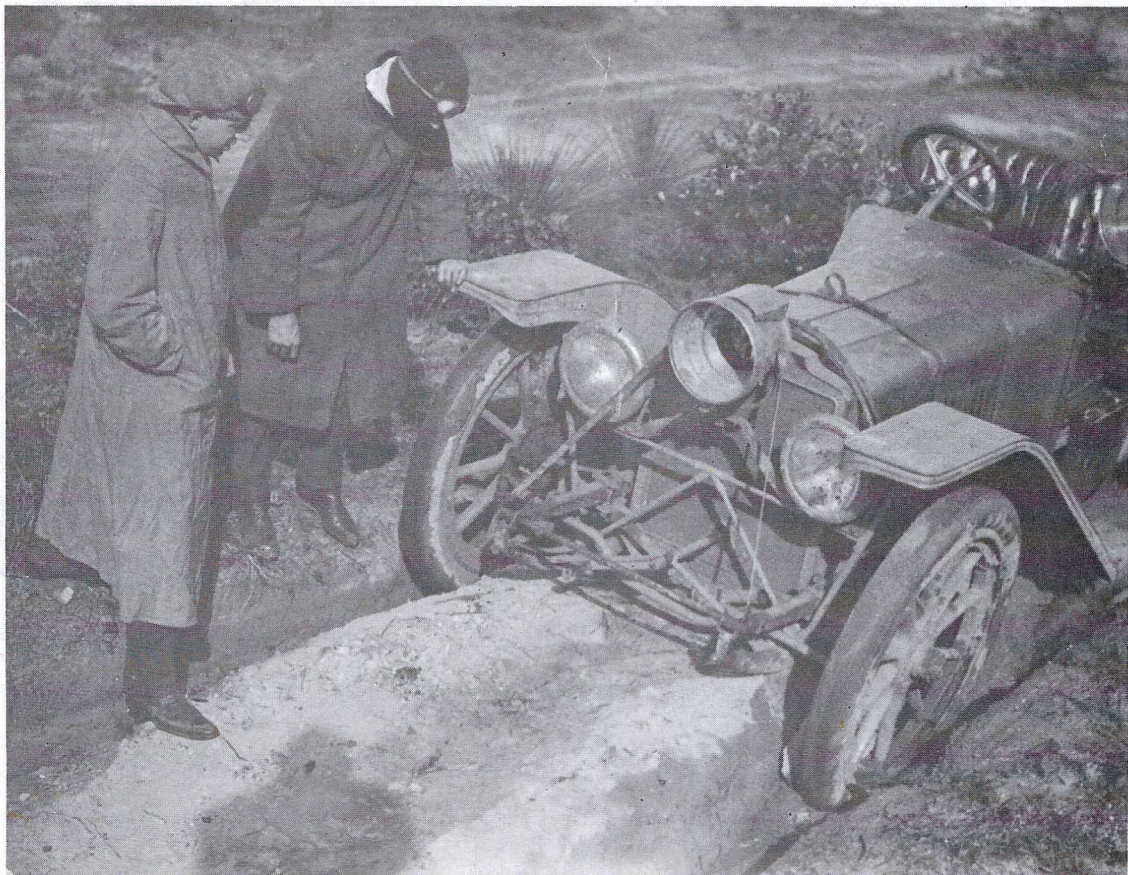


NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)  
Registered at the G.P.O., Sydney for transmission by post as a periodical—Category B.

# SPIRIT AND POLISH

NOW WHAT DO WE DO ?



TURNER DEMONSTRATES THE UNDERSLUNG'S  
"ROAD-HUGGING" ABILITY !





# 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

**Patron:**

His Excellency the Governor of New South Wales,  
SIR RODEN CUTLER, V.C., K.C.M.G., C.B.E.

Vol. XII, No. 11

**Hon. Editor and Editorial Address—**

J. B. SIMPSON,  
198 Culloden Road,  
Eastwood 2122. Phone: 869-1350

May, 1971

Price 12 Cents

E D I T O R I A L

FLEXIBILITY, ADAPTABILITY, OR WRITE YOUR OWN TICKET

When man "threw things off the planet" and finally "jumped in himself", the cost thereof was, quite appropriately, 'astronomical'. In fact, it far outdid the national debt - figuratively. It has been stated that the approximate cost per pound of payload was \$1 million. That was, as we said, per pound. Fairly expensive, of course, but we can gladly look forward to a considerable reduction in these costs. By the time that Saturn V was launched the cost had been reduced to \$1000 per pound of payload. It is confidently anticipated that a decade of this extraterrestrial work should reduce the costs to \$100 or even to \$10 per lb.

The computers must have had it all their own way for years, and now, it seems, the cost figures being fed into their hungry transistorised maws are keeping down to a moderate level. While one set of these cold calculating taskmasters is reducing the costs of extraterrestrial flight, another set is finding it difficult to keep costs down to a level such as will give commuters a reasonably costed flight, while keeping their (the computers') masters - an air travel company - out of the red.

It seems that in throwing stuff out "into the blue", it matters little if the responsible authority goes "into the red", provided that internationally we remain "in the pink".

For how long will man be satisfied to exist in space stations? A terrible business, as we stated in an earlier article, of gradually changing the human set up over generations of selective breeding and prescribed living habits (biologically, chemically, etc.)

(Continued on P.2....)

The next General Meeting of the Club will be held on THURSDAY, 27TH MAY, 1971 at the Five Dock Community Hall, Great North Road, Five Dock, at 8.0 p.m.

There is a terrific waste problem at, say, Hammersley Iron Ore Deposits. At \$10 per lb. it would be worth taking a ton of this overburden out into space on each trip, weld it out there somehow centripetally, and when there is sufficient to warrant it, take out also some hydrogen, oxygen, helium, argon, ammonia, and any other gases that science may decree, and hence start a "brave new world".

The thoughts are limitless! If man can persist with this in the same earnest manner that he has continued to "con" his fellows, kill them, fleece them and battle with them over the centuries, and nowadays even to sell something to them, then in a relatively short time there will be something big enough out there to attract small cosmic fry, and we might eventually stumble on how the moon "got there".

