

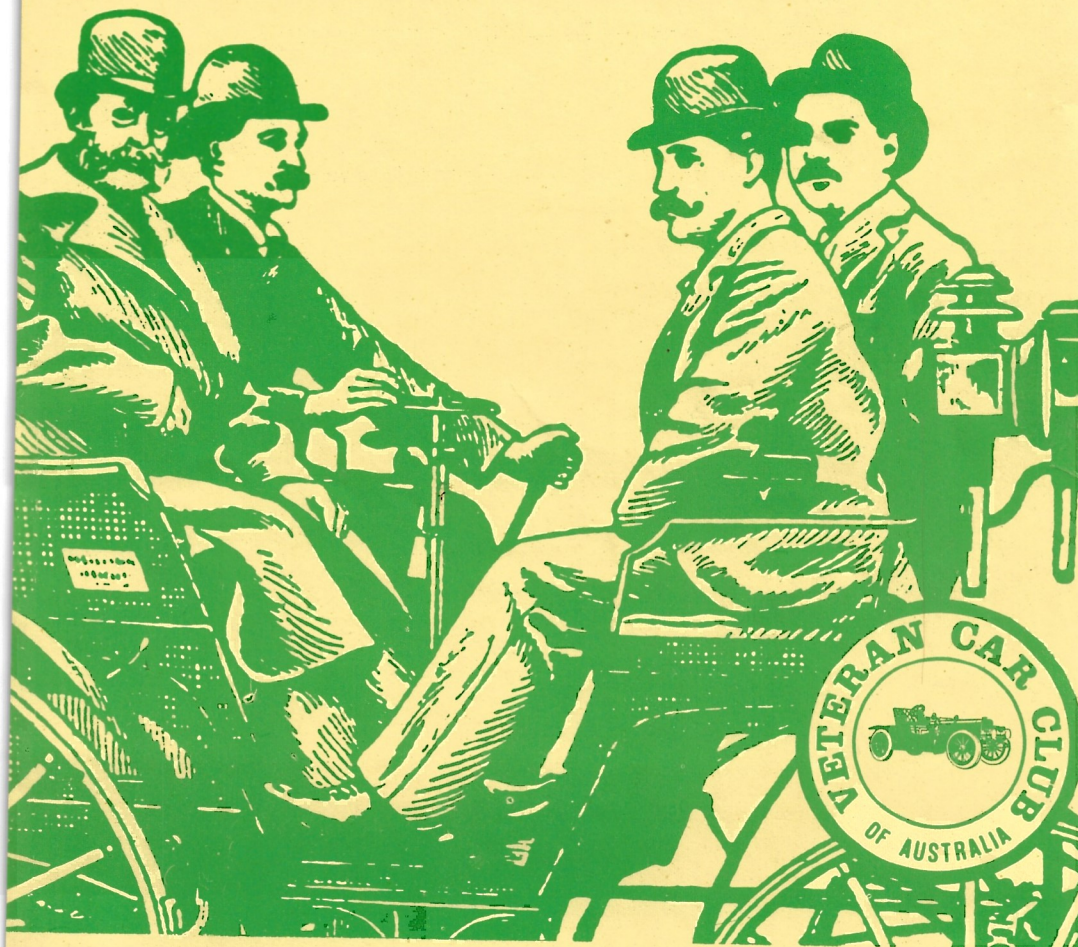
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

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December, 1982 Vol. XXIV No. 6



PATRON:

His Excellency,
The Governor of N.S.W.,
Air Marshal

Sir James Anthony Rowland,
KBE, DFC, AFC, K.St.J.



Spit & Polish

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

Volume XXIV No. 6

December 1982/January 1983

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Other Veteran Car Clubs have permission to copy.

*The next Monthly General Meeting of the V.C.C.A. (N.S.W.)
will be held in the Clubrooms at 8.00 p.m. on THURSDAY,
27TH JANUARY, 1983.*

Editorial Comment

HAPPY NEW YEAR TO ALL OUR CLUB MEMBERS AND THEIR FAMILIES!

First of all I wish to point out, although this issue of SPIT AND POLISH is marked "December 1982" it is in fact December/January and the next issue, February, will be marked "January/February 1983" (just in case you thought you missed an issue).

Now that Christmas and the New Year activities have passed, it is time to think of forthcoming events.

IS YOUR CAR READY FOR KATOOMBA? Or are there a few little things you want to do before you go? Do them now, as time is running out.

