

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

SPIT AND POLISH

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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 XXV No. 3

September 1983

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Other Veteran Car Clubs have permission to copy.

The next Monthly General Meeting of the V.C.C.A. (N.S.W.)
will be held in the Clubrooms at 8.00 p.m. on THURSDAY,
22ND SEPTEMBER, 1983.

Editorial Comment

As you read through this "Spring" September edition of the magazine you will find a few new headings and drawings. Also a test of your knowledge of 1910 American cars. I wonder how many of you will pick them all?



A letter from Reg and Shelagh Thornton, winners of 1983 "Veteran of the Year" Award tells us they have kindly donated their prize money of \$25 to the Building Fund - a very nice gesture - thank you on behalf of the Club. Reg says "Shelagh and I are just downright pleased that our old car has brought us in touch with our friends in the car club".

Everyone can help the Building Fund and have a good night's entertainment on Sunday 9th October by coming to see "Kitty and the Bagman" and bring your family and friends...details in this issue.

Jack Dance also wrote to me about tyres and the depth of tread required for safe driving of veterans. Jack, we have discussed and noted your comments in Committee.

Editors like to receive mail from the readers, so do drop me a letter if you have some comment or news, or better still, write an article for SPIT AND POLISH.

- SANDY ROBERTS

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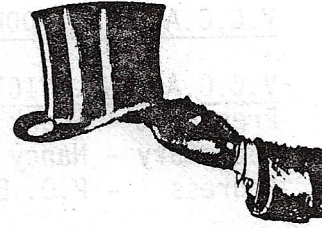
COPY REQUIRED BY FIRST THURSDAY OF MONTH

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President's Message



At the last meeting the reports from the Federal Conference were given and the items that caused most concern to those who attended and those at the meeting was the amount of time taken at this conference in discussing matters concerning VINTAGE clubs - as pointed out by one observer it is unconstitutional to say the least.

Through our membership to F.I.V.A. we are to be concerned with the activities of these clubs but not concerned with the day-to-day activities and should only be concerned when there is a problem, if they need assistance or advice then they should come to the Federal body not the Federal body going to them.

It has taken many years for ourselves and sister clubs to establish the situation of being a leader and organisers of National and International rallies in this country, as well as being held in high regard overseas for our organisational ability and as such we should protect this to the fullest.

I feel at future Federal conferences our delegates should press to eradicate time wasting in regard to the Vintage cars and that the meeting is involved with Veteran affairs as it was duly constituted to do.

- BARRY T. THEW

Mr. Morris Cowley met Lizzie Ford at Albion. He asked Lizzie to meet him that night but she said "It's Willys Knight" but she would Dodge him if she could. He had been a good Rugby player and travelled a good deal Overland and he also had been presented at the International games. They met that night under the Moon; she called him her Star. Their engagement was announced at the Standard. They were married at Plymouth and spent their honeymoon at Cleveland. In due course a Baby Austin arrived who they called their Sunbeam, although they frequently have to speak to him Crossley and Whippet, as he was a Rambler.

V.C.C.A. CLUB ADDRESSES FOR 1983/84:V.C.C.A. INC. VICTORIA

President - Frank Dallimore

Secretary - Nancy Bailey

Address - P.O. Box 1, Wandin North, Vic. 3139

V.C.C.A. NEW SOUTH WALES

President - Barry Thew

Secretary - John Wards

Address - 134 Queens Road, Five Dock, N.S.W. 2046

V.C.C.A. A.C.T. INC.

President - Keith Knight

Secretary - Roger Cross

Address - P.O. Box 394, Manuka, A.C.T. 2603

VETERAN SECTION - SPORTING CAR CLUB OF S.A. INC.

President - Duncan Scott

Secretary - John Wien-Smith

Address - 260 Portrush Road, Beulah Park, S.A. 5067

V.C.C.A.Q.

President - Phil Fletcher

Secretary - Grahame Wilkinson

Address - P.O. Box 204, North Quay, Brisbane, Q. 4000

V.C.C.A. TAS.