(That wretched crystal ball will be the death of us yet!)

\* \* \* \* \*

#### REPORT OF APRIL MEETING

The President was in the Chair, and greeted four visitors, viz. Danny Malletin, Lionel Fallin, David Miller and Jim Cross.

The Hon. Secretary read the appropriate parts of a letter addressed to George Green from the National Secretary of the H.C.C.A., concerning a Brush. Some of the words used were in the nature of: "We've been instrumental in a Stutz leaving New Zealand, so we thought to set matters right by arranging for a Brush to go to your country from our's."

This had a profound effect upon the meeting, which had listened in rapt silence. Before they had time to recover, the well known voice of George Roberts broke in, soundly berating the writer of the letter. And, as may well be imagined, George did not turn a hair. Not that that need have presented a problem to him, really. It must be admitted that even with his cranial dome showing ready evidence of apparent sandblasting, he has had much more contact with Brushes than have most members! Seriously, though, he spoke of some nasty business allegedly having taken place in connection with the 'transaction' in question, and he stated that the good motor now in the chassis is allegedly not the third rate motor which he saw in it previously!

Percy Stewart gave a pep talk on the coming Pratten Park 'even', at which members' vehicles will be on display to the public in the cause of sweet charity, this time mainly the Infants' Home, Ashfield. Ashfield Council's Centenary is in full swin in consequence of which they intend to make a donation of \$100 to a charity. The winner of the Best Public Appeal vehicle will be given the honour of nominating to which one of three charities the \$100 will be donated.

As Investigations Officer, George Roberts reported that five vehicles are in the process of being

investigated. George waved aloft two examples of dating plates for fixing to vehicles. These are in brass, approximately 3" x 2½". On being questioned, Jack Godfrey said that he had not yet worked out a price. George announced, also that he had had passed to him a letter from an ex-member, G.P. France, of Nyngan, giving a list of three or four T Models which he wished to sell. The serial numbers supplied were a bit doubtful, and George wrote to him requesting greater detail, but so far had no answer. He was able to announce that Jim Cooper's Renault, having been considered earlier to be 1909, is now known to be 1908. The chassis number is 14496, and it is known that the 1908 serial numbers went to 14501.

Len Sheen announced that to date, 45 Veteran and 7 Vintage cars had been presented for the Coff's Harbour Run. He pointed out that any further starters should present their applications pretty soon, or it could be impossible to make preparation for accommodation.

New members were taken on strength, as under:

|                 |                            |                    |
|-----------------|----------------------------|--------------------|
| J.M. Sandy,     | Box 4906, G.P.O., Sydney.  | Hispano Suiza      |
| J.J. Burroughs, | 9 Porters Lane, Kenthurst. | 1913 Hispano Suiza |
| L. Follin,      | 27 Kent Street, Minto.     | Overland 83        |
| J.C. Wilson,    | (ex Assoc.)                | 1913 Ford T        |

Acting for Jan Sykes (Social Secretary), Jack Dance announced that 11 tickets for Man of La Mancha have been sold. The meeting was reminded of Presentation Night, 1st May at East Denistone Bowling Club - cost to be \$3 a double ticket. The Social Committee is working, in addition, for a Harbour Cruise on 4th or 18th June. This will entail an involvement of \$3 per head, and the meeting was advised that there will be a wet canteen. (Poor old main brace! Probably be well and truly over spliced! Ed.) This is only a preliminary notice, to give members a chance to organise, but doubtless a notice with greater detail will be received later.

The Registration Officer (David Berthon) said that there was nothing to report.

The P.R.O. (Warren Irish) was away at this time (as per earlier announcement), but the President spoke for him when he gave the reason for the much regretted failure of SPIT AND POLISH to put in an appearance before the meeting. In some stark way or another, the block for the cover photograph had been very slow off the mark, so that the printer did not have it in his hands sufficiently early.

The C.V.V.T.M.C. report was presented by Len Sheen and George Roberts, both of whom attended the last meeting on account of Arthur Garthon's inability to do so. It is understood that Bob Pritchett is arranging everything for the N.Z. Rally. The opinions of members of this April meeting were requested concerning the acceptance into the C.V.V.T.M.C. of the projected '45-'55 Club. At this stage Jim Cross was asked by the President to elaborate on some of the general points of such club.



His first remark was an announcement that the title of the club was not to be the "'45-'55 Club" but "Post War Thoroughbred Club". He said that while the ideals of this club were of doubtful value in the eyes of many people, he stated feelingly that there must be some vehicles in this era possessing thoroughbred qualities worthy of perpetuating. Amongst other things this would include certain methods of manufacture. He confessed that he had attended this meeting little feeling that he would be asked to give a talk on the motivation of his fellow enthusiasts. A motion was put, and was carried, saying in effect, that as far as the V.C.C.A. (N.S.W.) is concerned, there is no objection to the Post War Thoroughbred Club joining the C.V.V.T.M.C.

John Corby suggested that members give thought to their choice of office-bearers for the next year, keeping in mind that the Annual General Meeting will be with us very soon. The President added that lists will be sent out for discussion at the next meeting.

On a question of any thoughts of a general nature by members, the voice of Greg. Daley was heard, asking what had been achieved by the Building Committee which had been formed some time previously. The President answered that some work had been done by the said committee, and indeed they are to meet again the week following this meeting.

Arthur Garthon said that colour photographs are required for sale to Pratten Bros. for calendars. It is necessary to make arrangements with a specified photographer to go to Centennial Park, as that is where the photographer wants it. (Presumably proper and desirable background, good lawn in correct amount, absence of traffic, to mention a few things. Ed.) Arthur called for volunteers to submit their cars to this treatment.

Len Sheen gave a short account of the Bundanoon Run, in which he reported that Vic. Jacobs had supplied tea, coffee etc. at his property at Robertson. Thanks to Vic. were extended, in his absence, by acclamation.

It was understood that some film was to be shown following supper. This was not to be, and a number of members drifted off home. However, those still remaining were treated to a very interesting talk by George Roberts, being some of the highlights of the Harrah Museum. As these details are not, really speaking, meeting matters, they have been recorded elsewhere in this newsletter.