From time to time we have had new members join our club and as we have been particularly busy with the new club building and auctions etc., we have been a bit remiss in not welcoming these new members so I would like to extend a welcome to them. Some have already attended our meetings - others haven't - but when you do, please make yourselves known.

Several meetings ago we were entertained with a B.P. film on the history of the motor car featuring a lot of very early veterans from various European museums. I was very impressed with the film because the cars were being driven and not static. To our film organisers and projectionist I want to say "thank you". From what I hear a lot of other members enjoyed it also.

While on the subject of thanking people I would also like to extend your thanks to the people behind the scenes who organised the Christmas Party which was such a great event for the kids.

Two honorary members who work behind the scenes are Mr. Malcolm Johns, the Honorary Legal Adviser of the Veteran Car Club of Australia and Mr. Bill Burrows, our Honorary Architect who has done so much in the design of our new club house.

Last, but not least, do you ever stop to think that our new club building would not be where it is today if it were not for you, your fellow members and the support of our Honorary Builder, Neil Johnston, who does so much with so little and without fuss.

"Kitty and the Bagman", an Australian-made film in which many of our club members assisted with drivers and cars, commences 18th February at a Greater Union Theatre.

We are getting a few articles on car restorations at long last but I would like more. As you can see in this issue, photos can be reproduced, so please put pen to paper now and let us have your restoration articles.

(See EVENTS CALENDAR - Page 19)

- NORM WAKEHAM

President's Message

Commencing a new year after having had a successful and constructive year previously is always difficult, however if we use last year as a guide and endeavour to maintain our level of success, then the club should be that much better off for the effort that is provided by the members.

This can be broken into two categories - (1) our new premises and their progress (see report by George Roberts); and (2) our club's activities, both social and rallying have been varied but still maintained our traditional events.

This year, however, will see something a little different in the form of an open display day which I hope will become an annual event. In association with the Vintage Vehicle Club we will be holding a combined Veteran and Vintage Display on Sunday May 22nd at Greens Motor Museum and Picnic Grounds and will be open to all owners of Veteran and Vintage vehicles manufactured prior

to 1st January 1931, whether they belong to a car club or not. During this year work will also start on two major rallies, (1) 2nd One and Two Cylinder Rally in 1984; and (2) 1985 National Tour conducted by our club, which is also the centenary of the motor vehicle, with these three events, plus the ongoing work for the 1988 International, should make for a busy year. I trust the members will assist as much as possible and make light and satisfying work for all concerned.

- BARRY T. THEW

President.

* * * * *

NEW CLUB HOUSE

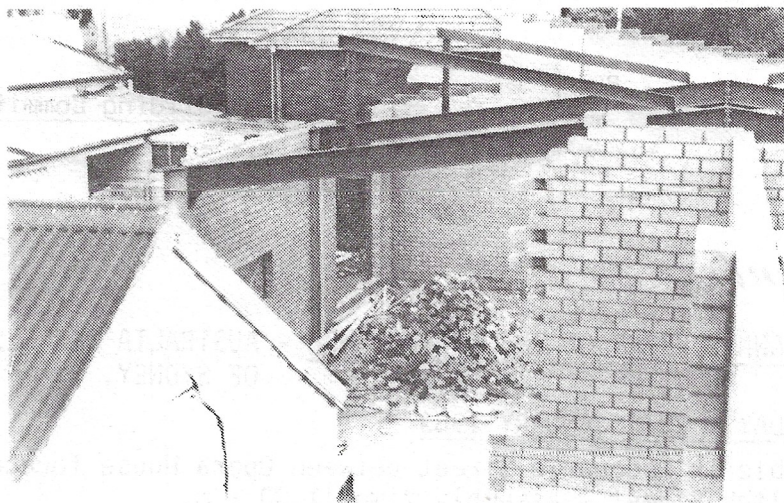
Tangible evidence of progress with our new club house is visible to local members by on-site inspection and to those remotely situated, the two supporting illustrations - on Page 5 - taken during 1982 are proof of this progress.

Looking back twelve months to the beginning of this year, little material evidence existed of our future new premises, but as reported to you in SPIT AND POLISH, planning had reached an advanced stage, Drummoyne Municipal Council had approved building plans and received building fees totalling \$3,130.00, costly sewerage and drainage necessary repairs had been executed, site preparation resulting from organized working parties of club members was well in hand, the Building Fund Committee had set in motion sales of goods and raffle tickets to swell our coffers, the use of our veteran and vintage vehicles by the film industry with its rewards had added substantially to our budget, and a photographic record of our current club rooms, property and new building progress had commenced to add to the history of club activities for posterity.

