

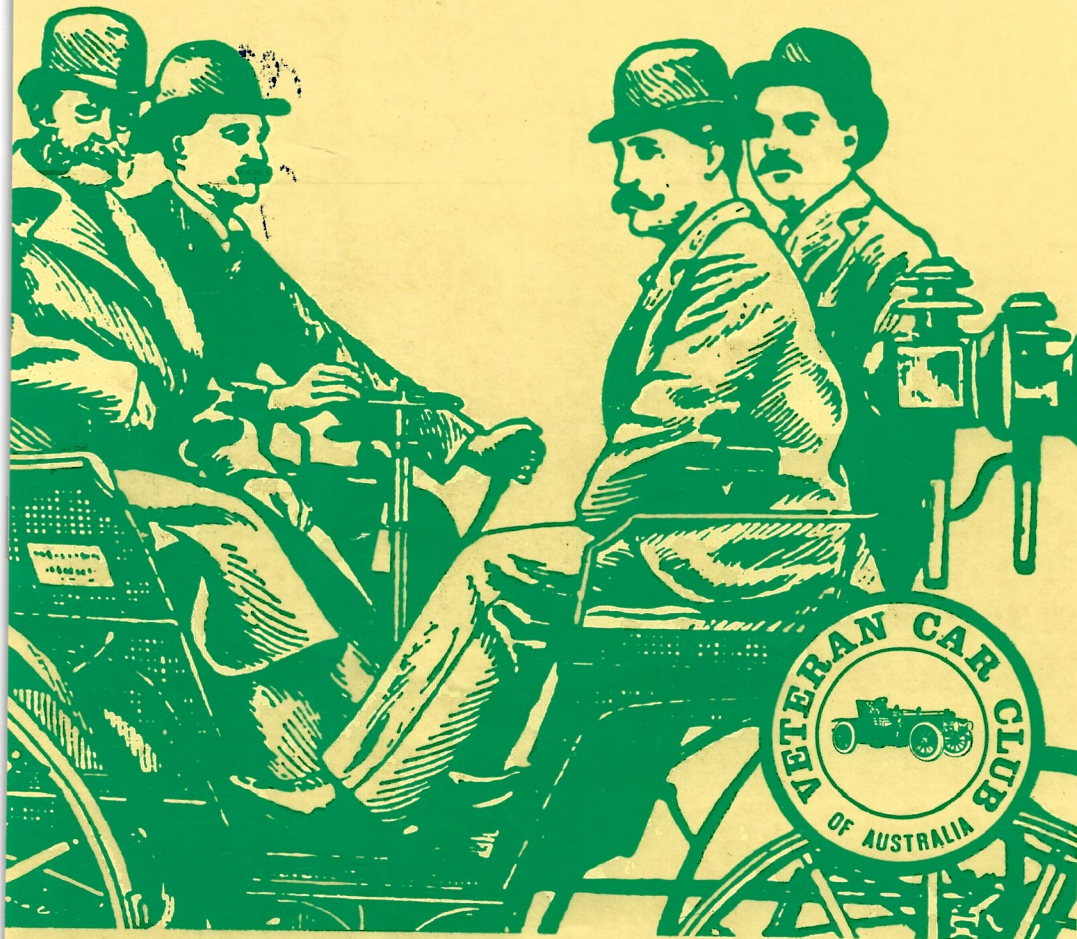
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

# SPIT AND POLISH

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November, 1986 Vol. XXVIII No. 5



PATRON:  
His Excellency,  
The Governor of N.S.W.,  
Air Marshal  
Sir James Anthony Rowland,  
KBE, DFC, AFC, K.St.J.



## *Spit & Polish*

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

Volume XXVIII No. 5

November 1986

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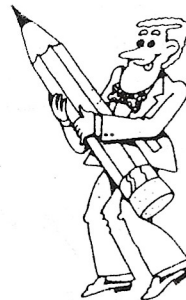
Other Veteran Car Clubs have permission to copy.

