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







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

134 QUEENS ROAD, FIVE DOCK, 2046

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CLUB MEETING DATES 1972-73

	1972		1973	
AUGUST	Thursday	24th	FEBRUARY Thursday	22nd
SEPTEMBER	,,,	28th	MARCH "	22nd
OCTOBER	"	26th	APRIL "	26th
NOVEMBER	,,	23rd		24th
	1973		JUNE "	28th
JANUARY	n	25th	JULY "	26th





PATRON:

His Excellency.
The Governor of NSW
Sir Roden Catler.
VC, KCMG, KCVO, CBF

NEWSLETTER OF THE VETERALI CAR CLU OF AUSTRALIA (NSW)

Vol. XIV, No. 8

TABLE OF CONTENTS

Opinion	70 0
Perent of I	Page 2
Report of January Meeting	3
Correspondence	4
Social	6
Steering Column	
	7
How it all Began, in 1885	9
The 1910 Hunt Special	12
Investigation	15
V.C.C.A.	
Advoration	15
Advertisements	18
Spokes in the Wheel	19
Advertisements	
	20

COPY REQUIRED BY FIRST THUESDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH 134 QUEENS RD FIVE DOCK 2046



This is the month of Concours competition and the time of year when we should see all the top veterans cleaned and polished to their utmost. At this event we can wander around and criticise the various restorations and learn of their various faults and appreciate the work that each entrant has put into his own car. During this event last year I was with a party complimenting Ron Craze on his new look for "Beeza" and the "Manual Dexterity" employed to make it look so good. Upon which he solemnly assured us that it was not a Spaniard who applied the spit and polish, it was the son of a neighbour. He also asserted that he paid him handsomely with two circuits of the block seated in the ejection seat of B.S.A. and if the lad would have made a better job he would have reduced it to one circuit. While ever we have members prepared to employ non-union labour at such generous rates we will be blessed with industrial tranquillity.

We all like to restore our cars to certain ideals, but the following snippet is included for our "race-about" types - it is from a letter written to me by an anonymous American: "To take the case of my own 1921 Model T Ford which was voted 'the best improvement upon the original design' at our local meet at Crossed Wires, Idaho, recently. Stage one of my restoration was to rebuild the car o original, including 74 coats of hand-rubbed lacquer and buttoned, maple syrup tanned doe hide upholstery. Then in my pursuit of authenticity, I actually had to purchase 9 similar models so that I had enough good re-usable nuts and bolts of the correct type. In stage two I progressed to the improvements which included the fitting of a twin-ratio electrically operated overdrive, increased the compression ratio to 17:1 and devised disc brakes and slicks to cope with the extra go and stop desired and required. Naturally I manufactured a set of dual sealed beam quartz-halogen headlamps to fit in the original shell etc.; all this in pursuit of originality and a gold cup."

Now we know how the top guys do their winning bit overseas we can look carefully at the concours entrants of our top guys, Messrs. Vanstone, Roberts, Marshall, East, Jeffries and Sykes etc. and see how to restore with decorum.

January's meeting always gives city members the opportunity to meet several of our country members and interstate visitors who make their annual migration to Sydney town. It was a pleasure to meet and swap small torque with Jim Ewett of West Wyalong and 1908 Diatto fame. With Jim was John Cherry from the Abermain Police Station who owns a 1916 Chevrolet, 80% of an 1903-05 Wolseley and a 1914 Ford to be. Also present was a very interesting husband and wife team of Norm and Lyla Morley of sunny Townsville where Norm is Captain of the local Vintage and Veteran Motor Club.

(Continued on P.3.....

Norm is outstanding for two reasons, (a) he owns a 1917 T Ford which proves he is extremely brave and (b) even though Norm is totally deaf he has an amazing ability to lip read and converse with little difficulty and - he must be a decent type because he likes old cars.

It would be appropriate to make the function of the January meeting Country Members' Night and get as many of our country members as possible to attend! Any letters to support this idea?

REPORT OF JANUARY MEETING

The President opened the meeting and welcomed our Country Members and Interstate visitors. IT WAS TERRIBLY HOT AND HUMID.

A letter was received from the Committee which organises the Annual Waratah Parade informing us that the 1973 Parade would be on 25th October to coincide with the opening of the Opera House and would probably be part of these celebrations. (It would be appropriate to see the Renault of "Melba" fame on this parade.)

The President thanked those members who donated various "objet d'art" and showed the gathering the type of name plate that would be fitted to each item donated. At this point a half a dozen or so petrol and oil tin fronts were donated by our country member Jim Hewett.

Len Sheen gave a run down on the 1973 Blue Mountains Rally to be held on 24th and 25th March. All starters received a \$15 refund of expenses incurred during the Stocks and Holdings run to Gosford. If you are contemplating going to Bowral for the Easter Run, could you ring Victor Jacobs as soon as possible and inform him of your accommodation requirements.

Added to the Calendar of Events will be a "Long Legs" Rally in September. The 1973 Inspection Day will be combined with Children's Day in November. IT WAS HOTTER AND MOREHUMID.

New Members. Tom Wilson (ex Malaysian and Singapore Vintage Car Register and V.C.C.A. (Vic.) has joined us with his very nice 1913 Wolseley

Andy Douglas has joined the club with not one but two Hupmobiles of 1915 and 1917 vintage.

Mal Cohen, a former full member of 10 years back, with a Minerva, has rejoined as as associate and will be representative member for Crookwell.