Appreciation by the general public of the research scientist, the boffin or the work done to assist others from behind closed doors is seldom acknowledged and this parallel applies equally to projects such as our new club house, "undertaken to improve the facilities available to members". Until visible signs of structural development



NEIL JOHNSTON AND PETER WARDS
PREPARE REINFORCING FOR FOUNDATIONS



LATEST PHOTO OF BUILDING

materialises, apprehension and lethargy remain paramount.

The expressions of surprise and expectation of a future base for their continued activities by the members of one of our tenant clubs, who recently viewed en masse our progress to date, the increased dimensions of the new halls, compared with the old and the facilities to be provided on completion, are the signs of encouragement needed to proceed.

The erection of steel structure (now under manufacture) additional to the existing portal frames, and made possible by completion of the brick supporting walls will permit construction of the roof and weatherproofing. Timing of this stage is seen as the end of March next. In the interim, by mid-January it is planned to pour the concrete floors of both the toilet and committee-room/library areas, at which time further working parties of club members will be organised.

I trust that when this bulletin reaches members (with the support of willing hands) this phase of operations will have been completed.

- GEORGE A. ROBERTS

Chairman Building Committee.

* * * * *

Events

10TH ANNIVERSARY OF THE OPERA HOUSE - AUSTRALIA DAY FESTIVAL
OF SYDNEY.

