

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—Category B.

SPIT AND POLISH

● FEBRUARY, 1975, VOL. XVI, No. 8

● PRICE 40 CENTS



This is the very first motor car to have run on the roads of Australia, a 3½ H.P. De-Dion Bouton Voiturette purchased in Paris in 1899 by Mr. W.J.C. Elliott and landed in Sydney off the M.M. "Ville de la Ciotat" on April 27th, 1900. In the car, Mr. and Mrs. W.J.C. Elliott.

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

134 QUEENS ROAD, FIVE DOCK 2046

1974-75

OFFICE-BEARERS

PRESIDENT: L. K. Sheen, Ph. 42 4198 (Home)

VICE-PRESIDENTS: R. A. Foy, Ph. 449 1524 (Home); G. A. Roberts, Ph. 371 8626 (Home)

HON SECRETARY: J. Dance, Ph. 634 1336 (Home)

HON. TREASURER: W. McCarthy, Ph. 798 6941 (Home)

COMMITTEE:

R. C. Baxter

J. Burke

D. A. Berthon

S. H. Goodman

R. Petersen

EVENTS COMMITTEE: J. Burke (Chairman), Ph. 533 5625 (Home)

BUILDING COMMITTEE: S. H. Goodman (Chairman), Ph. 50 8550 (Home)

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

REGISTRAR: D. M. Roberts

REGISTRATIONS OFFICER: M. Bendeich, Ph. 639 5897

INSURANCE OFFICER: V. Jacobs

VEHICLE RECORDS: J. Thorpe

C.V.V.T.M.C. DELEGATES:

L. K. Sheen, R. A. Foy, G. A. Roberts (Alternate)

SOCIAL SECRETARY: Mrs. G. King, Ph. 522 7108 (Home) MEETING ENTERTAINMENT: D. Berthon

LEGAL OFFICER: E. L. S. Hall

"SPIT AND POLISH" PANEL: R. C. Baxter (Chairman), Ph. 522 9661 (Home); E. Lang, Ph. 579 5790 (Home);

J. and F. McGowen, Ph. 50 8536

CLUB HISTORIANS: A. Rose-Bray, R. A. Foy, G. A. Roberts

RESEARCH HISTORIAN: G. A. Roberts

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R. Petersen, Ph. 639 8233 (Home)

AUDITORS: W. V. King & Associates

PUBLIC RELATIONS: R. A. Foy

1974-75

CLUB MEETING DATES

1974

SEPTEMBER Thursday 26th

OCTOBER " 24th

NOVEMBER " 28th

1975

JANUARY Thursday 23rd

FEBRUARY " 27th

MARCH " 27th

APRIL

Thursday 24th

MAY

" 22nd

JUNE

" 26th

JULY

" 24th

AUGUST

" 28th

SEPTEMBER

" 25th

OCTOBER

" 23rd

SPIT & POLISH



PATRON:

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

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

Vol. XVI, No. 8

FEBRUARY 1975

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The next General Meeting of the V.C.C.A. (N.S.W.) will be held at 8 p.m. on THURSDAY, 27TH FEBRUARY, 1975 at our Clubrooms, 134 Queens Rd., Five Dock.

ENTERTAINMENT: Mr. Norm Harwood, a club member and a Curator in charge of transport exhibits (and other sections) at the Museum of Applied Arts and Sciences, will give a talk and films on "Early Transport".

NOTE: Cover caption is reprinted as typed on the photograph that was from the Elliott Family Album. It is far from being the first car in Australia!

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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



OPINION

Members may recall reading about the trophy which will be awarded to the member whose car attends the most events, displays etc. This award will be known as "The Laurie Sykes' Memorial Trophy" and has been donated by the panel of this magazine.

This is a golden opportunity for newer members (i.e. 5-10 years) to show the older "diehards" that they can 'do' them when it comes to getting out in all weathers to show the flag for our great cause. Speaking of "diehards" one immediately thinks of Churchill's immortal words, quote: "NEVER BEFORE HAVE SO MANY OWED SO MUCH TO SO FEW."

Yes, Laurie was one of the few, often his "Star" has been the sole representative of our club.

It may not be generally known that Laurie won the first ever attendance trophy awarded by this club. (Just beating Reg. "Doc." Jones).

So, members, make this prize the most sought after of the club's many "pots".

Don't forget, officials will be needed on Saturday and Sunday for the Katoomba Run. Names required for February meeting.

A L S O

Canberra and Sydney members - have you sent your Entry Forms for Easter Rally to Vic. Jacobs yet ???

E.J.L.

Minutes of General Meeting 23/1/75:

Chairman (L.K. Sheen) opened meeting at 8.25 p.m.

Apologies: Max Roberts, Reg Jones, Rob. McCarthy, Warren Irish.

Visitors: Duncan Scott from S.A., Peter Hill, Phil and Val. Holroyd were welcomed by the Chairman.

Minutes: Minutes of Meeting held on 28/11/74 as published, were accepted on the motion of John Burke, seconded Bob. Baxter. CARRIED.

Arising: Floridale Centre - reported cheque received for \$250.00, and thanks were made to members who attended. Noted on request as: Ken Quarmby, Joe Heath, Jim Wilson, Jim Simpson, Michael Bendeich, Alan Blevins, Jack Godfrey, Neville Martin, Bob Hobson and Eric Lang.

Treasurer: Treasurer's Report submitted by R. McCarthy (copy attached). Thanks were expressed to members for their donations, also the Building Fund was mentioned. Report accepted on motion J.Wilson/J. Lewis. CARRIED.

Correspondence: N.R.M.A. Staff Golf Club thanks to Alan Blevins and V.C.C.A. (N.S.W.).

