



# 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

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## EDITORIAL

A few members have expressed concern about the road behaviour of some fellow members, namely, a failure to keep "as close as practicable to the near side kerb". This is a sin in anyone's language, but when we are in control of slow-moving vehicles the sin is magnified. We understand that the Powers That Be take a very dim view of such behaviour. Maybe they are not concerned so much with the courtesy angle, as with their strong desire (and rightly so) to keep the traffic flowing. It is a mistake which any one of us might make on occasions, but watch it, fellow members, watch it!

\* \* \* \* \*

## FIRE!

Due to an unfortunate fire at the Royal Aero Club, the usual room will not be available to us for the November meeting.

Please take note, therefore, that for this month at least, the meeting will be held at the Memorial Hall corner of Major's Bay Road and Davidson Ave., Central Concord on THURSDAY, 23RD NOVEMBER, 1967. So that we shall have ample time to cover all matters, please arrive in time to allow of the meeting starting at 8.0 p.m.

\* \* \* \* \*

## REGISTRATION

Don't forget to present your vehicle at Broadway Motors Service City, corner Botany Rd. and O'Riordan St., Alexandria, between 9.0 and 2.0 on Sunday, 26th November for roadworthiness test.

\* \* \* \* \*

## NEW MEMBERS

L.B. Gronow

L.M. Gronow

67 Curban St.,  
Balgowlah Heights.

Associates.

\* \* \* \* \*

SPIT AND POLISH - NOVEMBER, 1967

LOOKING BACK .....

During the course of a rambling treatise on the subject of cycle-cars, a few months ago, I ventured a guess that there was once a time when maybe quite a lot of motorists could have had a crack at building one of these vehicles for themselves.

Some confirmation of this theory has lately come up. It appears, for instance, that in 1914, a booklet was published in London, telling just "How to build a cycle-car", price one shilling! It has also come to light that a few years ago a certain enthusiast, here in this country, actually found and acquired a "kit-set" of parts for a cycle-car, apparently never yet put together, and dated 1914. Included in this remarkable discovery was a book of instructions and specifications down to the last screw. A true veteran, but not yet off the assembly line, so the speak. However, the lucky finder, no doubt for good reasons of his own, has refrained from giving permission for the details to be made known, and so his identity and the story cannot be told.

Although by 1914 some seventy makes of cycle-car were being produced in Britain, the general reaction here seems to have been that these often frail vehicles would have Buckley's chance of standing up to our rough roads. Three-wheelers in particular were frowned upon; trouble enough dodging the bumps with two tracks, let alone three.

However, one Sydney firm seems to have had faith in the ultra-light car, and these folks, still well and truly with us, set out in 1912, to build a little vehicle to market at £180. An English air-cooled V-twin "Chater-Lea" engine of about 1000 c.c. was used, and transmission was through a 3-speed box, with final belt drive, 40 m.p.h. being claimed. The model was titled the "Benbar", and members associated with the motor trade will readily guess who made it.

Messrs. Bennett and Barkell very kindly made a search through early records and provided specifications and a photo which is now on its way to the Club Librarian.

Only one of this prototype was actually completed, and it is interesting to note that Messrs. Bennett & Barkell's search through their archives failed apparently to uncover the fact that in 1913 an improved version was built, using the same engine but incorporating a worm drive, and, believe it or not, dual ignition, magneto and coil both. Pictured in the contemporary Press this seems to have been quite a sturdy and neat little chariot. It was priced to sell at £170, was re-named the "B and B", and its fate now seems to be anybody's guess.

JACK CHENERY

\* \* \* \* \*

INSPECTIONS

George King from Kangaroo Point recently purchased a 1909 Hupmobile roadster from Brisbane, and we went along and inspected it for registration and entry into the club. It is a twin to Lionel Jones' Hup in finish and colour and that makes it a very desirable little car. The correct "carby" is missing and if you have one stuck away in a corner, George (on 522-7108) would be most grateful.

We can recommend George and Gladys as a very sociable couple although they wouldn't give us a drink of water and we had to suffice with Scotch, beer or other such liquids.

BOB BAXTER

\* \* \* \* \*

INSPECTION DAY - SUNDAY 26TH NOVEMBER, 1967. 9 a.m. to 2 p.m.

"BROADWAY MOTORS - SERVICE CITY", CNR. BOTANY RD. & O'RIORDAN STREET.

\* \* \* \* \*

We are very pleased to be able to present to members a report of the Annual Run of the Gunnedah members of the V.C.C.A., from Gunnedah to Boggabri on 9th September last. As Ron Palmer said, it is disappointing that our country members are so far away as to make it impracticable for them to join us at most events, but it is rewarding, from the editorial viewpoint, to have reports of their activities for publication. We are indebted to Ron Palmer for this interesting article. (Many thanks, Ron. Any further matter will be greatly appreciated. Ed.)

