

SPIT

AND

POLISH



N.S.W.

NEWS

OFFICE BEARERS
1961/62.

The Veteran Car Club of Australia, (N.S.W.), founded 1954.

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Secretary:	Mr. Jack Dance
Treasurer:	Mr. Jack Garwood
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SPIT AND POLISH

Volume 111 No. 1

JULY, 1961.

Editorial

Dear Member,

This is the first issue of "Spit and Polish" in it's new cover and under the new Committee, in fact with this issue your magazine begins it's third year.

Much time and trouble has been taken to make the magazine even better, and we hope that you appreciate the efforts made, we also hope that you will write and let us know what you think, your views either constructive or destructive will be appreciated.

All articles that you send in will be acknowledged, and also we will advise you when we think they will be printed. If you want your article or photo back please let us know, otherwise they will go to the Club library.

The magazine will now be produced every two months, and we will try to make it more interesting for you. More photos will be included and articles of interest, from readers and overseas journals.

If we think that you as a member can help with an article we will write and ask for your help. When you receive our letter please come forward with your best effort. Two such articles appear in this issue, one from Jack Garwood and the other from Norm Strack in Victoria.

The article on the Armstrong-Whitworth is done as an experiment, most members know the technical details of the cars, but few know the history, if you like this type of article, please let us know. Perhaps you could do an article on your own car, this is your magazine, please help fill it with articles.

An interchange of articles, For Sale Items, etc., has been arranged with Interstate Clubs and we feel this will help to give the magazine a national flavour. Magazines both here and in other Countries

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are welcome to copy any article we may print, but please give us the credit, by mentioning "Spit and Polish". If we copy any article from your magazine we will most certainly mention where it comes from.

After you have read this, the first issue of the new Spit and Polish, write to the Editor and express your views, we will print them in brief for you, the address: Post Office Box 77, CAMPERDOWN, New South Wales, Australia.

Best Wishes,

Jock Mc Gowen

Hon. Editor,
"Spit and Polish"

PUBLICATION DETAILS

As mentioned the magazine will be published every two months, next issue September, then November, January 1962, March, May etc., the publication date will be about the middle of the month.

The closing date for information to be printed in the Magazine will be the end of the month preceding the issue. For example: the next issue will be out about the middle of SEPTEMBER, information for printing must be in by the end of AUGUST.

Information for Spit and Polish may be telephoned to 43-6363 but unless Geoff Lehmann is present no discussion can take place over the telephone, to help us please use the Box Number.

One last and important point, the Editor will not be available for telephoned discussions during business hours, so please do not make efforts to contact me, once again use the box number.

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PRESIDENTIAL MESSAGE

The Hon. Editor,
"Spit and Polish",

Dear Jock,

Our new Editor has asked me to put pen to paper.

I would like to wish Jock success in his most difficult task. Remember members this is your magazine, give your Editor the support he deserves.

On looking over the past history of the Club, we have been most fortunate in the selection of our Office Bearers.

Over the past three years under our retiring President, Alan Rose-Bray, we have gone from strength to strength. The result is that we have one of the leading Car Clubs in this State and remember this has been achieved in a short 7 years.

Looking to the future we do not want to rest on our laurels. Your present executive committee is virile and anxious to improve our Club, you as members can help by showing a keen interest in Club doings, without your support we can not hope to prosper.

In conclusion I would like to thank all our affiliated Interstate and Overseas Clubs for their interest in our activities, and the warm welcome extended to our members when visiting them.

Yours faithfully,

George
(G. W. Green),
President,
V.C.C.A. (N.S.W.)

RETIRING PRESIDENTIAL ADDRESS

The year that draws to a close this evening has been a particularly important one from the point of view of our Club.

If we look back over the years to the early formative stages, two major aspects, I feel, are prominent. On the one hand, the Club naturally lacked any tradition whatsoever. We tend today to overlook the fact that of recent years we have grown to accept the concept of two major rallies each year, and it is difficult to realise now that when the Club started we did not really know where even to conduct a rally. The Club was completely without precedent in this respect. Minor runs were certainly held and the nucleus of the present day Brighton Rally was in evidence with the early events commencing from Brown's Wharf, Woolloomooloo, and ending more or less at Brighton proper. Still, there was a lack of cohesion in thought as to any proper programme of events.

This lack of tradition also applied in some measure to the restoration of the cars themselves which could only be expected. Whilst restorations in some cases were primitive, vehicles such as George Campbell's Argyle showed the way with a degree of authenticity some of us could well copy today. At our last general meeting night, members will recall the standard of restoration, or perhaps lack of it when compared with present day events, shown in the colour film of the first Blue Mountains Rally in March, 1956.

The tradition of complete authenticity in restoration with numerous examples to point the way is now established. The tradition as to dress and deportment of drivers and crews has become accepted, and Veteran Cars are already part of the pageantry of this city, giving pleasure to young and old alike and offence to none. I feel the Club, as a body, should be proud of its achievement in this respect and should guard jealously the high esteem in which it is held by the public. During the past year I believe the Club has added materially to its record in this respect.

The second major aspect, I feel, concerns the members in a more personal way. Going back again to the Club's beginnings, it is fairly evident that those who are genuinely interested in the veteran car movement are individualists in no small measure.

They combine all the qualities of the connoisseur, the practical handyman and the utter perfectionist, - all, I think you will agree, a somewhat complex and frightening combination.

When I say a frightening combination I mean particularly so from the point of view of those sitting at the official table as it were. To be confronted with a sea of faces at any time has its moments. When, however, that sea consists of veteran car enthusiasts, capable of thinking very expertly for themselves, and at all times ready to express themselves in no uncertain fashion, then one of two things happens - either the officials at the top table get hurled out of office or they are forced to exert themselves to do a job of work well and thoroughly. I like to feel that the latter has been the case.

Such Committees as the Events Committee and Investigation Committee have done yeoman service over the past twelve months. Having been associated with them for some time I know them to be efficient - yet I also know that the standards demanded by the members themselves, in a sense, would leave no option other than to turn in a job well and faithfully done.