Parramatta Council appreciation for 1974 Foundation Week Procession.

Eric de Haas thanks to George King and club on wedding day.

Christmas greetings from V.C.C.A. (S.A.)

Thanks to members from Elsie Bronk.

Armstrong Siddeley C.C. - change of address and Secretary.

J. Coen, Coogee, enquiring re wedding car (also acknowledgment).

Minutes from V.C.C.A. (N.S.W.) Newcastle branch 15/12/74 and 14/1/75.

Christmas greetings from patron, Sir Roden Cutler.

Motion J. Wilson/W. East, that correspondence be accepted.

Investigations: Geo. Roberts reported investigations being made on P. Hill's De Dion-Bouton, I. McEachern's Ford T, P. & V. Holroyd's Belsize. Dating Certificates issued for:

| | |
|----------------|---------------------|
| George Green | 1905 De Dion Bouton |
| Frank Illich | 1913 Vulcan |
| Sandra Garrett | 1912 Austin 10 |
| George Green | 1911 Rolls Royce |

The latter certificate was noted as Number 100.

Correspondence re Maxim and Wolseley was read.

Minutes 23/1/75 Cont'd.:

New Members: Full Membership - Hugh Peter Hill,
292 Galston Road, Galston.
1905 De Dion-Bouton.

Full Membership - Ian Druitt McEachern,
P.O. Box W.62, West Tamworth.
1916 T Ford.

Full Membership - Philip & Valerie Holroyd,
187A Whale Beach Road, Whale Beach.
Joint owners: 1907 Belsize.

RESOLVED (M. Chapman/J. Pickup) that the applications be received.
New members were introduced to the meeting and welcomed by the
Chairman.

Events: John Burke expressed thanks to members for their good wishes, and
asked Len Sheen to report on Rocks Area Procession.

Jim Wilson asked for 5 to 6 cars for Rockdale Lions Procession on
25th January at 10.30 a.m. Volunteers were noted.

Len Sheen reported on Ashton Circus, New Year's Eve, Darwin Appeal
attended by J. Simpson, J. Cooper, F. Ehlert, R. McCarthy,
A. Blevins, M. Chapman, J. McGowen, J. Wilson, J. Steer and D. Steer.

Rocks Procession to leave Parramatta at 9 a.m. or Goldfields House
at 11 a.m. Discussion followed re car protection at display area,
and names of volunteers were sought.

J. Burke reported February 15th, 16th, Dahlia Festival at Bowral,
Police Citizen's Boys, Sutherland Shire Carnival, Boys' Town on
1st March at Engadine. Date for entries to close extended to
21/2/75 for 1975 Ballarat Rally, 27 entries received to date for
Katoomba Rally (accommodation being sought), 29th March, Robertson
over Easter week-end, entry forms in magazine. Concourse at
Vaucluse House on 9th February at 10 a.m. arrival time.

Magazine: "More articles please" from Bob Baxter.

Registrations: Michael Bendeich reported 87 registrations, 25 still to come and
8 to 10 holding plates. Also reported registrations with the
Department next year to be lodged in one lot; \$10 fee could be
imposed if this is not done. Noted this would apply to renewals
only, not new registrations.

Third Party Insurance discussed at length, particularly the
possibility of "one-day-cover" for smaller cars wishing to compete
in one event per year. Noted Permits to Move were issued by the
Department. Chairman asked to report back to next meeting on
procedures in this regard.

RESOLVED (R. Baxter/J. Dance) that the registrations be discussed at the next committee meeting and reported back.

Social Secretary: G. King reported February 15th, Saturday, barbecue at her home. Congratulations to Bill and Rita East on their 50th wedding anniversary, January 1975. Cake presented for all to share.

Chairman welcomed back John Corby, Ben Bronk and Norma Heath in attendance tonight after illness.

Librarian: R. Petersen reported 19 books still missing and urged members to investigate inside front cover of books in their possession.

Photographer: Jack Thorp will be at Vaucluse and arrangements being made to photograph cars not yet recorded.

Entertainment: D. Berthon reported that this would be announced in next SPIT AND POLISH.

General Business.

Coming Events: Jim Simpson requested day and date be shown in publications of coming events.

Concourse: D. Steer requested points and allocations of same, as used by judges in concourse, be printed in SPIT AND POLISH. Chairman requested that this be circulated to members and judges on the Vaucluse Day. Matter was then discussed at some length.

Apologies: Arthur Garthon apologised for late arrival and non-attendance of Toby Bent at Albury.

Thanks: Chairman expressed thanks to Jim Cooper for signs made for Amenities. The male/female silhouettes were displayed.

Honor Boards: Noted any club may display their board on their meeting nights, but V.C.C.A. (N.S.W.) board was on permanent display, in main hall.

Chairman thanked members for attendance and closed meeting at 9.45 p.m.

* * * * *

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

"The Editor:

January "Opinion"

I am appalled at the lack of objectivity shown in the January "Opinion". Any suggestion that the interests of the Veteran Car Club were not adequately represented is not borne out by the simple fact that Veteran cars are included in the scheme. The basis on which the concession is granted is weighted more by the record of the people who own and drive the cars rather than what kind of cars they are, thus an equal premium is applicable to all cars.

The example quoted, comparing say a 1914 Buick with a 1939 model shows a lack of appreciation of automobile dynamics when you consider that a 1939 8/40 Buick has 4-wheel hydraulic brakes, independent front suspension, balloon tyres, all steel body, all coil suspension, windscreen wipers and sealed beam headlamps to name but a few items. It may well be that you are several times safer at 150 Km/hr in the 1939 model than at 50 Km/hr in the 1914.