Fellow members, may I introduce Ron Palmer, of Boggabri, who states:

"GUNNEDAH/BOGGABRI RUN

It was a perfect day for the trip and six Veteran and one Vintage car assembled at the B.P. Garage at Gunnedah.

There were two vehicles we had not seen previously, a C. 1909 Napier which had just been restored by Campbell Jaquet of Rowena, originally the first car to come to the Warren district and then a Tourer. Cam. has had the racing body of the period built on the chassis. A most impressive vehicle painted green, bucket seats and a round tank, and spare wheel behind. Rather awkward to crank, however, with a counter-clockwise motion.

The other newcomer was a 1926 Lancia Lambda belonging to John and Dick Dixon. It had been in their family since new and they had just completed restoring the car. Repainted in its original pale blue colour and still wearing its original upholstery, it still looks just as elegant as the best of the sports cars today.

The oldest car was John Bailey's 1901 Curved Dash Oldsmobile.

Lionell Erratt swelled the total by providing three cars. His 1904 Spyker (and there is only one other anything like it in the world), his 1904 Darracq and his neat little single-seater 1910 Clement Bayard. Certainly a nice stable of well restored cars.

Ron Palmer brought his 1914 Cadillac along and he complains that he is still without sidelights.

One starter was slow off the mark. After cranking for quite a while, he found that his tank, which had been full the previous week, had been milked.

The run covers 24 miles of almost flat tree-lined bitumen country road.

Whilst it is not a speed trial, Cam could not resist the temptation of giving the Napier a sprint and was passed and clocked by the Lancia at 55 m.p.h.

About six miles from town we stopped at the site of the old Doubledean Hotel for morning tea and drinks provided by the ladies and our sponsors.

From here we proceeded to the town of Boggabri then finished our journey at the Show Ground.

All drivers and passengers were the guests of Peter Hudson the President of the Pastoral Agricultural and Horticultural Association and we enjoyed his hospitality and the magnificent turkey luncheon provided by his wife Patricia and the Committee. There were ten Show Girls and they were our passengers during the Grand Parade.

We feel that our Annual Run is one where we are really well looked after and motoring conditions are all that could be desired.

It is a pity that we are so remotely placed for it is always pleasing to see new faces and new cars and we would like to be able to share our enjoyment with others."

\* \* \* \* \*

MINUTES OF THE FIRST SUB-COMMITTEE MEETING ON ALTERNATE ACCOMMODATION FOR THE  
VETERAN CAR CLUB, HELD AT 12 NOON, 2ND NOVEMBER, 1967.

1. PRESENT: George Green, Ross Marshall, Victor Jacobs.
2. The meeting brainstormed what was needed in the way of a meeting place for the Veteran Car Club. It was decided that the idea of the Club purchasing their own premises was:
  - (a) Not economical because of the capital cost and upkeep involved.
  - (b) That most members would not use it during the month for drinking and meals.
  - (c) Supervision and staffing would be too involved for the benefits derived from its use.
3. In regard to the obtaining of other premises, the following qualifications had to be obtained to meet the desirability for all members:
  - (a) Central to the main metropolitan area of Sydney, and therefore positioned around Hunters Hill, Ryde, Drummoyne areas.
  - (b) Premises to seat 150 people.
  - (c) Dining facilities for those requiring dinner to be incorporated.
  - (d) Restricted bar facilities, i.e. before the meeting commences and after the meeting concludes, a most desirable feature.
  - (e) Privacy during meetings.
  - (f) Meetings to be held on a regular night each month.
  - (g) Trophy and library room of about 14' x 14' to be incorporated.
  - (h) The desired building to be such that the library could also be used for Committee Meetings, whenever held.
  - (i) Sufficient easy car parking for all members.
  - (j) One Sunday per month, the use of the premises for those members of the Club who wish to drive there for a social get-together.
  - (k) The Club to pay a figure of \$250-\$500 per annum, on a monthly basis, by way of donation or subscription towards facilities.
4. Mr. Jacobs was asked to pursue negotiations with a Club within the above geographical locations to see whether other facilities met our qualifications.
5. There being no further business, the meeting concluded.

(Since preparation of this report, numerous premises have been located and inspected. All pros. and cons. have to be weighed, so that various decision have still to be made. Ed.)

\* \* \* \* \*

### S O C I A L

Our Christmas Dinner reminder has been posted to you so please fill it in and send it to Hilda Sheen by 23rd November, which is the FINAL closing date as there is quite a lot of organising to do. I would like a good table of our young people so don't be shy and come along.

