



SPIT AND POLISH

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

Registered at the G.P.O. Sydney for transmission by post as a periodical

Hon. Editor and Editorial Address—

J. B. SIMPSON,
13 Garland Avenue,
Epping. 2121.
Phone: 869-1350.

September, 1967.

Vol. IX No. 3

Price 12 Cents

PRESIDENT:

J. Dance

HON. SECRETARY:

L. Sheen

HON. TREASURER:

R. McCarthy

VICE-PRESIDENTS:

G. Green, G. Roberts

EVENTS COMMITTEE:

A. Garthon, A. McLeod,
R. Baxter

DATING OFFICERS:

G. Roberts
L. Masser

COMMITTEE:

A. Garthon, P. Kable,
A. McLeod, R. Baxter,
A. Foy

LIBRARIAN:

B. Thew

INVESTIGATIONS C'TEE:

R. Baxter, M. Roberts,
P. Kable, L. Sykes

RECORDS OFFICER:

P. Kable

SOCIAL SECRETARY:

Mrs. H. Sheen

AUDITORS:

W.V. King & Associates

HON. SOLICITOR:

E.L.S. Hall

PHOTOGRAPHER:

D. Rees

MEETING NOTICE

The September meeting will be held at the Royal Aero Club Rooms, Marion Street, Bankstown, on THURSDAY, 28TH SEPTEMBER, 1967, commencing at 8.0 p.m.

DATES TO REMEMBER

Sunday	17th September	Navigators Rally
Saturday	30th September)	
to	)	Terrigal
Monday	2nd October)	
Saturday	7th October	Waratah Festival
Sunday	19th November	Vaucluse Lions (suggested Deaf & Dumb Citizens)
	March, 1968	Orange Horticultural Society
	April, 1968	V.C.C.A., A.C.T. 2 Days Run

NEW MEMBERS

Brian L. Parkinson
Max Birch
J.B. Featherstone
I.J. Burrell

1 Belmont St., Merrylands
47 McLean St., Cessnock
148 Bay St., Rockdale
"Windsor", Gilgandra

Crossley 1912
Hupmobile 1916
Buick 1917
F.I.A.T. 1913

JULY MEETING

In the confusion of taking over, we managed to give no report of this meeting. One important act took place, namely, the issuing of the small permanent trophies to winners of past events. Many a victory was relived as a name was read out and a winner trod the boards of stardom again. The assembled members were appraised and reminded repeatedly of a very excellent general adhesive. The question was on everyone's lips as to whether some of our top brass had any shares in the company.

EDITORIALINSTINCTIVE OR AUTOMATIC?

Instinctive action is born of intelligence, automatic action is mostly born of regimentation or lethargy. Like the fellow using a hammer on light-weight metal, and instinctively taps gently, and the churchgoer, who, when the plate came round, produced a 20c. piece, and automatically said: "Two sections, please." The former fellow is thinking; the latter is not.

Exactly the same principle should be applied to car driving. When approaching a crossing, instinctively to ease up a little to be ready for instant change of speed, not automatically rushing lead-footed through the crossing, 'knowing' that the fellow on one's left will automatically ease up! He may not! Crunch!

We are expected to make fairly constant use of the rear vision mirror. If we do so, we can be sure if anyone is following us. If we see that we have the street to ourselves, should it be necessary to switch on the turn indicator? On more than one occasion we have seen a driver emerge from a dead-end approx. 200 yards long, to a T crossing, with turn indicators working.

Likewise there is the fellow who starts to make a left turn out of a street and is obliged to wait for the traffic on his right. Often he is so far through his left turn, and so close to the kerb, th t he has only one movement he can make. Even if he should decide that he had meant to go to the right, he is still committed to the left turn. What, then, is the need for having a turn indicator working? These devices are indicators, pure and simple - an indication to other road users of one's intentions. Waiting on a corner in the described fashion should make one's next move quite obvious.

There is another bit of automatic driving, and this occurs at nearly every traffic hold up, either lights (or police) or vehicles approaching from the right. Nearly every car - even if there are two lanes of them - has its indicators working, for sometimes up to a minute in bad cases. By all means let us indicate to the fellow behind us, the direction we are about to take as we start moving, but it does seem useless and unintelligent to give this indication for a period greatly in excess of that required.

