



Spit and Polish

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

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EDITORIAL

I wish to apologise for the late issue last month. I had difficulties getting the material ready and the P.M.G. held it up considerably.

Rather than repeat the performance, the February issue will not include the usual meeting report.

I am hoping Allan Rosebray will be able to provide me with some notes on his talk - that was of interest to all - and I am sure this will be appreciated by country members and those who could not attend the January meeting.

You are reminded of the nearness of the Blue Mountains Rally. Your attention is also directed towards the Tasmania Bushfire Appeal.

- GEOFFREY LEHMANN

MEETING NOTICE

The February General Meeting will be held at the Royal Aero Club, Bankstown, on FEBRUARY 23RD, starting at 8 p.m. sharp.

The meeting will be followed by slides of the last Blue Mountains Rally and other cars of the club.

TASMANIAN BUSHFIRES

In the immediate present there have been tragic fires in Southern Tasmania. Your Committee feels that an appropriate donation to the Red Cross should be made as soon as reasonable.

Your approval for this will be sought at the next meeting. It is suggested that \$200 would be an appropriate donation.

SOCIAL

A Country-style Social is planned for 15th April at Kogarah Bay Progress Hall; John Quinn, prof. M.C. will direct proceedings. Eat and drink when you like - bring your own basket supper and drink. Tea and coffee provided.

Last year's parties will remember our good time. \$1.00 per head, and money should be paid at our next meeting, or sent to Social Secretary at 1 Cumberland Ave., Lane Cove.

100 members and friends are needed to make another bumper night. Rally round and let your Social Secretary get busy again. Make your own table party.

Remember: 15th April - \$1.00 per head - Kogarah Bay Progress Hall, Ramsgate Rd., Kogarah Bay.

LOOKING BACK

As the bottom of the barrel is scraped, it is likely that some 1916-1918 cars will be discovered-----types passed over by previous search parties as being too close to the dating deadline. The majority will naturally be without bodies, and here the finders will face a problem which did not greatly bother restorers of older veterans.

Prior to 1916, most cars came into the country complete with a Maker's body of standard specifications, and when replica building was needed it was usually possible to get authentic details from once source or another. From 1916 on, however, when by war-time regulation two-thirds of all imports came in chassis form, the picture changes somewhat.

Let us look in at the Royal Melbourne Show of October 1916 and see what goes on, in this direction.

Messrs. Munro and Co., who have the franchise for Crossley, Bayonet, Hillman and Mors cars, are building their own bodies for all models. The "Aries" (a rare one, this, produced in France from 1903 until the Depression struck), is on offer with body "as desired". Messrs. Dalgety, agents for Cadillac and Buick, display bodies of their own manufacture. One, according to Press report, in a "daring" two-tone colour scheme. Many buyers, lucky enough to save money by scoring a maker's body, are still not satisfied, and are calling for a "repaint" before delivery. They don't care for the standard colour.

If you'd like a Calthorpe Minor, you can have a "sporting type" body for an extra £50. Fords are shown with imported and local bodies, including a van, also single and double seater "commercial" bodies, whatever these may have been. If Metz, Straker-Squire, Talbot or Vinot takes your fancy, the various agents will build you just about any kind of body you want, whilever the bank balance holds out. A local "landaulet" body appears on a Mors chassis, and, says the Press, "it is doubtful if a finer piece of workmanship has been imported."

Many of these coach-building firms on the 1916 scene have doubtless long vanished beyond the reach of enquiry, and, in short, if you happen some day to unearth a bodyless 1916-1918 model, you may never be able to find out for sure just what the original body looked like.

It could even have been a "do-it-yourself" job! For, when legislation to restrict import of bodies was under discussion in 1916, and the special needs of primary producers were mooted, it was actually suggested in some quarters that the farmer, being a man of resource, should be capable of fashioning a rough body to suit his own purposes, if the worst came to the worst.

How about some 1916-1918 restorer coming up with a replica of a genuine "Snake Gully" type body? Soap-box front seat upholstered with discarded sulky cushions, and a 1" hardwood table-top in the rear?

The authenticity might be a bit hard to establish, but the building would be simple!

- JACK CHENERY

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ANOTHER NAPIER

"My gosh, it's a Napier", I said. It was a great find after such a chase.