The C.V.V.T.M.C. has more than justified its existence in being able to speak for the whole of the movement on this very important matter. We should bear in mind that as veteran cars are now in the minority within the movement, it is to our advantage to take as active an interest as possible in the movement's affairs.

By all means be critical, but let us also be factual and practical.

(SIGNED) ALLAN FOY"

(Editor's Reply:

I must emphasise that my January Editorial was reiterating the former view held by Allan when, as our President and Registrations Officer, he was adamant that our club should always negotiate its own registration and insurance conditions because our vehicles warranted special consideration.

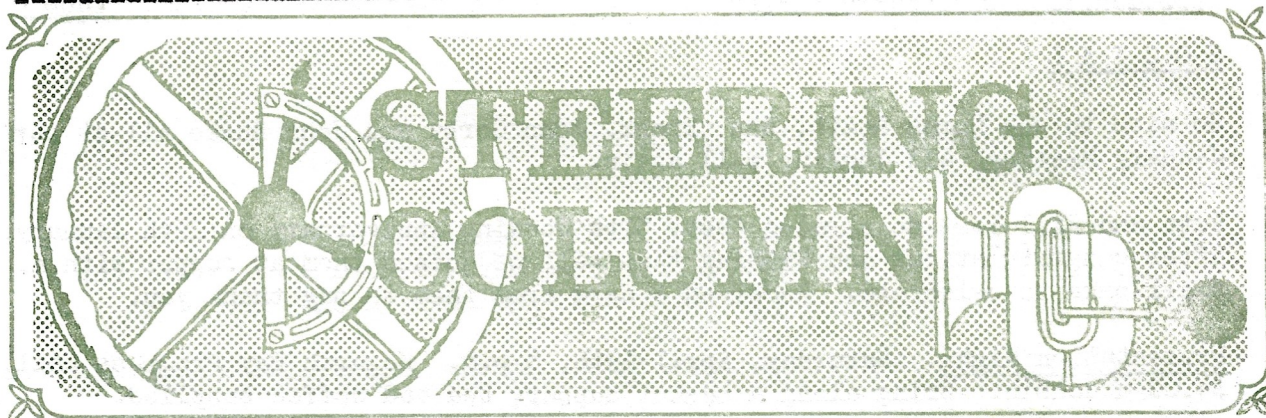
It will always be my view that a "Veteran" is less 3rd Party risk than other categories of vehicles within C.V.V.T.M.C.

R. BAXTER -
Editor for January.)

* * * * *

EASTER ROBERTSON RUN:

Members - this is your last chance to enter. Ring Vic. Jacobs,
69.6666 (Bus.) or 922.1535 (Home).



Congrats. to Olive and Reg. Jones for having at last found a girl to take Len off their hands. That's right, Lennie, the last to leave the fold, was married a few weeks ago.

#####

The "Doc." and Ollie have been away in the Land of the "Long White Cloud" where they hired a mobile Campervan (same brand as the Sheen's - should be much comparing of experiences). Unfortunately they camped in a spot alive with SANDFLIES. Olive says "the lumps came up the same shape and size as Mt. Cook". Didn't bite the Doc. though - his blood is pure S.A.E. 30.

#####

Don Steer was right for once - the public did give the cars a mauling at the recent "Rocks" Australia Day outing, despite all the assurances from the organisers that the cars would be roped off. Surely our Events Committee can devise some way to protect the cars, as - for sure - they will find themselves fresh out of volunteers for like displays.

#####

When the 21-gun salute was fired (from Veteran cannon) OUR PRESIDENT WAS STANDING A MITE TOO CLOSE. Does anyone know a sure-fire cure for singed eyebrows and perforated eardrums ??? Also, some "wag" remarked that the roar sounded like the "Besa" when Jimmy tinkers with the "Maggie".

#####

If any member loves the taste of tender BEEF (and who doesn't?) well contact Vic. Jacobs and he will supply you with enough to fill your freezer. They are the juiciest cuts one could sink his "fangs" into. (We believe the meat is from Jimmy Eisenhower's best Hereford stock). We will donate the "Fronty" to George's Museum if you are not satisfied.

E.J.L.

S O C I A L

So nice to see Norma Heath, Ben Bronk, John Corby and John Burke all at our January Meeting, all looking well again.

Reta and Bill East celebrated their 50th Wedding Anniversary on 27th January. After congratulations and wishing them well we joined them at supper with a small cake to celebrate. Received a card from them to say thank you.

Presentation Night. Saturday, April 19th, 8 p.m. Kogarah Bay Progress Hall. \$4.00 a double. Bring along a basket supper, tea and coffee supplied.

GLAD KING

* * * * *

E V E N T S N E W S

Sunday 9th February, Concours Judging Day held at Vacluse House. 15 cars were present. 7 cars being judged for Concourse d'Elegance and 8 for D'Etat. To win each Concourse, competing cars must attend and finish the Blue Mountains Tour under their own power. Winners will be announced at our Annual Presentation Night. Those at Vacluse House included: W. East - Studebaker; D. Steer - T Ford; R. Baxter - Calthorpe; J. Simpson - B.S.A.; R. McCarthy - Martini; W. McCarthy - V.D.; J. Dance - Talbot; F. Nissen - Humber; P. Hill - De Dion; J. McGowen - Armstrong Whitworth; R. Jones - Clement Bayard; D. Berthon - Brush; J. Wilson - T. Ford; A. Blevins - Wolseley; T. Bent - T Ford.

Many thanks to George Sevenoaks, Miss Jennifer Tweedie, Bruce Ross and Bob Baxter, who did such an excellent job as Judges for this occasion.