The next meeting of the Veteran Car Club of Australia (N.S.W.) will be held at 134 Queens Rd, Five Dock, at 7.45 pm on Thursday 27th November, 1986.



## EDITORIAL

This is almost certainly the last issue of *Spit and Polish* in A5 size. From January next year, providing Australia Post approves, the magazine will come to you in A4 with a wrap-around A3 cover. It is a pity to change the format of a journal and upset the filing provisions that members have but the advantages outway the disadvantages, as I'm sure you will agree by the end of next year.



The biggest advantages will be that a photograph of reasonable size will be printed on the cover each month. I am hoping that members will be able to keep up a supply of photos, preferably B&W, from their archives. So far, I don't have a photo even for January so let's have some photos, urgently!

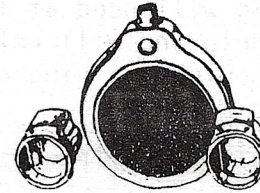
The second advantage is that it will be easy to reprint articles from other sources. While I am against filling up the magazine with stolen material, I think there is a place for reprints of ancient articles from *Motor* and *Autocar*.

A drive to get advertising for inside the covers of the new magazine has yielded only one advertiser so far. It would be uneconomic to print just one ad so please let me know at the November meeting at the latest if you know of any other advertisers.

***And a Merry Christmas to all!***

Jim Moule  
EDITOR

## PRESIDENT'S MESSAGE



STOP PRESS: Sadly I must inform you that Jack Dance, our Life Member, Past President and Secretary, and good friend of all members of the Veteran Car Club, passed away in his sleep at 1.00 a.m. November 14. I doubt if we will ever again have such a loyal and gentlemanly member as Jack, who gave so much of his time and devotion to this Club. Recently he said to me "...the Veteran Car Club has been one of my life's greatest joys", and now we are all much sadder for his passing, because Jack was one of life's greatest joys.

The London-to-Brighton has been run and our representatives had a series of mixed fortunes in their endeavours to make it to Brighton. John and Ann Simmons (1903 Napoleon), Brian and Kay Inder (1903 Oldsmobile), along with Keith and Kerry Wherry, successfully completed the journey within the time limit.

The same could not be said for Malcolm and Debbie Johns (1904 Speedwell) who eventually completed the run outside the time limit, so I believe. Max and Sandy Roberts (1904 Vauxhall) casually drove up to the starting point, then switched off the engine to await their turn to leave. Despite all efforts to start the Vauxhall she apparently refused to move and possibly it is still parked there. That is what happens when you try to get a second medal from the Royal Automobile Club.

Next month, on Friday, December 12 and Tuesday December 16, we will require as many veteran, vintage and classic cars as possible to transport two large groups of American tourists from the Regent Hotel to the Opera House. The pick-up point is at the back of the Regent Hotel in Harrington Street at 6.30 p.m. and each car will do two short trips to the Opera House and finish by 7.30 p.m. The Building Fund will benefit considerably from these operations and this is your chance of helping.



I hope I will see a large number of members with their wives and friends at the Christmas Dinner on December 6.

This will be my last opportunity through these pages this year to wish all members a Merry Christmas and a Happy New Year. Particularly my thoughts go out to a few of our more senior members whom I have not seen for some time and who are not as well as they would like to be.

Best wishes to all,

- BOB BAXTER  
President

O O O O Q O

## 1986 INSPECTION DAYS

Venue: Arthur Garthorn's workshop, cnr Forest Road  
and Cambridge Street, Penshurst.

Honorary Inspectors: Arthur Garthon, Reg Jones,  
and Geoff Simmons

Venue: The Pymble/St. Ives Bus Depot,  
5 West Street, Pymble.

Honorary Inspectors: Dick Tunbridge, Bob Hobson

<u>COST:</u>	Registration	21.00
	Third Party Compulsory Insurance	25.00
	Club Levy	2.00

\$48.00

NOTE:

- (i) Members are responsible for their vehicle insurance and must show proof of Third Party PROPERTY or Full Comprehensive Insurance cover before registration can be processed.
- (ii) Members with club plates on hold MUST pay their PLATE holding fee, \$20.00. Plates with no holding fee paid will be returned to stock for re-issue to other members.