President - Robert Deans

Secretary - Brian Cullen

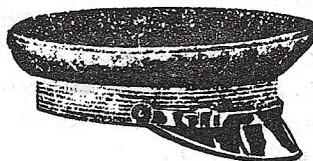
Address - 10 Coolabah Rd., Sandy Bay, Tas. 7005

V.C.C. OF W.A.

President - David Reid

Secretary - Ken Foster

Address - P.O. Box 79, Bentley, W.A. 6102



Events Calendar



1983

Sept. 25 Sunday
SOUTHERN TOUR. See 'Next Events' on Page 6 for information

Oct. 1,2,3 Weekend
V.C.C.A. NEWCASTLE BRANCH TOUR

Oct. 23 Sunday
NAVIGATORS RALLY - Parramatta Area. See 'Next Events' on Page 6 for information.

Nov. 5,6 Weekend
INSPECTION DAY - FIVE DOCK
Saturday 1-5; Sunday 8-12.30

Nov. 13 Sunday
Fishers Ghost Tour

Nov. 27 Sunday
VIC. JACOBS DAY
Crippled Children to Model Engineers at Luddenham

Dec. 16 Friday
CHRISTMAS DINNER - Mischa's Roast & Carvery,
Neutral Bay - \$15 per head, plus drinks

1984

Jan. 28 Saturday - Festival of Sydney Parade

Feb. 4,5 Weekend - BLUE MOUNTAINS RALLY - accommodation
'Everglades'

Mar. 18-25 Veteran Car Club of S.A. - National Hub Rally

Mar. 31 to Veteran & Vintage Silver Anniversary Hub Rally
organised by Antique & Classic Motor Club

Apr. 8

Sept. 16-22 1 & 2 CYL. HUB RALLY - PORT MACQUARIE

NEXT EVENTS :SUNDAY - 25TH SEPTEMBER - TOUR SOUTH

START: Kentucky Reserve,
Henry Lawson Drive (Opp. Bankstown
Airport)

Gregory's Map 53 - B.14

TIME: 10.00 a.m. sharp

B.Y.O. LUNCH

SUNDAY - 23RD OCTOBER - NAVIGATION RALLY

START: Parramatta Memorial, George Street, Parramatta.
Approach from Gasworks Bridge

Gregory's Map 47 - F.4

TIME: 11.00 a.m.

A short tour of historic Parramatta. Come! Enjoy yourself! This will be a different event where you actually visit some historic locations that are not too hard to find and give your navigators a chance to have their name on the club's perpetual Navigator's Trophy.

* * * * *

VALE COL. BRYSON

If we are to be remembered for our sporting activities, our skills, our dress, or just our friendship to others, Col. Bryson, who passed from our midst on August 25th last, must rank - in his demure but spirited way - among those that excel.

Looking back one can recall both Col. and Paula in their sporty red "Empire Raceabout", the skill which Col. applied to its restoration, particularly after breaking the crankshaft on its first outing, and the new shaft he so deftly

manufactured, that returned the Empire to the road, the apparel they wore, that matched the colour of the monocled 1911 veteran and the smiles that accompanied the pair when confronted with friends and strangers alike.

In writing and remembering these things, I am well aware of the disastrous effects the open raceabout, the sun, wind and rain had on Paula's complexion, and have seen the pair smiling through their adversity, when soaked to the skin, but they and their machine made an impression which time has failed to erode.

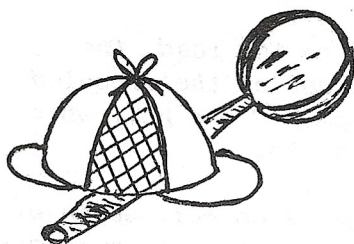
Having a watchful eye for components that would often complete a restoration, Col, some 25 years ago, before setting out on a motoring holiday, was asked by another member (Jack Smith) to keep a lookout for a radiator for his Sizaire-et-Naudin. One night, with the caravan parked in a secluded spot, beside a slab, disused blacksmith's shop, Col. had cause to rise in the early morning hours. Taking a torch to light the darkness its rays fell on the wanted component and much to his astonishment, the radiator was duly delivered to its new owner.