The past year has seen the development of a great team spirit, not only among the Club officials, but in no less measure among the members themselves. This aspect is of vital importance to the happiness and progress of any organisation. It has always existed but lately it seems to have become solidly entrenched throughout the Club, being epitomised, to my way of thinking, in the last Wollongong Rally.

In conclusion, I believe this Club has a wonderful future - it is financially sound and enthusiasm runs at a high level. It is well liked and well respected. Let us all, each by playing our respective part, keep it that way.

Allan Rose-Bray
Retiring President
VCCA (NSW).

EVENTS 1961 - 62

By courtesy Alby Frost,
Chairman - Events Committee.

July 22nd	Social Night
August 20th	Gymkana (Thornleigh Car Club)
September 17th	Brighton Rally
September 30th) October 1st & 2nd.)	Newcastle Rally.
October 7th	Waratah Festival
October 8th	Compulsory Inspection and Concourse with Social Day.
November 4th & 5th	2 day Tour, Camden.
November 19th	Charity Outing
December	Christmas Dinner
February 17th	Picnic Day
March 17th & 18th	Wollongong Rally
March 31st	Presentation Ball
May 20th	Ladies Day

Alby advises that further details of the above events will be made available in the normal monthly circular, from our worthy Secretary, Jack Dance.

Your events committee will be working hard this coming year so please do your best to attend the outings which have been arranged for your pleasure.

NEWCASTLE NEWS

Thanks to Wal Barker

A certain Newcastle member has gone out "west", when asked what for, he mumbled something about De-Dion, he was careful not to mumble too loudly in case Len Masser or Ed Yabsley heard him, who knows we may have another of these interesting cars with us yet.

The Newcastle boys were pleased to have a visit from Ray Allen, V.C.C.A. (Qld.). We understand that the market place was specially opened for the occasion and some swapping took place, all went away happy.

Ray Thomas mentioned that he saw a Victorian car, heading south with all speed with a trailer attached and on the trailer a Darracq. This car was located in Brisbane and is in going order, the Brisbane boys are most unhappy about it.

Phil Gregory in Gosford is burning the candle from both ends to have his Renault going for the coming Queensland Rally.

The Straker-Squire, commonly known to the Maitland boys as the "Streak of Fire" owned by Ron Hepworth, has at last done its first road test, and we understand all are very pleased with the results.

Wal also reports that every effort is being made to see that the Newcastle Rally this year is better than last year, and if this is the case it will be really something.

Editor's Note:

Our Newcastle members are a strong body of Veteran enthusiasts and we look forward to hearing further from them as well as seeing some photos of their cars.

For Interstate and Overseas readers' benefit, Newcastle is some 100 miles from Sydney, and the Club interests in that area extend to Maitland, 20 miles from Newcastle, and Gosford 60 miles from Newcastle. We have some 15 members in the area.

CANBERRA COMMENTS

Thanks to Malcolm MacDonald.

As news from the Canberra area has not been widely publicised in the past "Mac" has kindly consented to put down on paper what is going on in the area.

Members will no doubt be surprised to learn of the number of cars in the area, and it gives us a good deal of pleasure to detail the various cars which have been found and are in the course of restoration, or have already been restored.

1907 Renault. This is a two cylinder car and is owned by Frank and Gordon Jolly of Queanbeyan. The car was dated in 1937 by the Renault Co., so is quite authentic.

1908 Jackson. Owned by Mrs. MacDonald this car has a four cylinder motor, it was built in France for the English market and was sold in London by Reynold Jackson. Mrs. MacDonald has joined the Club with this car.

1907 Humber. We understand that work will soon commence on this car. It is the four cylinder model and is owned by a local resident.

1908 Clement Bayard. Club member Jack Parker owns this delightful little four cylinder roadster, and we understand that the restoration is of a very high standard and when completed should be a credit to its proud owner.

1913 Hudson. Intending Club member Allan Higgison is the owner of this four cylinder tourer which was, we understand, the last of the four cylinder cars to be marketed under the Hudson name. The work of restoration has not yet started.

1914 Hupmobile. Also owned by Allan Higgison this four cylinder model 32 Roadster should be ready for the next Wollongong Rally.

1914 Studebaker. Bob Higgison owns this four cylinder tourer, and all efforts are being made to have it going as soon as possible.

1915 Ford "T" Owner Pat Clayton has completed the chassis restoration and will fit the Ford with a Roadster body, the original of which was made in Canada.

1913 Ford "T" Owned by Mac, this vehicle which is also a roadster will be ready for the next Wollongong Rally.

1912 Siddeley Deasey This tourer is well known to members of the Club having been once owned by member George Williams. We all feel that it must be as well known as the Canberra Sydney tourist coach, as Mac has made many trips back and forth to attend Rallies, and it speaks well of the vehicle as Mac must have a few miles up now on the Sydney-Canberra road.

Editor's Note:

I feel certain that members will be surprised at the number of cars which have turned up in Canberra, and no doubt many more will come forth as time goes on.

It would seem that there are some potential members down your way Mac, so how about getting them lined up for membership, and don't forget to keep us posted on the progress of the boys down there, who knows we may have a three day run to Canberra one long week-end.

For the benefit of overseas readers, Canberra is the Federal Capital of Australia, and is approximately 190 miles from Sydney.

The Federal authorities have come forward with special registration for Veteran Cars in the Federal Capital, and Mac is very lucky to have "1912" on the Siddeley Deasey.

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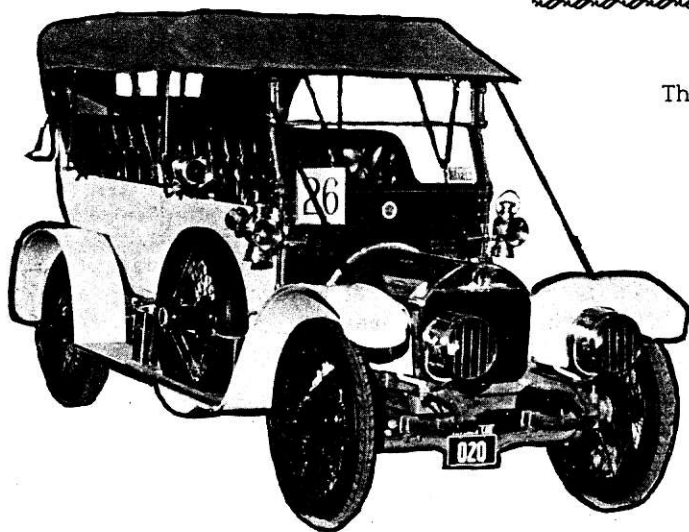
THE 1910 17.9 H.P. ARMSTRONG-WHITWORTH

By Jock McGowen VCCA (NSW).