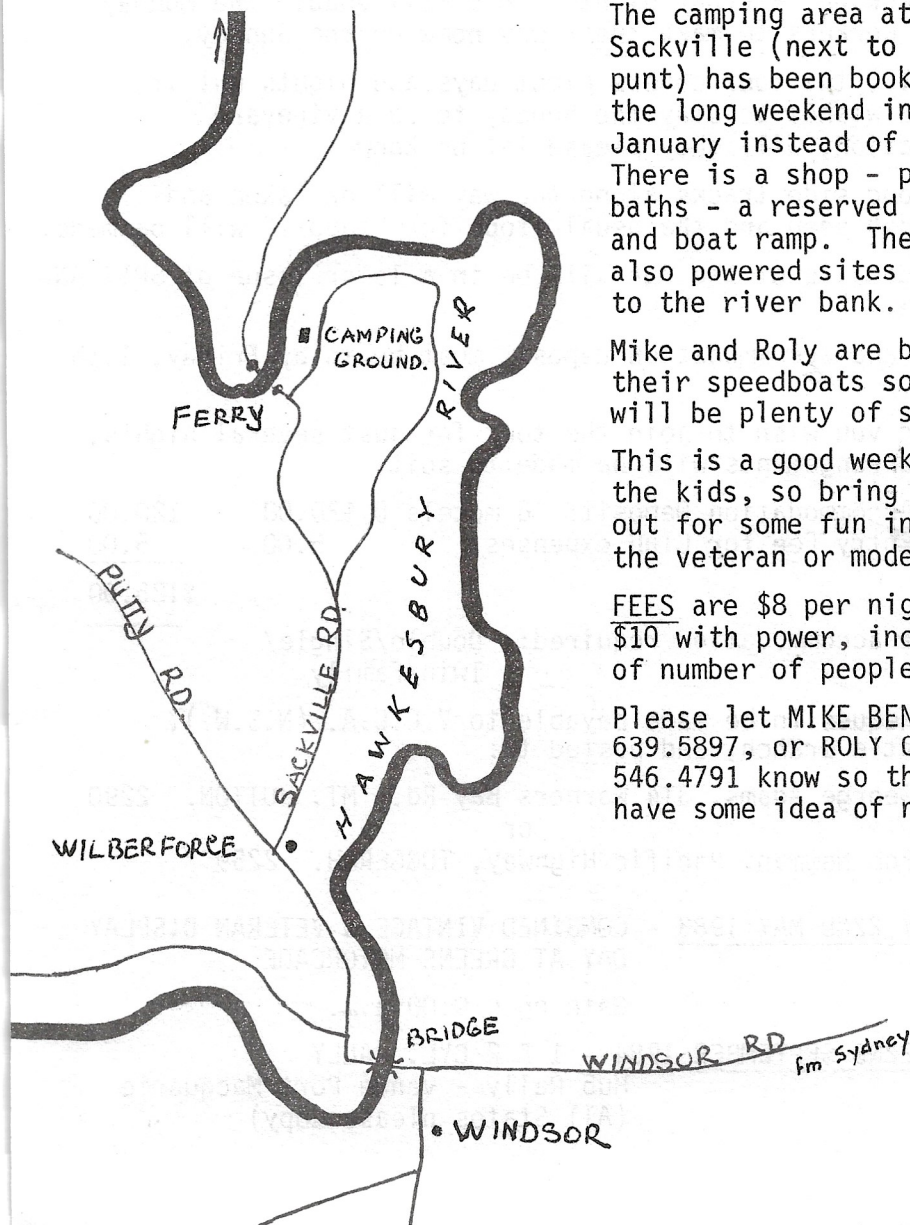
SATURDAY - 29TH JANUARY 1983

Assemble in Macquarie Street between Opera House forecourt
and Bligh Street - assembly time 11.00 a.m.
departure " 12.30 p.m.

ALL WELCOME. (Note different arrangements to previous years.)

CAMPING WEEKEND - 29/30/31 JANUARY 1983 - SACKVILLE GARDENS

CAMPING AREA - Turn right just before ferry and follow for approx. $\frac{1}{2}$ mile. (Those wishing to ski please bring some petrol.)



The camping area at Sackville (next to the punt) has been booked for the long weekend in January instead of Cattai. There is a shop - petrol - baths - a reserved beach and boat ramp. There are also powered sites next to the river bank.

Mike and Roly are bringing their speedboats so there will be plenty of skiing.

This is a good weekend for the kids, so bring them out for some fun in either the veteran or modern.

FEES are \$8 per night or \$10 with power, inclusive of number of people.

Please let MIKE BENDEICH, 639.5897, or ROLY COULCHER, 546.4791 know so that we have some idea of numbers.

1983 VETERAN CAR AUTUMN TOUR - SATURDAY 7TH MAY TO
SATURDAY 14TH MAY

This year to Autumn Tour will be via Toronto, Muswellbrook, Gunnedah, Nemingha, Nundle, Muswellbrook and finish at Cessnock on Saturday night. This will enable the Monday start workers to make their way home on the Sunday.

Overall, the tour covers eight days and nights but if anyone wishes to stay the Sunday to do a vineyard inspection, will they please let us know.

All good side tracks along the way will be taken and "things" seen and the usual stops for "cuppas" will be made.

Full details of the run will be in a later issue of SPIT AND POLISH.

Entry and accommodation deposit must be in by Friday, 11th March.

Should you wish to join the tour for just several nights, then arrangements will be made to suit.

Accommodation Deposit: 6 motels @ \$20.00	120.00
Entry Fee for Club expenses	5.00
	<u>5.00</u>
	\$125.00

Advise accommodation required: Double/Single/
Twin/Family

All cheques to be made payable to V.C.C.A. (N.S.W.), Newcastle Branch, and posted to:

George Adams, 314 Warners Bay Rd., MT. HUTTON. 2290

or

Bob Newman, Pacific Highway, TUGGERAH. 2259

SUNDAY 22ND MAY 1983 - COMBINED VINTAGE & VETERAN DISPLAY
DAY AT GREENS MOTORCADE

Gate open 9.00 a.m.

16TH-22ND SEPTEMBER 1984 - 1 & 2 CYL. RALLY

Hub Rally - venue Port Macquarie
(All States please copy)

THE 1985 CENTENARY RALLY - to coincide with the centenary of the birth of the motor car - will commence on MONDAY 6TH MAY 1985, through THURSDAY 16TH MAY 1985.

11-day - 750 miles. Tour is for Vintage and Veteran Cars and will be during N.S.W. school holidays.

(All States please copy).

* * * * *

RESTORATION OF DELAHAYE

The original owner was a Frenchman, Mr. Henri Moreau of "Coomerah", Darling Point, who was a perfumerer and merchant in O'Connell Street, Sydney. He imported the Delahaye early in 1914 but when the First World War started he was called back to France to serve his country. Original registration No. 903.

His car was then bought by Mrs. Tabley of Tamarama as a surprise for her husband. Mr. Tabley drove the Delahaye for three years, during which time Mr. Steinbohm altered the radiator and bonnet, and removed the strips which held the hood. The radiator was enlarged because of considerable boiling trouble and to make the car look more modern. The original colour of the car was royal blue. Mr. Tabley found the colour to be too hard to keep clean so he had Mr. Steinbohm paint it "biscuit". During Mr. Tabley's ownership, the car made many trips to Parramatta and to Jenolan Caves. The car today is coloured cream.

