



Spit and Polish

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

Hon. Editor and Editorial Address—

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EDITORIAL

The Management Committee extend to all Club members and their families sincere Christmas greetings and good wishes for a prosperous New Year.

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(How about some articles for the January issue, members?)

- GEOFFREY LEHMANN

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MEETING REPORT:

The Monthly Meeting was held on 26th November at the H.C. Sleigh Amenities Room. At this meeting there was discussion concerning the disposal of Veteran cars to members outside the Club. The result of this was that a certain definition of terms is desirable, and that in the first place, 'this Club' particularly, refers to the N.S.W. Branch of the Veteran Car Club of Australia, but in general, it also refers to other branches of the V.C.C.A.

Apparently, both R. Heher and G. Sevenoaks were both of the impression that the Rolls was bought by a Queensland member of the V.C.C.A. They had seen his collection of Veterans, and in Queensland no separate number plate is issued to cars of members of the Club. It has been suggested that a stronger position generally be taken by Club members concerning this matter, in order to maintain and strenghten the Club.

There was also correspondence received from the Montagu Motor Museum concerning the sale of some books that were offered earlier in the year. The surplus of these can now be purchased at a much reduced rate. The Secretary has the details.

Investigation and Dating Committee reported on activities. They were unable to finalise several datings that they had been working upon, as they required further information both from the owners, and also from many sources of documentation possible.

Members' attention was drawn to the fact that both Inspection Day and their Registration dues were at hand.

The Treasurer was pleased to be able to report that quite a few members had made the last minute decision to stay with the Club. There was also information that Westcott Hazell had a box of old gaskets, and it was suggested that the Club obtain these if they should be required in the future.

After the meeting Jock McGowen showed some particularly interesting slides from New Zealand; George Roberts showed some of his recent Outback tour in Queensland, and in all, it was a very interesting night.

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RESTORATION OF 1914 MODEL M GRANT

Hunter Thomas of Georgetown has recently completed the restoration of his Grant, after about three years' work.

He was greatly assisted by information given from Frank Wilson Oliphant, M.D., of Mount Vernon, Indiana, U.S.A. He sent in many pictures and diagrams and measurements himself. He is the owner of a 1914 Model M, reputed to be the 7th, whilst Hunter Thomas's is the 9th of that model.

The car has a sporty two-seater body. It has an electric starter motor, and a dynamo for the headlights. However, the sidelights and tail-lights are kerosene burners.

The engine is a conventional four-cylinder rated at 10 horsepower. Ignition is by magneto and the inlet and exhaust manifolds are an integral part of the cylinder head.

The carburettor sits low near the sump with a long tube leading to the inlet manifold.

The engine has a dry sump and lubrication is by drip feed, using a total loss system. The car uses about a quart of oil in 100 miles.

The only instrument in the car is the drip-feed gauge under the bare dashboard. This varies the quantity of oil going into the engine. What does not drip out of the outlet in the sump is blown out of the exhaust pipe.

The gearbox is part of the differential, the main shaft of the gearbox forming the pinion in the diff. The tailshaft runs from a cone-clutch on the engine-flywheel back to the gearbox.

A remote control operates the two forward speeds and the reverse.

The Grant has brakes only on the back wheels, internal expanding shoes for the hand-brake and external contracting for the footbrake.

The differential internal parts had to be made, the hemisphere being machined from a solid block of steel.

The most painstaking job was the construction of a new windscreen and supports. It took three months' steady work and was made up of 62 separate pieces of brass.

The restoration, never a job for the fainthearted, was made more difficult by the fact that the Grant car factory was destroyed by fire in 1916 and all records lost.

When production began again, only six-cylinder models were made till the firm went out of business in 1923.

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VAUXHALL 30/98

Ron Palmer has sent in the following cutting from an "English Motor" issued before World War II:

"Here is a letter written by L.H. Pomeroy who was the Father of the Famous 30/98 Vauxhall. Pomeroy was at the time of the designing of the 30/98 Vauxhall, Assistant Engineer of the Company and during the absence of the Company's Designer and Engineer he had the opportunity of proving his ability. Although the 30/98 was first produced in 1913 it was not until 1920 that it was marketed as a stock car. The preliminary tests were so successful that Pomeroy and Hancock who had raced many Vauxhalls decided that they would deliver the car to Mr. Higgenson themselves. They gave the 30/98 full throttle and it touched 80 miles per hour.