Over the past few years, whilst travelling around various parts of Australia, we have enquired after old cars and followed up leads in some of the most convenient and also obscure places. One time I recall we went by four wheel drive, in temperatures well over the century, some sixty miles beyond Kajabbi on the Leichhardt River, on the trail of an early T Ford, through the ghost town of Dobbyn and along the Mt. Oxide track, knocking down ant hills as we went. We found the place: an abandoned property called "Alsace". We found the Ford chassis, block and a few firs half buried in a creek, absolutely useless, but we made up for our disappointment by coming up with some early Winchester rifles and half a dozen "Blacks" axe heads. This venture, which had been on a similar theme - either the informants "old car, year, must be at least 1901 or so as I

remember old so and so..." led to a total wreck, a 1925 Chevrolet, or a veteran which had been bought some time before by an enthusiast.

On our second visit to Charters Towers we managed to buy an extra large penny-farthing bike and whilst in the district we made some enquiries about very old cars. Yes, one fellow had heard of one but hadn't seen it - thought it was a "Napier" but couldn't be sure. As we hadn't hinted any car names, it sounded promising but it was about 180 miles south-west on a fairly remote station.

The drive was rugged. We hadn't bargained for roads quite as bad and fuel consumption was high - didn't even have our extra tanks. It took almost all day and a tank and a half of petrol. Managed to buy some petrol at a station at 6/6d. a gallon. Any old cars, very old cars? Yes? Around the back, good! A '54 Customline was the oldest. Why had I bothered to open my big mouth? We reached the station where the Napier was supposed to be just on dusk. It didn't look promising. Just a homestead on stilts, a workman's cottage and an open shed. We spoke to the owner "That old wreck, yes, behind the shed." There she stood in the late afternoon's dusty red light. Coils of rusty barbed wire all over her and bone white Mitchell grass half covering her on her sunken blocks. I hurried to move the wire before the light went so I could take some photos. Was it for sale? The look the old boy gave was worth framing. I wished not only to buy the wreck but to take it back to Sydney! Southerners? He'd met some before and now his suspicions were confirmed. A five? Agreed. Receipt? Yes. He moved off to the house to make it out. I checked the radiator. A .303 hole in the top tank but it had missed the name plate. Otherwise it was quite fair. Wheels? All five wire Rudge-whits were complete although suffering from some broken spokes. The motor? Carby and maggie missing, a crack in the water jacket and a rat's nest in the sump. Gearbox? seemed perfect except for the grass seed and broken glass. Body? Had fed white ants for years and was suffering from dry-rot but was almost complete, having one panel missing. There she was, now varelly visible in the warm night air. We had been invited for dinner. It smelt good. "Would we care for a whisky?" "Why, yes." I was handed the bottle and a glass. I asked for water. I would dare spoil whisky by adding water? Again the look and their suspicions of southerners deepened.

When we arrived back some four months later armed with a car-trailer, spades, rope and camping gear, it was just too much for them. The drive up from Clermont had been difficult as it rained some one hundred or so miles. The creeks were running and proved to be difficult as at a creek crossing the road might dip down ten feet or so and up again in no more than twenty or so feet and the back of the trailer would drag up many cwt. of wet mud. All tail lights and blinkers were lost in the mud. I was sweating - how would we make it out with the Napier on board if we were only just making it in, in low range four wheel drive?

We began loading the Napier on the trailer and once on I began stripping the body work down, marking each piece. It was necessary to take the body off as it would have rattled off. Then we began digging and sifting the soil where the car had stood. Screws, a brass plate from the dashboard, a wheel valve cover, an 1890 something penny and stacks of bottle tops. Then we went through a pile of old buggy parts stacked around a tree: rear guard supports, hood supports. Then to the rubbish tip: a few more pieces and the remains of a rushmore headlamp. We stayed the night and the next day we checked the shed: wheel spanner and the missing body panel.

So the car was, in fact, very near complete in that almost all the pieces were there. She was a four-cylinder tourer without a windscreen or front doors. We were the first people, other than station hands and stockmen, to view it for as many years as they could remember. The Napier had done virtually no work, as the roads were almost non-existent when she was new. She had been chauffeur-driven on the yearly trek to town as the owner could not or would not drive.

After two rain-free days the roads had dried out somewhat and the 180-mile trip to Charters Towers didn't seem as frightening. We drove at about 10 m.p.h. and were bogged once or twice and managed to jack-knife only once. We had got out of that spot by getting out of the vehicle and throwing logs under the four churning wheels whilst it was on hand throttle. I now stood about 7 ft. having many layers of mud under my boots.

From Townsville we had the body woodwork, radiator, metal ware and the spare wheel packed, crated and despatched for home. Then we started the long trek south down the coast to Sydney. The only major problem came with the tick-gates. Our old girl could be a carrier and so some parts were treated. The two or three cwt. of mud and earth under the Land Rover and the trailer? No problems.