Mr. Tabley sold the car to Mr. Cox of Alice Street, Newtown, in 1917 or 1918 and Mr. Cox drove it for several years, including a trip to Melbourne and many to the Blue Mountains and Jenolan Caves.

In about 1925 Mr. Cox bought a more modern car, a Dort, and turned the Delahaye into a Utility, which he then used in his building business almost daily until 1942. The only reason it was kept on the road in later years was to tow the Dort home because of its unreliability.

Brian Griffin and I were told about the

Delahaye in Mr. Cox's back yard in 1955 and after nearly three years' restoration we took part in the Katoomba Rally in 1959.

We were aided in the restoration of the Delahaye by Mr. Cox who had thoughtfully kept the rear body work all those years, as well as hood bows, one side lamp (the other one being stolen by children). Also stolen were the original bulb horn and the lenses of the head lamps.

Most of this information was given to me by Mr. Tabley who has since died and Mr. J. Cox who is the son of the third owner and who has been on a Brighton Rally with us.

An answering letter from Hotchkiss-Brandt in Paris, who are apparently Delahaye and Delage agents, confirms that Delahaye Type 43 is a 1913-14 model of 4 cylinder motor with a bore of 85 mm. and stroke of 130 mm.

Ignition is by Bosch DU magneto. Lubrication is supplied by an oil pump in the sump through a fully drilled crankshaft to big end, main bearings, camshaft bearings and timing gears.

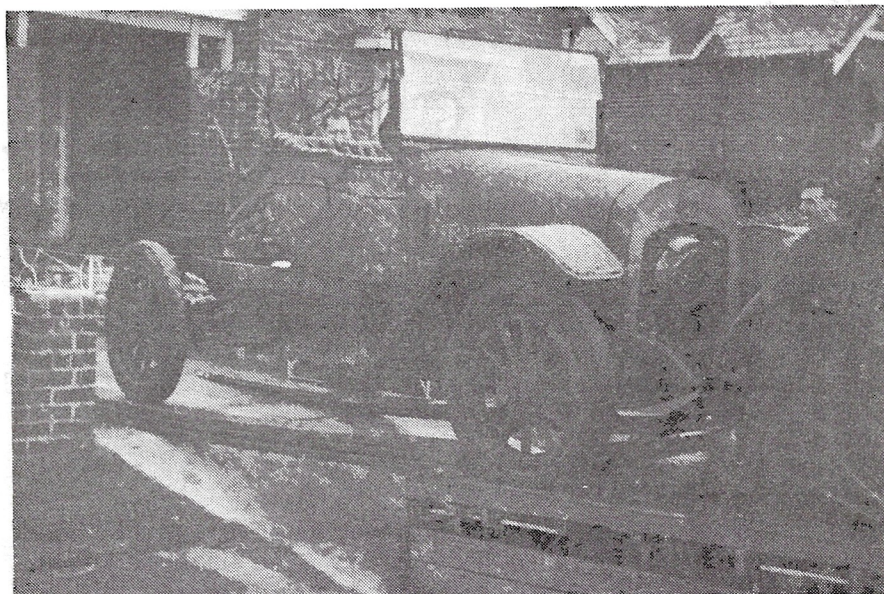
Water circulation is by a vane type pump gear driven through originally a cross flow radiator with side tanks. The pump bearings are lubricated from the dash by a screw type greaser. Original instruments on dash are water pressure and oil pressure gauge, water pump greaser and ignition cut-out switch.

The chassis has a wheel base of 10'7" and track of 4' 8½", with seating for 7 people using 2 occasional folding seats. Lights were supplied with acetylene from a "Prestolite" cylinder on the right hand running board. The side lights are kerosene.