There were only about 270 30/98's of Pomeroy's design produced. The following is Pomeroy's letter:

'As the designer and producer of the original 30/98 Vauxhall, I have been very interested in reading the friendly comments on this car which have appeared recently in your correspondence columns. It occurs to me that some of your

readers, at least, may be interested in the historical aspect of this car, which was originally built to the order of Mr. J. Higginson, of Stockport.

I remember very well meeting Mr. Higginson at the Manchester Show at the latter end of February, 1913, and being asked whether I thought I could design a car to beat his old 80 h.p. De La Buire which, during 1912 had put up some of the fastest times in English hill-climbs, and to deliver it in 10 weeks for the Wadham Fells Hill-climbs. With youthful enthusiasm I assured him that this was a perfectly practical thing to do, and, to my great satisfaction, I was entrusted with the job. The basis of the design was an enlarged 25 h.p. Vauxhall engine and a lightened 16-20 chassis to run all out without failure for about one and a half minutes, this being sufficient to climb the longest competition hill. Thus the 25 h.p. block was bored out to 98 mm. and the crank-webs stretched under the steam hammer to give the maximum stroke (150 mm) consistent with a few thousandths clearance between the connecting rod and the camshaft. The result was a car which, with a four-seated body, weighed in at the foot of a hill at 19 cwt. 4 lbs.

The engine developed 98 h.p. on the test bed and was christened the 30/98, as being reasonably euphonic. It was delivered to Mr. Higginson the day before the hill-climb, in which it put up the fastest time with a large margin to spare over the six-cylinder Grand Prix Sunbeam, which put up second fastest time but suffered from avoirdupois.

During the remainder of 1913 and, in fact, up to the war, the car put up consistently fast hill-climbing performances, and after the war became part of the regular line of models of Vauxhall Motors, although it was then graced with an overhead-valve engine, and later on with four-wheel brakes, although I am not too sure that the additional weight which grew on to the car during this period did not somewhat offset its hill-climbing abilities, although it possibly made it a better all-round car.

Incidentally, it is of interest to note that the clearance between a piston and the top of the cylinder on the original 30/98 was about 1/16 in., so that it may, possibly, be regarded as a prototype of the modern high turbulence head.

L.H. POMEROY."

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NUMBERS AND MAKES - VETERAN CAR CLUB OF AUSTRALIA, N.S.W. - 1964:

| <u>No.</u> | <u>Make</u> | <u>No.</u> | <u>Make</u> | <u>No.</u> | <u>Make</u> | <u>No.</u> | <u>Make</u> |
|------------|------------------|------------|---------------|------------|---------------|------------|----------------|
| 1 | Alldays & Onions | 6 | De Dion | 1 | Mercedes | 1 | Rutenbur |
| 2 | Argyll | 1 | Delahaye | 1 | Metallurgique | 1 | Spyker |
| 2 | Armstrong | 1 | Diatto | 2 | Metz | 1 | Sharron |
| | Whitworth | | | | | | |
| 1 | Austro Daimler | 3 | Dodge | 4 | Minerva | 1 | Sizare Naudin |
| 3 | Austin | 2 | Empire | 3 | Mitchell | 1 | Stoewer |
| 1 | Baker | 3 | FN | 1 | Maxwell | 2 | Star |
| 1 | Bedelia | 1 | FL | 2 | Napier | 2 | Studebaker |
| 4 | Benz | 9 | Fiat | 1 | NAG | 1 | Siddeley Deasy |
| 3 | Berliet | 31 | Ford | 1 | Otav | 3 | SCAT |
| 1 | Belsize | 1 | Franklin | 4 | Oldsmobile | 1 | Straker Squire |
| 1 | Brasier | 1 | Grant | 8 | Overland | 2 | Talbot |
| 1 | Brennabor | 1 | Hillman | 3 | Oakland | 1 | Tarrant |
| 4 | Brush | 2 | Hudson | 3 | Panhard | 1 | Vulcan |
| | | | | | Levassor | | |
| 3 | BSA | 6 | Humber | 1 | Packard | 4 | Vauxhall |
| 8 | Buick | 1 | Humberette | 1 | Pope Tribune | 1 | Vinot et |
| 9 | Cadillac | 9 | Hupmobile | 2 | Rambler | | Deguingand |
| 1 | Calthorpe | 4 | International | 10 | Rolls Royce | 4 | Wolseley |
| 2 | Chalmers | 1 | Le Zebre | 17 | Renault | | |
| 2 | Clement Talbot | 1 | Locomobile | 1 | Reo | | |
| 2 | Daimler | 1 | Martini | 2 | Rochet | | |
| 4 | Darracq | 1 | Mereweather | 1 | RCH | | |