The 1910 Armstrong-Whitworth is well known to Club members having appeared in many rallies in N.S.W. and the 1959 Gold-Coast Rally in Queensland. The car has appeared under the name of my brother Frank, and has often been driven by me at these events.

The mechanical features of the car are probably well known to most members but the early history, and in fact the later history is probably unknown to most who have seen the car. For this reason I set out the details which to the best of my knowledge are correct.

As far as can be determined the car is a 1910 model, there being little information available, it is difficult to place the model year exactly. We have based our assumption on the fact that the previous owner claimed it to be a 1910 model, and a full description of the 17.9 H.P. chassis appears in the English Automobile Engineer of 1910, a copy of which is in our possession. The date is further supported by the serial number on the White and Poppe carburettor, which we understand was made in the middle of 1910.



The 1910

17.9 H.P.

Armstrong -
Whitworth.

The early history of the Company who made the car will also no doubt be of interest. The Company started out as the Wilson Pilcher Company, and they made 4 cylinder horizontally opposed cars from 1901 to 1906. In 1906 Armstrong Whitworth took over and renamed the cars and continued manufacture from 1906 to 1914. The cars made during these years were many different types of different horsepowers, but except for one 6 cylinder model made in 1914 the cars were all 4 cylinder models.

After the first world war, in 1919 the Armstrong Whitworth Company linked up with the Siddeley Deasey Company and commenced production of the Armstrong Siddeley, their first car was a 30 H.P. six cylinder car with push rod overhead valves. For those who may be interested a full description of this engine appears in a copy of the Automobile Engineer dated 1919 now held in the Technical Library.

Angus & Sons were the agents for the car and were probably also responsible for the body manufacture. The Melbourne agent was well known early motorist Mr. Bill Till, of Till Motor and Engineering Works.

The history of the car from its arrival in Australia to 1917 is unknown, but in 1917 it was bought by a Mr. Harry Davey of Parramatta, and later Mulgoa (near Penrith in N.S.W.). Mr. Davey whose name appears on the registration certificate we hold for the car dated 1919, used the car over the roads of N.S.W. for a number of years, but due to a pinion failing in the differential the car was taken off the road about 1920-21.

Despite the fact that the owner had a spare pinion in the tool box, no attempt was made to recondition the car, this was probably lucky for us as it would probably have disappeared for all time. The car was stored in a shed on the property at Mulgoa until 1937 when it was dragged out of the shed to start the process of rotting which members know only too well.

At this time a new road was being built in the area and I was connected with the construction, and was fortunate enough to see the car on the side of the hill near the shed. It was in a good state of preservation, except for the usual items such as paint, tyres, upholstery etc., my brother Frank and I quickly made an

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offer to Mr. Davey of £5, which was in those days a good price to pay for a car which did not even go. Most members will remember that it was possible then to purchase a good "T" model Ford which went well for £10, so we were looked upon as being peculiar to say the least. I might add that my Father was far from happy about the project of restoring an old car but was quick to catch the enthusiasm of us both, and finally paid many bills to assist in the project.

The car, fortunately for us was complete, except for a Bulb Horn and Gas Generator. The hood bows doors, even the luggage carrier was there. The general condition was good, very little rust and no dry rot in the body. At this stage Mr. Davey caught a little of our enthusiasm and brought out the kit of tools and even the instruction book which was later to prove invaluable.

We gave the car a simple restoration, new paint, a new hood (£4), 5 near new second hand tyres (£11), of course the new pinion was put in the differential, the motor was decarbonized, the valves ground and believe it or not it went first pull.

The car was registered in early 1938 (No. DZ-505), and my brother and I drove it for many miles as our own car, both to work and for pleasure. With the outbreak of war in 1939 the car was again put in a shed, this time carefully on blocks and covered, it was not touched again until 1947.

Having won second prize with the car in the Parramatta 150th year Anniversary Procession in 1938, my brother decided to win more trophies. So during 1947 he won the Sporting Car Clubs Concours D'Elegance, and later in the same year the Razor Back Hill Climb, run by the same Club. It goes without saying that these events were run in the Edwardian class.

The car was used from time to time until the first Blue Mountain Rally gave us the urge to completely restore the car for the second time. This second restoration was done properly, inasmuch as the car was completely stripped and rebuilt.

It speaks well of the car when we say that all that was replaced were the wearing parts, such as bearings, king pins, shackle bolts, pistons, rings etc. The body was stripped and new paint, hood etc. fitted, the whole job being finished with new upholstery.

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Since acquiring the Armstrong, my brother and I have done many miles in our quest for spare parts, and it is only over the last two years that we have met with any success, certain spares for engine and gearbox were obtained in Victoria, and a spare engine and radiator were recently obtained at Rand in Southern N.S.W., apparently the pinion trouble that dogged Mr. Davey worried many other Armstrong Whitworth owners, as search as we may we have never found any sign of a differential, either bevel drive or worm type.

If readers know of any early history of the Armstrong Whitworth car or perhaps know of another one in existence, both my brother and I would be grateful for the information, for as far as we can determine there are no others left in the world, but no doubt before long someone will turn up with another example.

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LIBRARY NEWS

Our Librarian Martin Mc Carthy advises that the Club Library will be open on meeting nights from 6 p.m. onwards.

Martin is in the process of indexing Club library books and in the near future we hope to give you details of the books available, and how they may be borrowed.

ADVERTISING

Space is available in Spit and Polish for advertising.

The rates for $\frac{1}{2}$ page, full page and two colour advertising will be made available on application to the Hon. Editor.