I believe Dorothy Dean had a lot of explaining to do what a beaut. black eye and to help her along someone decided to rob the house and take her diamonds. Keep smiling, Dod, it will soon be 1968.

Congratulations to Alvie and Ross Marshall on the birth of a daughter.

Rita and Bill East have just returned from an enjoyable trip seeing Alice Springs, Ayers Rock and Darwin.

Len has just returned from Bendigo with his vintage Stutz. Never a dull moment in our household.

Nice to see Ed. Yabsley at our last meeting.

To any member who has been on the sick list, we hope you are feeling 100%.

(Over.....)

SOCIAL, CONT'D.

Don't forget December 2nd. Final date 23rd November.

Congratulations to Jim and Mrs. Simpson on becoming Grandparents.  
A fine grandson!

HILDA SHEEN

\* \* \* \* \*

ADVERTISEMENT S

We understand that the Ford dealer in Gundagai has a T Model, apparently 1912, with Brass Radiator. Our informant has no further details, but has taken the trouble to advise us, as he felt that the information could prove of use to someone.

FOR SALE.      2    19 x 6.00 Tyres  
                  2    21 x 4.50    "

Plus other tyres, rims and wooden wheels

- HUB SERVIS STATION,  
527 The Kingsway, Miranda.  
Tel. 524-4610.

UNIC in CKD state. Approx. 1911. Radiator, Motor, Clutch, Gear Box, Differential, Front end, Steering box, Chassis, 4 Hubs.  
Large 4 cyl. Humber without Radiator. Twin Ignition.

- Tel. 37-0396.

Buick 6-cyl. 1916 Model D x 45 Tourer. Restored. Good paint, 6 tyres, Hood, Upholstery and side curtains. Mechanically sound. Excellent long touring car.

Whippet 6-cyl. 1928 Original condition. Sound restorable unit.

- G.G. CRITTENDEN,  
39 Markwell St.,  
Kingaroy, Q.

FOR SALE

Vintage Model Ford T 1922/23 Single seater. Fully restored.  
2 x Olympic 500 x 24 tyres, six-ply, brand new \$20 each.

- BRUCE TUDGEY,  
"Glendon",  
Currabubula, N.S.W.

Ford T Model 1 ton truck with orig. Ruxle Axle diff. fitted, in running order. This vehicle was in use up till May 1967 when registration was discontinued owing to illness. Many parts for T Model cars and trucks from 1912 to 1928, including 3 engine blocks in fairly good condition.

- C.G. KRUTZMANN,  
Box 413, Ayr, Q'land.

Chevrolet 1925 SK Tourer. Mostly original and some spares available. Mechanically O.K. Regd. to June 1968. Hupmobile 1910 engine.

- C.A. REEKS,  
Tinonee, via Taree 2430.

Dodge 1937 Sedan. Practically original conditions, inside door handles being the only parts that have been replaced. Regd. till Aug. 1968. One owner.

- MISS G. WELLS,  
Shadforth, via Orange 2800.

La Salle 1938. 39 cwt. \$100. O.N.O.

- W. MOLLOY,  
35 Wenke Cres.,  
Yagoona 2199. 644-5007.

WANTED. Pair of acetylene Lights to suit the Martini.

- Bob McCarthy  
71-1941

Grovel-Argumberg carburettor and water heated manifold.  
Brass Fuel Pressure gauge 0-5 lbs. Wanted to complete restoration of  
1913 Minerva Type AA. 16 h.p.

- L.S. Chapman,  
Kongwak,  
Sth. Gippsland, Vic.

1912 Fiat Sump with gear box combined, front springs, steering wheel  
and column and a set of wheels, either wooden felloes or sankey. Have  
for exchange 1910/11 Fiat motor, 1915/16 Fiat motor, round edged brass  
Fiat radiator in good condition. 1913 Fiat diff. and various parts for  
a veteran Ford.

- W.H. Southwell,  
18 Hardman St.,  
O'Connor, A.C.T. 2601.

" 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, 8th November, 1967 at 8 p.m.

EDITORIAL

The pressure of recent events and forthcoming final (I hope) exams. has made it necessary for me to combine the October and November issues, but things should be back to normal for the December edition.

- Peter Adams

TERRIGAL TOUR

The 1967 tour attracted a record entry of 36 cars, and we feel that this was excellent in view of the clash with the visit by members of the Horseless Carriage Club of America.