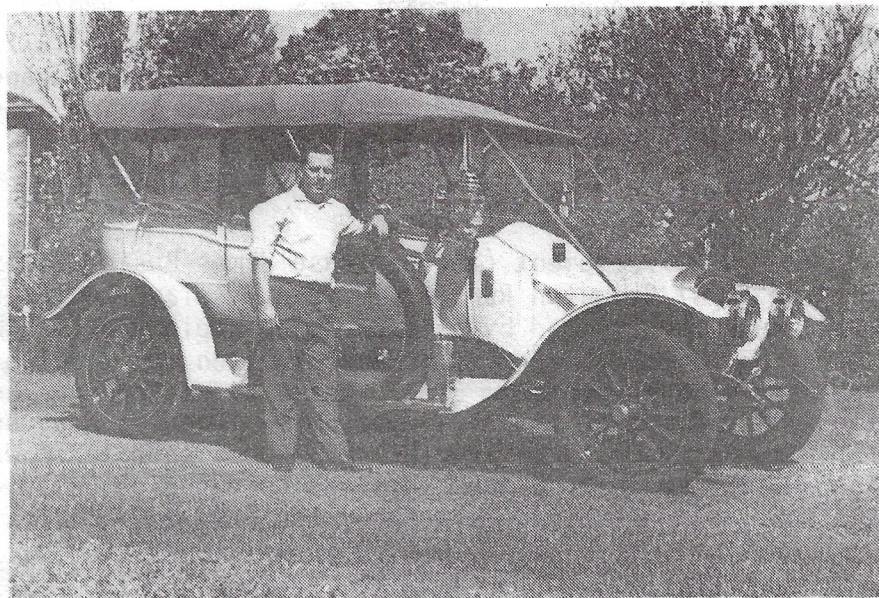
- ARTHUR GARTHON

(See photos of Delahaye on P.11)

* * * * *



1914 DELAHAYE AS FOUND 1955



RESTORED 1914 DELAHAYE

History Corner

THE FORMATIVE YEARS (PART 1) CONTINUED

In the initial stages "registration", as such, was issued by the Motor Registration Branch of the (then) Department of Transport and Highways and took the following form:

"Permit to Operate Unregistered Motor Vehicle

Permission is hereby granted for the unregistered motor vehicle described hereunder to be driven/towed by the shortest practicable route from Lane Cove to Woolloomooloo/ Dolls Point to Lane Cove on 4/4/54.

This permit is issued subject to the condition that the vehicle is driven by a licensed driver.

This permit must be carried on the vehicle and produced upon demand to any member of the Police Force or Authorised Officer of the Department of Motor Transport.

(Signed) M.A. WALSH, Superintendent

Make: B.S.A.	Fee paid: 10/-
Type of Body: Tourer	Receipt No.: V30753
Engine No. 122	No. of Interim Label: 57114

I hereby apply for the issue, by the Government Insurance Office of N.S.W., of a Third Party Insurance policy in respect of the above vehicle for the period stated."

(The Permit to Operate fee was 10/- and the 3rd Party Insurance 12/2d.)

The recipient (in this case James Busick Simpson for the First Brighton Run) would then display the Interim Label number, prefixed by a large X, on a piece of cardboard approximately the size of a number plate on the front of the vehicle, with the Interim Label itself displayed in a headlight, sidelight or on the windscreen. Then, as now, unless fully registered, such vehicles could only operate in daylight hours - in the early stages this was conveyed verbally - later the Permit itself had this instruction printed on it.

As this system required individual application to the Registration authorities by car owners, which occasioned loss of work time and created general inconvenience, it was

resolved to ask the authorities to make available "block" registration, that is, the Club Secretary prepared a schedule of cars and owners and paid the total by Club cheque, debiting the members through the Club's books. This was approved by the Department and whilst it lessened the burden on individual participants in events, it added to the Club Secretary's duties and was a repetitive matter required for each event.

Relations with both the Police, the then Motor Registration Branch of the Department of Transport and Highways and its present counterpart, have always been cordial and understanding, leading up to the point where a sub-committee of the VCCA was able to obtain the Club's distinctive number plats and act as its own official Inspection Station. These were the first plates issued in Australia for such a purpose and set the pace for other States to follow. Details of the acquisition of the special Veteran Car plates will be given in a later HISTORY CORNER.

An interesting sidelight to the Club's activities was the approach in April, 1955, by a Mr. C. Stratford of the Australian Amateur Cine Society, with a view to obtaining the Club's assistance (personnel and cars) in the production of a film on a budget of 300-400 pounds. The Club decided to co-operate and the following are the Notes for VCCA members:

"Shooting of Film - Australian Amateur Cine Society and
Veteran Car Club of Australia"

Notes for Members of Veteran Car Club

Immediately on receiving these notes, it would be appreciated if you will contact Ron Grant, 48 Hoskins Avenue, Bankstown ('phone UY2971) advising him if you will be available with your car for the shooting of this film.

