



Spit and Polish

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

Hon. Editor and Editorial Address—

Dr. GEOFFREY LEHMANN,

66 Pacific Highway,

St. Leonards Phone 43-6363

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EDITORIAL

Perhaps by now Editorials have been labelled too boring to read.

Before writing this, I referred back to my first Editorial a year ago for the purpose of stocktaking. On the credit side I see regularity in distribution and, I hope, a reasonable standard of newsletter that is acceptable not only amongst members, but amongst anyone interested in the motoring world.

On the debit side I see that I have not stimulated criticism or controversy. I would like to ask where are the ladies who would like to be vocal in matters of Club concern. Again I would like to encourage them. I am sure their participation would greatly enhance the vitality of the Club.

Every member of the Club has something worth saying to tell, so where are your contributions? Do not make it necessary for me to resort to the copying of inferior material.

I would like to sincerely thank Len Masser for Revs. and Backfires. These have been called "the comics" - and they keep SPIT AND POLISH close to the members. This close association has not been my fortune as I have heavy professional commitments.

May I again wish you another joyous year of Veteran Motoring.

- GEOFFREY LEHMANN,

Editor.

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MEETING REPORT

The Ninth Annual General Meeting was held at the H.C. Sleight's Amenities Room on 30th May.

The President read his report, which has already been circulated. The Minutes were confirmed and the Treasurer read his report and gave explanations of some items.

The election of Office-Bearers was a very brief and perfunctory matter, as the only previous officer not standing before re-election was Ron Craze. Mr. J. Tulloch was nominated and duly elected to fill his position. A full list of Office-Bearers is published separately.

New members were received and the only general business mentioned concerned the late circulation of the meeting notice of the Annual General Meeting.

Whilst the meeting progressed, a metal attachment was circulated for identification. This was believed to be a holder for a tyre

pressure gauge.

At the conclusion of the meeting Mr. H. Elliott of Gosford gave an interesting talk on the early days of motoring.

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ELECTION OF OFFICERS

President	G.W. Green
Vice-Presidents	G.A. Roberts, L.F. Masser
Hon. Secretary	J. Dance
Hon. Treasurer	L.P. Jones
Committee	R.A. Foy, J. Smith, L.K. Sheen, R.M. Farrell, J. Tulloch
Events Committee	J. Tulloch, R.M. Farrell, L.K. Sheen
Investigation & Dating	G.A. Roberts, L.F. Masser
Social Secretary	Mrs. J. Masser
Registrar	R.A. Foy
Magazine Editor	G. Lehmann
Legal Officer	E.L.S. Hall
Public Relations	J. Smith
Historian	A. Rose-Bray
Librarian	M. McCarthy
Auditors	V. King and Associates
C.A.M.S. Representative	Bill Daly

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NEW MEMBERS

R.J. Higginson, 20 Haken Crescent, O'CONNOR, A.C.T.	Studebaker Tourer 1913.
A.C. Herrera, 48 Investigator Street, RED HILL, A.C.T.	R.C.H. (Hupp) 1912.
J.R. Cooper, 1a Westbourne Street, BEXLEY, N.S.W.	Renault Tourer 1909.

NEW ASSOCIATE MEMBERS

J.B. Gray, 27 Bombarra Crescent, BEECROFT.	J.L. Cooper, 1a Westbourne Street, BEXLEY.
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NEWCASTLE BRANCH NEWS

The newly-formed Newcastle branch of the V.C.C.A. have elected office-bearers, with Mr. J. Turner as Chairman, Don. Barker Secretary and Treasurer, and Wal. Barker as Vice-Chairman. Ray Thomas is the Editor of their Newsletter. A number of these newsletters will be available at the Monthly Meetings.

I will summarize some news items and include Wanted and For Sale in Spit and Polish.

Considerable changing of ownership was reported. Harry Bird has

acquired Wal. Barker's Metz, and Wal. Barker's new Ford roadster is very attractive. Bill Spraggon of Ryde has bought Frank Kennedy's 2 Cylinder Renault, with the latter reporting good progress with his I.H.C. Ray Thomas has a 1913 Talbot and Bob Newman has a CBX Talbot Tourer, a sister car for his red roadster. Nev. Preston is also working on a Talbot Roadster, and Les Deimel has a fine Minerva Knight tourer. Jim Turner is restoring the Bedelia Voiturette, and Phil. Gregory has almost completed his newest acquisition.