- NEIL MARTIN  
Registrations Officer

# CALENDAR OF EVENTS



## 1986

- Nov. 29-30 (SAT.SUN) VEHICLE INSPECTION DAYS  
(See Page 4)
- Dec. 6 (SATURDAY) CLUB CHRISTMAS DINNER - Nth Sydney
- 12 (FRIDAY) ] FUND-RAISER - Driving 150 American  
] tourists from Regent Hotel to  
(TUESDAY)] Opera House, 6.00 p.m. We need  
about 40 cars and/or vintage cars.

## 1987

- Jan. Long W'end 17 <sup>SATURDAY</sup> KENDALLS COTTAGE - LUNCH.  
PROPOSED CAMP-OUT
- Feb. 7 PRESIDENT'S TOUR, Quarantine Station, North Head.
- Feb. 22-22 31ST ANNUAL BLUE MOUNTAINS TOUR
- Mar. 15 (SUNDAY) ANNUAL VETERAN & VINTAGE DISPLAY DAY - GLEDSWOOD, NARELLAN
- Mar. 28. (SATURDAY) HURSTVILLE COUNCIL CENTENARY  
29 (SUNDAY) "TOUR RACE" from Cronulla to Hurstville with steam train.  
Further details next SPIT & POLISH
- Mar. 29 (SUNDAY) HURSTVILLE COUNCIL CENTENARY DISPLAY, PENSURST PARK (Date to be confirmed)
- Apr. 5 VIC JACOBS/ARTHUR GARTHON CHARITY DAY
- May 15-16-17 'HAVACHAT' WEEKEND AT RANELAGH HOUSE, ROBERTSON



## CHRISTMAS DINNER

**DATE:** Saturday 6th December

**TIME:** Pre-dinner drinks 7pm  
for 7.30p.m. start.

**PLACE:** Australian Institute of  
Management Building

1st Floor,  
215 Pacific Hwy,  
North Sydney

**COST:** \$22 per person

(To keep costs down, BYO drinks)

**BOOKINGS:** Limited numbers so book now.

Lyn Martin 632 5047

Noelene Thomson 651 2247



## CAMP OUT

**Venue** - Bundeela Picnic Grounds,  
Kangaroo Valley

(No more than 2 hours drive from Sydney)

All welcome for a relaxed weekend.

**Enquiries** - Ring Roley Coulcher

(02) 546 4791



# FISHERS GHOST TOUR 1986

Despite very wet weather, 44 Vintage and Veteran cars accompanied by some post-Vintage vehicles, joined in the tour on Sunday, November 9.

The cars came from the Vintage Vehicle Club, the Model T Ford Club and the Chev. Club and joined with the V.C.C.A. (N.S.W.) on a run that commenced at Glenfield, partook of morning tea at Campbelltown, then travelled to Bents Basin for a picnic afternoon.

Whilst the rain obviously limited the activities of the afternoon, it was an "organiser's delight" to see so many vehicles persevere, particularly in the mud slide downhill run at Bents Basin.

Thanks to all who braved the conditions, and particular appreciation to our "associate" club, the Vintage Vehicle Club, for turning out in such numbers and with such enthusiasm.

- KEN QUARMBY

O O

GOVERNMENT HOUSE GARDEN PARTY

"In aid of the Arthritis Foundation of Australia"

SATURDAY, OCTOBER 18, 1986. Those attending:

Bob Baxter	1912	Calthorpe
Bill McCarthy	1913	Vinot & Deguingard
Mike Bendeich	1913	Chalmers
Don Crane	1909	Daimler
Phil Morrow	1914	Hupmobile
Jim Eisenhower	1904	Ford
Bill Trollope	1912	Renault
Austin Grellman	1912	Crossley
Ron Hattersley	1907	Orient Buckboard
Max Vormister	1918	Dodge Bros.

I wish to thank these members and their families for attending this event. Also a special thanks to Max Vormister who travelled from Figtree on the South Coast to attend.