\* \* \* \* \*

PROTRACTED PROCEEDINGS.....Alan Blevins showed us, in an attitude of surprise and derision, a letter that he has received from England, in connection with a Humber. It is an answer to a letter forwarded eight years ago. Surely a good example of slow motion at its best.

\* \* \* \* \*

HARRAH'S MUSEUM AND THE DOBLE STEAMER

Some details off the cuff by George Roberts, delivered at the conclusion of official business of the April Meeting.

While the main topic was the museum, George opened his remarks with an emphatic statement on the necessity for good red lights (of some sort) at the rear of a vehicle. In support of his contention, he cited the case of a bad smash in a traffic lane on an American highway.

A veteran owner was driving his T Model home, and near dusk he lit the kerosene tail lamp. Definitely a red light, but not a very brilliant one. A Porsche caught up, doing between 60 and 70 m.p.h., and at that speed, was up to the T Model before the red light became visible. (What the Porsche's headlamps were doing, we don't know! Ed.) It made such terrific contact with the Ford that it sent the drive shaft and differential casing up to the engine and sent a passenger out through the screen onto the roadway. Apparently the T was so badly smashed up that it was beyond restoration. (Presumably even the engine block was smashed, and one can imagine the final impossible shape of the chassis. Ed.)

The Doble was quite a car as far as steam goes. One owner of a Doble was offered \$100,000 for his car. He remarked on this to a Harrah man, and received the retort: "I would not take less than \$100,000 for mine!" (Whew! that's money! Ed.) Improvements have been made to such an extent that the 1932 or 1933 model is in motion in from to five seconds (1/15 to 1/12 min.) after switch on. This is made possible by the fitting of a flash boiler which contains 170' of copper tubing.

The histories of some of these vehicles are interesting. No. 1 was really absorbed by No. 2, hence disappeared as an individual vehicle. No. 2 is, in fact, the only two-cylinder model in existence. This is a 1922 model and is being rebuilt. Away back in those days the original engineer responsible for these vehicles which to incorporate a modification. After all these years he is now able to have his own way, and the vehicle is about to have its modification - at last! While it was undoubtedly very good, the 1924 and 1925 Stanley was cheap in comparison with the Doble. Actually, the vehicles numbered 2, 11 and 17 are held by a fellow by the name of Dean.

Some of the Harrah facts are queer, some unexpected. For one thing, there is a shed 170' x 170'. This is kept permanently warm by electric power. We domesticated payers of electricity accounts would scarcely be prepared to keep that shed warm. Only \$200 per week! George had a question about the moving of the vehicles at any odd time - "..... and what about that traction engine over there?" said George. "No problem," he was told, "there is permanent compressed air available. Just connect up, open the top and away she drives!"

He does most of his own work, though he is over 70. In order to prepare the Dodge for the New Zealand Rally, he



raised the deck of a hoist to waist height, built a platform, lowered the hoist, drove the Dodge onto it, raised it a couple of feet to a workable height, and built the sides and top of the crate. When completed, he transferred the filled crate to a truck of his own, and arranged to ship it. Incidentally, this is the only vehicle that received any damage at the New Zealand Rally.

Amongst some other things - there are approximately 3,400 cars, of which approximately 1700 are restored. Two hundred people have full-time work on the vehicles. The library covers three floors and can be said to contain a copy of any and every book on or relating to motoring and motor cars. There is one of every model Packard from 1900 to 1958. There is also one of every model Franklin. There are two Bugatti Royales. The Thomas Flyer is there, still in the state it was in on its return from the Paris-Pekin Run of 1907. With this is a massive book containing all known matters concerning the Flyer - essential details, press cuttings (not necessarily all in the English language), photographs.

Even spending weeks in the place, one could never see everything to be seen.

One voice asked George what was the method adopted to keep the place running. It seems that it is fed by the profits from Harrah's own Casino. Many years ago, as a young man with no job and no real ambitions, he started a housie school at Guernseyville in Santa Rosa. Timber cutters played the place, and as he grew bigger he moved the affair to Reno.

\* \* \* \* \*

#### POINTS TO PONDER

Sally is a pretty name - to lots of us, anyway.

We have set to thinking that the latest use of this name within our orbit was not arrived at haphazardly. Had this particular bundle turned up in March instead of in April, might she not have received a different name? In fact, had it been necessary to register the arrival in, say, Katoomba or Penrith, or even in Richmond, could the name have turned out to be 'Rally'? Putting the arrival date one month later in the calendar presumably put the initial letter of the name one unit ahead in the alphabet!

Just first impressions, of course!

\* \* \* \* \*

If one took a stick model to an Automatic Car Wash would one receive the same service?

\* \* \* \* \*

A VERSE OF PRAISE AND DERISION

We give here a verse from the pen of one Ronald Barker. We found it in "The Motorist's Weekend Book". We had thoughts of George Green when we read the names of two makes of vehicle, and when we read the two final lines. Though the poet has not mentioned 'black iron', he got pretty close to George's general outlook by mentioning 'plating'.

Dear Mr. Birkigt

There's nothing quite so amorous and glamorous for cameras  
As your Hispano-Suiza de la France:  
None so fabulous, exotic and narcotic or erotic  
(Thus appealing to all rich - and maiden - aunts!)

I could write a bonny sonnet on the bonnet and how long it  
Is from driving seat to scintillating stork;  
And the engine's so gymnastic and fantastically elastic,  
With a hind-legs-of-a-donkey sort of torque.

Though it speaks with louder voices than Rolls-Royces, yet the  
noises

Are in keeping with its origins and birth,  
And the character it oozes when it chooses to court floosies  
Gives it more than mere pecuniary worth.

Now I used to know a rotter who had got a hot Isotta  
And I've ridden in a 30/98;  
And I've run a rather natty, somewhat tatty old Bugatti  
At an altogether quite alarming rate.

But I've yet to find a motor which I'd vote a bigger quota  
Of credit for sheer elegance and oomph.  
By comparison the modern trash - all plated flash and balderdash -  
Is worth a piece of perforated boomph.

RONALD BARKER

The scanning of these lines is a little difficult, at first, but like the crash gearbox, "once mastered, there's nothing to it."