BRIGHTON TOUR 1965

Once again it was a very dull day, however no rain fell during the tour and the members who attended had an enjoyable time. The lunch break at Garden Island on top of Flag Pole hill was on a nice grassed section with an uninterrupted view of Sydney Harbour - the best picnic spot we have visited yet. After lunch we were taken on a conducted tour of the Island with a look at the Aircraft Carrier "Melbourne", also the "Supply" in dry dock, which was having a new propeller fitted.

The following cars and crews started at North Sydney:

| | | |
|----------------|----------------|------|
| L. Leresche | Renault | 1909 |
| J. Cooper Sen. | Renault | 1909 |
| G. Daley | F.N. | 1908 |
| J. Dance | Talbot | 1908 |
| P. McKeown | Austin | 1909 |
| W. Hardman | Daimler | 1909 |
| V. Jacobs | Ford | 1912 |
| L. Deimel | Maxwell | 1908 |
| L. Sykes | Humberette | 1913 |
| R. Jones | Oakland | 1913 |
| A. Rowe | Fiat | 1912 |
| A. Colburt | Crossley | 1912 |
| T. Mitchell | Ford | 1912 |
| A. McLeod | Star | 1912 |
| T. Cook | Rolls Royce | 1912 |
| A. Garthon | Delahaye | 1914 |
| G. Green | Rolls Royce | 1914 |
| A. Craze | Buick | 1912 |
| R. Craze | B.S.A. | 1912 |
| J. Naylor | Austro Daimler | 1912 |
| D. South | Overland | 1912 |
| M. McCarthy | Rolls Royce | 1910 |
| J. Jeffries | Locomobile | 1914 |
| K. Moss | Cadillac | 1912 |
| L. Sheen | Humber | 1912 |

The Events Committee wish to thank all officials who helped us on this day, the Lodge Trophy will be presented at a later date to the winner.

INSPECTION DAY.

This year the inspection was held at Fullers Bridge, it being a nice warm day a lot of crews brought along a picnic and barbecue lunch and so made a "day" of it. Humberette hogged Channel 2 T.V. News which showed a good selection of the cars being inspected on the News on Monday night. One Studebaker turned up not an hour but a week late.

POINTS SCORE

The following three cars have taken points off their Handicap Score this month: A. Rowe, J. McGowan, R. Marshall.

The Handicap Point Score now stands at:

| | |
|-------------|-----------|
| A. Rowe | Nil |
| J. McGowan | 30 Points |
| G. Burton | 40 " |
| A. Grellman | 50 " |
| S. Rumble | 20 " |
| P. Garwood | 50 " |
| R. Marshall | 10 " |

DATES TO REMEMBER

January 30th, 31st, February 1st, 1965 - Anniversary Weekend. South Coast Tour - Sydney, Wollongong, "Inverary", Sydney.
February 21st. Concourse D'Elegance and Concourse D'Etat Judging 1965.
March 20th and 21st - Annual Katoomba Rally.

Events Committee -
Len Sheen
Roy Farrell
Ken Moss

FOR SALE:

Veteran and Vintage Car Books available at the Kirby Book Company (Automotive Book Company), 405 Pitt Street, Sydney - opposite People's Palace.

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Two 30 x 3½ tyres, tubes and wheels, £5 each, complete.

N. Godley,
114 Dunmore Street,
Wentworthville. ('Phone: 631/3659, Business)

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REVS. AND BACKFIRES

By Len Masser

To Mine Friends and Mine Enemies -- and those who are about to sue me. May I become horribly trite and wish all the members and their wives a wonderful Christmas and may the dough roll into your pockets in the coming New Year, and on second thoughts, may you discover a Veteran in the bush that is given to you, and doesn't need much restoration, and is the only one in the world, gorblimey!