(Thank you, Newcastle, for the news.)

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EARLY MOTORING

An address was given by Mr. Harold Elliott of Gosford at the Annual General Meeting on 30th May, 1963.

The question of which car was first to reach Australia has always caused considerable interest. Mr. Elliott states that the first car to reach Australia was a $3\frac{1}{2}$ H.P. De Dion. It was purchased in Paris in 1899 and arrived on the ship "M.M. Ville de la Ciotat" on April 27, 1900.

The late Mr. W.J.C. Elliott owned a cycle shop in Castlereagh Street, Sydney. He was a keen cyclist and he had gone to Paris in order to purchase a Renault. However, in meeting the Renault Brothers he learned that they could not supply a vehicle. He purchased, instead, a $3\frac{1}{2}$ H.P. De Dion. Mr. Elliott learnt to drive in Paris.

There were considerable scenes of confusion and amazement when the car was unloaded. Mr. Elliott showed several aged photographs of the $3\frac{1}{2}$ H.P. De Dion Voiturette.

Another interesting item was the certificate, as a motorist, of the late Mr. W.J.C. Elliott. For the benefit of those who did not see it at the meeting, this rough copy of the Certificate has been made:-

"Government House,
September 12, 1906.

His Excellency,

The Lord Northcote, is hereby pleased to appoint -

MR. W.J.C. ELLIOTT of
101 Castlereagh Street, Sydney,
to be Automobolist in ordinary to his
Excellency, and,

MR. W.J.C. ELLIOTT is hereby authorized to style himself
Automobolist in ordinary to His Excellency, the Governor
General of the Commonwealth.

(Signed) H.H. Shase,
Private Secretary."

Mr. Harold Elliott told of interesting runs in various parts of New South Wales, as well as local ones in the Sydney area.

He showed a photo of his own first car which was a 1904 Gladiator. This car, although considered good, was dismantled for scrap during World War I.

The first twelve cars he could recall were all De Dions. The first Renault he remembers in Sydney was a 1904 model belonging to the then Chief Justice of New South Wales.

Pioneers in the motoring world of Australia were the Mark Foy's. An early photograph showed two $3\frac{1}{2}$ H.P. and two 6 H.P. De Dions with a variety of types of delivery-van bodies.

Another photograph showed a 1903 Panhard-Levassor, also owned by the Mark Foy's. Other photographs shown were of a 1904 De Dion, a 1908 I.T.A.L.A. and a 1910 22 H.P. Regal.

Mr. Elliott was thanked by our President, George Green. It is not often that we are privileged to meet a direct link with the early days of motoring.

— GEOFFREY LEHMANN.

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WARNING TO MOTORISTS

In a book loaned to the Motor Editor of "The Times" (North Shore, Sydney), hints are given on the care, maintenance and driving of the vehicles of the 1900's.

Although these hints may be of little use to the present-day motorist, they were among the topical hints for night driving at the turn of the century.

WATCH FOR DRUNKS ON THE ROAD

Motorists returning home in the early hours of the morning should be careful not to run over drunken men lying, sound asleep, across the centre of the road.

Great care should also be taken to avoid herds of sheep that may have escaped from their pastures, and be wandering along the highways.

Modern acetylene lamps, affixed to each side of the car will also have the effect of ridding the roadway of stray cattle.

HEADLAMPS

For instance the "modern" acetylene headlamps are the best available and guaranteed to light-up a drunken man lying on the roadway.

However, care was always to be taken when driving at night on curves, crossings and hills.

"Although the lamps blinded approaching motorists, they also gave traffic ample warning of the approach of a vehicle", the author quotes.

Other hints include: Too fast a pace should not be indulged in where there is only a short interval between vehicles.

When passing cabs, vans, omnibuses, etc., remember that the driver probably cannot see the approaching vehicle, and may swerve to the right.