Blue Mountains Tour, March 1 and 2. Start in Broughton Street alongside Queen Elizabeth Park, Concord. First car out at 8.45 a.m. All 15 k.m. class. Make their own way to morning tea stop at Windsor (St. Mathews Church Rectory, Moses Street) where route instructions will be given to arrive by 10 a.m. This is to enable small cars to cover the distance and finish at a reasonable time at Katoomba.

At the time of writing this, we have only 38 entries. 9 or 10 of these have found their own accommodation. Overnight at the Carrington when hotel was booked, was \$15.50 per head. Charges have now gone up to \$16.50 per head. These extra costs will be added to each entry at our next monthly meeting of the club. Supper on Saturday night will be provided at 50¢ per head, payable at Carrington, consisting of tea and biscuits. This applies only to those requiring supper. As we still have rooms without bathroom facilities available, late entries will be received. Only Carrington guests' cars may be garaged at the Carrington.

Events Cont'd.

Coming Events as set out in the following list - which we are hoping will be printed in the near future as an Events Calendar - carry on to Presentation Night in April 1976:

1975

| | | |
|---------------------|-------------|--|
| Feb. 9 | Sunday | Concours * |
| Mar. 1,2 | Sat. & Sun. | Blue Mountains Tour * |
| Mar. 28, 29, 30, 31 | | Easter Tour, Robertson |
| Apr. 19 | Sat. | Presentation Night |
| May. 4 | Sun. | Ladies' Day |
| June | Sun. | City Tour * |
| July | | Restoration |
| Aug.17 | Sun. | Navigators' Tour * |
| Sept. | Sun. | C.V.V.T.M.C. Warwick Farm |
| Oct. 4,5,6 | | 6 Hour Weekend Tour Newcastle |
| Oct. 18,19 | | Weekend Campout |
| Nov. 9 | Sun. | Lions per V. Jacob's Day * |
| Nov.16 | Sun. | 1st Inspection Day - <u>Compulsory</u> |
| Nov.30 | Sun. | 2nd Inspection Day - <u>Compulsory</u> |
| Dec. | | Children's Day |

1976

| | |
|------|--------------------------------|
| Jan. | Australia Day Rocks Procession |
| Feb. | Concours * |
| Mar. | Blue Mountains Tour * |
| | Easter Tour Canberra |
| Apr. | Presentation Night |

Ranleigh House, Robertson - Easter Tour

This date is approaching fast and a few bookings are still available, so get your entries to Vic. Jacobs as soon as possible. Robertson is a delightful area and this trip has all the indications of another delightful weekend as only Vic. knows how to organise.

Events Committee:

J. Burke, J. Wilson

* * * * *

THE VETERAN CAR CLUB OF AUSTRALIA

Believe it or not that was the original name given to our Club, but it wasn't long before the Veteran Car Club of Victoria, which held precedence of formation over N.S.W., gave us a gentle hint that we were a little ambiguous with our title.

Our main contact with Victoria seemed to be the ever-energetic, but now the late Mr. Norman Strack, and after further discussions, it was

agreed to form a Federal body, but each state to take the above title, plus the insertion of state to be included for further identification.

As I had attended the recent November 1974 meeting, I was amazed at the number of strange faces, and it was there and then that I felt that a series of articles embracing earlier club days and activities may be of interest to later members and perhaps through no better media than our own SPIT AND POLISH.

Firstly, let us look at its birth.

PREGNANCY: The Vintage Sports Car Club, 333 George Street, City, where a veteran car made you eligible to join, but our five foundation members (Ron Grant, Jack Myers, Bill Daley, John McLean, Frank Klein) were itching to get a true Veteran Club established. Hence, before I could sign on the dotted line, I was collared and dragged away as an extra veteran prospect.

BIRTH (1954) - ACTUAL FORMATION:

Locations. At the homes of Jack and Joyce Myers, Rosebery. (Jack, of course, now unfortunately deceased as a result of the Catalina Park accident), also Mr. and Mrs. Ron Grant, Bankstown.

GROWING PAINS: Location now was at the meeting rooms above the garage on the corner of Cleveland and Regent Streets, Redfern. First President - Mr. William Daley; first Secretary and Treasurer - Mr. Jack Myers.

It was here that the Len Masser's hard core developed. Members came from North, South, East and West. I can remember Ken Moss joining, then in no time he proposed his ex-boss Jack Dance, who was to become one of the club's most treasured official secretaries. Alan ("Horse") Rose-Bray later to become a President and Secretary and the Brysons, resplendent in current fashions (particularly rallies), the calm but enterprising Mr. George Green, etc. etc. However, membership became about the 60 mark in no time and don't be offended if you didn't get a mention as above. Let's put it this way - all were a pleasant and enthusiastic lot and the roots of the club really became deep-seated here.

MATURITY: The club was now well on its way and then the late Jack Myers negotiated with Golden Fleece, who took us under their wing. We moved to a new location - Golden Fleece Canteen, York Street, City. Home and hosed we were with use of all facilities, crockery, hot water, parking, toilets, chairs, tables etc., and then sponsorship in many of our rallies - Blue Mountains, Brighton, Melbourne Olympic Run etc.

Times changed and now I believe the building has been redeveloped, but briefly the following locations have catered for club meetings:

Golden Fleece
Amaco Training Centre, North Sydney
Royal Aero Club, Bankstown

(Cont'd. on Page 11.....)

Memorial Hall, Concord.
Sea Scouts Hall, Concord.
Drummoyne Union Club, Drummoyne.
School of Arts, Five Dock.
Community Hall, Five Dock.

And now, that long-awaited ambition of Mr. George Green, which was that one day the Club should own its own premises, has been achieved.

