 | SUNBEAM 3 | |
| DIATTO 3 | MINERVA 20 | SWIFT 15 | |
| DODSON 3 | MITCHELL 2 | TALBOT 112 | |
| E.M.F. 2 | M.M.C. 1 | TARRANT 1 | |

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