- EVENTS



NEWS

Vic Jacobs has sent the front page of a recent edition of the Port Macquarie Hastings Gazette, which features one Bill Spraggon, scantily dressed and polishing some black iron. Understating his age, he bemoans the situation of not having a 1939 Cadillac spare parts shop in Port. Vic has cancelled his subscription to rag.

\* \* \*

MORPETH TOUR ADDITIONS

Some entrants were omitted from the list printed in the October magazine:

Don Steer	1914 Wolseley
Graham Steer	1911 Argyll
Keith Edwards	1911 Rolls Royce
Chris Duncan	1912 Paige
Lady's Prize:	Denise Bendeich
Gent's Prize:	Keith Edwards

Tour organised by John Hughes, John Gorton and John Riley.

\* \* \*

JAPAN WEEK - SATURDAY, NOVEMBER 15, 1986

This fund-raiser involved five cars taking part in a procession from Town Hall to the Domain, carrying dignitaries including Barrie Unsworth and Doug Sutherland.

Members who donated their cars were:

Jack Godfrey	1914 T Ford
Don Crane	1909 Daimler
Reg Jones	1908 Clement Bayard
Jim Moule	1912 Rover
Roley Coulcher	1911 Star

\* \* \*

NEWS FLASH: Stan Rumble has bought ex-Ken Moss Cadillac 1903 single-cyl.

Working flat out to get it ready for Katoomba '87.



DEMENTIA PRODEST

## **SUNRAYSIA NATIONAL RALLY, 1987 MILDURA (Victoria)**

**Sunday August 30th —  
Saturday September 5th**

Organised by the Veteran Car Club of Australia (Vic) and the Vintage Drivers Club on behalf of the Veteran Car Club of Australia.

We invite any Veteran and Vintage vehicle (car, commercial, motor cycles) made before January 1, 1931, to compete.

It will be a Hub Rally for 7 days in Mildura (The Sun City of Victoria) and surrounding areas, visiting many interesting venues. There are no hills, and all daily mileages will be small, so this Rally will be most suitable for your small Veteran Cars. Larger cars may return each day on a longer route if they wish.

Entry forms from:

### **RALLY DIRECTOR**

Frank Dallimore,  
25 Windsor Avenue,  
Mt. Waverley, 3149.  
Victoria.

Telephone: (03) 277 1592



## Letter to the Editor

CUSTOM CREDIT, MG CAR CO. HISTORIC CAR RACES

As promised, I am writing to advise you of the details of the Classic Car Display at the 24/25th January 1987 Historic Car Races at Amaroo Park.

All owners of Classic Cars are invited to attend the display which will take place in the VIP car park at Amaroo Park, behind the control tower of the race track.

The display will take place on the SUNDAY 25th January and the admission of the DRIVER and CAR will be FREE but passengers must pay the normal admission fee of \$12.

The MG Car Club have negotiated this generous offer with the circuit owners and it is a more advantageous rate of entry than was originally proposed. As an added BONUS, the driver will also gain free admission to the pits.

This offer is only available to bona fide classic car owners attending in that vehicle. Tickets may be obtained by calling our office on (02) 639.6136 and advising us of your intention to attend and the type of car you will be driving and your ticket will be mailed to you before the event. Numbers will be limited, so get in early! The offer closes on the 16th January 1987.

SEE YOU AT AMAROO IN JANUARY.

Geoff Bott  
Publicity Officer  
January Historic Race Committee  
MG Car Club (NSW) Ltd

\* \* \* \* \*

PERISCOPE UP!

During the recent extensive rain we, On The Plains, received our share. The Macquarie River, bearing no resemblance to the Murrumbidgee River, is really shallow, and as it flows over flat country, inevitably it spreads. This flooding takes it into areas where one would never expect to find either flowing or stationary water.

The following episode concerned only one Club member, but as human nature gives us a capacity to revel in the other fellow's misfortunes, it was considered to be worth recording for the benefit of some members. So, with that thought in mind, we launch forth into the grim facts.