For the uninitiated, a few points could be made clear:

|                       |   |   |
|-----------------------|---|---|
| Mark Birkigt          | - | The designer of the Hispano Suiza.                  |
| Stork                 | - | The mascot on the radiator cap                      |
| Hind-legs-of-a-donkey | - | "A kick like a mule"                                |
| Floosies              | - | A Moroccan coin. A Floos is approx. 1/72 of a penny |
| Isotta                | - | Isotta Fraschini                                    |
| 30/98                 | - | A model of Vauxhall                                 |

\* \* \* \* \*



V.C.C.A. NATIONAL TOUR TO COFFS HARBOUREntries to date

| <u>Number</u> | <u>Driver</u>  | <u>Vehicle</u> | <u>Year</u> |
|---------------|----------------|----------------|-------------|
| 1             | John Corby     | Buick          | 1915        |
| 2             | R.A. Foy       | Vauxhall       | 1913        |
| 3             | A. Garthon     | Delahaye       | 1914        |
| 4             | A.S.J. Pickup  | Ford T         | 1915        |
| 5             | K.J. Bent      | Frod T         | 1916        |
| 6             | A. Jackson     | Rover          | 1912        |
| 7             | Max Chapman    | Wolseley       | 1913        |
| 8             | R.J. Newman    | Talbot         | 1914        |
| 9             | N.R. Preston   | Talbot         | 1913        |
| 10            | K. Quarmby     | Hupmobile      | 1913        |
| 11            | Geo. King      | F.L.           | 1908        |
| 12            | R.V. Smith     | Benz           | 1913        |
| 13            | J. Weir        | Buck           | 1914        |
| 14            | J. Wards       | Ford           | 1915        |
| 15            | J. Dance       | Talbot         | 1911        |
| 16            | D. Cawthorn    | Fiat           | 1912        |
| 17            | B.T. Thew      | Hupmobile      | 1916        |
| 18            | B. Garth       | T Ford         | 1915        |
| 19            | G.E. Adams     | Studebaker     | 1918        |
| 20            | Jan Sykes      | Star           | 1910        |
| 21            | Bryce Craze    | Studebaker     | 1914        |
| 22            | E. Lang        | Ford T         | 1914        |
| 23            | R. Craze       | B.S.A.         | 1912        |
| 24            | D. Pratt       | Fiat           | 1908        |
| 25            | A. Frost       | Humber         | 1910        |
| 26            | Mac. Luckie    | Mercedes       | 1913        |
| 27            | Neil Ferguson  | Daimler        | 1909        |
| 28            | J. Riley       | Albion         | 1911        |
| 29            | Fiechtner      | Cadillac       | 1913        |
| 30            | A. Phillips    | Overland       | 1913        |
| 31            | Bob Trevan     | Ford           | 1910        |
| 32            | W.G. Sanderson | Sunbeam        | 1914        |
| 33            | F. Rossiter    | Studebaker     | 1916        |
| 34            | V. Jacobs      | Ford           | 1912        |
| 35            | I. Hayne       | T Ford         | 1915        |
| 36            | R.L. Jones     | Clement Bayard | 1908        |
| 37            | T. Cook        | Rolls Royce    | 1912        |
| 38            | Neil Gibbs     | Hotchkiss      | 1913        |
| 39            | B. Sheaner     | K.R.I.T.       | 1912        |
| 40            | E. Habergang   | Star           | 1907        |
| 41            | D. Roberts     | T Ford         | 1915        |
| 42            | G. Edwards     | Daimler        | 1914        |
| 43            | M. Longhurst   | Rover          | 1910        |
| 44            | E. Sims        | Reo            | 1905        |
| 45            | D. Steer       | Renault        | 1908        |
| 46            | W. Orde        | Orient         | 1906        |
| 47            | F. Muggerrety  | Ford T         | 1911        |
| 48            | J. Cherry      | Chevrolet      | 1916        |
| 49            | G. Cunningham  | Oakland        | 1915        |

(Continued on Page 9.....)

| <u>Number</u> | <u>Driver</u> | <u>Vehicle</u> | <u>Year</u> |
|---------------|---------------|----------------|-------------|
| 301           | L. Deimel     | Chrysler       | 1926        |
| 302           | A. Douglas    | Sunbeam        | 1927        |
| 303           | J. Brennan    | Essex          | 1923        |
| 304           | D. Partington | Austin         | 1928        |
| 305           | J. Norman     | Fiat 503       | 1926        |
| 306           | L. Collis     | Sunbeam        | 1928        |
| 307           | Peter Collis  | Vauxhall       | 1926        |

This is the Entry List at closing date 30th April, 1971. Some vacancies are still available for late entries; reply to L. Sheen, 1 Cumberland Avenue, Lane Cove. 2066 - or A. Garthon, 43 Gloucester Street, Hurstville. 2220, after June 1st, 1971.

- Len Sheen,  
Tour Director.

\* \* \* \* \*

#### A SHORT HISTORY OF S.C.A.T. AND SOME EARLY RACING SUCCESSES

Looking at motoring history country by country, that of Italy stands out by reason of the remarkable rapidity with which, after a late start, the Italians took the lead in car design, construction and also in competitions, a lead which many would say still continues.

Fiat - which was producing its first cars just at the change of the century - entered the first Italian car in an important international event, the Paris-Madrid Race of 1903, and then by winning the Florio Cup Race in 1904 started that remarkable run of successes by Italian cars and drivers.

In 1905 the Florio Cup was again a victory for Italy, against the finest of European racing cars. Signor Raggio coming first in an Itala, the four-cylinder engine of which had a bore and stroke of 185 x 155 m.m. - 16.7 litres. At the wheel of another Itala was one Matteo Ceirano, who drove to such effect that he may have made the fastest time on the first 100 mile lap, although he did not finish the race.

This one of the Ceirano brothers, besides being a racing driver, had a hand in the design of the Itala cars, but left that company in 1906 to work for Fiat, making an unsuccessful attempt to wean them from chain drive on their racing cars. Then in 1907 and 1908 he appeared at the wheel of S.P.A. cars (Societa Piemontese de Automobili) gaining third place in the Targa Florio in the latter year.