The weekend's activities began with the arrival of cars at the Hotel Florida on Saturday afternoon. The usual welcome was given, members were housed and cars were garaged under lock and key. After dinner, everyone adjourned to the front lounge where we all enjoyed a general natter, a little music, liquid refreshments and some games organised by the Ladies Committee.

Sunday Morning. Some of the more hardy customers were up early for a swim, but most of us preferred that extra "40 winks". After breakfast cars were made ready for the run.

At 10 o'clock, Mr. Bill Maxwell M.P. gave an official welcome to all and "Starter" George Sevenoaks sent the cars on their way.

Morning tea was enjoyed in the grounds of the Salvation Army Hostel at Chittaway Point, followed by lunch at Mr. G. Bailey's property at Yarramalong. Here we were joined by some of the American visitors, who were brought to the scene by Sydney members in their modern and vintage machines.

On completing the run the cars were again garaged and members prepared themselves for the night's festivities which commenced with a magnificent LAU AU type feast, followed by presentation of prizes and social get-together.

SPECIAL THANKS to members of the Civil Defence organisation, who with their radio equipment, maintained communications throughout the tour.

Monday morning. A trip was arranged to Eric Worrell's Reptile Park and after morning tea and a final "chinwag" we made our way home.

- Peter Adams

DETAILS OF TOUR EVENTS - Reported by Max Burke

|                         |                                       |               |                                                    |
|-------------------------|---------------------------------------|---------------|----------------------------------------------------|
| <u>OUTRIGHT WINNER:</u> | Stan Rumble - 1911 Renault            | <u>PRIZE:</u> | Harrison Trophy Prize<br>plus 36-piece dinner set. |
| <u>SECOND PLACE:</u>    | Ross Marshall - 1911 Talbot           |               | Coffee set                                         |
| <u>Third Place:</u>     | John Riley - 1913 Delauney-Belleville |               | Savoury Fish Service.                              |

(Continued P. 8

Terrigal Tour, Cont'd.

Event 1 being a tyre check, drivers nominating the pressure contained in a given tyre. No less than thirteen drivers agreed with Max Davey, the tester, that the gauge read correctly. This resulted in one of their number being selected to draw for the winning trophy. This being won by D. Steer, from Daley, Baxter, Cowan, Marshall, Chapman, Riley, McGowan, Adams, Middlehurst, Marr, Colburt, Turner, Robinson.

Event 2. Drivers shied a wrench from a moving car, attempting to lob into a 2 ft. dia. bulls eye from 35 feet. Don Steer won this event.

Event 3. Blindfold forward and backing test was too much for all but Stan Rumble who narrowly triumphed over Vic. Jacobs.

It had been intended to run a brake test with a tapley meter I had acquired but this was found impractical on the grassy surface at the lunch stop so we decided to revert to our original plan and run it at Lackersteens Rd. just through Somersby. Unfortunately, after a flat out dash from the lunch stop by way of all short cuts to this point, the radio-controlled car informed us six cars had already passed through. A call to Erina disclosed two had already gone through there. Very thirsty chaps these and so the event was abandoned.

We did however have time to run a "fill your radiators" contest and Ross Marshall and Chris. Dowd estimated exactly the number of ounces required to top off their radiators - Chris. winning on the toss of a coin.

Don Steer won the timed section run from John Riley. Drivers estimated their speeds between sections, the distance of ten miles known only to the stewards.

Navigators event went to J. Vanstone's car from Ross Marshall and R. Robinson who competed as a visitor only.

Competitors are thanked for vital information being compiled from the first section of the question sheet which will be of assistance to all when the "Veteran Recognition Sheet" is completed.

- Max Burke

"TOUR-ISMS"

- (1) Question. Did George Sevenoaks make it home O.K.?
- (2) New fashion in swimming gear? Vic. Jacobs in pool fully dressed.
- (3) Stewards called for! For the second time one of Jim Turner's staff won the raffle.
- (4) We heard that John Cowan was scorching along the Highway - real HOT car, that Renault.

LETTER FROM MEMBER

I would like to express my sincere thanks to all concerned club members and others, too numerous to mention by name, who were responsible for me being able to attend our recent tour with the Renault.