Richard Gisitis from Wollongong was also accepted as an associate member. The President welcomed our new members and hopes that they will become active within club affairs.

Social. Gladys King reported on the coming barbecue to be held at 6 p.m. on 24th February at Jim Eisenhauer's Hacienda - 9 Lancaster Street, Collaroy and would you please ring her on 522.7108 if you are going. "No, No Nanette" will be the big night on 30th March and again could you make your reservations through Gladys on 522.7108 as soon as possible.

Registrations. It was reported that 150 registration renewals had been arranged and 6 cancellations received.

David Berthon also suggested that Club Plate V.C.001 be displayed in the Club House with Ron Grant's permission because this plate was issued to Ron as No. 1 Foundation Member.

TOO HOT AND HUMID TO CONTINUE.

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WANTED: A DONATION OR NEAR THEREOF, AN OLD TYPE CEILING FAN/S (BUTCHER'S FANS) FOR THE CLUB HOUSE. URGENT!

CORRESPONDENCE

"Congratulations to Paul Butler for a most sensible and down-to-earth comment in last month's SPIT AND POLISH, on the brassware problem.

A club such as ours, small in number and made up of such a variety of vehicles, should have some system of assisting those who are not only restoring early cars but those as well that already have cars on the road, to locate parts. The avenue for assistance at the moment is the advertisement section of SPIT AND POLISH. I would favour V.C.C.A. sponsored swap meets but for some reason the N.S.W. Club does not go along with this.

I attended a lamp swap meeting held in Melbourne by the Victorian section of the club back in last year and it was, to me, an eye boggler! Never have I seen so much brass, out on display, and all either for swap or sale and everyone so friendly! Of course, that is what it should be.

Problems arise at such functions and in the veteran atmospheres generally as to value of items, especially brassware. A true value, so a Real Estate friend says, is that figure gained at a properly advertised auction. If that is the case then I am no better off seeking an answer. Take the now-famous Endeavour Auction - brass lamps went as high as \$70 and \$80 and yet similar lamps at the Steers Auction brought conservative amounts. I purchased a Lucas 724 brass side lamp in complete good order for \$17, yes, seventeen dollars and a Lucas tail lamp for \$7 at Steers. Never, not even in the junkiest of junk yards, have I ever been able to buy a Lucas tail lamp for as little as \$7.

So who is complaining?

Guess I am - as in the past I've paid as much as \$75 for a single side lamp so I could make up a pair.

However, back to the case in point. Perhaps another assisting avenue would be the talked-about list of members' swaps, or stock-pile of parts. Also of leads.

(Continued on P.5......

Correspondence, Cont'd.

For example, I know of the remains of a F.W.S. truck, minus engine and gear box, just waiting to be picked up for spares. It means nothing to me but could be handy to the fellow in the club with an F.W.S. In fact, here is the information:

A Mr. Joys owns some property in Carters Road, Grose Vale, and apparently comes up on weekends. The F.W.S. is on the fire trail near the old mill at the back of his property and is accessible from the Bowen Mountain end.

I would be more than happy to list my spares and my brass lamp collection in such a publication. Also information on tradesmen and specialists I have found satisfactory during the restoration of my cars as, goodness me, it would have saved so much time, effort and frustration getting things done had there been a club list.

Sincerely,

COLIN PARKER"

"Sir:

Recently we wheeled Bentley into the open air after 12 years on blocks. Naturally the reappearance of the car drew spectators, whose comments ranged from the ecstatic to the ribald.

We cleaned the points and started up on the petrol which was in the tank.

The sound of a Bentley never offended anybody's ears, but the smell!! The crowd dispersed and some of our neighbours have not been seen since. We drained the tank of the bright green petrol and then discovered the dreaded "gunk".

I was still wrestling with the "gunk" problem when Jim Sandy promised me extracts from SPIT AND POLISH correspondence by Adrian Garrett, Peter Kable and others who discussed various types of solvents. In the meantime I chose to clear the "tarry" substance from the petrol lines by the use of hydraulic pressure and discovered to my surprise that the substance was susceptible to the Water Board's most excellent solvent at the price of 20¢ per thousand gallons!

I simply filled the tank with water, allowed to stand overnight and drained it out. I have a large patch of dead lawn.

I then discovered a very hard layer of "varnish" which appeared to have accumulated during a previous lay up and found this softened by soaking in water but not sufficiently to dissolve. A steam pipe in the tank for a few hours solved this problem and the tinning is as clean as it was 49 years ago.

Does anyone know a good cure for water in the petrol system?

PETER T. SWAN, Illawarra Vintage Car Club.

SOCIAL

Congratulations to Olive and Reg Jones on becoming the proud grandparents of an 8 lb. 5 oz. grandson.

Rita and Bill East celebrated their 48th wedding anniversary on 25th January.

Smooth sailing to Enid and Les Deimel who are off on a cruise to Suva this month.

The response to our barbecue night on 24th February is disappointing as I write this I have the grand total of 10 starters. Come on, now, we must be able to do better than this.

Correction to address for barbecue: Moira and Jim Eisenhauer, 9 Lancaster Crescent, Collaroy, 6 p.m.

Have a full quota for "No, No, Nanette" for 30th March. Tickets must be paid for at February meeting.

O.T.C. Night, 20th March. There is a limit of 40 people for the inspection which begins at 6.50 p.m. sharp at the Overseas Telecommunications Centre, Oxford Street, Paddington. Supper will be provided after the tour at 9.30 p.m. Remember, limit 40.