In latter years the 1911 Ford 'T', with its all-weather equipment, gave the protection which one's maturity claims of the elements, but among my photographic collection is one of Col. and Paul, seated in the Empire, where the last rays of the sun have cast their colour-tones, that matched the colour scheme of car and occupants, and now, with deep regret, we must acknowledge that Col. too has driven his last race into the sunset.

- GEORGE A. ROBERTS

* * * * *

ADVICE TO THE 'LADY AUTOMOBOLIST': Dorothy Levitt, well-known pioneer motorist, wrote a little book called 'The Woman and the Car' in 1906. She advised the 'lady automobilist' to carry a little hand-mirror in the tool drawer under the driving seat. This was not only essential to repair the complexion after a drive, but would be found useful - she wrote - to hold aloft from time to time in order to see behind while driving in traffic! Fixed driving mirrors did not come into general use before 1914.



DATING AND INVESTIGATION

A Dating Certificate was presented at the August Meeting and later forwarded to:

Lloyd George and Marion Rodgier HOSKINGS of Brisbane, 'ESSEX FOUR ROADSTER', Model 'A', 18.2 h.p., 1918.

It is a general conception that the 'ESSEX FOUR' is of vintage manufacture and this is true of most surviving examples of the marque. However it has been our pleasure to inform Messrs. Hoskings, through the Honorary Secretary, V.C.C.A. (Qld.) and to issue a Dating Certificate, confirming the production of their Roadster, Serial No. 35413 in 1918.

Publications originating in both the U.S.A. and Australia, printed in the early 1920's, confirm that "Right Hand Drive" Essex chassis produced in 1918 numbered from 35000 to 39999 inclusive. However, had export been to a country other than one engaged in war, the body would probably have originated in the U.S.A. and the style, 'phaeton' and not 'roadster'.

Shipping space restrictions imposed in WWI, for 1917-1918, to allied countries, allowed for vehicles to be forwarded in chassis form and deck-cargo only, hence the roadster body of local construction.

For this period the Queensland importers and distributors were "Queensland Motor Agency", Adelaide Street, Brisbane, and in later years, Dalgety & Co., George Street, Brisbane.

Queensland Motors at this time constructed bodies in their own works, situated in Fortitude Valley, under Works Manager, Mr. Townsend, but contracted also, other bodies, built by

Honeybone & Sweeney, and Peels Ltd., both of Brisbane.

We have been pleased to assist the V.C.C.A. (Qld) in this matter and to confirm the year of manufacture of yet another veteran.

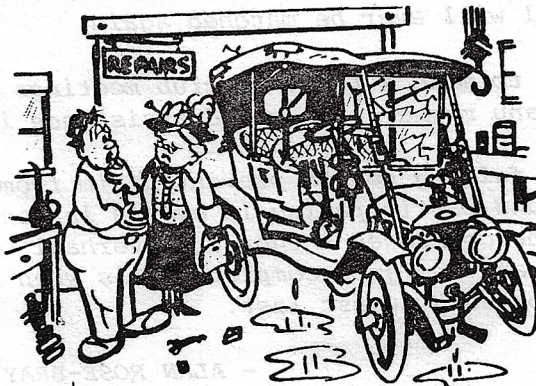
- GEORGE A. ROBERTS

WHEN WILL WE SEE A BELSIZE ON THE ROAD ?

For many years Belsize cars were a major force in the British motor industry and the offerings from the company slotted into every conceivable sector of the market. The image projected by Belsize was essentially that of the substantial, solidly built and moreover, reliable automobile.

The earlier cars could be purchased in two-three-four and six cylinder form, some using identical cylinder dimensions for ease of manufacture and both chain and shaft-driven models were in evidence.

In common with many other companies, Belsize streamlined their range considerably for production after the First World War, concentrating on models in the medium-size class.



"I'm just wondering if it's safe to lay down underneath it!"