Having now built up a reputation as driver and designer, Ceirano was able to attach his own name to a car, and the first public appearance of a S.C.A.T. racing car was in the 1908 Tourist Trophy Race on the Isle of Man, where none of the team of three cars finished. The origin of the new make lay in and Anglo-Italian alliance between the Societa Ceirano di Automobile Torino and Newton and Bennet Ltd. of Manchester, with the



factory in Turin and Mr. John Newton as the managing director. R.O. Harper was the engineer representing Newton and Bennett and having a say in the design of the new cars, one of which being the successful compressed air self-starter.

Although unsuccessful in the T.T., patient development and a larger engine led to victory in the Targa Florio in 1911, with Ceirano himself as the driver, and again in 1912 when the Englishman Cyril Snipe covered the 600 miles around Sicily in a little over 24½ hours to win by half an hour in spite of sleeping for two hours when overcome by exhaustion and being woken by his Italian mechanic pouring a bucket of water over him.

1913 was an unlucky year as none of the four S.C.A.T.s finished the course but 1914 saw Ceirano, S.C.A.T., again the winner of the Targa Florio. In 1919 the S.C.A.T. became the Ceirano and the name of Ceirano appears amongst the finishers in the Targa Florio but now well down the list.

- D. Berthon.

\* \* \* \* \*

#### OVERSEAS CORRESPONDENCE

Good idea when travelling to keep one's eyes open, and incidentally, the interests of SPIT AND POLISH at heart. And that is just what Michael Bendeich has done. We have here some enclosures from his letter, received in April. He produced a couple of short bits from "Beaded Wheels", N.Z. Veteran and Vintage Car Magazine, as follows:

Most old cars have a habit of leaking water from the gland on the water pump, and graphited cord is not always on hand, so in its place try a piece of bacon rind. It lasts for years and will not damage the shaft.

And "that car" comes in for some more light-hearted banter, in the following report:

The doctor drove up to the general store one cold day, jumped out quickly and threw a blanket over the bonnet. A small boy nearby shouted: "No use covering it up, Doc, I saw what it is!"

Michael has cut out from a local paper the report of a 1929 Standard, purchased new by a woman who was guided to it by one of the oldest known methods of decision made by women - its colour matched a new house she had had built, and her latest frock! Actually the colour was blue. It seems that the car fell into good hands, for she always treasured it, pampered it and drove it with meticulous care. On through her years of ownership of a Remuera (N.Z.) drapery, and into her retirement, the Standard motored on, still gleaming, always with a Union Jack on a mini mast in the radiator cap.

With Amy More in her mid-seventies, "Gertie" now qualified its owner for membership of the newly-formed Auckland Veteran and Vintage Car Club and she found that a new life can

begin at 75. She was the oldest, and became the most enthusiastic of the club's members. No rally ('event'? Ed.) was complete without Amy and her car.

When the club opened its new rooms late last year, 90 year-old Amy More, life member of the N.Z. Vintage Car Club, performed the ceremony and saw her name on the commemoration plaque.

All this led up to gleaming old cars with sad-faced drivers rallying at her funeral and why a Standard Teignmouth had a place of honour.

Amy More might not have expected it, but to her vintage car friends, a car among the chief mourners is very right and very proper. (A thought in which we readily concur. Ed.)

\* \* \* \* \*

#### WAS THIS THE FIRST AUSTRALIAN TRAFFIC OFFENCE?

The following text is from an original (very badly written) document on display at "OUR YESTERDAY'S MUSEUM" in the Argyle Arts Centre:

"The information of James Shaw, Constable, who deposeth and saith on the twentieth day of January instant, forenoon, in Cameron Street I saw a dray of William Walker of Norfolk Plains, it did not bear the name nor residence of the owner as directed by the Police Act Sec. 36 - I therefore pray that justice may be done.

'Sworn' and signed JAMES W. SHAW

William Bradman driver of the above dray sworn saith - The Cart seized is the property of Mr. W.G. Walker - it has no name or place of residence of my master who resides at ? (word illegible) in the District of Norfolk Plains.

WILLIAM BRADMAN - his mark X

Fined one pound plus costs. Police Office, Launceston, January 20th 1835.

Present R.C. Gunn Esq."

Our thanks to Mel Pope for digging out this piece of interesting information for us - he also borrowed several old photographs of veteran cars from the Museum's proprietor, Ed. Wright, and these will probably be featured in SPIT AND POLISH later this year.

The Museum is well worth a visit - it's at 18 Argyle Street, Sydney and features "relics from our convict and goldrush days, Victoriana and bygones". The period covered by the display is 1788 to 1900 and it presents an insight into life as it must have been during the developing years of our nation.

(Cont'd. on P.12...)



Among the rare items on display are a Brown Bess musket of 1780, reputedly brought to the colony aboard H.M.S. "Sirius" in 1788, clothing worn by convicts and documents pertaining to the people who lived here.

- WARREN IRISH

\* \* \* \* \*

### STARTING THEM FROM THE PERAMBULATOR

We do not doubt that many of our readers would not be unaware that at one stage there was a Mobile Perambulator. Fancy a child being introduced to Personalised Mobility at that early age.

This device was the brain child of Dunkley's, Bradford Street, Birmingham, builders of the Dunkley Pram. It was a nice looking affair, and for this particular use, anyway, was fitted with wire spoked wheels (bicycle type) shod with 16 x 2½ Palmer Cord tyres. These softened the blow for the coach type baby carriage suspension. This was 1923.

The pram proper was a four-wheeled dummy, to which the power unit was attached at the rear. The general impression of the unit was of a (standing) motor scooter, the front wheel of which was a four-wheeled pram. The power plant was a single cylinder, horizontal, two stroke, 1 h.p. motor, of which the essential dimensions were 2" x 2", fitted with an Amac carburettor, kick starter and hand clutch control, with ignition induced by a Fellows magneto. Flexibility was attained with a two-speed gearbox. Steering was by a set of handlebars fitted to parallel tubes, which swept down to approximately the rear axle of the pram. The handlebars carried clutch and throttle controls. The engine showed an exposed flywheel, after the manner of the Douglas motor bike.