Not infrequently, on country roads, one meets a driver asleep, and it is then occasionally necessary and advisable to pass the vehicle on which ever side there is most room.

As a rule always keep to the proper side of the road and resist the temptation of passing on the wrong side.

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BACK ISSUES:

A number of back issues of SPIT AND POLISH are available. Perhaps members who have joined more recently, and who would like to obtain any back issue, could please contact my secretary at 43/6363, so that the issues may be collected together and taken to the next meeting for distribution.

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TESTIMONIAL TO GEORGE ROBERTS

It was the privilege of a number of Club members to give a testimonial dinner to Mr. and Mrs. George Roberts prior to their departure on a magic carpet excursion all round the globe. A very enjoyable evening was held at the Astor Motor Hotel.

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OUTING TO NATIONAL PARK

Having had to call off the two-day run to Kurrajong because of lack of entries, we held a one-day outing to National Park on Sunday, 26th May.

The day was very bright and sunny when we started off from the north side of the Harbour Bridge at 10.15 a.m. A very pleasant run was had to National Park, approximately 25 miles.

A barbecue lunch was in order, with the usual conversation on veteran cars, was enjoyed by all. The day was attended by the following cars:

D. Tounsend	Argyll 1912
B. Baxter	Studebaker 1913
R. Jones	Oakland 1912
F. Russell	Hupmobile 1914
G. Daley	F.N. 1912
P. McKewen	Austin 1912
P. Davis	Hispano Suiza 1914
A. Colburt	Crossley 1912
A. Garthon	Delahaye 1914
B. Newman	Talbot 1914
L. Sheen	Rolls Royce Alpine 1912
G. Green	Rolls Royce 1912
Martin McCarthy	Holden ??? 1962
J. Jones	Volkswagen ??? 1962
G. Ross	Holden ??? 1962

The weather came over very dull about 3 p.m. so we all made for home. Some received a wetting on the way but that is all in the fun of veteran motoring. A good day was had by all.

The Events Committee would like to thank those who attended.

- L.K. SHEEN

NOTE:

We have still 175th medallions not claimed, also Mr. G. Green's 4-cylinder Trophy for Mr. C. Parker, last Katoomba Rally. We will have them available at next meeting.

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WANTED AND FOR SALE

WANTED: Square tail light for T Model Ford. J. Cooper, 76/6136.

Some or any Sankey type 23" or 24" wheels with six stud holes.

Ray Thomas,
37 Clarence Road,
WARATAH, N.S.W.
(Newcastle 68/3181)

OR

Bob Newman,
Pacific Highway,
TUGGERAH, N.S.W.
(Wyong 184).

One hand priming petrol pump for dashboard mounting. Ray Thomas.

Dick Codeca (Newcastle) wants some T Ford wire wheels.

Information as to the whereabouts of a Veteran Steam Car, any condition, or bits and pieces of one. Most anxious to secure same to restore one. Hunter Thomas, 26 Christo Road, Georgetown, N.S.W.

FOR SALE: 440 x 19 Tyre. Particulars from:

Mr. Hobday,
1003 Pittwater Road,
COLLAROY. XW7960 (Business).

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TWO "FOR SALE" ITEMS FROM NEWCASTLE:

Bob Atkinson has a 1909 Renault chassis in partly-restored condition. Ring Toronto 102.

Fred Sorenson has a 1910 T Ford chassis in restored condition for sale. Contact him at 63/2075.

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A communication from Quirindi:

"I recently came across the remains of an early model Minerva-Type EE Engine No. 20117, and herewith details in case it may be of use to a member restoring a similar model. The chassis is complete, the gearbox is separate with an aluminium housing, also driveshaft to the pinion where it has been unscrewed. Wheels and back axle may be around. The motor is there except for outside parts which have been removed, but crankcase, can rods, crankshaft, pistons and cylinder blocks - two separate blocks with two cylinders in each. From outside appearance I would say it has sleeve valves. Front axle is missing but steering box and tube are intact.

All of the above is in very good condition and may be available for a reasonable offer.

Sulling's Garage,
Hawker Street,
Quirindi.
Telephone: 452."

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