History Corner

Col. Bryson will be well remembered by the older members of the Club (actually he was Member No. 50 and his wife Paula - our first lady member and first Social Secretary - is No. 51) for his energy, helpfulness and drive to get things done. Symptomatic of this was his restoration of that rare species the Empire Raceabout which he drove, always accompanied by Paula, in many of the club events.

Finished in red with cream chassis and running gear the car commanded attention and perform it certainly could. Col. drove it accordingly.

Despite the fact that Col. was a highly skilled machinist among other capabilities and most meticulous in his work, the Empire, shortly after being fully registered, broke its two bearing crankshaft during a test run near the White Bay Powerhouse. Being eager to join in the club's activities and faced with the knowledge that the chance of locating another shaft was minimal, Col. designed a replacement, modifying it to overcome the inherent weaknesses which led to its failure. This included increasing the diameter of the journals and pins and casting the bearing housings in bronze instead of aluminium. Then he had a billet of suitable steel drop-forged, turned up the necessary dogs to swing the shaft in the lathe, machined it, had it ground and rebuilt the motor. I doubt whether such enthusiasm, drive and skill will ever be matched again.

Col. was quick to make a point at club meetings and equally quick to help any member who needed assistance in any way.

Unfortunately, failing health prevented him from attending club meetings and participating in events in recent years. Not deterred, he commenced a thorough overhaul of his beloved Empire and had just completed this when he passed away suddenly on 25th August last.

- ALAN ROSE-BRAY
Historian.

PICNIC DAY AT PORT ERRINGHI

Sunday 21st August dawned a perfect day for Veteran Motoring as the 12 veterans and 1 modern who attended this run soon found out. We all met at Baulkham Hills where a Vintage Car Club, Chrysler Club and a group of Commodores were also starting their rallies.

After receiving our well-explained maps we proceeded towards Windsor then on to Ebenezer to the picnic area. What a glorious spot! Right on the river, complete with water skiers, a pond with ducks that the children enjoyed chasing, and old tractors, steam rollers and other machinery for the children's enjoyment, including an old aeroplane with seats and steering mechanism for the children to play in. The adults all enjoyed sitting around in the sunshine eating and talking.

On the way home we all called in to the old Tizzana Vineyard, est. 1887, and marvelled at the lovely old stone building and contents inside.

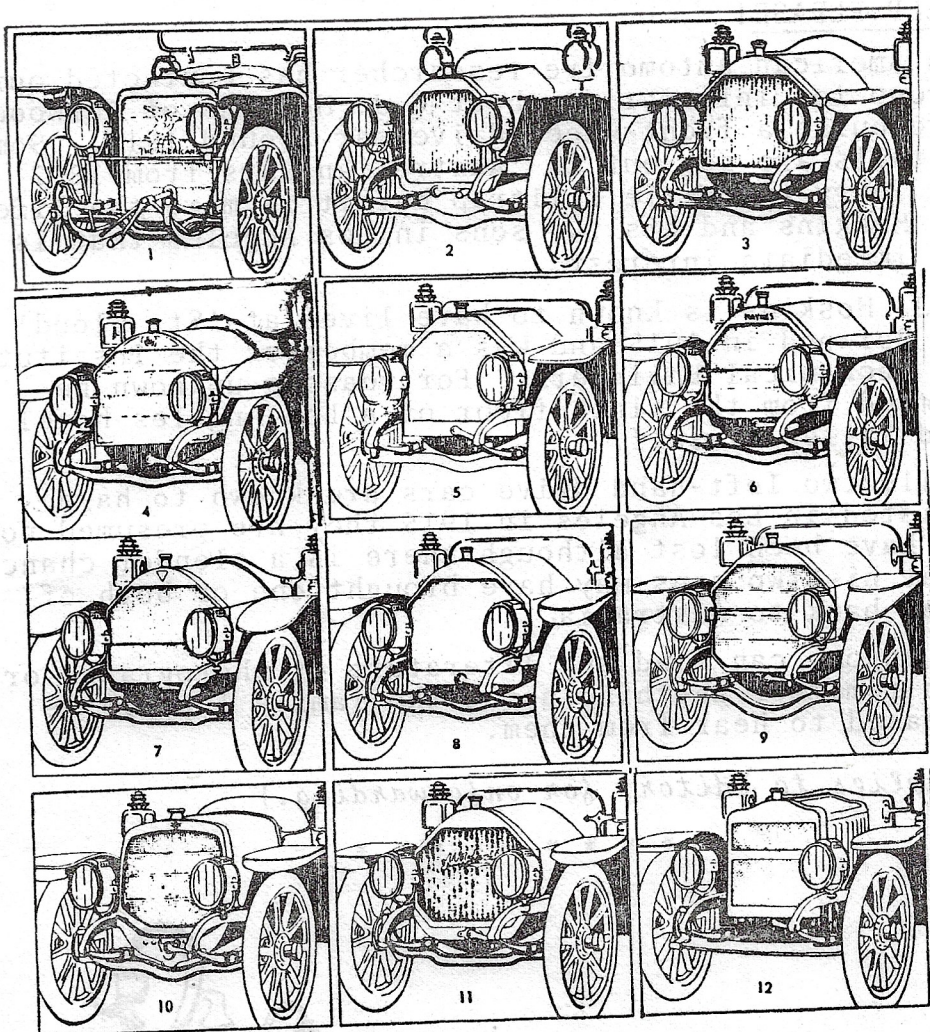
Those who attended:

Michael and Denise Bendeich	-	Chalmers
Keith and Jean Carden	-	Clement Bayard
Jim Eisenhauer and Bill Trollope	-	T Ford
Peter and Robyn Wards	-	Hupmobile
John and Sue Wards	-	T Ford
Ian and Kerrie Steer	-	T Ford
Graeme and Lee Steer	-	Argyll
Dick and Norma Tunbridge	-	T Ford
Reg and Olive Jones	-	Clement Bayard
Cliff Ward	-	Dodge
Jim and Dorothy Wilson	-	Oakland
Bruce Knight & Don & Dorothy Steer	-	T Ford
Roley and Jan Coulcher	-	Modern

- R.W.

* * * * *

DO YOU KNOW THESE 1910 AMERICAN RADIATORS?



ANSWERS NEXT MONTH.

AUTOMOTIVE HISTORIANS OF AUSTRALIAHELP PLEASE!

An American automotive researcher has contacted our Group for information about G.J. Hoskins of Burwood who built a front-wheel drive car around 1915. Some details are set out in 'Australian Cars from 1897' by Terry and Marie Gilltrap but it is more the life of Hoskins and his two sons in Los Angeles that is of immediate interest.

G.J. Hoskins is known to have lived at 'St. Cloud' in Burwood in 1915 and was a member of the Institute of Mechanical Engineers. For reasons unknown he jumped from the ninth floor of a Los Angeles hotel and killed himself.

While two left-hand drive cars are known to have existed in Los Angeles in 1915 they are presumed now to have been lost although there is a slender chance that his two sons may have brought one or both of them back to Australia.

If anyone can find any literature or photographs or can remember anything about the family I would be pleased to hear from them.

(Replies to Editor, for onforwarding.)

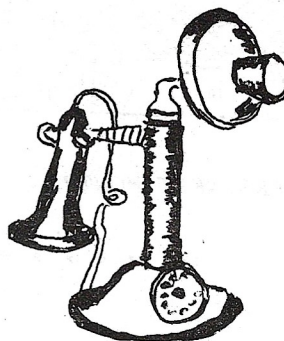
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"Hello, Hello!"

"Is that you?".....

"Didn't see you at the meeting".....

"Oh! You had a cold".....