GLAD KING

WANTED

OFFICIALS FOR THE KATOOMBA RALLY. This is

ideal way for members without mobile cars to

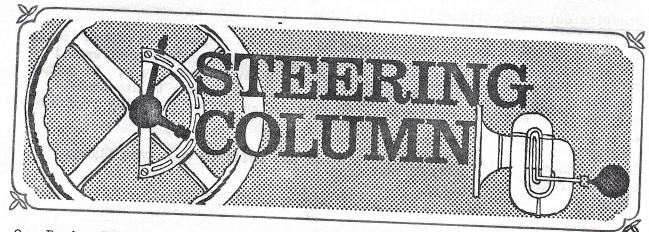
meet fellow members and get the feeling of

veteran motoring. URGENT!

CONTACT: J. BOURKE - 533.5625

L. SHEEN - 42.4198

AS SOON AS POSSIBLE



Our Roving Reporter was driving down a back street in beautiful downtown Redfern when, out of the corner of his eye, he spots a familiar Blue "Post Korean War" Morris Minor, number plate prefix KS??? It was "parked" with both n.s. wheels up on the footpath, from under its mag. coachwork protruded a pair of legs. Our newshound screeched to a halt, backed up to see what was a "foot". Out from under the Post Korean War Blue Morris Minor crawled our well-known Vice-President, clad in a singlet and clutching in his greasy hand a twisted up wire coat hanger.

"What's up, Doc?" sez our roving reporter, always on the lookout for a "scoop".

"Only a broken clutch-rod" (a fault with this particular marque). "I can repair any car with a bit of wire". Too true! He has been "tieing up" his veterans for years.

"Oh!! It's you??" cries a voice from deep within the P.K.W.B.M.M. "Suppose this will be in the next issue of SPIT AND POLISH?" "TOO RIGHT!" laughs our roving reporter.

The big question is what was our Events Director plus Hilda doing in a back street in beautiful downtown Redfern? Planning the Historic Tour of Sydney?

Can any member help Joyce and Neil Lewry. They have a double problem, their eldest daughter Yenda is growing at the rate of knots, almost 5 ft. 6 in. at 8 years old, whilst Mandy, their youngest, weighs only 32 lbs. at 5 years. Their dilemma, how to fit them on a Veteran Rover Motor Cycle for the next Katoomba Rally?? One wag suggested making a side car out of Yenda and sitting Mandy on her for "ballast".

What do you think? Write today "Joyce and Neil's Problem", C/- SPIT AND POLISH.

The "Hurstville Rotarian" is back in the news (some people will do anything to merit a mention in this hallowed column). It seems our hero decided it was about time he gave his 1914 Rover M.C. a run, so, too, with much noise and smoke our hero blasts off down Cambridge Street, Penshurst, does a flying quarter in about 100 secs. and returns to his Rover Agency, when, alas, Arthur

Steering Column (Continued)

Van Prang excels himself. Up the ramp he goes - no brakes - no clutch (calls out where's Len Sheen and his wire coat hanger). Gear shift stuck, wammo! Straight into a box trailer. Did this stop our hero? Not likely. He pushes the box trailer into a couple of Jap motor cycles belonging to his staff. Our hero's foreman reckons Arthur went whiter than the prime minister of South Africa.

Sam's comment: "wish he would ACT his age and stick to restoring Flying Standard Tens."

Some more New Year Resolutions:

- 11. Vic Jocobs vows he will attend at least one veteran car club monthly meeting. (P.S. Members are forgetting what he sounds like.)
- 12. Carl Bliim and F.W.D. will stop "hogging" the limelight.
- 13. Bob Trevan will find a 1914 Model T.SQ. coil box (metal).
- 14. Neil Martin will finish his 1918 Model T Phaeton which he has been "restoring" over the last, seems like 20, years.
- 15. Jack Dance from now on will only answer 'phone enquiries about Veteran cars, not Vintage junk etc. (Don't blame him after 800 Vintage calls and only one Veteran call).

How could one not notice Jeff Vanstone's beard. It puts Max Welch!s. shame. Jeff shouldn't suffer from chapped cheeks on the Katoomba Run.

Val Cross smokes roll-your-own cigs. Jim swears she learnt the knack riding bareback, looking backwards and shooting Indians. Yep, fellow cowpokes, Val watches a lot of T.V. Anyhow - give me a Winchester.

Val watches a lot of T.V. Anyhow - give me a windlester.

THE BIG SHIFT. Yes, we finally moved the book-cases that Geo. Green donated to the club. It pane's me to tell you that we dropped one of them and broke a glass door. The Committee would like to thank Jim and Val Cross and Barry "Rhubarb" Garth for their help.

HOW IT ALL BEGAN, IN 1885

(Taken from 'Malaysian and Singapore Vintage Car Register Monthly Magazine", October 1972)

Eighty-Seven years ago, in a converted greenhouse at Cannstatt, Germany, a 51 year-old inventor was working on a machine which was to revolutionise transport: the world's first motor cycle.

The problem facing Gottlieb Daimler in 1885 was that he needed an internal combustion engine light enough, small enough and powerful enough to propel a relatively light vehicle. The engines of his day were big, heavy, slow-turning and fueled by gas from a main.

So, to liberate the engine from the gas main and make it mobile, Herr Daimler looked to petrol. And to increase power output and improve power-to-weight ratio, the German inventor aimed at higher rpm.

It sounds simple today, but in 1885 no one knew how to vaporise gasoline and ignite it quickly enough to produce more than a few hundred revolutions a minute. What Herr Daimler needed was a better carburettor and a better ignition method.