QUIZ RESULTS??

George Roberts asked in the May issue of Spit and Polish which car was the first to use :

- a. A six cylinder vertical engine.
- b. Four - wheel drive.
- c. Four - wheel brakes.
- d. A Vee - shaped radiator.

Spit and Polish have received one reply, from Martin McCarthy, VCCA (NSW) dated 25th May, reading as follows:

Dear Sir,

In reply to Mr. Robert's question of the first car with a Vee - shaped radiator, six cylinder, 4 w.b. and 4 w.d. I am certain it was the 1903/04 Spyker.

This car is still thought to be in existence in Holland, the car's country of origin.

Yours faithfully,

Martin B. McCarthy.

The correct reply given by George Roberts is :
The Netherlands Automobile and Aeroplane Manufacturing Company, Trompenburg, Amsterdam, Holland, manufacturers of "Spyker" cars, make these claims as a "Historical Note" in their manual issued on the 30-40 H.P. six cylinder Spyker and printed in 1921.
The note reads as following:-

"In 1898 the people of Amsterdam ordered from Spyker the golden carriage with the presentation of which they expressed their loyalty to their young Queen Wilhelmina. In 1902 the Spyker designers produced the first car in the world fitted with a six cylinder vertical engine, which was at the same time the first car to have four wheel drive, the first to have brakes on all wheels and the first to mount a Vee-shaped radiator".

Congratulations Martin, your answer was the only one received and seems to be correct.

"AUTOMOBILISM"

By Jim Simpson VCCA (NSW).

During last month's general meeting Mr. Frank Delandro, who gave us a very interesting lecture on early motoring in N. S. W., mentioned a Mr. W.J.C. Elliott.

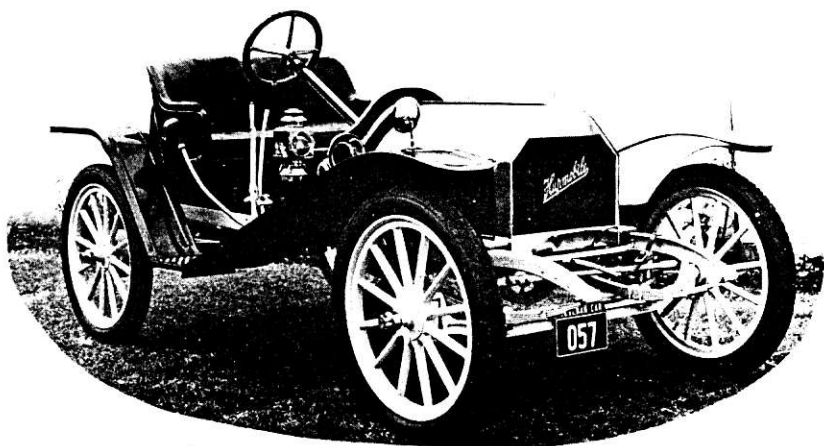
From my late Father's effects I have taken a copy of an article written under the title of "AUTOMOBILISM", from the Daily Telegraph of Wednesday, January 2nd 1901, this article was written by the said Mr. Elliott and I felt that it may prove of interest to members, it read as follows:

" As the early years of the century saw the creation of the steam engine and its adaptation to locomotion on Railways, so the closing days have witnessed the dawn of a new era of road and street locomotion. The Motor Car, product of the latest efforts of the moderns, is only, now that the new century is upon us, reaching that stage of perfection at which it is adaptable to the ordinary demands of commercial life.

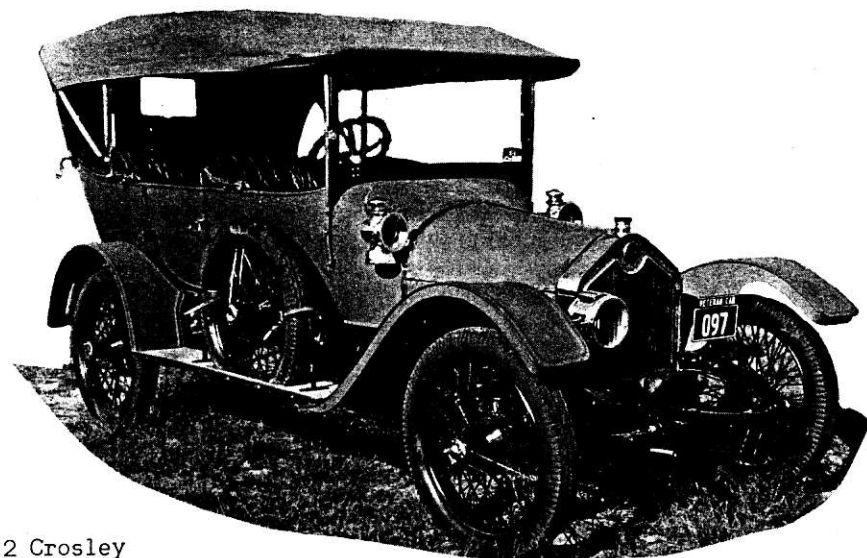
A decade ago, a man who talked of motors and road locomotion was regarded as a crank, and a somewhat dangerous one, at that. Now one who does not at least know something of the capabilities of those wonderful machines certainly confessed himself ill-informed on a subject which is of vital interest to commerce the whole world over, and which engages the idle moments of the leisured. Within the past 5 years - so recent is the growth of the motor car - the movement has progressed from an elemental to an experimental stage, and on to a stage of efficient practicability. It is in no extravagant prophetic humour that I say in another decade in all the older civilised countries of the world, every important service on the roads will be carried on by means of the motor car to the exclusion of horses....

A few days ago in England a 16 horsepower car travelled from London to Brighton at the rate of 48 miles an hour, and I myself have made a trip between Melbourne and Sydney on a 2 1/4 horsepower car, a distance of 600 miles over rough roads in 38 hours actual running time. This test proves that the cars are capable of being used in Australia, and there is no doubt in my mind that we will keep step with the rest of the world in the march of progress in this direction."