Our '08 or '09 is now well on the way to full restoration and should be on the road in late '67.

- COLIN PARKER

INSPECTIONS

It has been a very busy January and February for the Inspections Committee but it has been rewarding because the club has gained five prospective members. Bob Burgess has "obtained" a rare 1916 Humber - it must be rare for most of these cars disappeared in the mudfields of France or the ships on which they were transported, which were easy targets for submarines etc.

During this visit we had a preview of the Williams' Alldays and Onions having a "Veteran of the Year" rebuild after languishing in bits and pieces for the past eight years.

Jim Eisenhower is ready to plunge into this "veteran" business with a 1916-17 Hupmobile which is complete but as yet unrestored. While we were over Manly way we found out that (1) Max Chapman has very nice whisky, (2) a charming wife who is also bitten with this antique bug, (3) a Wolseley that will eventually be a beauty and (4) no aborigines live north of that bridge.

A De Dion circa (approximately) 1914 has come into the hands of L. Gray. This car, ex George Green and the Wagga district, has much potential although it is short of a body.

Errol Hughes, who is an associate member of some twelve months' standing, bought the ex-Queensland 1915 Overland off George Sevenoaks and we should see this car at Katoomba.

Mr. J. Smith of Dubbo sent us some pictures of his 1915 "T" Ford along with his application for membership.

Apart from these cars, three others were inspected for registration and one for Dating.

- BOB BAXTER

CONCOURS D'ELEGANCE AND CONCOURS D'ETAT JUDGING

Held at the Royal Aero Club, Bankstown, on 12th February, 1967. 34 Veteran cars attended, 2 of which were on their maiden run, namely Jim Lewis, 1909 Buick and Max Chapman, 1912 Wolseley. All cars were well presented and caused the Judges much deliberation. The following cars attended:

L. Masser	1906	De Dion
G. Vanstone	1908	Metallurgique
W. Spraggon	1908	Renault
G. Daley	1908	F.N.
W. Dudley	1909	N.A.G.
L. Jones	1909	Hupmobile
J. Lewis	1909	Buick
J. Cooper	1909	Renault
T. Lee	1910	Vauxhall
J. McGowan	1910	Armstrong Whitworth
J. Dance	1910	Talbot
R. Marshall	1911	Talbot
P. Kable	1911	T Model Ford
G. Green	1911	Rolls Royce
J. Masser	1911	Hupmobile

M. Roberts	1912	T Model Ford
M. Chapman	1912	Wolseley
T. Cook	1912	Rolls Royce
D. Pearse	1912	Benz
V. Jacobs	1912	T Model Ford
L. Sheen	1912	Humber
K. Moss	1912	Cadillac
A. McLeod	1912	Star
J. Cooper	1913	Renault
G. Green	1913	Rolls Royce
R. Baxter	1913	Studebaker
L. Sykes	1913	Humberette
R. Jones	1913	Oakland
W. Jones	1913	T Model Ford
G. Green	1913	Rolls Royce
A. Garthon	1914	Delahaye
D. Stear	1914	Argyll
J. Jeffery	1914	Locomobile
W. East	1915	Studebaker

The Events Committee sincerely thank the four Judges for a very difficult job well done.

DATES TO REMEMBER

Annual Blue Mountains Rally, 11th-12th March, 1967.

ENTRIES CLOSE 24TH FEBRUARY, 1967.

HANDICAP POINTS SCORE

C. Parker	40
M. Welch	50
A. Foy	40
D. South	20
J. Jeffrey	30
L. Jones	10
M. Roberts	Nil.

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FOR SALE

Arrol-Johnston chassis, minus rear axle.
2 engines, 1 radiator.

Ron Craze,
15 Amy Street, Blakehurst.
54/1959

WANTED ALL STATES:

Lucas electric "diver's helmet" tail light.

Barry Gomm,
31 Jenner St., Blackburn Sth.,
Vic. 28/5364.

AVAILABLE FOR EXCHANGE

Incomplete Regal Motor 4 cy. on block, no crankshaft, no water pump,
gear box - mounted on engine $\frac{1}{2}$ differential.

Exchange for 1912 Krit parts or gear box, or differential for 1917 Reo.

(Note advertisement A. Garthon, January 1967 re Regal).

Stan Cox,
Lot 46, Roycox Crescent, Dubbo.

WANTED

Carburettor for early model Maxwell, also Brass acetylene generator and head
lights.