Well, let's wrap it up for the present, but next month perhaps a few words on the earlier varied activities and outings of the club, when it took not only oil and petrol, but also a fair share of courage.

JACK GARWOOD (A)

* * * * *

FROM BUICK CAR CLUB OF AUSTRALIA JOURNAL - DECEMBER 1974:

FUELS, LUBRICANTS & STORAGE OF LITTLE-USED VINTAGE MOTOR VEHICLES,

by H.H. Pike, N.S.W. Automotive Lubricants Supervisor, B.P. Australia Limited.

FUEL

Most engines in these early vehicles are of low to moderate compression ratio. Most fuel available when they were made was an unleaded straight-run low-cotane product. Regular grade motor fuel now available in Australia is 89 R.O.N. (Research Octane Number).

To achieve satisfactory tolerance of this relatively high-octane fuel in these low-compression engines, you should give special attention to the cooling system and a modest increase in distributor timing. Valve tappet clearances should be accurately maintained. Depending on design, certain engines will favourably respond to a slight increase in exhaust valve tappet clearance to compensate for the higher exhaust temperatures, + .002" usually having the desired effect.

Because of modern motor fuel components, it is essential not to store petrol in copper or brass fuel tanks, fuel lines, or carburettors. If it is not practical to replace the copper or brass components in the vehicle fuel systems, motor fuel will oxidise when stored for longer than about six weeks. The oxidised deterioration of the fuel is accompanied by the formation of a green sludge-like gum, restricting the free flow of fuel. Therefore it is essential that such vehicles are operated at least once a month. This will ensure that fresh fuel passes through the vacuum tank, fuel lines and carburettor.

If the main fuel tank is copper or brass, the remaining fuel in the tank should not stand longer than about six weeks. For lengthy storage periods, two months or longer, a small quantity of petroleum solvent containing 10 per cent of storage oil should be drawn through the fuel system

after the main fuel tank has been drained of normal petrol. Petroleum solvents are low-octane lead-free volatile products, and whilst they will not give 100 per cent protection against gums etc. during lengthy storage, the problem is dramatically reduced. The presence of storage oil in the fuel will protect cylinders, piston rings, valves and valve seats against corrosion, if left idle, following the use of leaded fuel.

CRANKCASE OIL

Assuming the engines are in good condition concerning internal clearances, current additive type crankcase oils of similar viscosity as originally specified are necessary to cope with some of the combustion products resulting from the use of high octane leaded motor spirit in the low compression engines.

TRANSMISSION AND REAR AXLE ASSEMBLIES

B.P. straight mineral gear oils SAE 90 and SAE 140 are available. Hypoid differentials after 1936. B.P. Multigear 80/90. B.P. Hypogear 90 and 140.

STEERING BOXES

Where oil leaks are a problem, use semi-fluid grease.

SPECIAL GREASE

Water pump grease for gland and bush type pumps is available. Graphite grease for brake cables, guides and sundry anti-seize applications. Silicone grease for electrical connections and ancillaries etc. Multi-purpose grease is suitable for all chassis steering ball joints, universal joints, front and rear wheel bearings.

BP PRODUCTS

We recommend the following products for little-used vintage motor vehicles:

- B.P. Regular Motor Spirit
- B.P. Solvent 16 (Storage Fuel)
- B.P. Protective Oil 30 (Storage Oil)
- B.P. Energrease W.P. (Water Pump)
- B.P. Energrease C.3.G. (Graphite Grease)
- B.P. Energrease CPC 42 (Silicone Electric Grease)
- B.P. Energrease L2 (Multi-purpose)
- B.P. Energrease AO or A1 (Semi-fluid)

ENGINES

In good condition - B.P. Super Visco-Static or B.P. Super MS
30/40
Vintage engines - B.P. Straight Motor Oil SAE 10-50

TRANSMISSIONS

B.P. Gear Oil SAE 90 or 140 (Straight Mineral)

DIFFERENTIALS

B.P. Multigear 80/90 or Hypogear 90

SUMMARY

For the older engines straight mineral engine oils can be obtained by special arrangement. BP Straight Motor Oil SAE 10, 20, 30, 40 and 50.

Vehicles purchased from the late 1920's can benefit from the use of hypoid oils in their differentials. Present day hypoid oils are non-corrosive, therefore can be used in vehicles engaged in intermittent usage.

(Our thanks to B.P. Australia and Mr. H.H. Pike for kindly providing this most useful information.)

* * * * *

THE PIONEER MOTOR CAR TRIP OF AUSTRALIA - from the Thomson Motor Car Limited.

Continuation, and conclusion, of the Pioneer Trip by Inventor, H. Thomson, accompanied by E.L. Holmes:

"SHEEP DROVERS' CAMP

To reach the drovers' camp, we had to pass a flock of 13,000 sheep in a lane (nice work in the dark), the sheep being real scared with the brilliancy of the lamps, many of them butting into the car, one getting right under it. We managed, nevertheless, to force a passage, and met with a hearty greeting from eight drovers, who were in charge of the sheep. They kindly made us some tea, but having run short of 'tucker', we were compelled to fall back upon our uneaten 'June' sandwiches, with which we satisfied the inner man. We talked over the fire till 9, when they lent us a few bags and rugs to sleep under one of the carts, and it took us some time to accustom ourselves to the hard ground after having been used to nice warm beds. The thought of it is even enough to keep one awake. However, we eventually fell asleep, being pretty tired, but in the morning, oh! cold - why, cold is boiling hot to our temperature; in fact, when we moved, our joints almost cracked with the cold - we were frozen. The big fire soon brought life into us again, and after making a third meal of our 'June' sandwiches (lunch, tea and breakfast), finishing up with some 'damper and mutton' which the drovers had left after breakfast, we made a start at 7.50 for our destination, Cookardina, which we reached at 9.22 a.m., after having some difficulty to get good water, there being no houses or dams on the way. We managed to obtain a small supply by straining

Pioneer Motor Car Trip (Continued)

through a handkerchief, but got through all serene. Nothing of any importance happened till we reached Germanton at 11.17 a.m., when, after sending off a few telegrams and re-charging our tanks, we made a start at 11.50.