In the third paragraph of this article we used the words "(standing) motor scooter" And it was just that. A foot plate was fitted at each side of the wheel of the power unit, and while this was very handy, it seemed to give very little opportunity to move about in order to prevent that cramped feeling. But then one never joined in a 50 or 100 mile rally. It would have been used, we imagine, more as an example of Jonesmanship, or for collecting the groceries etc.

Being a special breed, in which an abundance of models was not poured onto the market, it had to be a special price. If one could have parted with 135 guineas (i.e. £135, 135 shillings, which reduces to £135, £6.15.0 = £141.15.0), one's infant could have travelled in luxury. But keep in mind that at that time the Austin 7 was being marketed at £165! But there will be cynics who will point out that they were about the same thing, anyway!

However, organisation improved, and/or sales increased, for in 1924 the price dropped, doubtless due partly to the omission of the gearbox and the kick starter. A model

built on these lines was available for a mere 38 guineas, i.e., £39.18.0, say \$80. But this model must surely have had a prospectively hilarious aspect to it. Imagine the difficulty of starting a straight coupled two stroke job on a cold Pommie morning. We can see a nanny (the English name for a child's nurse) leaning forward at 45°, gripping the handle bars, pushing for dear life, and battling with an unnecessarily voluminous amount of uniform, petticoat, slip and all the assorted feminine bits and pieces of those days. Following a twenty yard push, the reluctant motor bursts momentarily into life with a determined 'brrrrrr', but in her anxiety the nanny had the throttle too wide. This sudden burst of activity pulls the poor wretched nanny forward at such a prodigious rate that she increases to 55° her angle to the verticle, at the same time having her feet going like a threshing machine - when the motor stops as quickly as it had started. This means, of course, that the pent up energy of the benighted nanny was dissipated by her banging forcibly into the handle bars and floundering all over the power unit. It is very probable that at this stage of the proceedings a burst of childish laughter would emanate from the pram. This would obviously guarantee to enhance the goodwill borne by the nanny towards Moter Prams (that was their name) in general and this one in particular. Naturally the motor now bursts into life again, on a throttle opening designed to run at a speed verging on "nanny-plus m.p.h."

Nowadays, of course, one would be confronted by the necessity for obtaining a pink ticket, effecting third party insurance, and paying a registration fee, as the thing would be a vehicle propelled by a motor.

\* \* \* \* \*

#### RAFFLES - AND ALL THAT

Following our luck at the April meeting, in the matter of raffles, we find ourselves all for multi drawings from the hat. We sense that, as Lennie Balmoral would feel, our stars were in correct orbit, and no matter how the drawing was conducted we were in line for a win, and that was that.

We have noted with pleasure that the device carries a name seen many times in the veteran field, which is most apt, but we see it also as a "Tea Model", attributed both to its destiny in life and to the bright lass who drew the fateful marble from the bag, taking into consideration her niche in the Club.

A doubt exists now as to whether or not it should be blessed with the name Coatalen. We have heard The Management refer to it by the name "Louis", so perhaps that is it.

\* \* \* \* \*



BE KIND TO ANIMALS

Says Eric Lang

Once upon a time there were two ponies grazing peacefully in a nice quiet property at Robertson in N.S.W. - every day was the same, sunshine, peace and quietness. However the peace and quietness of the surrounding valley was broken one never-to-be-forgotten day, during Easter 1971, when all of a sudden a lot of noise and funny horns broke the silence when up drove 20 or so old, quaint cars.

And out of these cars swarmed dozens of people and what seemed like loads and loads of children. When someone said "can we ride the horses" and the answer was "yes", the ponies realised that the tranquility of the area was gone.

Round and round the corral the horses went till the sweat rolled even out of their saddles - taking big ones, little ones and even smaller ones and never even a respite for the shortest time.

The one beautiful Miss (Mrs) raced across the corral and jumping on like Hopalong Cassidy, gave a masterful display of how horses should be ridden over the open paddocks. Hopalong Cassidy certainly never looked like Pam Roberts but she certainly showed she could ride like him.

Then not to be outdone, another Miss (Mrs) in short mini skirt, mother of umpteen kids, showed that she could do it too and that she was an expert at the art of horseback riding - and didn't the Godfry children delight in seeing Meryl going through her professional paces. Of course the men were delighted too - mini skirts and horse riding is something to be watched!

After two hours of hectic time, the horses were 6" shorter (legs worn away at the hoofs) and 2 cwt lighter!

The moral of the story is that in consideration of a poor fellow member of the Veteran Car Club, who is trying hard to make a living off the land, would fellow members in sympathy please not drive in a veteran car past his property at Robertson, because the mere sight of one of those quaint old machines will cause the horses to both jump the railings of that corral and disappear into oblivion forever with memories of what they went through on that one awful Easter Sunday.

P.S. Forgot to mention also, if anybody wants to buy two worn out tractors, both previously driven by veteran car novices, would they please take their trailers there before Sims comes to pick up the rubble.

\* \* \* \* \*

S O C I A L   N E W S

Congratulations to Colleen and Col Parker of Kurrajong on the recent arrival of a baby daughter. Further congratulations are due to Col - I hear he recently had a two week art exhibition at Prouds.

Glad to hear that Greg Daley is recovering well after his recent surgery, but from all accounts it will take a bit longer to recover from the effects of the bill.

Once again Pam Roberts is back in her second home at St. Vincents. Hope your return to number one home is speedy, Pam.

The latest is that Ron and Beryl Sheen are enjoying their round-Australia Trip, but have sent an S.O.S. to Mum and Dad Sheen for a loan to get home again. Their story is that they are having trouble with the car. Mum Sheen will be glad to see them back again as she has lost weight sorrying about them.

Latest couple to join the globetrotting set are Lionel and Pauline Jones, going along to babysit the Alfa Romeo, in a motor show in Italy.

Our Presentation Night went off well. Presentation of trophies was speedy, due to the absence of a lot of the winners. There were 112 attended and took advantage of the dollar for dollar subsidy by the club. Those who missed out will have to try and get in a bit earlier for our Christmas Party.

- JAN.