The carburettor Herr Daimler invented was ingenious. In a tank two-thirds full of petrol he floated a doughnut-shaped cylinder. The centre hole was cone-shaped and into the bottom of that, where it narrowed, he fastened an air intake pipe.

Thus, as the cylinder floated up or down with the fuel level, the pipe moved up or down inside. The tube was closed at its lower end, but perforated just above that point.

FRESH AIR

Each time the engine's piston sucked a charge out of the carburettor, fresh air was drawn down the intake pipe. It bubbled out of the holes near the bottom of the pipe and up to the surface of the fuel enclosed by the cylinderical float.

Now an explosive vapour, the air pushed its way out of the cylinder around the edges of the baffle plate. It rose through a wire-gauze the into the reservoir, from which it was drawn into the engine each time the inlet valve opened.

The carburettor included a gas gauge and a pressure-relief valve. A rod indicated the fuel level by riding up and down on the baffle plate. A spring-loaded relief valve on top of the reservoir opened if a backfire through the carburettor raised the pressure dangerously.

COMPLICATED

Herr Daimler now had a carburettor that made explosive vapour rapidly, stored it for instant use, kept vapour and fuel separate, and prevented raw gas from splashing into the combustion chamber.

(Cont'd. P.10....

"How it all Began" Cont'd.

Electric spark ignition had been tried but had failed, and gas engines were still using an exterior flame with a complicated series of valve-activated chambers.

Since the storage batteries of that day were too heavy and the gas-engine ignition system did not permit high compression ratios or high rpm's, Herr Daimler took another track.

He knew from a previous experience with gas engines that a charge could be ignited without a spark or flame. Self-starter or self-ignition it was called and many a headache it had caused by always happening too soon in the cycle. Herr Daimler decided to turn a liability into an asset - AND SUCCEEDED.

RED HOT

His solution, after endless tests was to insert a thin-walled tube into the cylinder between the valves. The tube was closed on its outside end, which was kept red-hot by a Bunsen gas burner. As the piston compressed each charge part of the mixture entered the hollow tube and was ignited.

So did the idea of motorising the most difficult vehicle, the bicycle. If he could power one of those with his new lightweight engine, people would plainly recognise its universal usefulness.

Using oak and iron for reinforcing, the inventor bolted together a "bicycle" frame. It was neither pretty nor comfortable, but it worked and proved Herr Daimler's thesis that an engine could propel a vehicle.

FIRST RIDE

Paul Daimler, the inventor's son, actually rode the new motor cycle on November 10, 1885. Today a 1.9 mile trip from Cannstatt to Unterturkheim and back would not raise an eyebrow or cause the rider more than a few minutes effort. But for Paul Daimler it must have been a time-consuming and sometimes frightening job.

First he had to light the Bunsen burner under the ignition tube and wait for it to get white hot. Then he had to crank the heavy engine over with the handle on the right side of the crankshaft.

When the engine fired he climbed aboard, his feet resting on the floorboards - also controlled the raising and lowering of the two supportwheels.

His heart must have beat faster as he grasped the control handle, a wooden spoke set in a metal drum. Pushing the handle forward tightened the brake cable; pressing the brake shoe against the metal rim of the rear wheel. Pulling the handle back tightened the clutch cable; which moved an idler pulley upward and tensioned the drive belt.

"How it all Began" Cont'd.

SMALL PULLEY

The bike must have lurched forward as young Daimler eased back the control handle. The transmission belt was turned by the small pulley on the crankshaft pulley. On the countershaft itself was a 16-tooth pinion gear in mesh with a 96-tooth internal ring gear bolted to the spokes of the rear wheel.

As the 26-inch, iron-clad wheels clattered along the streets and the single-engine chuffed steadily at 700 rpm, Paul Daimler must have exulted. He had raised the wheels and was bowling along at seven miles an hour. The front wheel jiggled from side to side with each rock and rut, causing young Daimler to hang on grimly to the short handlebars that turned the tiller.

As he headed up a hill, the engine began to slow down as it took on the extra work. As the hill became steeper the engine laboured harder, then suddenly picked up rpm's as the friction drive connected to the crankshaft pulley began to slip.

The elder Daimler had arranged for the drive to slip before the engine could be stalled. Paul dropped his support wheels and pushed forward on the control handle, simultaneously dropping the idler pulley that tensioned the transmission belt and pressing the brake shoe against the rear wheel rim. With some pushes from the awed but sympathetic bystanders, Paul started up again.

There was less of a problem later when the intrepid motorcyclist began rolling down a hill. The engine sped up at first, then slowed as another of Gottlieb Daimler's engenious devices came into play.

The exhaust valve was mechanically opened by a pushrod worked by a double cam groove in the outer face of the left-side flywheel.

When the engine speeded up too much, a centrifugal governor switched the cam into a circular path so that it no longer opened the exhaust valve. With the exhaust valve closed, no new charge could enter the cylinder and the engine slowed down.

When it had slowed enough, the governor switched the cam back to its normal operating groove and the exhaust valve opened and closed as before.

Paul Daimler's ride proved his father's point, but it did little for the sport of motorcycling.

Herr Daimler tried to convert his motorcycle into a powered sled, but this was unsuccessful. There were so many fields to conquor, that the older Daimler put the motorcycle aside and began work - on a boat and a fourwheel carriage. And for 10 years nothing was done to produce a motorcycle that could be sold to the public in quantity.

AT A GLANCE: The specification of Daimler's motorcycle.