Many members - barring Allan Foy, we presume - may not be aware of the Leyland Marina. Rather squat, low slung, and sharing an attribute (?) of it's present driver, namely Duck's Disease!

We were proceeding confidently on our way down the street when a sheet of brown water appeared ahead of us. "Could not be deep - not here!" Maybe it was not, but the driver's intuition told him that it could be deeper a bit ahead.

So, the brake was applied gently but the vehicle took no notice. By now it's wheels had lost contact with the road and it was 'cruising' slowly ahead! Optically, a tree was moving towards us, but actually, we were 'overtaking' the tree!

By now, water was gurgling up through the floor with the plastic sock which covers the hand brake lever acting a bit after the style of an ornamental duck in a pond, surrounded by statuary. Being aware that, when closed, car doors are not necessarily proof against the gradual admission of water, brought to mind the old U tube!! Yes, of course!

A look through the window revealed that the water was not very far below the glass. Sufficient had made its way into the vehicle to ensure that she had settled down "on the bottom" and was now stationary. The engine, by now, had ceased to function!

A few minutes later, and the seats were awash at their back. The modern seat slopes down at the back, of course, but in a few minutes even the higher front edge was awash!



And the water level outside the window was still higher than its inside counterpart. Panic? Never!

There was, at this stage, little space or time in which to effect a dry resting position (with or without comfort) while the hoped-for assistance arrived. So, with a bit of manipulation the right hip was worked to the top of the driver's head rest, the right elbow (bent) was on the sill of the driver's window (glass wound down), the right leg was hung across the steering wheel, while the left foot found support on the near side parcel tray, the whole ridiculous trapeze-like set up being steadied by the left hand gripping the passenger's head rest!! The driver's head was pretty close to the roof, of course!

The totally unpremeditated situation of the poor wretched vehicle, but (we hope) not the ludicrous trapeze act of the driver, was observed by a string of six or eight young fellows standing in the road to our rear, at the edge of the water.

In a few minutes a Council front end loader was seen approaching at the bow end and it "came alongside". A wading employee opened the driver's door and assisted the grateful driver - still in a dry state - onto the roof of the car. The loader bucket was manipulated up close and the driver stepped onto it.

By now it was the car's turn. A chain was fixed to the bumper bar and it was towed out ignominiously backwards while the "skipper" was high and dry, and able to observe all the subsequent action.

Circumstances create varying values for many situations. This thumbnail sketch is pathetic, of course, but had it been put onto film by one of the current Brit. studios, with all the (anticipated) laughs dubbed in, as with "Alias Smith and Jones", or the Australian "Mother and Son" etc., there would have been many viewers enjoying to the full the unenviable predicament of "the waterbound landlubber".

- GURGLE FROM THE PLAINS

VETERAN NOSTALGIA

The following is an extract from "THE OBSERVER", Sydney, 25/4/1896:

A MOTOR CYCLE IN SYDNEY

George Street, Sydney, was crammed from King to Market Streets recently by thousands of excited and curious people, eager to see the first motor cycle ever imported to Australia perform in the thoroughfare. The machine had been brought from Brisbane by Mr. H. Knight Eaton, the Manager of the branch of the Austral Cycle Agency in that city and a notice had been posted for a day in the window of the Sydney agency to the effect that Mr. Eaton would ride the motor cycle down George Street. It was a complete success. Long before the time fixed for the exhibition, says the Sydney Daily Telegraph, people began to congregate around the Austral Cycle Agency in George Street and when the machine was brought out at 4 o'clock there must have been fully 5,000 people present. In fact George Street was completely blocked and it took the services of a number of police to clear enough of the road to allow the buses to pass.

Mr. Eaton had charge of the machine and he rode it down George Street to the Circular Quay and back.

Mr. W.J.C. Elliot led the way to clear the track and Messrs Lewis and Simon Davis on a tandem followed, but they were unable to pace it, so fast did the machine travel.