Let us use the turn indicator intelligently, not automatically.

- JIM SIMPSON

AUGUST MEETING

Bill Spraggon was thanked for having made a donation of \$75.00 to the Club, following on his attendance at Qantas with the Renault. One voice was heard to ask: "Did you sell it to them, Bill?" Yet another voice: "That all they gave you for it?"

A suggestion came from Vic Jacobs that through the Vaucluse Lions Club a run (on a basis similar to the Senior Citizens) be inaugurated for Deaf and Dumb citizens.

Do you remember that in the October 1966 issue of SPIT AND POLISH one R.B. Huxtable of Michigan, America, asked for advice of anyone by the same name, as he was seeking relations. (Had he suspicions of a veteran tucked away somewhere?) So much does one acquire a thirst for fossicking out details, that George Roberts set to and collected a reasonable list of citizens of the said name, and forwarded it to America. His labours were not in vain, for he announced having received a grateful letter from the said Huxtable, stating that he had found a cousin in South Australia. (Good work, George! Ed.)

A sheet approximately 1 yard square and carrying coloured prints of many early vehicles, was shown to the meeting. Members interested in having a copy should enquire from Jack Godfrey, Telephone 85/6924.

Orange Horticultural Society advised that they will hold a Festival in March 1968. They have offered to assist participants at the rate of \$10 per vehicle, and they will, in addition, provide private accommodation.

We relived some of the old days in viewing a colour film of numerous events.

* * * * *

LOOKING BACK

In this day and age, when everyone from schoolkids to Grandma takes a turn at driving the family sedan, it is not easy to visualise what an important figure the professional "chauffeur" once was. To bring him back into focus, it must be remembered that in the beginning, the automobile was not exactly a quite new departure, but rather a sort of mechanisation of the long-established, horse-drawn, family carriage. And just as the "carriage folk" of last century employed a "coachman" as a matter of course, so with mechanisation, a "chauffeur" took his place.

During the first decade of this century, the chauffeur loomed large on the motoring scene, particularly in Europe. In London, 1913 saw the opening of a "Professional Chauffeurs' Club"; luxurious premises in the fashionable West End were secured, so that the 500 members could suitably entertain their friends, and it was planned to add a private theatre to the establishment.

In the "New World" there was naturally rather more of a "do-it-yourself" spirit amongst motorists - this may be why America pioneered the standard fitting of the self-starter. Wages came high in the States, and a majority of motorists did their own driving - and cranking.

Even in Australia, the professional chauffeur was well in evidence, however, and as far on as the beginning of 1914, the "Shovers" caused a bit of a stir here in N.S.W. by ganging up with demands for more money and better conditions, something which does not seem to have come up previously. As members of a comparatively new trade, it turned out that the Arbitration Acts contained no provisions for them; accordingly the chauffeurs formed a Trade Union, and managed to get a Wages Board set up to hear their demands, which were promptly described by the Press as "hopelessly extravagant".

The log of claims was for £3.15.0 per week, plus a bonus of 10/- if more than one car was used, a nine hour day, and 24 hours' notice of night work. On behalf of its members, the Automobile Club objected, on the grounds that most chauffeurs were mainly ex-domestics, particularly ex-coachmen, whose employers had paid for them to be trained to drive a car, and should still be regarded as domestic servants. The Motor Traders' Association announced similar views, and the general idea seems to have been that 50/- per was about all chauffeurs were worth.

The latter bounced back with the claim that whatever their antecedents, they were now mechanically skilled and must be regarded as craftsmen. I cannot report the outcome of this dispute, but one important factor was hidden from the parties. World War I was just around the corner, with sweeping changes ahead for everyone.

Without a doubt, many of our 1914 chauffeurs would soon be in khaki, assisting in the Army's shift from mules to motors; some would wind up in France behind the wheels of Crossley Tenders and lumbering solid-tired 3½-ton Leylands. Plenty of specially unhealthy night work for these boys, with no 24 hours' notice given, no penalty rates, and no logs of claims to worry about.