"News! "Well, I bought my tickets to see 'Kitty and the Bagman' what's that?"....."You can still get seats - ring Sandy Roberts and she'll keep them for you"....."Yes, then collect them at the next meeting"....."I've been wanting to see the movie too"....."all our members' cars"....."won't it be fun spotting them on film. What! you can't hear me"...
"Actually I'm eating a sandwich"....."Port wine jelly".....
"Peter Wards was selling these jars of jam"....."at the meeting, of course"....."such fun labels"....."lovely gifts for those 'hard to give presents to people'"....."this port wine jelly is called 1909 Vauxhall Sump Oil; then there is 1903 Reo Chain Grease (strawberry jam)"....."Yes, and 1912 T Ford Gearbox Goo and that's blackberry jam".....
"No, I haven't tried the others yet but apparently the committee had jam and scones and cream at their last meeting and enjoyed them"....."No, John Ward's wife Sue made the scones"....."Well committee meetings can't be that dull after all."....."The profits?"....."go to the Building Fund!" "I say, you must have a look at the big beam now in place through the committee room ceiling"....."for the new club room roof"....."Yes, it's amazing to think that the building is so well under way."....."The film, after the tea break?"....."It was very amusing about McClure's Lures, and a fishing contest between a young dapper barrister driving an Alvis and McClure in a beat-up Vanguard.".....
"driving all over New Zealand"....."North and South Island. Catching fish in selected waters"....."I think Michael Bendeich is going to show another film at the next meeting."
....."Oh yes, it makes a good finish to the evening."...

....."Must go now"....."wash and polish the car for the next outing"....."southern tour"....."See you at the next meeting. Bye."

* * * * *

M - I - N - D - S - T - R - E - T - C - H - E - R

Solution to No. 22

TEASE FOR TWOS

$$(2 \times (2 + 2 + 2 + 2 + 2 + 2)) + 2/2 = 25$$

No. 23

STARTS AND STOPS

The dots in the brackets below represent a three-letter word that can stand by itself. When it is added to the letters at the left they will also form words and when added to the letters on the right, yet more words will be formed.

Can you guess the linking word?

SW-		-OUR
F-		-LET
AL-	(. . .)	-Y
H-		-S
CH-		-ADA

* * * * *

HANDY HINTS

IF YOU WISH TO STRAIGHTEN AND SALVAGE OLD COPPER OIL, GAS, OR VACUUM LINES FROM YOUR CAR, FIRST ANNEAL THE TUBING BY HEATING SHORT PORTIONS OF IT AT A TIME IN A BLOWTORCH OR PROPANE TORCH FLAME TO A POINT WHERE IT WILL BARELY GLOW IN THE DARK. UPON COOLING, THE PORTION OF THE TUBING HEATED WILL BE RENDERED SOFT AGAIN. IT IS NOT NECESSARY TO ALLOW IT TO COOL SLOWLY - THE PART CAN BE QUENCHED IN WATER IF DESIRED TO SPEED UP THE COOLING.

BRASS AN ALLOY OF COPPER AND ZINC; ALSO WORK HARDENS, SO BRASS PARTS MAY BE SIMILARLY ANNEALED BEFORE WORKING ON THEM TO REPAIR OR STRAIGHTEN. HERE, SPECIAL CARE MUST BE TAKEN TO AVOID OVER-HEATING PARTS WHEN ANNEALING. GET THE TEMPERATURE A LITTLE TOO HIGH AND YOU RUN THE RISK OF MELTING A HOLE IN THE PART. ANNEALING WILL RENDER THE PARTS QUITE SOFT, SO TAKE CARE WHEN HANDLING OR POLISHING ANNEALED BRASS PARTS SO AS NOT TO DENT THEM.

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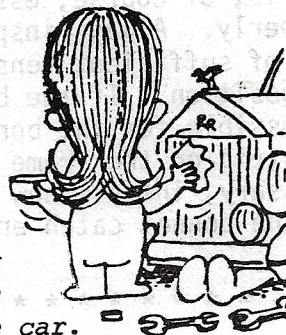
REPORT FROM JANUARY 1911

At last the long-looked-for and prophesied reduction in the price of tyres has arrived and amounts to about 15 per cent. On July 1st all the tyre-makers raised the price with the exception of the Michelin, who did not raise until September 6th. The reduction went into effect December 1st, the Michelin Co., however, notified tyre consumers November 16th that this reduction would take place. This was made possible by the easier tone which the rubber market has had for some time, crude rubber in London dropping 14 cents in three days to from \$1.38 to \$1.40 per lb. While this is far from the 69 per cent figure which prevailed in February, 1908, it is much better than the \$2.68 figure which rubber reached in its skyrocket climb last summer.