J. Clough,
Palmers Island, via Maclean.

FOR SALE:

1916 Buick touring, restored and registered. Will consider small veteran,
restored or unrestored, as part trade.

Ray Thomas,
37 Clarence Rd., Waratah.
'Phone Newcastle 68/3181 or
61/2291

WANTED:

Parts and information of a 1904-05 De Dion, single cylinder, particularly motor
and chassis.

Hunter Thomas,
33 Moate St., Waratah, N.S.W.

WANTED:

- * Pair rear guards to fit '08 to '10 four cylinder Napier.
- * A Rushmore brass acetylene running board generator.
- * Any four cylinder Napier mechanical parts or handbooks.

I have the following to offer as swaps -

Bullnose Cowley Radiator (Vintage)

OR

Benz Radiator 1912

OR

Vintage Wolseley Radiator (New core)

OR

Vintage Isis Six Radiator (New core)

OR

Pair brass 20th century side lamps self gen.

OR

One l.h. brass Dreadnaught side lamp, one l.h. Dietz brass side lamp

OR

Pair brass-rimmed electric T Ford head lamps

OR

Pair T Ford front b/e wheels with tyres and hub caps

OR

E & J square tail lamp, two steel T Ford tail lamps, r.h. Ducellier
brass electric side lamp

OR

Primora brass acetylene head lamp 7"

OR

S. Smith & Son side draught carburettor 1½". This carburettor was old
stock in a shop and has never been used and still has original price
tag on it. Last pat. date is 1912.

Or for more substantial Napier parts I have to swap a petite and
attractive 7" pair of brass acetylene head lamps in perfect condition.

Colin Parker,
32 Calvert Ave., Killara.
49/4431.

FOR SALE - ALL STATES

1913 Humberette 998 cc. Vee twin air cooled cycle car. Registered. 7½ cwt. Will
be in Albury for National Rally. Some spares, trailer to suit also. Enquiries by
letter only. Available after National Rally in April at Albury.

L. Sykes,
24 Stuart St., Blakehurst,
Sydney, N.S.W.

ALL STATES - F O R S A L E

Martini 1911 Tourer, restored, always a good performer, have original tool kit and
hand book £850.

Col. Parker,
51 Savoy Drive,
Surfers Paradise, Q'ld.
'Phone Gold Coast 9.4810.

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" 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 at 8 p.m., Wednesday, 8th February, 1967.

1966 is now behind us and before we forget the past, let us look back and see what we have achieved in 1966. All over, one can consider that 1966 was a good Veteran Motoring year.

Our club meetings have been well patronised and the Christmas party was one which will not easily be forgotten. We increased our number of registered veterans on the road in Newcastle, which was very important.

Ours is not the type of Club that can canvass for members when we decide to build up the Club. However, on the other hand, we can promote encouraging the rebuilding of veterans already in the hands of our members. Only in this way can our Club have the enthusiasm and drive to make it successful and a pleasure to be part of it.

New cars on the road mean more members who can actively participate in the club's outings. I sincerely hope that 1967 will see a lot of more new registrations. Our outings this year, although not many and not 100% patronised, have, nevertheless, been very enjoyable. Our Annual Tour was, without doubt, an unqualified success.

Most important of all, we have a keen, kindred interest in old cars. May 1967 see this interest increased and multiplied.

In the first part of 1967 we have the Annual Blue Mountains run on March 11th and 12th. This year it will be subsidised by Rothmans who will be making a film of the run and who will assist, to a degree, in the covering of expenses.

The Events Committee of the parent body has asked us to submit our entries by 11th February and it would, therefore, be necessary for each member who is interest in entering to write direct to Arthur Garthon, 45 Magnolia Street, Kirrawee, and ask him for an entry form. It will be necessary also for you to return this entry form direct to Arthur Garthon. Please assist the organisers by sending entries by 11th February.

May I take this opportunity of wishing all Veteran Car enthusiasts a very happy and prosperous 1967, and may 1967 be a good and enjoyable Veteran Car year.

- JAMES TURNER.

After much discussion it was decided that we should request our local members who have books they would care to loan to supply a list for publication in SPOKES IN THE WHEEL. This should be kept for reference by those desiring to borrow books. It will be the member's own responsibility to obtain and return books from the lender. Delinquent borrowers will be reminded through this newsletter.

DON'T FORGET THE BOTTLE DEPARTMENT - KEEP THOSE BOTTLES ROLLING IN.

WANTED: Bits and pieces large and small for early De Dion, about 1905.

Hunter Thomas,
Christo Rd., Georgetown.

WANTED: Prestolite Cylinder.

Norm Robinson,
335 Turton Rd.,
New Lambton.