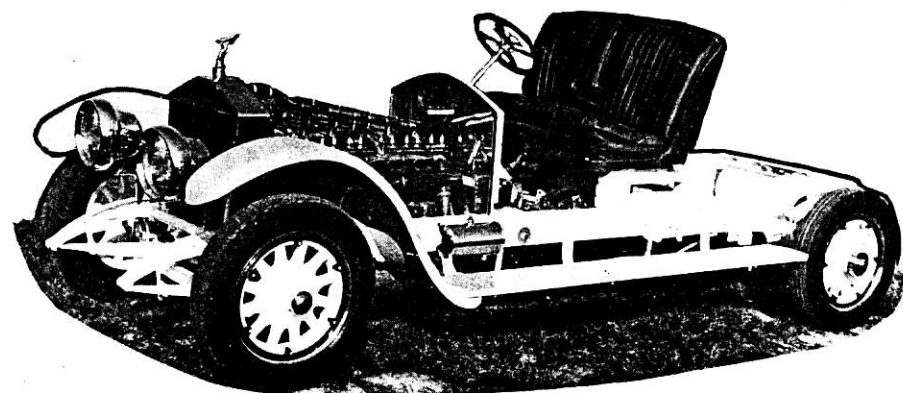
W. J. C. Elliott.



1908 Hupmobile
Lionel Jones VCCA (NSW).
Concours D'Elegance Winner Wollongong 1961.



1912 Crosley
A.Grelman VCCA (NSW).



1913 Rolls Royce. (Fitted with temporary seats).
George Sevenoaks VCCA (N.S.W.)



1912 Buick
Alan Craze VCCA (NSW).

IS IT MELBA?

WHAT'S THE STORY BEHIND YOUR CAR?

By Jack Garwood VOCA, (NSW)

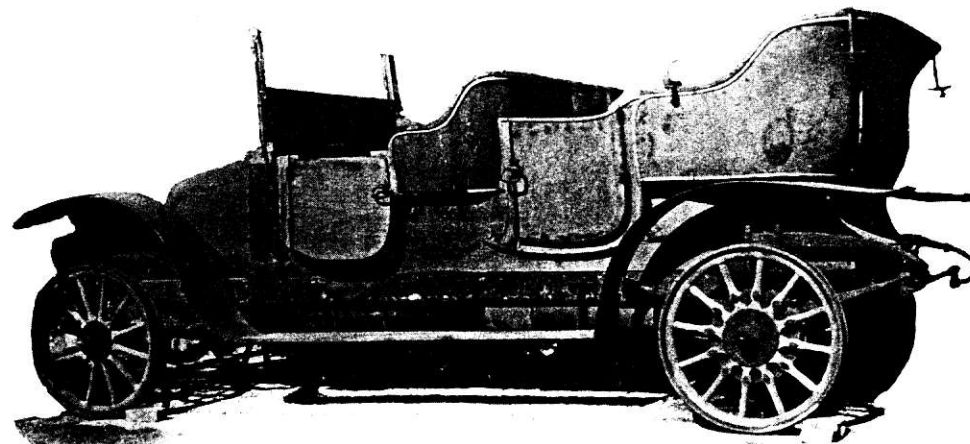
About two years ago I acquired a 1909 4 cylinder Renault tourer, which now rests peacefully with its smaller twin cylinder relations and awaits its turn to be restored to active service again. No doubt several members will remember this veteran when it was housed in the local garage at Little Hartley. It left there and was unfortunately committed to the elements from which it further deteriorated and now is a matter for complete restoration.

The bodywork is rather ornate, roomy and luxurious, and suggests that she must have been a proud old lady in her day. It carries the brass plate of Alford and Alder, motor body builders, London, which gives the impression that it was a fully imported job, although the usual "General Motors, Sydney" brass strip is also attached to the doorways.

However, it has been said that this car has been linked with Madam Melba, a fact that has yet to be proved true or otherwise. Nevertheless, it has started a somewhat deep interest in, not only the car, but in this famed prima donna herself and I now find myself reading anything that may particularly refer to the cars and carriages she owned. Madam Melba herself believed in luxury houses, flats and cars. She entertained lavishly and repeatedly sent her car to collect the guests at such functions, especially whilst in Paris. After a somewhat dismal period in England, her real road to fame and success started in Paris under the guidance of Madam Marchesi. This being so it would be quite possible that the Renault car of this era would be quite well known to her. One story tells of an accident somewhere about 1904 where her automobile ran over an elderly gentleman. This shock almost deprived the world of this famed opera singer, as it was feared that she would not sing again. After twelve months rest in America she was once again on the road to success.

Melba believed in punctuality and on another occasion whilst on her way to a performance her car broke down. She hailed the local milkman, climbed aboard his cart and true to label was there for curtain rise.

To those whom she liked her generosity knew no bounds. At one time Melba bought a new car and asked her flautist, John Lemmone to accompany her on its trial run. He remarked to her what a great thrill it must be to own a car. At the end of the drive she asked Jack Lemmone what he thought of it. He remarked 'magnificent' whereupon she calmly told him to take it home - it was his.



"MELBA", the 1909 Renault.

There are several incidents that refer to Melba's cars, but never at any time are names or particulars of these given. Another occasion was on the night of the 11th November, 1918, when Melba was at her house in Lilydale, Victoria. She received a telephone call from the Captain of one of the warships in the bay, who told her that the war was over. Realising that Lilydale, devoid of wireless, etc., was innocent of such news she ordered her car out and immediately set to ringing the local fire bell and tearing up and down the streets in her veteran. A lot of mystery surrounds the life of Madam Melba and likewise her many cars, but it is known that she attended several functions in New South Wales and Sydney and a Renault car was used.

Naturally the 1909 Renault referred to has been named "Melba" irrespective of its past, but it is hoped that one day it will proudly proceed up the driveway with its brood of four twin cylinder Renaults close at foot.

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NEW MEMBERS

George Roberts advises that the following cars have been inspected by the investigation committee and the owners duly admitted to the club as full members.

DARRACQ

Mr. Leon M. Smith

This is a Type "R", 2 cylinder machine with steering column gear change.

BENZ.