* * * * *

love is

....helping
him restore
his vintage car.



BONNET FITTING

Proper bonnet fitting is secured by adjustments of the radiator tie rod that runs forward from the dash to support the radiator, and the bonnet hinge rod bracket in which the centre hinge rod of the bonnet rests on the cowl. First loosen the bonnet hinge rod bracket on the cowl, then see that the bonnet does not bend at the bottom where it rests against the bonnet filler strip, and adjust the radiator tie rod so that the distance between the bonnet hinge rod bracket and the small supporting fork on the radiator shell is equal to the length of that portion of the bonnet that rests between these two supports. Then draw the bonnet down on either side and fasten the bonnet catches.

If the lower edge of the bonnet extends too far past the leather strip in the cowl and does not cover the leather strip in the radiator shell, lengthen the radiator tie rod to push the radiator outward and so change the angle between the radiator and frame. If the lower edge of the bonnet extends over the leather strip on the radiator and draws away from the cushion strip at the top of the cowl, shorten the rod. If the lower edge of the bonnet is too far forward on one side and too far back on the other side, the bracket should be moved, slightly toward the side that is back too far.

Often slight bending of the bonnet will correct faults where the bonnet does not fit down on the radiator shell or the cowl. If bending is required it can easily be determined on inspection. The bonnet may be bent by pressure of the hands. Never attempt to use a hammer or mallet to form the bonnet. It is, of course, essential that the bonnet catches operate properly. Always inspect them and see that the springs are of sufficient tension to draw the bonnet down to its proper position. If the bonnet bends at the bottom it will be impossible for the bonnet to pull it down. Adjust the bonnet strip on the frame so that the bonnet is free, and if necessary, install new springs in the bonnet catch, or replace the bonnet catch entirely.

* * * * *

Advertisements



WANTED - ITEMS TO SUIT 1910 FORD 'T'

Headlights, parklights, tail light, horn, acetylene cylinder, robe rail.

Prefer Jno. Brown items but would accept E. and J.L.H. firewall mount bracket (10½" long), D.R. 4 magneto, rear door lock and hinges 5-5/8" long, Kingston coils (or parts).

ITEMS TO TRADE FOR 1910 FORD LIGHTS & SPARES:

- One only Jno. Brown 85 parklamps (1911 Ford)
- 1 Pair 1915 Ford headlights
- 1 Pair 1915 Ford parklights
- 1 Pair 1916 Ford headlights
- 1 only 1916 tail light
- 1 Pair Dreadnought parklights (incomplete)
- 1 only Dreadnought tail light
- 1 Pair 1913 Ford P & J 66 lights
- 1 only 1913 Ford E & J headlight
- 1 only 1913 Ford brand headlight
- 1 only 1913 acetylene cylinder
- 1 only 1914 acetylene cylinder

ADVERTISEMENTS (CONT'D.)ITEMS TO TRADE (CONT'D.):

- 1 Pair 1914 Ford parklights unbranded (Jno. Brown style (rust)
- 1 Pair Model F C.A.V. brass bell shaped electric headlights
- 1 only Lucas King of Road fork mounted electric headlights (lens adjustment at rear of lights)
- 1 only Jno. electric light bell shaped fork mounted
- 1 pair fork mounted electric lights B branded with forks
- 1 only solar headlight Model 156
- 1 only brass and steel 1914 Ford park light (unbranded)
- 1 only H and B acetylene generator
- 1 only H and B fork mounted acetylene headlight (suit small car)
- 1 only Dietz park lamp (kero)
- 2 only motor cycle headlights
- 1 square style park lamp (make unknown - solar?)
- 1 pair Depence kero park lamps
- 1 only Depence tail lamp
- 1 only Smith fork mounted electric headlight
- 1 only 1914 Ford tail light (incomplete Jno. Brown)

BOB TREVAN - 22 City View Drive, Lismore. 2480

'Phone: (066) 21.6389 (H)