Engine: Four-stroke, 264 cc single cyl.

Bore x stroke: 58 x 100 mm

Power: 0.5 bhp at 700 rpm Gearbox: Two-speed, leather belt &

pulleys primary; pinion and internal ring gear final

Gear ratios: Ignition:

1st, 12 - 1; 2nd, 6 - 1 Bunsen burner # # # # # # DIMENSIONS:

Wheelbase: 103 mm (40.6in)

Wheels: Front & rear, 66 mm (26")

Seat height: 90cm (35.5in) Weight: 90kg (198 lbs)

PERFORMANCE:

Max. speed: 7.5 m.p.m.

THE 1910 HUNT SPECIAL

In the early 1900's many vehicles were produced and a large number of people obviously had faith in the new horseless carriage but were probably very frustrated in their efforts to keep it mobile in the poor conditions they had to encounter.

One man by the name of William Hunt decided the conditions where he was driving were so bad that he would have to build a car of his own design to cope with them.

William Hunt and his brother Clarence were sons of a doctor and spent their early years tinkering with boat motors and a few cars around the San Diego area.

In 1904 a representative of the Ford Co. came to town and contacted the Hunt brothers who were the only mechanics in the are. "The Hunt and Hunt Automobile Specialist" garage was established but only one car was sold in two years, although the brothers were kept busy repairing and designing engines. They took an order for a special light truck to be used by a baker in establishing a delivery route. The Hunts put together odds and ends a baker in establishing a delivery route they asked the baker to test drive to make the vehicle and when it was finished they asked the baker to test drive it. He paid the bill, drove off and they never saw or heard of him or the truck again.

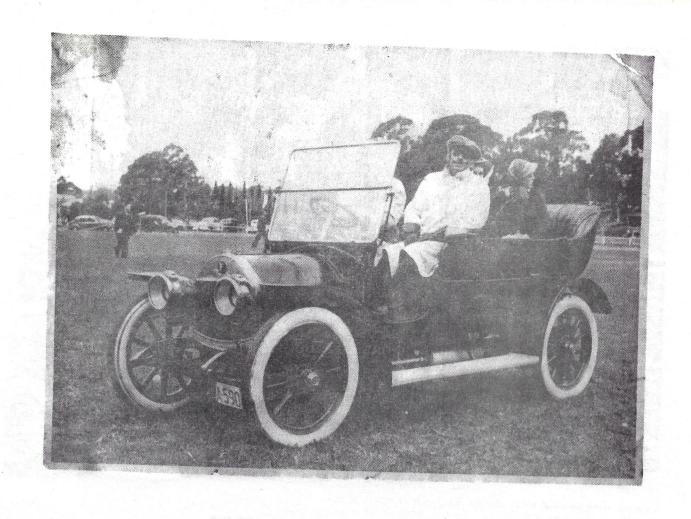
The brothers then acquired a pair of two-cylinder Winton motor cars, a red one and a green one. With these cars they started a business taking sightseers to Tijuana, Mexico, as well as other local points of interest. The business flourished especially when real estate developers interest. The business flourished especially when real estate developers moved in and hired the cars and drivers to carry prospective customers to view land opportunities. More vehicles were purchased (two Chicago Motor Vehicle Company 12-passenger "Tallyhos"). But as all good things come to an end, so did the land sales. One major real estate agency purchased the Wintons to use themselves and reduce expenses. The cars were used less than a week before being stored away for lack of competent operators.

Then came what looked like a real promotion but the fast talking gentleman involved was soon seen to be more talk than money and the Hunt Broswere finally given two new Mason Motor Cars in lieu of cash.

The Brothers were still doing automobile repairs and hiring out as chauffeur-mechanics to wealthy car owners.

One of the employers was a Mr. Arnie Babcock who was a wealthy cattle rancher who lived 40 miles south of Enseneda Mexio and because he was suffering from tuberculosis and had business to attend to in San Diego, needed to be driven quite frequently. Clarence Hunt first took on the chauffeur job for about a year but it interfered with his home life. William then took the job and Clarence returned to the machine shop.

The roads were shocking and cars would not hold up to the strain and Arnie's cars needed practically constant repairing. Each time a car



SCENE: BOWRAL CELEBRATIONS IN 1952.