Dates of shooting: Sunday, 4th Sept., 1955, at 9.30 a.m.
Sunday, 11th Sept., 1955, at 9.30 a.m.

The location: Berkshire Park area off Blacktown -
Richmond Rd., 10 miles from Blacktown.

How to get there: Proceed along Western Highway from
Parramatta to Prospect, then turn
right to Blacktown.

At Blacktown take road over railway bridge and proceed along

Blacktown-Richmond Rd. for a distance of 10 miles to Berkshire Park. At Berkshire Park there is an air strip (on left of the Richmond Rd.) near Berkshire Park Post Office Store. To get to the location turn to the left off Richmond Road down EIGHTH ROAD marked with sign board which is approximately 400 yards before you come to Post Office Store and the air strip. Proceed along EIGHTH ROAD (which is unsurfaced) for a distance of approximately 1 mile, passing FIRST, SECOND, THIRD and FOURTH ROADS (which are marked with sign boards) on your right. Turn to your right down FIFTH ROAD which is about 40 yards past FOURTH ROAD. FIFTH ROAD is not marked with a sign board but we will have a sign at corner reading "LIONEL NEATE". Proceed along FIFTH ROAD until you come to a dead-end and you will be at assembly point for first day of shooting at 9.30 a.m. on 4th September, 1955.

The assembly point for second day's shooting on 11th September, 1955 is at end of the airstrip abovementioned.

If the weather is doubtful for shooting, 'phone your President Bill Daly YY1825 or Ron Grant UY2971 before 8 a.m. on shooting days. If there is any postponement because of unsuitable weather on 4th September, then we will shoot on Sunday 11th September and Sunday 18th September.

All cars appearing in the picture are required on first shooting day and Bill Daly's car and Ron Hope's car will be the only cars also required on the second shooting day. It is earnestly requested that cars be available at the location on time at 9.30 a.m.

Those attending the shooting are requested to adopt some small item of dress in keeping with the period of the picture (which is about 1916) as there are some scenes in the picture in which all can appear. It is not intended that any special form of period dress be used. It would be helpful and sufficient if ladies wore veils or such like and gentlemen appeared in bowler hats or straw boaters or bow ties. No moustaches or beards unless they are the real thing.

In making pictures, it is most important that those appearing in the scenes including car passengers do not look at the cameras when the scenes are being shot.

Ample provision is made in the script to feature all veteran cars. It has also been arranged that drivers and their cars appear in the following shots:

Bill Daly will appear as the Race Starter (see

script) and is requested to bring a starter's flag. His car will be used by George, the central character in the story.

Don Hope will drive his car in the "mailman" Shots 9 and 11.

Len Masser dusts his car in Shot 17 (bring duster).

George Campbell and Brian Marsland - their cars and passengers appear in "still photograph" Shot No. 19.

Jack Garwood appears in Shot No. 23 (bring large oil can).

Barry Perdriau pumps tyre of his car in Shot No. 49 (bring pump).

Ron Grant fills his radiator in Shots 51 and 52 (bring large jug).

Ron Grant to supply engine parts for Shots 30 and 32 on first day of shooting and materials for "wreckage" Shot No. 63 on second day.

The locations provide a suitable picnic area for Veteran Car Club, A.A.C.S. members and their friends. Hot water is available at a small charge from a nearby farmhouse on first shooting day but not on second day, when those attending can make their own arrangements accordingly. It is particularly stressed that no fires be lighted in the area.

Suitable arrangements will be made by the A.A.C.S. for the screening of the films.

C. STRATFORD
Producer
Australian Amateur
Cine Society".

(To be continued).

See you at the next meeting.

THE HISTORIAN

M - I - N - D - S - T - R - E - T - C - H - E - RSolution to No. 15DASHING DADS

1. Neil
2. Barry
3. John
4. Peter

No. 16THINK THRICE

1. If the doctor gave you three pills and told you to take one every half hour, how long would they last?
2. A farmer had 17 sheep. All but nine died. How many did he have left?
3. Divide 30 by $\frac{1}{2}$ and add 10. What is the answer?

* * * * *

THE FIRST MOTOR ACCIDENT

Was in 1771 when, according to different accounts, Cugnot's steam truck hit a low wall in the grounds of the Paris Arsenal. Excessive speed should not be blamed, but as the steering was very low-g geared it may be that the world's first motorist could not twiddle the steering handles fast enough.