ALBURY

Lunching at Woomargama (9 miles from Germanton), we now entered upon our last stretch of N.S.W. road, and kept up a good rattling pace, eventually arriving at the border town (Albury) at 5 p.m. exactly, the last 37 $\frac{1}{4}$ miles occupying 3 hours 52 minutes. We had now covered 296 miles of our journey, feeling in tip-top health, but the car was hardly recognisable for mud and slush, nevertheless being in grand working order. We met with a good reception here, a number of cyclists going out to meet us, and in order to satisfy the residents we were compelled to make a "public" departure the next morning, when a great crowd turned out to give us a send-off.

VICTORIA AGAIN

11 a.m. saw our entry into Victoria, crossing the Murray River and its numerous wooden bridges and embankments; then, after the usual Customs formalities, we passed through Wodonga, the Victorian border town, at 11.13. The roads to Barnawatha were fair and level, but from here to Chiltern were every bit as bad as any N.S.W. roads, being unmade and cut up terribly with the rain etc. Arriving at Chiltern at 1.50 we had dinner, leaving at 2.45. The roads thence to Springhurst (10 miles) were fair, after the first 4 miles one very dangerous gutter having to be negotiated. Striking the metal road just after Springhurst, we reeled off 15 $\frac{3}{8}$ miles in 1.23, arriving at Wangaratta at 5.40

WANGARATTA

After a good night's rest, so good in fact that we did not waken till 8 o'clock, we resumed our now interesting journey, leaving Wangaratta at 9.10 a.m., the residents turning out in large numbers to witness our departure. The road from here to Glenrowan was macadamised, but awfully rough in places, the cobbles having worn to the surface. From Glenrowan to Winton the going was rough, the famous "glue pot" having to be negotiated. This "glue pot" is about half-a-mile long, and is usually about two feet deep in sticky mud, but we made light of it after the "roughing" in N.S.W., passing through Winton at 12.1. Our run into Benalla was good, arriving just in time for dinner (12.47), and to supply an enterprising reporter with a history of the trip.

BENALLA.

Tanks full, oiler full, and drivers full, we were all in harmony, and the car, now well down to the hard work, sped merrily on its way home, passing through Baddaginnie (7 miles) in full sail at 2.28, and Violet Town, 15 miles, at 3.22, the pace being splendid, notwithstanding the sandy nature of the roads, and the numerous cross gutters. Everything went well until about 6 miles from Euroa, when the car encountered a heavy patch of sand, breaking the belt at the eye-holes - 10 minutes put the matter right. We quickly made up for lost time, the roads - even if a bit rough - being level

and straight, and we entered Euroa at 4.45, our mileage reading 395½, the figures by this time being quite interesting. Our stay was very brief, for we had great hopes of reaching Seymour during the evening, but the roads continuing unmade for the greater part, and very patchy, we decided to stay at Longwood, more especially as we remembered our first and only experience of night travelling (Wagga to Cookardina). Our run from Euroa to Longwood (10½ miles) was done in 57 minutes over sandy unmade roads.

LONGWOOD

Having only 86 miles in front of us, hope beat high in our hearts, for with a fair road and good weather we fully made up our minds to reach the Metropolis in the evening. However, we had not got fairly started on our way when the rain began to descend in torrents. We did well to stay at Longwood overnight, for we found the road to Seymour (27 miles) was unmade, and the ground soil alternate clay and sand, so it can well be imagined what the running became like. Notwithstanding the inclemency of the weather and roads, we still had hopes of reaching Melbourne at nightfall, and passed through Burnt Creek at 9.25, Avenel at 10.12, and Mangalore at 11, reaching Seymour, after almost circling the town, at 11.45.

SEYMOUR

The rain did not seem to impede the progress of the car to any marked extent, although the belt got wet and greasy, causing it to slip slightly when working heavily. It was a miserable day, raining all the time, with the yellow mud splashing everything on board, but signs of clearing up cheered us greatly after leaving Seymour. The road to Tallarook was good, being composed mainly of ironstone gravel, but one heavy pinch, paved with stone blocks, gave the motor all it could do. Reaching Tallarook at 1.23, we now lost all hope of arriving in Melbourne at 4 p.m., as 53 miles lay between us and our destination, so we postponed our prospective arrival till between 6 and 7, and had dinner, afterwards filling up tanks and leaving at 2.8 p.m.