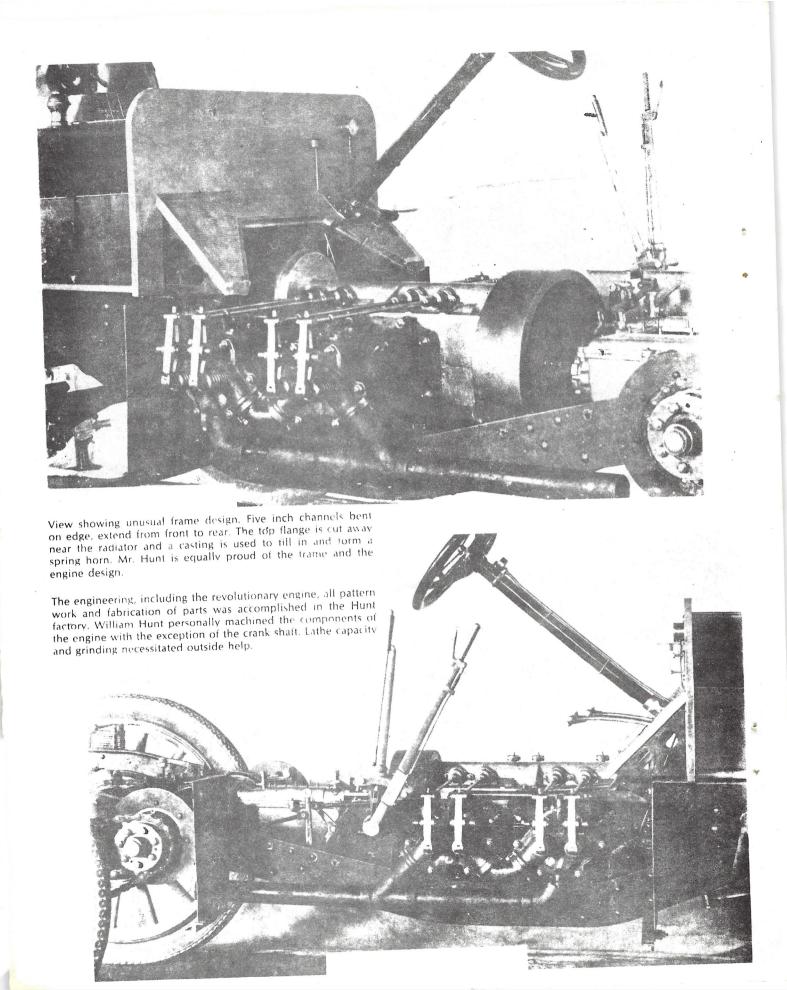
Moustached camouflaged gentleman - Frank Craze, daughter Beverly in rear seat. The car was on loan from Colonel Macarthur of Camden Park, Camden. Frank had Assurance connections with the Macarthurs and obtained the loan of this F.L. for the celebrations.

The car was original, including the white walled tyres. It only needed a pull to start.

At Camden Park there was an old Norwegian whose job it was to look after the cars, and he regularly ran this F.L. each month and kept it dusted and cleaned.

Frank drove it from Camden to Bowral and return.

Frank did not think that the Macarthurs would ever part with this car, hence it slipped through his hands, but it is now lovingly looked after by its present owner George King.



The 1910 Hunt Special (Cont'd.)

broke down, Arnie blew his top because no one could build a car strong enough to stand up to the strain. It was during one of these trying times that William remarked that he could build such a car. Arnie didn't say anything for about five months till a two-cylinder Buick gave up completely. William reconfirmed his belief that he could build a car. Arnie supplied the money and William returned to the drawing board. (The result: see photo).

The design criteria was basically thus. 60 in. track to fit wagon ruts, 18 inch centre clearance to miss rocks and high road centres, lowest possible centre of gravity to withstand severe sideling roadways and approx. equal weight distribution on the four wheels. Mr. Hunt's personal objectives were complete freedom from clutch problems, frictionless bearings throughout, extreme stamina, plenty of power and speed.

During the construction of the car Clarence was killed in a motor accident while driving a doctor on mountain roads inland from San Diego on October 19th, 1909. William continued and the Hunt Special was road-tested in 1910.

Mr. Arnie Babcock died of tuberculosis ten days after the test run. He had invested \$16,000 in the car but never rode in nor viewed the completed car.

Several months passed before his widow made disposition of the vehicle. Meanwhile, William continued his efforts to complete the car and make certain changes and improvements.

Mrs. Babcock sold the car to a Mr. Baker, a bachelor, who operated a tannery in partnership with a Mr. Madden. Baker never learned to drive the car properly and couldn't remember to take the hand brake off until smoke or smell alerted him. Madden had two sons who started driving it out to a gold mine he owned carrying material. On one occasion a cloudburst occurred while they were returning home. They suddenly came upon a washout some two foot deep and about six feet wide. There was nothing to do but try to jump it. The result was a car with the front spring and axle assembly wiped out.

They somehow got the car back to National City where Hunt rebuilt it. Safety links were added at that time to stabilize the axle in the event of a broken front spring.

The Madden boys grew older and wilder. They loved to put on demo's of the Hunt's fine performance characteristics on the main street of Ensenada. They would race the engine, drop in the clutch to see how far they could jump the car or spin it and meet any challenge to race. That's how and when it happened: The clutch held beautifully, but the transmission blew up. That was in 1916. Again Mr. Baker came to Hunt with the pieces. The transmission was a purchased assembly but the New York Factory could not supply a new one because of the war.

The 1910 Hunt Special (Cont'd.)

The Hunt was then stored in a small building behind a grocery store in Enseneda. Mr. Hunt went on with other projects including aircraft engines and automated fish filleting machines. Some are still used today. Mr. William Hunt was still alive two years ago at the age of 93.

A Horseless Carriage Car Club member, Mr. Lonnie Reed, tracked the car down in 1951 and in 1955 finally purchased it. They had to move tons of accumulated items to get the car out through the many doors as three extensions had been built onto the original grocery store, and the building was used as a store.

The car is now owned by Joe Straub of California who is fully restoring it with the help and advice of the maker, Mr. William Hunt.

The car did everything Hunt had designed it to do. Rough roads deeply rutted covered in snow and mud were no trouble, likewise loose sand. The car was quite capable of being driven at 60 m.p.h. across ploughed ground. This car is a good example of what a bit of thought will achieve to beat a problem that comes along. A pity more manufacturers even today should choose to conform to the so-called trends prevailing and not start from scratch to achieve the best result.