Mr. Douglas G. Pearce

This is a 4 cylinder model similar to the Benz owned by Club member Perdriau.

AUSTIN

Mr. Charles O. Bourke

This is the ex Larke Hoskins Austin and is a 4 cylinder 10 hp Tourer. This car has been seen in Katoomba Rallies.

OVERLAND

Mr. John P. Pickup

At last competition for Royce Gregory, this is a similar car, but we understand that the owner will require assistance with pieces. Perhaps John you could let us know your needs.

HUPMOBILE

Mr. Ray A. Hill

Ray is well known to Club members, having produced a Concours winning Hupmobile last time, we welcome Ray back to the Club.

CLEMENT BAYARD

Mr. Jacques Hochstadt

This car is a companion car to the one owned by President George Green.

HUPMOBILE

Mr. Allan B. Higgison

This is a model 32 car and will be a companion car to all the model 20's, which are in the club, as long and short chassis versions.

SIZAIRE NAUDIN. Monsieur Henri Malarte (France).

President George Green has inspected this 1906 model during a recent round the world trip. Monsieur Malarte has a large collection of Veterans and his membership to our Club is welcomed.

Editor's Note:

Space did not permit the inclusion of the full letter from George Roberts, and it is unfortunate that George omitted to include the dates of the cars in question.

However the members are very welcome to our Club and I feel sure that all members will join me in welcoming them.

Perhaps we could have some details of these cars for future issues, how about it you new members!

MONACO.

Mr. K.J. Swinbourne, VCCA (NSW) advises us that the "Veteran and Vintage Magazine" published an article on the special set of stamps produced by the Principality of Monaco to commemorate the 50th Anniversary of the Monte Carlo Rally.

We understand the set of 14 stamps is now available from Stamp Dealers in Sydney, and we hope to produce an illustrated sheet of these stamps in the next issue of Spit and Polish.

Norm Strack of VCCA (VIC) kindly forwarded to us an illustration of the set and for those who are interested the cars depicted are:

1894 - Rochet - Schneider	1901 - Delahaye
1898 - Peugeot	1901 - FN - Herstal
1898 - Renault	1903 - Rolls - Royce
1899 - Panhard - Levassor	1905 - Cadillac
1900 - De Dion - Bouton	1908 - Ford - S
1901 - Mercedes	1910 - Buick
1901 - Fiat	1912 - Chevrolet

"HERCULE"

VICTORIAN CLUB HAS OWN RECOVERY VEHICLE

by Norm Strack, VOCA (Vic.)

Early this year the Victorian Club purchased a decrepit HOTCHKISS fire appliance equipped with a high-power engine-driven water pump and hose ladder carrying devices. It had been discarded by the Melbourne Fire Brigade many years ago, had then seen service as a stationary pumping plant and was finally left in a paddock to the mercy of the elements from which it really suffered.

By good fortune the old tyres had just enough life left for the vehicle to be towed to the home of one of the enthusiastic members, W. A. Buchanan. As the old millimetre size tyres could not be procured the first job was to remove the rims from a set of Packard disc wheels and weld them on to the Hotchkiss wheels after removing the original rims. A set of reasonable 33 x 6, 8 ply tyres was then fitted.

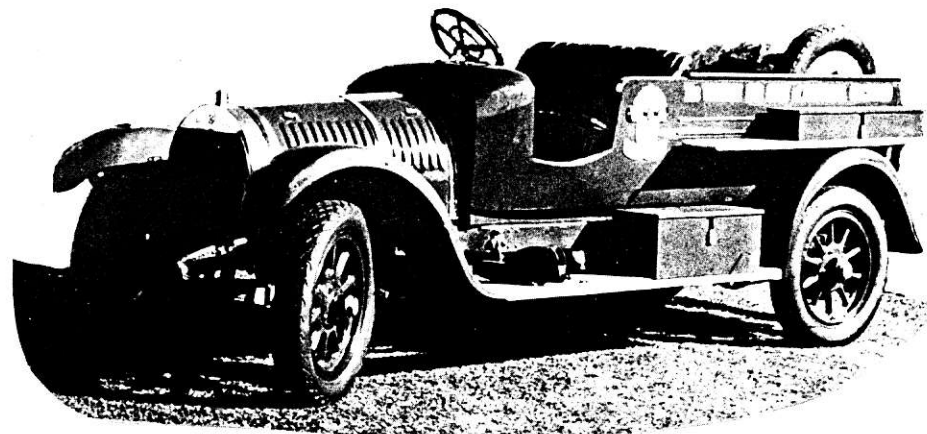
The engine was frozen stiff, and a weird assortment of various fluids was left in it for more than a month to try to free it. Finally four strong men with an 8ft. crowbar managed to get the first movement after which it turned quite easily.

The two pairs of 110 bore cylinders were extremely difficult to remove but perseverance conquered and one skilled member reconditioned both blocks, valves seats and the enormous valves. Examination showed that the mains and big ends were in perfect condition and needed no work. Fortunately after removal of several buckets full of dirt the clutch, gear box and rear axle were found to be in perfectly sound running condition needing no replacements.

No fewer than twenty-nine different members in small working bees contributed their share of labour to the restoration. Considerable repairs and alterations had to be made to the body and guards but the radiator showed no signs of deterioration.

After much scraping, wire brushing, under-coating and painting the whole thing was reassembled and prepared for starting and testing.

Apart from a slight initial error in ignition timing no difficulties were encountered. The enormous engine ran well and the first road test proved that the work had been faithfully and effectively done.



"HERCULE" The 1913 HOTCHKISS.

The vehicle was given the title "Hercule" and the Club name and badge were professionally signwritten on both sides of the green painted body.

It is equipped with a wide assortment of carefully selected tools suitable for all roadside emergencies. There is an air-compressor and tank, a tow bar and a 4½" Manilla tow rope, with a winch and lifting arms still to be fitted.

"Hercule" has taken part in the last three Victorian Club rallies and on each occasion has rendered valuable road service for various cars in temporary distress. Its best effort perhaps was to tow-start a similar 1913 model Hotchkiss tourer which had an engine overhaul and was too tight to be cranked when cold.