BROADFORD

We now entered upon a splendid stretch of metalled roads nicely undulating to Broadford, which we passed through at 3 o'clock. From here to Kilmore the rises became more pronounced, and the belt being soaked by the continuous rain of the morning made their ascent very hard work for the motor. Climbing one of these stiff pinches the belt snapped, for the second time during the trip, at the hook holes. Six minutes put it right, and we made fair time to Kilmore, reaching that township at 4.20. While passing through the township our second breakage to the car took place, which, strange to say, was the mate to our first - viz., the chain adjustment strut clip, rather a very long term, but, to explain matters fully, it is a piece of "L" iron about ½ x ¼ in. x 2 in. long, and fitted with two small holes in the long arm, by which it is fastened to the back axle, and one larger hole in the short arm, through which passes the screwed end of the adjusting strut, being locked with nuts at each side. An enormous strain is thrown on this small piece of iron with the pull on the chains, and the up and down motion of the back axle. By a piece of luck, when getting a new one at Young for our first breakage, we got a spare one made, and the delay in fitting was not more than 20 minutes, now valuable time. We got under way as soon as possible and covered everything

up to "Pretty Sally" Hill, climbing the slopes in good style. Over the top we cut off the motor, in the prospect of a good "coast", and away we went like the wind. The motion of travelling at fully 40 miles an hour was terribly exciting. One cannot imagine the tremendous excitement and pleasure of going at this terrific pace over the roads, with the car seemingly alive under us. It was glorious, it was sublime; till, with a series of rapidly decreasing hisses, and increasing bumpings on the road, we realized that our back tyre had punctured, after carrying us over 470 miles of wretched country. The powerful band brakes soon reduced our pace to a crawl, and we continued our "coast" at about 8 miles an hour.

BEVERIDGE

After a delay of about half an hour at Wallan, examining the tyre and lighting our lamps etc., we journeyed slowly to Beveridge, arriving at 6 p.m., just in time to avoid the heavy storm that broke over the place. We had tea, but as the weather kept up to its best storm standard, we postponed our arrival in Melbourne, much to our regret and disappointment, till Wednesday, timing ourselves for 12 noon. On starting at 8.50 a.m. we found the rain and wind beating bitterly cold into our faces. So our morning's run was quite devoid of any interest further than we were nearing Melbourne, and that we were being slowly frozen, but Thomson swears that he will devise a way of heating the car in winter by the exhaust steam. This will be a feature of future vehicles.

MELBOURNE

However, pardon my digression from the journey, which was carried through to timetable, the car passing through Coburg at 11.38 a.m. At the Brunswick tram terminus we found Messrs. K.E. Edge, F.L. Mount, F.G. Wilson and S.G. Pirani (Directors of the Thomson Motor Car Syndicate, under whose auspices and direction the trip was undertaken), and a number of friends etc. After a brief welcome we continued our drive to the city, stopping at the "Australian Cyclist" office to be photographed, and arriving at the G.P.O. at 12.23, after having covered the first Australian motor car journey (Bathurst, N.S.W. to Melbourne, 493 $\frac{1}{4}$ miles nett), our actual riding time being 56 hours 36 minutes.

SUMMARY

The daily running throughout the whole journey has been drawn up from the notes kept by Mr. E.L. Holmes during the trip, and has been summarised as follows:

| <u>1900</u> | Exact Distance Travelled | Nett Running Time | |
|-------------|--------------------------|-------------------|-----------------|
| | | <u>Hours.</u> | <u>Minutes.</u> |
| Apr. 30 | 24 miles | 4 | 25 |
| May 1 | 43 $\frac{3}{8}$ | 5 | 0 |
| 2 | 45 $\frac{7}{8}$ | 5 | 44 |
| 3 | 47 $\frac{5}{8}$ | 5 | 50 |
| 4 | 69 $\frac{1}{4}$ | 7 | 28 |
| 5 | 65 $\frac{1}{2}$ | 7 | 1 |
| 6 | 47 $\frac{3}{8}$ | 5 | 10 |

(Cont'd. on P.17.....)

| 1900 | Exact Distance Travelled | Nett Running Time | |
|-------|--------------------------|-------------------|----------|
| | | Hours. | Minutes. |
| May 7 | 62 3/4 | 6 | 35 |
| 8 | 65 1/2 | 6 | 20 |
| 9 | 24 | 3 | 3 |
| | <hr/> 493 1/4 | <hr/> 56 | <hr/> 36 |

Average speed, 8.72 miles per hour.

It will be at once seen that daily time was not aimed at, as the average daily working time only shows 5½ hours per day of 50 miles. There is no doubt that had the weather been more seasonable, and no stoppages made at the townships passed through, in order to satisfy the public and "press" demand for particulars, a much better time-sheet could have been presented; however, the "record", such as it is, stands for Australia, and is open to be beaten.

The consumption of kerosene oil for the journey was 42 gallons, averaging .084 gallons per mile, and costing a fraction over 1d. per mile, buying it as we travelled along, which we found no difficulty in doing. The total result has been compared with recent English trials, and the comparison has been indeed gratifying, more especially when the beautiful English roads are classed against the wretched Australian tracks - not "roads".

The introduction of the Motor Car must surely go a long way towards giving the colonies better roads, and it is not a rash statement to make that ere long we will have the "coming vehicle" speeding along merrily through our country roads, excelling our old friend the horse, and equalling the utility of the railroad."

Melbourne, June 14th, 1900.

IS IT ALL SO EASY?

Lo and behold!!! An observation I made while parked at the red light. There right alongside of me, a Valiant car, ready for the take-off (an automatic), driver masticating, either unfinished lunch or perhaps some chewing gum, one foot on the accelerator and - would you believe - the left leg straddled across the front seat. The only effort required on his part to propel this vehicle is a light depressing of his right foot and in a couple of seconds flat he is doing his 40 m.p.h. How nonchalant can one get? Or is it boredom?

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(Continued on Page 18.....)

It is perhaps true in a sense when your memory glances back to the Veteran cars, driving these are a combination of concentration, judgment and participation in a pleasurable hobby.

People have been heard to remark: "He's a millionaire", or "Look at that limelighter" (or lair, poser, exhibitionist). On the contrary, my belief is that these people who restore the cars are dedicated and if it were not for their efforts this phase of Early Victorian Historic Cars would soon be forgotten.