- JACK CHENERY

* * * * *

SPIT AND POLISH - SEPTEMBER, 1967

S O C I A L

Glad to hear Lionel Jones is still on the mend and booked in with his good wife, Pauline, to the Doncaster Dinner and Show night on 25th October. I am still looking for quite a few more members to make up my number. Remember your cheque to me before 9th October - no later, so I can go ahead with my bookings. A good night is assured.

A telegram was sent to the family of the late Mr. Norman Strack of Melbourne with our sympathy.

I hear that Rita and Bill East are off for a trip to Darwin and Alice Springs. We wish you a good trip.

Meryl and Jack Godfrey have announced the arrival of their fourth daughter. Apparently Lizzie is not the only one with four pots!

Just another Reminder. Remember: cheque to Hilda Sheen, 694 Mowbray Road, Lane Cove, 2066.
Doncaster Dinner and Show, \$4.50 per head,
25th October, 1967.

- HILDA SHEEN,
Social Secretary.

* * * * *

DATES TO REMEMBER: (Additional to P.1)

11th & 12th November
26th November

Blackheath Rhododendron Festival
Annual Inspection Day

HANDICAP POINT SCORE:

J. Scott	50
G. Burton	50
L. Diemel	50
J. Veness	50
R. Marshall	50
W. East	40
R. Baxter	30

* * * * *

VEHICLE RECORDS

It is the intention of the Club to obtain a record of all cars in it. This will provide future generations with facts especially concerning history of cars. Even now it is hard to remember whether some cars have their original body on them, in twenty years time no one will know.

The record will contain all pertinent information about the cars concerned. Bore and stroke, length, width, height etc., plus the known history of the car, original owner, present owner, who restored car, etc.

Some time or other you will be asked to help with information on your car; please assist as much as possible.

Thanks must be expressed to Mr. George Roberts who donated a handsome loose-leaf folder for the occasion.

* * * * *

A vintage car fancier had tried unsuccessfully to buy the bodywork of a rare model from an old lady in whose stables it lay. Accordingly, he arranged with her butler to acquire it on her death. Years later, when he had forgotten the plan, he was startled to receive a telegram: "MY MISTRESS IS DEAD, YOU MAY PURCHASE THE BODY."

With acknowledgements to Jim Cooper.

* * * * *

INVESTIGATIONS

Had the perfect opportunity to combine an inspection of Max Pratt's Fiats with a family outing - picnic lunch, good views, good weather and kids galore completed the day.

Max has three Fiats which I will describe in reverse chronological order.

FIAT 15-20 1913 ? - A large green tourer that has been seen at all major club rallies and completed the International Rally in New Zealand.

FIAT 12-15 H.P. 1910 ? - A dark brown (Max calls it maroon) tourer that has been in several club rallies and is often driven by Max's neighbour, Adrian Hunt.

FIAT 10-15 H.P. 1908 ? - This is a "new" veteran that is about 85% restored. It has a "sports phaeton" body that is painted white and looks attractively different.

We spent the afternoon going through the details required for dating the three cars and inspecting Max's sundry Itala and Cottin et Degouttes parts. I don't think that it is generally known that Max has been working on his trio of Fiats since 1952 and would be one of our keenest members.

- BOB BAXTER.

ADVERTISEMENTS

WANTED. 2 x 23" straight sided sankey wheels

1 x Ducellier Head Lamp

1 x Ducellier side light - right hand for 1912 Clement Bayard

- KEITH CARDEN,
56 Gloucester St.,
Epping. 86-5578

WANTED ALL STATES. Wheels to suit 1914 model 79TE Overland. Very large rear hubs.

Steering column and box - 1909-1911 Brush

1 x left hand Brass H. & B. sidelight 3½" face, 9" tall

No. 1008, or a pair if available. Suit 1909-1911 Brush

33 x 4 SS or 32 x 3½ SS tyres and tubes.

- G. CRITTENDON,
39 Markwell St.,
Kingaroy, Q'ld, 4610.