\* \* \* \* \*

ADVERTISING IN SPIT AND POLISH

Over the past three years, certain members of the Club have made a very real contribution to your magazine by taking advertising space in it - this is their way of "doing their bit" to support the club. It is felt that their contribution has been more than generous and they will therefore not be asked to renew their advertisements for the next volume of the magazine, July 1971 to June 1972 (although of course they are very welcome to do so if they wish!)

There must surely be other members who could assist the Club in this way as a side-effect, as it were, of advertising their particular business.

To help cope with the increased costs of producing and posting the magazine, the advertising rates have been increased for the coming year and are as follows: (N.B. These rates apply to the 12 issues July 1971 to June 1972)

|   |          |
|---|----------|
| Outside Back Cover                                      | \$250.00 |
| Inside Front Cover, Inside Back Cover, or one full page | \$200.00 |
| Half-page   | \$100.00 |
| Quarter-page  | \$ 50.00 |

Give it some thought!

- WARREN IRISH



ADVERTISEMENT

- FOR SALE. One set of solid brass windscreen pillar castings, \$25 per set.  
Also one Smiths Speedometer (black), \$2.00.  
- JACK DANCE,  
17 High St., Epping. 2121  
Tel. 86-1432
- FOR SALE. 1906 Humber Coventry. Fully restored. Best offer over \$6000.  
1915 Ford T. Chassis restored. Radiator rebuilt. Good lights and  
screen. New tyres. Body half restored. Best offer over \$1500.  
- D. LINDSAY,  
Tel. 451-4402
- FOR SALE. 4 only new Dunlop tyres 500 x 21. \$50, or will separate at \$15 each.  
- DON BARKER,  
12 Myall Rd.,  
Waratah. 2298  
Tel. Newc. 68-3786
- WANTED. 1912 Maxwell Mascotte Motor and Gearbox housing 25 h.p.  
Left side Lucas side light 624 or 626 H. & B. tail light.  
- MAX KROGH,  
1a Pollock Lane, Gympie.  
4570
- EXCHANGE. Large range of Veteran and Vintage Radiators, Magnetos, Brass  
Carburettors, Gas and Kerosene Lights and Veteran motors and gear-  
boxes.  
- MAX KROGH  
(as above)
- FOR SALE. Approx 150 magnetos, 100 carburettors, oil side lamps and acetylene  
lamps, also a host of sundries. Innumerable headlights, sidelights,  
radiators, horns etc.  
- CHAS. PURDUE,  
6 Milton St., Lismore. 2480
- WANTED. Half Differential Housing & Radius Rod, passenger side 1912 Ford,  
Carbide Cylinder, brass, and brass Windscreen Frame.  
- BARRY SKIMMINGS,  
20 Millers Drive,  
Tugun, Q'ld. 4224
- AVAILABLE. 1913-14 Ford Differential Housing, 191  
1917 Ford Radiator, complete.  
1911/12/13 Ford Torque Tube, complete with ball.  
2 rear Pascoe Wire Wheels, early Ford, Al order.  
1 Hupmobile wooden fellow 24" 10 spoke wheel good order.  
1917-27 Engine Blocks, all in good order.  
Lots of other Ford parts.  
- BARRY SKIMMINGS  
(as above)
- SALE OR  
EXCHANGE. Large quantity Ford T guards and sundry parts.  
- BILL HANRAHAN  
155 Bourke St., Wagga
- FOR SALE. Small Veteran Talbot Radiator with cap, no badge. Repairable.  
- BILL HANRAHAN  
(as above)
- FOR SALE. De Dion Bouton 1913, twin cylinder. Thoroughly restored. Two  
complete.  
- N. GEORGE,  
Box 6, P.O.,  
Pearcedale, Vic.

ADVERTISEMENTS (CONT'D.)

FOR SALE. 1903 Single cylinder rear entrance, 4 place tourer, fully restored.  
Reliable car since 1958, car in excellent condition 100% authentic.

- MAURICE MARKOFF,  
551 South Road,  
Moorabbin, Vic.

FOR SALE. Ford T - Engine Pipes, heavy gauge, made from original sample \$5.50.

- FRANK DALLIMORE,  
25 Windsor Ave.,  
Mount Waverley. Vic.

WANTED. Two Headlamps, suit 1903 De Dion Bouton.  
One Headlamp, suit 1913 Douglas.  
Four feet rubber-covered high tension wire.

- JOHN DEAN,  
High St., Evandale. Tas.  
7212

WANTED  
FOR SALE

Ruxtell axle control lever  
Eisemann 4 cylinder magneto, good condition.  
Pressed steel luggage rack.  
5 rubber rust bands 21", brand new.

- PETER COOPER,  
240 Denmar St.,  
Albury. 2640

WANTED. 5 only 5.00 x 24 rims to suit Dodge wheels.

- K. JACOB,  
1921 Waugh Rd.,  
Albury. 2640

Newcastle Advertisements: (PLEASE PRINT ALL STATES)

WANTED. For 1926-27 New Hudson motor cycle. Petrol tank, reverse, clutch and  
brake handlebar levers.

- MAX BURKE,  
47 Maclean St.,  
Cessnock. 2325

WANTED. ANY motor-cycle wheels, for a 1908 single-cylinder Adler.

- NORM ROBINSON,  
Turton Rd., New Lambton.

WANTED. 815/105 wheels - any type or just rims. (Scripps Booth wheels will  
suit) for 1913 12/16 h.p. Sunbeam. ANY body panels for above car.  
Two straight-sided 23" heavy type wheels ("T" Ford truck type).

I have an assortment of good "goodies" to swap for these items.

- DOUG MARR,  
57 Main Rd.,  
Warners Bay. 48-8756

WANTED: Two bell-shaped electric headlamps (brass or steel) for 1917 model  
C37 6-cylinder Buick.

- RAY THOMAS,  
37 Clarence Rd.,  
WARATAH. 68-3181



" S P O K E S   I N   T H E   W H E E L "NEWCASTLE BRANCHHon. Editor & Editorial Address:

Howard Hughes, 86 Verulam Road, Lambton. 2299. 'Phone: 57-4390

---

MEETING NOTICE: This branch meets at the Driver Training Range, Court Road, Adamstown, on the fourth (4th) Wednesday of each month. Visitors will be made most welcome.