HUNT SPECIAL specifications:

5-passenger touring
4 cylinders, horizontally opposed
5 inch Bore
5 inch Stroke
Ball Bearing mains - 3
Ball Bearing camshaft
Overhead valves
Removable valves
Removable cyl. heads
Air starter

Double chain drive
43 x 5 tires (33 rims)
Right hand drive
Magneto ignition high
Tension K & W
Three speed transmission
Internal expanding clutch
Dry sump engine
4 channel oiler
Schebler carburettor
115 inch wheel base

WANTED

The return of all books that were borrowed from the club library. Could you please search your bookshelves for same.

NOTICE

Closing date for the KATOOMBA QUIZ has been extended to 9th March so keep scratching those heads!

INVESTIGATION

George Roberts Max Roberts

1. THOMAS STARK WILSON (New member)

25 Billarga Road, Westleigh. 2120

Wolseley Torpedo Tourer, 4 cyl. Model C6, 16/20 h.p. 1913

PASSED.

Mr. Tom Wilson has transferred from Victoria where he was a member of the V.C.C.A. Vic. and brings with him his beautifully restored Wolseley. He found the car and restored it in Malaya some 18 years ago, before making his home in Australia. It is most original and fully equipped, except for a divers helmet tail-lamp which one day he hopes to find.

2. ANDREW DOUGLAS (New member)

24 Union Road, Auburn. 2144

Hupmobiles (two) Tourers, 4 cyl. Model "N", 17 h.p. 1915 and 1917

PASSED.

Both vehicles are virtually complete and considerable restoration work has already been achieved. Although the chassis frame of the 1917 model was seriously corroded when found, the car was mobile and driven home. This frame is to be replaced. Mr. Andy Douglas's carefully restored, vintage Sunbeam Tourer is an excellent example of his craftmanship.

V.C.C.A.

WHO KNOWS?

Letter No. 1

2 Stone Street, Toowoomba. 4350

Dear George:

I am writing to you hoping you can give me some information on an early 2-cyl. Star. I have just got the remains of one which seems to me to be older than the 1907 model belonging to Ed. Uebergang of Wowan, Q'ld. Ed's Star has chain drive to the wheels where the one I have appears to have had flat belts to the wheels. The radiator is different; mine has a coil like the early De Dion, I think. It also had auto-inlet valves and a bore, approx.

I cannot find an Engine No. to give you. It has a tubular front axle, angle iron chassis runners with a full length steel plate on one side of a wooden runner.

(Continued on P.16....

V.C.C.A. (Cont'd.)

I hope you can help me from this description. Also if you could let me know of anyone with a similar model.

NEV. DORMAN.

Answer No. 1

49 Blake St., Dover Heights. 2030 2nd January, 1973

Dear Nev:

In reply to your letter seeking information about an early 2-cyl. Star, I am not sure to what extent I can assist you from the rather meagre details supplied. However, I can tell you that in 1902 the Star Engineering Company was producing two 2-cyl. models. The smaller of these, a 7 h.p. car, had a bore and stroke of 3½" x 4½", while the other of 10 h.p. measured 4 1/8" x 5½".

Assuming the remnants you have located belong to the 7 h.p. Star (the cylinder bore of which is nearest in dimension to the 3 3/8" approx. that you quote) then it is possible the car was manufactured between 1902-04. The external appearance of this car was not unlike De Dion, as it was designed with a coal scuttle bonnet and a coil radiator as you describe. The chassis was also of the flitch-plate type but the final drive was by chains, "not belt".

For your information, no Star ever produced featured a flat-belt final drive, although the primary drive on all models up to 1901 was obtained by this method. These cars were powered with a motor of one cylinder only and were based on Benz design with the motor at the rear. Suspension front and rear was by full elliptic springs. The steering column was vertical.

The basis of the 1902, 2-cyl. Star design was Panhard and this design continued unaltered through 1904. It was fitted with semi-elliptic springs, front and rear, also a sloping steering column and four-spoke steering wheel. The pedals were piano type. Brakes were provided on the counter shaft and rear wheels.

Should you wish to send me photographs of the vehicle it is possible I can be of greater assistance.

Yours sincerely,

GEO. A. ROBERTS,

Research Historian, V.C.C.A. (N.S.W.)

(Continued on Page 17.....

V.C.C.A. (Continued)

Letter No. 2

Dear George:

Thank you for your letter on Star.

After my letter to you I wrote to the "Star Register" in England. They have replied to inform me I have a 1904 7 h.p. Star, or I should say, the remains of one, bore 3½" x 4½". Sorry about the flat belt pulleys on the countershaft, I have found out they were put on when it was used for corn picking.

I think I have found enough of this "Little Star" to make it an interesting challenge to try to restore it and have a true veteran. I will be needing some parts for it and would welcome any help available.

I was told by the boys in England that L. Vinall of S.A. has a Star similar to mine. I will be looking for a rear axle assembly, steering box and column, also front and rear dumb-irons.

Once again thank you for your letter.

NEV. DORMAN

Answer No. 2

10th January, 1973.

Dear Nev.:

Since it is established (reference your letter of today) that you have the nucleus of a 7 h.p. Star, circa 1904, perhaps some details and specifications, further to my letter of January 2, will assist.

The car was known as the 7 h.p. "Little Star". It has a two-cylinder engine, with the cylinders cast in one piece, atmospheric inlet valves easily removable and a fibre and brass gear-wheel on the camshaft carries a governor which acts on the throttle subject to control of the accelerator pedal. The 2-1 timing gears are exposed and the engine which runs at a normal speed of 800 r.p.m. is carried on an agle-iron underframe. The gear-box floats on the countershaft and has ball bearings throughout.