For 1903-5 Spyker. Zenith brass updraught carburettor. Model approx. No. 30. A.B.C. Generator. A.L. Popular (brass). W'screen frame, front wheels complete or hubs/rims to suit 815 x 105 tyres. Tubular steel beam axle. Steering box, steering wheel. Miscellaneous parts. Old Spyker literature.

- IAN IRWIN,
31 Bamford St.,
Hughes, A.C.T.

For 1913 Ford T. Front hubs, dashborad mounting brackets, steel coil box and switch. Side and tail light brackets.

- TONY STAFFORD,
69 Sixth Ave.,
Waylands, W.A.

FOR SALE. Radiator (brass and copper)

Carburettor (thought to be complete)

From a Bianchi (probably), certainly an early model, may even be veteran.

- B.P. KERSWELL,
'Phone: 94/1144 (After Hours.) 98 Seaforth Cres., Seaforth.

FOR SALE. Quantity of DELCO parts, suit Buick, Oakland, others. 2 Makers' manuals. \$8.00 the lot.

- JACK CHENERY,
Box 337, P.O. Orange.

WANTED ALL STATES. Dashboard mounted lubricator for twin cylinder Albion. Needed to complete restoration. Lubricator from either car or truck would suit.

- JOHN RILEY,
75 Alexander St.,
Hamilton, N.S.W. 2303

WANTED. Pair of gas headlights to suit 1911 car.

- BOB MC CARTHY, 71-1941

Powell and Hanmer Light No. 635. Also any parts at all for Cadillac, circa 1912.

- LAURIE STEWART,
9 Earl St.,
Gladesville. 89-2037

WANTED (ALL STATES). Veteran m/cycle complete. Also any parts to suit Werner m/cycle about 1900. (Hot tube ignition).

- J. HILL,
54 Twelfth Ave.,
Moonah West, 7009, Tas.

AVAILABLE (ALL STATES). Vintage Panhard Levassor Carb. and Rad. Cap 1910-14 B.S.A. sleeve valve engine and radiator. Eisemann 4 cylinder magneto.

- J. HILL,
54 Twelfth Ave.,
Moonah West, Tas. 7009.

FOR SALE (ALL STATES). American Bosch Magneto ZU4, complete P.O.A.

" " " AT4, incomplete P.O.A.

- G. CRITTENDON,
39 Markwell St.,
Kingaroy, Q'ld, 4610.

EXCHANGE (ALL STATES). 1908 Jackson (French vehicle made for Reynold Jackson, London) Motor and radiator professionally restored, chassis partly restored, plus numerous brass head and side lamps for restorable vintage Cadillac, La Salle, Packard, Stutz or similar sedan or tourer.

- MURDOCH MC DONALD,
77 Scrivener St.,
O'Connor, 2601, A.C.T.

Letter from Quentin B. Davis - re 1950 Lagonda Saloon.

"Due to pressure of other commitments, I am disposing of my 1950 Lagonda saloon, and wonder whether any of your members might be interested. It is realised that this is not a vintage car - it is however a thoroughbred, and something of a rara avis.

The car was in very poor condition when I bought it, and over the last two years has been extensively rebuilt. The following list gives the major points attended to:

Body: All rotted woodwork in the framing cut out and replaced with fibreglass. Completely re-upholstered, except for the carpets and head lining, which are pretty good. Most trim woodwork replaced with oiled finish silky oak. Exterior resprayed beige.

Engine. Crankshaft ground to standard 0.020" undersize. All main, big end and little end bearings renewed. New liners, and H/C pistons. New ring gear and clutch linings.

Gearbox. New bearings on mainshaft.

General. Electrics checked and renewed or serviced as necessary.
All new brake linings, hoses and cylinder washers.

The car has done some 3500 miles since being rebuilt, and is in very good condition for its age. Top speed (checked for short bursts only, at this mileage) is approx. 90 m.p.h. and acceleration reasonable for the weight of car.

The engine is currently a bit rough on overrun, but smooths out nicely under load. Final tuning would eliminate this, but unfortunately I have not the time available.

Asking price is \$1300, but I would be prepared to listen to any reasonable offer.

Quentin B. Davis,
50 Illaroo Rd.,
Nowra, N.S.W."