THE FIRST FATAL MOTOR ACCIDENT

Occurred in the 1830's. In 1832 the stoker of one of Walter Hancock's steam omnibuses, The Enterprise, was killed by a boiler explosion. As he was proved to have fastened down the safety valve with wire whilst running the engine and blower to urge the fire, the Coroner brought in a verdict of "Accidental death caused by his own negligence." Two years later one of the Steam Carriage Co., of Scotland's coaches on the Glasgow to Paisley service broke a rear wheel, overturned, burst her boiler and killed five people. The overturn resulted from the deliberate attempt by the Turnpike Trustees to stop the service by heaping loose stones 18" deep across the road.

Advertisements

WANTED

Late Veteran-Early Vintage 'one man' hood mechanism for touring car.

(Or loan of same for copying).

- J. WARDS
86.3430

FOR SALE

BOACONSTRICOR HORN

British made. Was on cars circa 1908. Horn head 4'-5' long. Go well on a sports car or Rolls Royce. Looks as though never used. \$450.00

- CALTEX SERVICE STATION
449.7885
(Ask for Brian)

WANTED

24" x 500 TYRES - in good order

- MIKE BENDEICH
639.5897

WANTED

AUSTIN 7 - Parts and instruments.

- JIM REDMAN
H. 46.4254
W. 33.0511

WANTED

SINGLE CYLINDER DE DION PARTS - no matter how small.

- N. WAKEHAM
64A Pellisier Road,
Putney. 2112
(02) 80.2269

ADVERTISEMENTS (CONTINUED)

FOR SALE

VETERAN DELAGE (about 1910)
Front axle and two wheels, hubs etc.

VETERAN SANKY well base steel wheel
10-spokes 19 x 400 tyre.

VINTAGE Front axle ex Minerva about 1928
with finned brake drums etc.

- D. PIERCE
36
North Rocks.
(02) 871.8701

WANTED

Articles on the restoration of your car,
with photos if possible.

- EDITOR

FOR SALE

Your Club lapel badges, cloth badges,
car badges.

SEE BEN BRONK AT MEETING.



*"I don't think your dad
will be too upset - he
lent me his car."*

EVENTS CALENDAR1983

Jan. 29 Saturday - 10TH ANNIVERSARY OF OPERA HOUSE
Australia Day Festival of Sydney

Jan. 29/30/31 CAMPING WEEKEND - SACKVILLE GARDENS

Feb. 26/27 BLUE MOUNTAINS TOUR

Feb. 21)
Mar. 4) National Rally, Tasmania, Around the Apple
Isle

Mar. 19/20 Schofields Aerodrome Weekend

Apr. 1/2/3/4 M.I.A. Veteran Vintage & Classic Car Tour,
Griffith

May 7 to 14 1983 VETERAN CAR AUTUMN TOUR

May 22 COMBINED VINTAGE & VETERAN DISPLAY DAY AT
GREENS MOTORCADE

May Rally "T" (Hub Rally) Parkes, N.S.W.

1984

Mar. Early March Vet. Car Club of S.A. Hub Rally

Mar. 31)
Apr. 8) A.C.M.C. 25th Anniversary Hub Rally - 871.1900

Sept. 16-22 1 & 2 Cyl. Rally (Hub Rally) Port Macquarie

1985

May 6-16 1985 CENTENARY RALLY FOR VINTAGE & VETERANS

To be advised Hub Rally, Christchurch, N.Z.

* * * * *

LAMSON ENGINEERING

No. 1 in small parts storage

stack & nest transport containers

production line feeding trolleys

service van kits

semi-open-front plastic containers

assembly bench units

louvred panels

modular boltless steel shelving with open-front containers

wall storage units

small parts cabinets

heavy duty steel stacking box pallets

containers

SHEDS
TROLLEYS
LOCKED PARTS
CABINETS
COPPOBANDS
WALL RAILS
DOORS

SYDNEY (02) 700 0881, BRISBANE (07) 32 56 881, MELBOURNE (03) 429 3411,
ADELAIDE (08) 352 2636, PERTH (09) 458 6153, CANBERRA (062) 80 6610.
to LAMSON ENGINEERING PTY. LTD. Bankstown 2200 NSW
165 Rookwood Rd.

NAME _____
POSITION _____
COMPANY _____
ADDRESS _____
Post Code _____
mms873

Please send more information.