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Whatever one says or thinks is infinitesimal; I claim that the sport is paramount. You see there is a satisfaction of travelling hopefully, without the certainty of arriving in comfort, or of even arriving at all. I put the emphasis on this paragraph because a sensation is regrettably absent from being in control of modern air conditioned saloons with all their automatic transmissions, well screened coil ignition, radio cassettes, puncture-proof tyres etc. See my point?

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Perhaps you wonder why I mentioned the word 'sport'? Well, to put it in the correct perspective, I meant the joy of sport, in which members of the family can share. Not everyone can drive a veteran, but they can all help to clean and polish one and partake of splendid picnics, where food always tastes better for being eaten out of those wicker hampers, so thoughtfully provided by the bodybuilders of the early cars. Only a few become enthused when invited to go for a drive in a modern car, so commonplace, but a veteran, wait for the rush.

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So much is owed to the success of our early engineers as their early engineers as their early experiments and achievements are now commonplace in the present automobile age, as the Veteran and Edwardian era introduced such accomplishments as front wheel drive, four wheel brakes, water-cooled engines, traction drive, concealment of motors, epicycle gears, sleeve valves, float feed carburettors, overhead camshafts, steering column gear changes, independent front suspension, electric lighting, disc brakes, V8 engines, fuel injection, oil pressure feed and even power batteries. Back in 1898, De Dion actually built a Rotary Engine. When you look at the latest cars of today, what appears to be new is not so new, only more sophisticated.

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A D V E R T I S E M E N T S

SWAP - One DU4 Bosch Magneto (clockwise) in 100% going order for DR4 anti-clockwise Bosch Magneto not necessarily in going order but complete, preferably with roller cam.

- W.I. BURROWS,
9 Porters Lane,
St. Ives. 2075
'Phone: 44.5860

SWAP - 1 Pair brass Herm Riemann headlights.
 1 Herm Riemann brass generator.
 1 King of Road brass headlight.
 1 pair King of Road brass sidelights.
 1 Rushmore brass headlight.
 1 Dreadnought brass tail light.
 1 Ducellier brass headlight.

WANTED - TO SUIT DE DION BOUTON 1905

1 pair French sidelights brass.
 1 French tail light brass.
 1 French (medium size) self generator headlight brass.
 (Would prefer all one make.)
 1 French brass horn.

- PETER HILL
 'Phone 02 - 653.1356

* * * * *

WANTED - FOR 1915 T FORD (U R G E N T)

Fan and Bracket.
 Front Engine support
 2 Front Wheels demountable rims (must be perfect or near)
 Steel Bonnet
 Horn

Any item of Fire Brigade interest, number plate, brass helmet.
 Any parts for a 1924 9 h.p. Rover, also lights, wheels, body.

FOR EXCHANGE:

1915 Tourer body panels
 2 horse-shoe bonnet supports (repairable)
 2 enamel N.R.M.A. badges
 20 h.p. Rolls Royce radiator, engine block, crankcase, sump
 Bosch ZH6 magneto
 Tapered front spring (re-manufactured)

- ROBERT FORBES,
 537 Chapel Rd., Bankstown. 2200
 70.2098

* * * * *

FOR SALE - 1913 "T" Roadster. Ready to assemble. New body, light wheels
 etc. 'Phone 653.1356. \$3,500.

- PETER HILL

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Advertisements Continued:

WANTED 23" Wire Wheels splined centres. - JIM WILSON,
534.1676

TO CLUB MEMBERS:

Unfortunately Bob Hobson who was driving my FRONTY FORD back from the Adelaide Rally last year lost the Trumpet piece (about 12" to 15" long) of the Brass Horn. The Bulb Reed and Rear section I still have. When I asked Bob why he didn't hear it fall off he said "I was racing back to my wife in Sydney and was AIRBORNE at the time".

I would like to SWAP, BORROW, BUY OR STEAL the brass trumpet section or even a complete straight brass horn so that I can drive my car again as without it the car in unoperational. Please ring - VIC. JACOBS, 69.6666 (B)
922.1535 (H)

WANTED Any bits or pieces, innards or case/change mechanism for Model T Ruckstell 2-speed diff. - ERIC LANG,
61 Pacific Ave., Penshurst. 2222
579.5790

WANTED 5 - 880 x 120 detachable rims or part thereof. Will buy or swap. - GEORGE WILLIAMS,
660.2408 (B)
77.6319 (H)

FOR SALE WOLSELEY SIDDELEY 1908 complete chassis with 4 guards and irons, bonnet etc. Needs restoration. Further particulars. - GEORGE WILLIAMS
660.2408 (B)
77.6319 (H)

SELL OR SWAP:

| | |
|--|----------------------------------|
| 1 pair P & H self-generating headlights; | Diver's helmet tail lamp; |
| Veteran brass speedo; | 1 Smith gas headlamp; |
| 1 H & B square sidelight; | Pair Lucas gas headlights; |
| Lucas Veteran horn; | Pair Rotax electric sidelights; |
| Pair Lucas electric sidelights; | CAU model F electric sidelights; |
| Assorted brass sidelights; | Motor bike gas headlights & |
| Veteran brass radiators; | generator; |
| Auster rear seat windscreen; | Pair Rotax electric headlights; |
| 1 P & H acet. gas generator; | |

- JOHN KAY,
680 High Street, Penrith. 2750
'Phone: STD 047 - 21.2649
After hours only.

HELP TO SEND THE FRONTY & HENRIETTA ON THE KATOOMBA-ROBERTSON RALLIES:

WANTED - 2 only or 2 dozen Model T tailshafts (inner), also brass trumpet horn (lost off Fronty). Will pay cash or cut out price in best beef sausages. Please contact VIC JACOBS, 69.6666 or Bob Hobson 648.2073 (A.H. 858.3939)