* * * * *

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

Official Newsletter of
THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

NEWCASTLE BRANCH

The next meeting will be held at the Driver Training Range,
Court Road, Adamstown, on Wednesday, 13th September, 1967 at 8 p.m.

EDITORIAL

The Annual Newcastle Tour to be held again at Terrigal is now less than one month away. Preparation has shifted into top gear, and by all indications this should be another wonderful Tour.

Entries from Newcastle promise to be an all-time high with four new cars attending their first Tour, together with most of the old brigade.

Don't forget, those of you who are completing restorations or modifications, less than four weeks to go.

If you have not yet sent in your entry form, pop it in the mail at the first opportunity.

Hope to see you all at Terrigal.

Peter Adams.

EVENTS COMMITTEE REPORT

On July 13, in almost perfect weather, a handful of members in six modern cars and only two veterans had a very enjoyable day.

John Riley's Delaunay Belleville made its debut and was greatly admired, although still incomplete it is impressive. My F.N. Shooting Brake was again present.

The modern cars were those of Geo. Adams, Peter Adams, John Cowan, Geoff. McLennan, Max Burke and Mr. Flewell-Smith, a member of the Queensland Club who is stationed at Williamtown.

Morning tea was at Grahamstown's Finnan Park which is a very pretty spot, and after several overshoots and re-routing, lunch was enjoyed at Tucker Park, Paterson where there were several other picnic parties, so no events were undertaken. The trip home was via Tocal, Maitland, Minmi and West Wallsend and was free of trouble and traffic.

C. Broadbent,
for Events Committee.

NEXT OUTING

Your Events Committee has decided against having an organised outing this month as the Annual Tour is close to hand, and the majority of members cannot afford to lose the days restoring time.

As cars are completed, no doubt they will need to be given the normal test runs. These can be carried out at your own convenience.

SOCIAL ROUNDABOUT

Cars Scheduled to make first appearance at Terrigal Tour

- (1) 1918 Buick Roadster. This car is owned by Doug. Marr, and he has done a great job of restoring it. Looks like a certain starter.
- (2) 1905 Renault. John Cowan is just adding the finishing touches to this unusual car. Also looks like a certain starter.
- (3) 1917 Garford Fire Engine. Hon. Sec. is still working flat out to make the day. Possible starter - that is provided he is strong enough to crank it.

DID YOU KNOW?

Article taken from "The Sun", April 3, 1915. "The Cost of High Speed".

All of the factors of depreciation, as well as the danger to life, increase with multiplying ratio as the speed increases. Careful tests show that any speed above fifteen miles per hour causes an unreasonable wear and many breaking strains upon vital parts of the car, and the tendency to disaster increases with the speed. Those who relish the thrills of high speed must expect to pay the price.

A WORTHWHILE INVESTMENT

"SPOKE WHEELS"

This is an American "Antique Auto Newspaper". The paper is published monthly and the price is \$1.00 (one dollar U.S.) per year. Your Editor has seen some editions, and these have been approx. 18-20 pages of interest. The address to which you should send your applications is as follows:

Spoke Wheels,
3735 Ector Street,
BEAUMONT, TEXAS, 77705, U.S.A.

ADS.

FOR SALE - Model T Ford spare parts (will exchange for original Model T Literature)
DON BARKER,
Myall Rd., Waratah, 2298.

FOR SALE - Two only 4-40 x 23 B/E tyres, tubes, rims and wheels.
P. Adams,
68 Cowlshaw St.,
Redhead, 2301.

WANTED - RAYFIELD updraught carburettor. P. ADAMS - address above.

- BOSCH DU4 magneto - must be a model with spark advance.
N. ROBINSON,
335 Turton Rd.,
New Lambton, 2305.

- 1934 to '36 Ford V8 steering box. DON BARKER, address above.

- Parts to suit Hupmobile Model N or K - Crown wheel and pinion, "H" radiator badge, ignition switch.
MAX BURKE,
47 Maclean St.,
Cessnock, 2325.

WANTED URGENTLY to complete restoration - two only 500 x 23 straight sided split rims.
DOUG. MARR,
57 Warners Bay Rd.,
Warners Bay, 2282.