A direct through-drive to the level on the countershaft is obtained in top gear. The outer ends of the countershaft run on double ball bearings and they are fitted with 12 toothed chain sprockets for final drive. The frame is of armoured wood or flitch-plate over ash timber side members and is supported by four semi-elliptic springs. The hubs of the road wheels run on ball bearings. Worm steering is employed, the steering column passing through the dash for additional support.

(Continued on Page 18.....

V.C.C.A. (Continued)

Answer No. 2 (Cont'd.)

The brakes on the rear wheels are internal-expanding type and a similar metal to metal brake is mounted on the countershaft. A belt driven mechanical lubricator is fitted and a circulating water pump is used in sonnection with the coil radiator. This radiator is mounted above the chassis and forms the front of the bonnet. Eight gallons additional water is carried in a tank which is situated immediately below the 4 gallon petrol tank under the seat. Beneath the water tank is the exhaust box.

Body styles are either two-seater or rear entrance tonneau. Upholstery is diamond pattern pleated leather with springs in the squab only.

Mr. I. Phazackerly, a founder member of the Royal Automobile Club of Australia and an early Sydney car dealer, owned a 2-cylinder Star in 1903.

> GEO. A. ROBERTS Research Historian, V.C.C.A. (N.S.W.)

ADVERTISEMENTS

1911 Maxwell 4-cyl. Unrestored complete chassis, some FOR SALE:

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Fully restored 1919 T Ford Roadster, price on application. FOR SALE:

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Brass veteran Lorraine Dietrich radiator.

ALL IN QUITE GOOD ORDER.

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old Music boxes, hanging kero lamps, old guns, Edisons, antique furniture, coins, in fact, almost anything in the antique line.

Also available, some 30 or so enamel garage signs - many of them double-sided.

COLIN PARKER, Let me know your wants -"Mount Pleasant", Kurrajong. Sydney STD 045.71422 We welcome back:

SPOKES IN THE WHEEL

Official Newsletter of the Veteran Car Club of Australia (N.S.W.) - Newcastle

February Monthly Editor: Sandy Holmes

(Abridged Version)

MEMBERS' DOINGS:

New member Gary Dibley has done a fantastic job with reconstruction of the chassis and undercart of the little Adler, ex-Ray Thomas. Pityhe has had to come to a virtual halt on its restoration due to lack of information on, and pieces for, this most interesting little motor car, which could well be the only surviving example of its type anywhere. Gary would no doubt be very appreciative of any information etc. on Adlers which might assist him to carry on the good work. His address is 140 Ocean Street, Dudley, N.S.W.

Cone clutches are well-known for slipping propensities, less well-known for refusing to disengage. George Adams would like to know how to convert a sticker, to a non-sticker without a slipper.

In cold storage, awaiting attention as future projects ("give us time etc.") are various delectable vehicles. Quickly to mind come:

Peter Adams with Argyll Don Barker with Ford racing car Ray Thomas with Buick Howard Hughes with Buick Sandy Holmes with Adler

plus others.

May they all successfully undergo the pangs of rebirth.

FIFTY BOB:

A very interesting article on the Vauxhall car, A210, will be published at length in a later issue of SPIT AND POLISH.

FOR SALE: F.N. Shooting Brake 1911, 4-cylinder. For health reasons

Chris Broadbent is reluctantly putting up for sale his well-known, reliable and eye-catching F.N. Price on application to Chris.

at 14 Lilian Street, Glendale, N.S.W.

WANTED: By Chris. A four point magneto with revolving magnets,

for cash or swap.

WANTED: 1923 Ford Model "T" motor in running order with engine number

up to C.450,000. Contact - DON BARKER,

12 Myall Rd., Waratah. 58.3786

EDITOR: Sandy Holmes PUBLISHER: Don Moffat,

124 Macquarie St., Merewether.

(CONT'D.) ADVERTISEMENTS

AVAILABLE ALL STATES

I have the following available in preference I would rather swap for twin Renault parts. As I have enough nearly to build two.

1908 Baby Hupp motor 1914-16 Sunbeam gearbox 1916 Maxwell motor and gearbox Veteran motor similar to Mercedes 1915 Buick motor Renault gearbox late Vet. or early Vintage 4 cyl. Reo motor

1918 Buick gearbox

Radiators - Standard, Friswell, Delage, Bullnose, Morris, Berleit, Belsize, Riley, Chev., Dodge, Gray, Essex, Minerva

Carbys 50 odd brass ones including 4-ball Kingston, 1897 Welsh etc. Lights 1 pr. brass P and H and 1 odd one, P & H tail-light, pair brass Hojacker gas headlights

Rollert kero sidelight, dreadnought sidelight

l pair brass Deitz dainty sidelights

l Deitz brass tail-light

2 Lucas sidelights brass, 1 small, 1 large

Several m/cycle gas headlights

Solar brass tail-light H & B sidelight

Magneto SU2, Simms, Thompson & Bennett, 2 cyl. Bosch, ZEI, DR4, DU4, El9, ZU4, DU1, El8, FU4B, Splitdof 449, several Eisemans, several Lucas

Would like to get a 961 H & B gas headlight, set of pedals for twin 7-9 Renault or any parts.

MAX J. KROGH, la Pollock Lane, Gympie, Q'ld. 4570

(Note: Above details were hard to read - spelling may be inaccurate.)

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Featuring:

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- * Stem or Rear Mountings
- * Club colours (N.S.W.) Yellow and Green National Club Colours Light and Dark Blue

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