---

SPECIAL NOTICE: Doug Marr (Liaison Officer) asks all members with restored veteran cars to make available a 35mm. slide of same. This is to enable Jim Sullivan (of N.B.N.3) to select appropriate vehicles to be featured in his Saturday morning motoring programme.

---

Letters to the Editor:

From Max Burke:

We recently motored down to the Entrance in the 1916 Hupmobile tourer to meet up with the Newcastle Vintage Car Club, Antique and Classic Motor Club (Sydney) and, most of all the Newcastle Veteran and Vintage Motor Cycle Club.

We saw some excellent machines, some in better than new condition although a few were so filthy that their owners should have been ashamed to have them on the road.

Since then I have had the good fortune to acquire a 1926-27 New-Hudson 250 SV. I would be most pleased to hear from anyone who has a photograph of one of these machines, either the side-valve or O.H.V. J.A.P. as this one is slightly incomplete. (See advert. on Page 17)

From Sandy Holmes:

.....It may be of interest to members to learn something of the history of the 1910 Panhard Levassar racer at Gilltraps Museum (See "Spokes in the Wheel", March 1971, Ed.) I am presuming that the car seen by you was the two-seater, bolster tanked vehicle which was prepared by George Gilltrap to take part in the International Rally. As I recollect, it was painted green when I saw it in the restoration shop at the Museum in December 1969.

Working backwards, the car would probably have been obtained from John McLean, an early president of the V.C.C.A., together with the 1908 Vulcan and a 1901 Locomobile steamer (fairly complete but still unrestored. Ed.) John or George may be able to confirm this, or say whether the car passed through other hands between them.

In any case, John acquired it in chassis form from my brother Keith in the early 1960's.

Keith found it under a collapsed shed in the north-coast town of Bellingen where it had lain for about 30 years. I had been the towns' hearse from about 1912 until it was laid up in the shed. So far as we could ascertain from the undertaker the only reason for the car's retirement was that it had become antiquated in appearance, although it was mechanically sound still. However, the hearse body was a complete write-off, firstly through having been crushed by the shed, and then deterioration after exposure to the elements.

It was Keith's intention to rebuild the car in the form in which it now is, but he found that his farm work at the time did not allow him the time to work on it. Apart from having the wire wheels rebuilt and fitting new tyres and tubes (per favour Ken Moss) the chassis went to John in the state it was in when found.

The car was mobile when Keith had it. Its speed capacity was remarkable. Although Keith took it out onto the open road only once or twice, he says that he never got it into top gear ---- "it was too fast". This was, according to Keith without straining or over-revving the motor, which he considered gave an exhaust response in third gear similar to old "Fifty Bob" in top ---- perhaps George could elucidate.

And so the metamorphosis of one 1910 Panhard-Levassor from hearse to racer has not only been possible but also reasonable.

\*\*\*\*\*

#### NEWS OF MEMBERS AND THEIR CARS

Doug Marr in his 1918 Buick "6" Roadster, the Maceys in their 1916 Buick "6" Tourer, the (George) Adams in their 1918 Studebaker "6" Tourer, the Broadbents in their 1911 A.C. Sociable, and John Riley in his 1911 twin-cylinder Albion tourer all competed in the 1971 Blue Mountains Rally. The only car which let the team down was the Studebaker. It suffered a fit of gearbox-itis on one of the steeper pinches.

\*\*\*\*\*

ANOTHER ONE.....Yet another veteran car has left the Newcastle district, namely Les Deimel's 1908 2-cylinder Maxwell. It has been sold to a new Sydney member and is to be an exhibit in a museum.

\*\*\*\*\*

As reported in last month's "Spokes in the Wheel", that chaser of wild women, John Riley, has acquired a useable engine for his 1913 Austro-Daimler. What I didn't tell you was that he swapped the Kay brothers a 1911 Mercedes for it.

When I first heard about the deal I thought that he must have wanted that motor very badly to have swapped the Merc. for it, but now that I've seen the condition of the Merc. I can't help thinking that the Kays must have wanted it very badly to have given the Austro motor for it.

\*\*\*\*\*

So that's what it is!!!

"The differential is the large round mechanism situated underneath the rear of the vehicle."

- From an early driving instruction book.

\*\*\*\*\*



VETERAN OF THE MONTHHUNTER THOMAS'S 1914 4-CYL. GRANT

A ghastly sight greeted Hunter when he saw this car for the first time, back in November 1961. It was strewn along the Tea Gardens waterfront for a distance of about one hundred yards. The motor was resting on its side, the chassis, steering mechanism and front-end lay decaying in the Teatree scrub, the radiator was propped up against a stump and the combined gearbox-differential unit was dismantled and its contents scattered liberally amongst the other remains.

Some of the little car's history was known:

Originally from the Uralla district, it was brought to Newcastle as a second-hand car during the 1920's. Having been stripped of its original body it was found to be very fast and so off it went to the Maroubra car racing circuit, which it lapped at eighty miles per hour.

After being laid-up during the second World War it was brought out and raced with the "Lakeside Lizzies" (does anyone remember them?) until about 1950.

During the next decade it passed through a succession of owners, and each time it changed hands a few more bits and pieces got lost, and so eventually it came to rest at Tea Gardens.

It took Hunter more than four years of hard work to restore the car. Everything was rebuilt.

The component which brought on the most headaches was the gearbox-diff. unit. New shafts, axles and hubs were made and a hemisphere was turned out of a solid block of steel.

When news of the car's discovery reached the U.S.A. it caused considerable interest because at that time only three examples of the marque were known to exist. One Grant owner in particular, Frank Oliphant of Mount Vernon, Indiana, was especially helpful. His car was 100% original and so what Hunter didn't have for his was duplicated after drawings and plans etc. were sent from America.

Since completing the restoration of this car, Hunter has heard from a V.C.C.A. member in Western Australia who has an unrestored Grant of the same model. It is largely complete, the only missing major component being the radiator. This car brings to five the total of model "M" Grants in the world, and we are indeed fortunate to have such a good example here in Newcastle.