BIG DEAL! S'matter of fact 2½ tons of it. Der Fuhrer, George Green, tried out his 6-cylinder 40/50 h.p. Delauney Bellville on the week-end. This ex-1st World War staff car is capable of 70 m.p.h., which is a decent rate in anyone's language. Lead-foot Green bashed around Castlecrag much to the open-mouthed amazement of the local millionaires, as this area is so too, too Rolls Royce and George looked so plebian sitting up in the un-upholstered monster.

Laurie Sykes was seen at Braidwood recently lacing his whisky with coffee at 6 ack emma. Was up there to collect the remains of a 1911 Star and I'm told that the radiator was burnished to a high finish from cows rubbing up against it. Might be an idea! Keep a cow in the garage and the brasswork would be forever bright. There's udder ways besides Brasso apparently.

Ken Moss goes into hospital this week to have a stone removed from his kidney. I wondered what the rattling noise was when he was dancing at the Dinner. After this he should be pretty right as he had his radiator cleaned about a year ago - they must have forgotten to remove the thermostat. What about Barrs Leaks, Mossie?

Looking over the cars at the Annual Inspection I'd say that the worst serviced bombs were Greg. Daley's F.N. and Jim Simpson's B.S.A. Their hearts are in the movement but not in the yakka attached to it. I thought the steering column on the F.N. was on the universal joint, it was so loose, but was pleased to see that Jim had cleaned out the passion pit in the Beeza. How doth the busy little bee delight to bark and bite!

Did you get a load of the Renault on the B.P. ad. on telly? Meiouw!!! pssssss...

THE JACK JEFFREY STORY: What gives with this boy? Restores his cars to absolute world standard and then, bingo, they're gone. Never seen so much care lavished on vehicles. Must be that the Volkswagen are laggin'. Charles Lloyd Jones got the Hispano and promptly wrecked the diff. I'm told. Wonder if he can afford to have it repaired? Watch David Jones' share list as I think he would have to flog a few to pay for that lot.

Lionel Erratt has now got Jim Turner's Darracq, and so, with his Styker, completes the team of the picture "Genevieve".

The 64-Dollar Question Department: Who is the mystery man that George Sevenoaks got so hot under the collar about at the last meeting and why didn't he stand up when the bone was pointed at him? I watched George's histrionics with bated breath, but alas and alack nobody stood up and said: "'Twas I". Choose your weapons, gentlemen.

Hope springs eternal..... Received an insulting epistle from Bob Baxter who told me that a character called Les Dove (that's how I deciphered the name) at Grafton is restoring a 1911 Caddie. Apparently all he needs to finish it is wheels, front axle, lights, engine, body etc. I'm sure Mr. Dove will be cooing rather loudly when he finally lays his claws on the bits, so if you have some stashed under the house, let him know and watch him wing his way down.

Speaking of Cadillacs - there's quite a bevy of the beasts being worked over. Alan Rowe with his rare 1908 has just about got the chassis finished. He's got a body but no lights. Keith Carden (no relation to John) has got the diff. in the kitchen, Les Dove, whom I mentioned before, Roger Berghuffer and, of course, the redoubtable Moss. Can't think of anything worse than a mass of boiling Caddies strung along the road. You poor, twisted children.

Do I smell a nigger in the woodpile? Our hardworking Treasurer seems to be holding back his Hupmobile till next year to cop that contentious trophy, I mean the one for the best-restored vehicle of the year. Seems as tho' he mooted this idea and it also seems as tho' he might win it. A little bird told me that the car has been finished quite a while, but you know these pot-hunters, they work in mysterious ways.

Went to the Annual Christmas Dinner held on Satterdee night. Wot's up with all the old-timers of the Club? There was a definite dearth of familiar faces. It must be that they are all becoming tightwads and as this get-together is only held once a year, don't tell me they can't afford 50/-. The Social Secretary did a good job and when I spoke to her she was downing a big plate of plum pud and seemingly enjoying it. At the risk of being shot down in flames, I don't think that kids should be at this sort of show. A picnic - yes, but not a dance.

Your Editor, the Herr Doktor, deserves a better deal than he gets from the rank and file of the Club. He has a permanent winge about the lack of correspondence from members. There must be somebody who can write, as even a State school teaches one the rudiments of that art. I have never seen such a mob of slackers in my life. They can all sit back and criticise, but ask 'em to do something and zoom-m-m - they're gone! I also like titbits (orright, orright) of news and me 'phone number is 666/8415.