The Victorian Club claims that it is probably the only Veteran organisation known to own and operate its own recovery vehicle.

LOCAL TRADING POSTInterstate Editors please copy

For Sale: 1912 Renault 4 cylinder motor complete
 1912 Talbot radiator
 ? Humber radiator
 1912 Star, no body
 Many bits and pieces for veteran cars.

Apply: Frank Kennedy,
 Richardson Road,
 RAYMOND TERRACE. N.S.W.

Swap or Sell 1 set 30x3½ O/size Goodyear Tyres, stretch to
 fit 24" wheels.
 1 Prestolite cylinder in good order

Apply: Wal Barker,
 18 Christoe Rd.,
 WARATAH. NEWCASTLE. N.S.W.

Wanted: 1 brass or steel framed windscreen or part thereof.

Apply: Ray Thomas,
 Clarence Road,
 WARATAH. NEWCASTLE. N.S.W.

Wanted: 1 Square Jno. Brown or similar side light complete or
 parts, will trade.

Apply: Don Barker,
 12 Myall Rd.,
 WARATAH. NEWCASTLE. N.S.W.

For Sale: 1908 Austin Roadster, £425.

Apply: Richard L. Doyle,
 P.O. Box 43,
 CRONULLA. N.S.W.

LOCAL TRADING POST

Wanted: 2 speed epicyclic gear box suit 1904 10 h.p.
 Oldsmobile, not tiller steered model.
 A Reo gear box from 1904 to 1908 will suit.
 Will purchase or trade.

Apply: Alby Frost,
 47 Florence St.,
 ST. PETERS. N.S.W.

Wanted: 1 rear axle for model 32 Hupmobile
For Sale: 2 straight edged 34 x 4 tyres in new condition
 suit 26" rims.

Apply: Allan Higgison,
 22 Banner St.,
 O'CONNOR. CANBERRA. A.C.T.

Wanted: 1 Boyce Moto - Meter suit 1914 Oakland.

Apply: Martin Mc Carthy,
 10 Tycannah Rd.,
 NORTHBRIDGE.

For Sale: 2 Dunlop tyres size 5.00 x 23 new condition,
 £7 the pair.

Wanted: Bottom half of Rushmore generator. Will buy or
 trade any bits I may have.

Apply: Jack Dance,
 17 High St.,
 EPPING. N.S.W.

For Sale: 1 Itala motor, date unknown, running, 4 cylinder,
 T head, cast in two pairs, Bosch magneto,
 original carburettor missing, multi disc clutch
 and four speed gear box, only number visible
 "ITALA TORINO 1192" the motor looks to be
 about 15 h.p.

Price £10 ex Sydney.

Apply: George Green,
 Box 1130 G.P.O.,
 SYDNEY.

LOCAL TRADING POST

For Sale: Daimler, 6 cylinder sleeve valve engine.

Wanted: For 1907/8 four cylinder, 10.3 litre Daimler
Gear box - originally a four speed chain drive
 box was fitted, but anything big such as Napier
 or Daimler would suit.
Clutch - a 26" diameter cone type
Radiator - Daimler or Garford type.

Any information as to the whereabouts of Daimler
 bits and pieces - contact:

Martin Mc Carthy,
 10 Tycannah Rd.,
 NORTHBRIDGE.

SERVICE AVAILABLE

Jack Myers, of 491 Anzac Pde., Kingsford, phone FJ 4007
 is set up to do precision engine and transmission balancing.

Jack is a well known member of our Club, and is naturally
 interested in doing a particularly good job.

HAVE YOU TRIED?

President George Green reports good results in the Gear
 Box of his Alpine Rolls Royce, and his Clement Bayard using Golden
 Fleece TL 500 Gear Oil as a replacement for those cars which were
 required to use Yellow Stauffer Grease as a lubricant.

George also reports good results from "PLASTIC MASTIC"
 General Repair Kit, manufactured by Davis Gelatine (Aust) Pty. Ltd.,
 as a sealant for porous aluminium castings and minor cracks.

VICTORIAN TRADING POST

Wanted: 4 priming cups for 1908 Renault.

Apply: D. Inglis VCCAV,
 24 Park Road,
 Wattle Park, Melbourne. Vic.

Exchange: 1911 single cylinder DeDion Bouton engine, running
 and in good condition, will exchange for 1 h.p.
 single phase ball bearing motor in equal condition.

Apply: Val Stocks VCCAV,
 75 Francis St.,
 Belmont, GEELONG, Vic.

Exchange: Complete DeDion Bouton rear end, springs, axle with
 crown wheel, wooden wheels with good 30x3 $\frac{1}{2}$ tyres,
 fitted up as a trailer but not suitable for
 present car. Will exchange for similar outfit
 to run behind a VW.

Apply: David French,
 4 Baker St.,
 BRIGHTON. Vic.

For Sale: 1 DEITY (?) candle lamp at a reasonable price.

Apply: Mr. Sutton,
 18 Willis St.,
 GLEN IRIS. Vic.

For Sale: 5 good Sankey wheels, 760x90 BE from a Fiat.

Apply: E.J. Cobb, VCCAV,
 30 Waterloo Rd.,
 NORTHCOTE. Vic.

Swap: 1 Bosch dual Ignition coil with key switch, will
 swap for bulb horn.

Apply: Norm Strack, President, VCCAV,
 6 Garden Avenue, East Melbourne. Vic.

COMMONWEALTH BANK RALLY

On the 19th June we had a most unusual rally, the first of its type, and from the competitor's point of view we hope not the last. It was a fully sponsored event, and we were all well looked after by the officers of the Bank, who proved themselves capable of supplying all the necessary items to make a rally a success.

There were no free samples, and the small calico bags carried by certain members contained only sandwiches. Despite the lack of samples we were supplied with a delightful three course lunch in the 9th floor dining room of the head office, and everyone who attended went away with a feeling of inner satisfaction.

The rally was attended by some forty cars, and these started from Hornsby, Parramatta, Maroubra and Cronulla. For the benefit of those who were unable to attend the details of routes and cars are set out below:

HORNSBY, Epping, Ryde, Gladesville, Lane Cove, Chatswood, Crows Nest and Head Office in Martin Place.