- John Cowan

DETAILS RE NEWCASTLE  
BRANCH POINT SCORE

Events Committee

Paterson Trip & Estimated Speed Competition

|             | <u>Left</u> | <u>Arrived</u> | <u>Time</u><br><u>Taken</u> | <u>Nom.</u><br><u>Speed</u> | <u>Actual</u><br><u>Speed</u> |
|-------------|-------------|----------------|-----------------------------|-----------------------------|-------------------------------|
| P. Adams    | 9.55        | 10.40          | 45 min.                     | 35                          | 33.4                          |
| L. Macey    | 10.00       | 11.01          | 61                          | 32                          | 24.6                          |
| R. Macey    | 10.00       | 11.01          | 61                          | 28                          | 24.6                          |
| N. Robinson | 10.00       | 11.03          | 63                          | 18                          | 23.8                          |
| R. Newman   | 10.00       | 11.00          | 60                          | 28                          | 25.0                          |
| R. Thomas   | 10.00       | 10.53          | 53                          | 22                          | 28.3                          |
| J. Riley    | 10.03       | 10.54½         | 51½                         | 30                          | 29.2                          |
| G. Adams    | 10.05       | 11.12          | 67                          | 20                          | 22.4                          |
| M. Burke    | 10.05       | 11.03          | 58                          | 25                          | 25.0                          |
| D. Marr     | 10.06       | 10.54          | 48                          | 28                          | 31.2                          |
| J. Cowan    | 10.06       | 11.01          | 55                          | 29                          | 27.4                          |

1st Place: J. Riley; 2nd Place: M. Burke; 3rd Place: P. Adams

Points to Date - Annual Tour & Paterson Outing

|              |    |             |    |
|--------------|----|-------------|----|
| G. Adams     | 18 | L. Macey    | 13 |
| P. Adams     | 17 | D. Marr     | 20 |
| D. Barker    | 8  | D. Moffat   | 8  |
| W. Bird      | 8  | R. Newman   | 20 |
| C. Broadbent | 10 | J. Riley    | 23 |
| J. Broadbent | 8  | N. Robinson | 18 |
| J. Cowan     | 18 | H. Thomas   | 13 |
| M. Davey     | 8  | R. Thomas   | 20 |
| H. Hughes    | 5  | J. Turner   | 10 |
| J. Lynch     | 8  | M. Burke    | 18 |

Point Score Conducted by Events Committee

1st Prize - trophy (suitable inscribed) plus small permanent trophy.  
2nd Prize - small trophy.

1st Prize to become property of three-times winner.

Point Score to begin annual tour and conclude 1st day of Autumn Tour.

In March and again begin 2nd day autumn tour and conclude September outing.

Points are allotted as follows:

|                                      |    |
|--------------------------------------|----|
| Attend outings Veteran Car           | 10 |
| " " Vint. & Mod. Car                 | 8  |
| Member attend outings as a passenger | 5  |

Penalty - Loss of three points for late arrival at starting place.

Further points will be allotted for sub-event held each outing.

|     |   |          |
|-----|---|----------|
| 1st | - | 3 points |
| 2nd | - | 2 "      |
| 3rd | - | 1 "      |

Point score to cover all events open to Mod. Vint. and Vet. Cars.

Points will be awarded to cars attending events organised by Parent Body, only when they coincide with local events.

EVENTS COMMITTEE REPORT - PATERSON OUTING

The outing to Paterson proved to be a real beauty, with a proper omelette of Veteran, Vintage and modern buckets. Even in view of the overcast conditions we had our best attendance to date and were very pleased to see some new faces. Rick Macey and his wife pedalled Doug. Marr's little "Triumph" for the day. Let's hope we can have these folk along again.

Lunch hampers were opened on arrival at the Paterson picnic area much to the delight of the local dogs, who seemed to appear from thin air to beg a few scraps for their already over-full tummies. Real pro's these boys.

Included in our return trip was an inspection of Tocal Agricultural College, and our sincere thanks must go to Warwick Bird who conducted us through the most interesting buildings. Boy, that main hall would sure lend itself beautifully to a motor museum.

Time for a quick cuppa was made at Maitland Park from which point members made their respective ways home (trouble free, we hope.)

- J. Cowan

NEXT OUTING:

There will be a tour to Morisset Mental Hospital on Sunday, 5th November, 1967.

Cars to assemble in 2nd Street, Boolaroo ready to start by 10.00 a.m.

Travel through Teralba, Toronto and turn right along Awaba Road to Freemans Waterholes thence via Cooranbong to Morisset Hospital Sports Ground.

For and on behalf of Events Committee,  
C. Broadbent.

ADS.

WANTED - 20" wheels - wooden spoked to suit Garford Fire Engine (700 x 20)

George Adams,  
314 Warners Bay Rd.,  
Mount Hutton.

Ph. 4-8140

WANTED - Rayfield updraught carburettor. Any 2400 series F.N. parts or information.

Peter Adams,  
68 Cowlshaw St.,  
Redhead.

Ph. 4-7455

WANTED - Crown wheel and pinion or complete diff. to suit 1916 Model N. Hupmobile.

Max Burke,  
47 Maclean St.,  
Cessnock. 2325.