The machine is driven by benzol and will run at a speed of forty miles-per-hour on good roads. Mr. Eaton has ridden it at thirty-two miles-per-hour and when at full speed the engine develops three horse-power. The weight of the machine is 250 lbs., and the machine itself is on the same lines as a bicycle, except that there are no pedals.

The benzol gas, mixed with air, is carried to cylinders from a tank fitted above the engine, near where the sprocket wheel is on a bicycle. It is then compressed into hollow nickel tubes, fitted into the base of the cylinders and these are kept heated by a benzol lamp, specially made for the purpose.

Gas is exploded in the nickel tube, supplying the power to the engine. Both cylinders are single acting and, as one is filling, the other is driving.

The filling of the cylinders is regulated by valve-gearing specially constructed, which is worked by an eccentric running on the driving wheel of the machine, which of course is the back wheel. The exploded gases are carried away under the machine, so that there is no smell or annoyance to the rider.

The machine is controlled by a lever fitted with a cono screw, attached to the right of the right handlebar and by this the speed is regulated. Two gallons of benzol will run the machine 200 miles and Mr. Eaton has already travelled many hundred miles.

COMMENT: Bearing in mind the general public's almost total ignorance of the internal combustion engine or of the principle of the Otto Cycle at this time, in May of 1896, less than one year after the "Autocar" was first published, the writer's description of this machine shows a technical understanding of its operation and his reference to a single acting cylinder would indicate a knowledge of the steam engine.

Historically, Mr. Knight Eaton is recognised as the first person in Australia to build and operate a motor car or motor cycle in this country, when, in 1893, he completed and drove or rode the first such machine (a three-wheel vehicle) in Adelaide Street, Brisbane.

The machine was constructed in the works of the Austral Cycle Agency, cnr. Adelaide and Creek Streets, in premises later occupied by The Canada Cycle and Motor Company, but it's fate is not known.

Unfortunately, the writer for "The Observer" does not name the motor cycle, but he does describe it as "imported", which would suggest that this machine and that originally built by Knight Eaton, were not one and the same.

It is significant that the writer also mentions Mr. W.J.C. Elliot, to whom the importation of the first motor car into Australia is attributed, when in April 1900 his 3½ h.p., one-cylinder De Dion Bouton, Vis-a-Vis was unloaded at Darling Harbour and the crate carted away by horse and dray from the wharf.

Mr. Elliot had, the previous year - 1899 - endeavoured to purchase a motor car in England where, because of the infancy of the industry in that country, none were available.





WANTED: Handbook or copy of handbook for my Dodge North East starter-generator, model D 1914-16. I also believe the original voltage regulator in the unit was updated; has anyone any of this information as I would love to get it. The voltage regulator was modified during production and it's details of this modification that I am after.

GORDON GRIFFITHS, 338 Blackshaws Rd., Altona North. 3025  
(03) 391.6664

WANTED: For Clement Bayard Model AC-4C. Rear-mounted radiator (like a Renault) and steering arms to stub axles, track rod and drag link. For the boys' Bayard.

FRANK NEILSON (03) 469.2009

FOR SALE: 1917 Model 90 Overland Tourer. In immaculate "original" condition with new upholstery rather than restored. Price negotiable around \$12,000.

MRS. JEAN HOGAN, 40 Binni Creek Road, Cowra. N.S.W.  
(063) 42.1713

Also 1923 T-FORD roadster, immaculate - \$12,000.  
(See ROD CRIPPS also for more details on (03) 580.1367  
or (03) 580.1367 or (03) 520.5478 (B/H)

FOR SALE: FORD T TOURER - 1918. Fully restored. Date Certificate. Very good condition throughout. English oak wheels. Maroon and black body. Reliable rally car. Some spares. \$10,500.

RAY REEVES (03) 751.1638

WANTED (ALL STATES):

PARTS FOR VETERAN (c.1910/11) Baby Hupmobile  
JOHN ADHERN (062) 86.4814 (Home)  
(062) 95.3270 (Work)

FOR SALE (ALL STATES):

Veteran Rolls Royce radiator, 22" core.  
Good condition.

IAN IRWIN (062) 81.6925