<u>Starters:</u> Clement Bayard	G.Green
Brush	G.Green
Reo	G.Green
Renault	R.Sevenoaks
Talbot	J.Dance
F.L.	W.Daly
Benz	K.Perdriau
Vauxhall	G.Green
Rolls-Royce	G.Green

There were five non-starters from Hornsby,

Le Zebre	B.Perdriau
B.S.A.	J.Simpson
Berliet	J.Caskey
Vauxhall	W.Holmes
Hispano-Suiza	G.Green

Jim Simpson and his good wife were able to come along in another car, as we understand Jim has not been able to get the motor finished yet. We hope to see the B.S.A. soon Jim.

PARRAMATTA, Auburn, Bankstown, Campsie, Burwood, Fivedock, Annandale and Head Office, Martin Place.

<u>Starters:</u> Renault	J.Garwood
N.A.G.	W.Dudley
Metallurgique	J.Vanstone
Minerva	R.Cohen
Humber	L.Sheen
Hupmobile	L.Leresch
Siddley Deasey	M.McDonald
Rolls-Royce	G.Potter
Ford	L.Willock
Franklin	G.Green
Armstrong-Whitworth	J.McGowen
Cadillac	K.Moss
Humber	A.Frost
Daimler	P.Jeffery.

There were no non starters from Parramatta.

MAROUBRA, Kingsford, Randwick, Bondi Junction, Bondi, Rose Bay, Double Bay, Kings Cross and then Head Office Martin Place.

<u>Starters:</u> Oldsmobile	K.Lober
Sizare Naudin	J.Smith
Crossley	A.Grellman
Ford "T"	V.Jacobs
Studebaker	W.East
Austro-Daimler	Mrs.J.Klein
Fiat	R.Farrell
Rolls-Royce	G.Green
Calthorpe Minor	G.Roberts

There were no non starters from Maroubra.

CRONULLA, Caringbah, Hurstville, Riverwood, Beverly Hills, Kingsgrove, and then to the Head Office in Martin Place.

<u>Starters:</u> Pope Tribune	L.Sykes
Hupmobile	P.Nutt
Argyll	L.Trounsen
Martini	C.Parker
Delahaye	A.Garthon

Hupmobile	L. Jones
Empire Eagle	C. Bryson
Napier	G. Burton

There were no non-starters from Cronulla.

There were three prizes awarded by the bank, each a suitably engraved silver tray. The prize winners were:

Outright Winner,	J. Dance	Talbot
Most Elegant Car,		
up to 1908	J. Vanstone	Metallurgique
from 1908 to 1916	P. Nutt	Hupmobile

Our congratulations to the winners, the trophies along with a generous cheque to Club funds were presented by a senior member of the Bank Staff at our meeting on 22nd June. We will all receive plaques to commemorate the rally at the next meeting.

The Bank also presented the Club with the original pencil sketch which was used as the cover of the monthly Bank magazine, "Bank Notes", the cars depicted in this sketch were a 1903 Mercedes and a 1910 Armstrong-Whitworth, (No comment, Ed.). both coming down a hill and being passed by a modern sports car.

Now for some sidelights on the rally:

The Cronulla competitors were asked to check the colour of a front door and make an appropriate note, unfortunately for our Rally Director the unthinking householder painted his door the day before the rally, result much teeth grinding.

Ken Moss anxious to try out the Caddy, was booked for speeding by acting policeman Wal Barker, and lost an appropriate number of points.

We understand that Wal also followed Alby Frost, to try and catch him Gutter Gripping, unfortunately Alby has arms of normal length, not 6 feet long.

LETTERS TO THE EDITOR

The Editor, Spit and Polish

Dear Sir,

Recently in your publication (S. & P. Feb., 1961 Ed.) some discussion has taken place as to the originator of pressure engine lubrication through a drilled crank shaft. In this country (U.S.A.), credit is given to Howard W. Marmon who in his earliest experimental car, built in 1902, forced the oil from a pump through a drilled crankshaft to the connecting rods.

This model was placed on the market in 1904 with several other interesting features, including a V-4 air cooled engine and double three point suspension. It was advertised as a "Mechanical Master-piece".

Although these were built through to 1908, I do not know of a single one of these cars to have survived. Marmon had a V-8 on the market in 1907, and his cars were always well advanced engineering-wise, a Marmon won the 1911 Indianapolis Race.

The 1916 model 34 used a great deal of aluminium in it's construction, with cast iron cylinder sleeves in an aluminium block, pistons also being aluminium, later (1920) modified with a steel skirt.

A 16 cylinder Marmon in 1931 had an aluminium engine with cylinder blocks and crank case, a single aluminium casting using steel cylinder liners.

About 500 of these were made before the demise of the Company in the depression (1932). The name survives in the Marmon-Herrington truck which was a pioneer in the "jeep" type of 4 wheel drive light utility vehicle, Walter Marmon was in this venture, he was a brother of Howard also with him in the old Nordyke & Marmon Co.

Yours faithfully,

Walter O. MacIlvain,
Editor in Chief, "The Bulb Horn",
17 Bonner Road,
Manchester, Conn. U.S.A.

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NOTES

My bright ideas for the next issue of Spit and Polish which closes for publication on the 31st August, next.

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Spit and Polish is available in single copies free to financial members and associate members of the Veteran Car Club of Australia, (N. S. W.) and to Secretaries of Associated Clubs throughout the world.

Extra copies available at 2/- each, plus postage.

IN CONCLUSION

Spit and Polish circulates to all Veteran Clubs in Australia, New Zealand, South Africa, England, U.S.A., and Belgium.

In return we receive copies of magazines from these Clubs and the Editor hopes that Editors of interstate and overseas journals will write and give their comments on our new journal and also their permission for us to reprint articles from their magazines.

As stated earlier all information contained in Spit and Polish may be printed by any Veteran Car Club journal in the world provided a credit is given to Spit and Polish when an article is used.

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Authorised by
The Hon. Editor,
Jock Mc Gowen.