



SPIT AND POLISH



OFFICIAL NEWS BULLETIN OF AND FOR
THE



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EDITORIAL NOTES

The last Club meeting night held on 25th August was well attended, and after the usual rather long rigmarole of inwards correspondence was read, mostly relating to requests from organisations for veteran cars to attend and assist their charities, the President asked that the general business be curtailed as much as possible to allow the Members ample time to view some interesting colour movies that had been provided by courtesy of W.D. & H.O. Wills (Aust.) Ltd.

One matter in general business that was brought up for future consideration, was a suggestion by Jack Jeffery. This was that an official outing or outings be organised by the Club for those members owning vintage and classic cars. As you all know, quite a few of our members own both veteran and vintage cars, and at the present all rallies are for veteran cars exclusively.

Jack Jeffery's suggestion is that one or more events during the Club year should include vintage cars owned by members of The Veteran Car Club of Australia (N.S.W.). This would not necessarily preclude members from entering their veteran car in the event, for there are quite a few veteran cars that would be capable, some perhaps with the help of a handicap, of competing with the vintage cars.

However, the suggestion merits consideration, and members are asked to give the matter careful thought before it is brought up again for discussion at a future meeting.

Our President, Alan Rose-Bray, will be away in Melbourne for the next three months, this does not mean that the "ship" has lost it's rudder, for we have two very capable Vice Presidents to steer proceedings in the mean time. We shall miss him, but wish him well, and hope that he will be able to find time to associate with our Victorian Veteran friends, and on his return give us some interesting first-hand information of this fast-growing and progressive Club that produces a first class and informative "News Letter" each month. We look forward to hearing from him when he can spare the time.

No doubt a number of our newer members are preparing their cars for the forthcoming Brighton Rally which takes place on 25th. September next, and many of the older members are burning some midnight oil to clean and polish theirs for this occasion. The Events Committee have gone to a good deal of trouble to map out a new and more interesting route for the 1960 run, and our Sponsors H.C. Sleigh Ltd. are giving their usual and generous support, it is therefore up to YOU and all members to do everything in their power to complete the success of the Rally by showing the public your veteran cars at their best, strictly observing all traffic regulations, and upholding the good name of your Club generally.

CONGRATULATIONS AND THANKS

Congratulations to Pat and Maurie Williams on the birth of a daughter, the members send good wishes to all three of you and look forward to seeing you in the near future.

Thanks to Jim Turner for his efforts in trying to obtain some spares from a twin Renault lying abandoned on a salt pan near Ingham in Queensland. Jim advises that the bridge on the only road leading to this spot has been washed away recently and his several attempts to get through the creek have been unsuccessful. He now proposes to go up the Coast by boat and down the river. These parts are required for Ann Leresche's Renault, and though she is 12,000 miles away in England has heard all about it and sends many thanks and God blesses to you, Jim.

Congratulations to E.C. Barlow for that splendid Renault radiator he made for his car, this was brought to the last Club meeting night for all to see and admire, which they certainly did.

Congratulations to Peter Crawford who has decided to begin the restoration on his interesting S C A T touring car, the work has been placed in the hands of Larry Leresche who hopes to complete it early next year.

Congratulations to Mr. R. L. Doyle who has recently purchased the Austin car belonging to Roy Deahm, this is now being further reconditioned and we all look forward to seeing Mr. and Mrs. Doyle with their Austin in the forthcoming Brighton Rally, and we wish these delightful American visitors all the best and many happy Rallies in the future.

Thanks to Col. Bryson for the excellent bit of engineering he did on the diff., universal joint and drive shaft of the Renault, and seeing that it was a Col Bryson job there will be no fear of any trouble in future from the rear end of the car.

Congratulations to President Norm. Strack of the Veteran Car Club of Australia (Victoria) for the extremely good back page reproductions of veteran cars he has added to "The News Letter" of which he is the Editor.

EDITOR'S NOTES

Both your Secretary, Jack Dance, and Treasurer Jack Garwood are concerned at the number of membership fees still outstanding for the 1960-1961 year, these fees which are a very modest £2. 2. 0 are due on 30th April each year. This year the Events Committee have had a very neat Calendar of Events printed on the back of which shows your joining Number together with your name and address, this card is issued to all financial members and should be carried and produced at all events. If you have not received this card it means that you are unfinancial for this Club year. Will you therefore please post your £2. 2. 0 subscription, do it now, to The Secretary, 190A Clarence Street, Sydney. Thank you.

LETTERS FROM READERS

Any opinions expressed by the writers are not necessarily those of the Club.

The Editor, SPIT AND POLISH.

Dear Sir,

Two questions have recently been raised regarding Daimler cars, and on both of the questions I believe I can throw some light.

The first question was raised in the July issue of "SPIT AND POLISH" by contributor, Martin McCarthy of Northbridge, he having located a large poppet valve Daimler of 6" bore, 5½" stroke, having chain drive and a wheel base of approximately 11 ft. He indicates that he thought the car might be of 1907 or 1908 58 h.p. model, and noted that solid tyres appeared to be fitted on the rear and pneumatics on the front.

My records show that Daimler offered 6 models in 1907 each of the poppet valve type, the first two experimental Daimler Knight engines not being tested until March 1909. The 1907 models were the TA30, TA38, TB42, TC42, TB58 and TC58. The TA30 and TA38 had a live axle and bevel drive, whilst the remaining four models were chain driven. It appears certain that Mr. Martin McCarthy's Daimler is a model TB58 or TC58, and if he accurately measures the wheel base he should be able to determine which one, because the TB58 had a wheel base of 10 ft. 6 in. and the TC58, 11 ft. 6 in. Each incorporated a four cylinder engine, having a bore and stroke of 154 mm x 140 mm and an R.A.C. rating of 58.8 h.p. The cylinders were cast in 2 pairs, ignition was by coil and trembler, the cooling system incorporated a pump and fan, the clutch was of the cone-lined leather type, the gearbox incorporated four forward speeds and reverse and as stated above, transmission was by chain.

Each model had tyres 920 x 120 mm on the front and 935 x 135 mm on the rear, wheels being of the artillery type. The chassis price in England of the TB58 was £775 and that of the TC58, £825. So far as I can determine both models were again available in 1908.

The second Daimler question was raised by yourself and concerned a car recalled by you, named a de Luca Daimler. You indicated that no one else in the Club appeared to have heard of this car.

I have found a number of references to this car in competitive events in the U.K. but only in the year 1908. In that year both Daimlers and de Luca Daimlers took part in the Scottish Trials and in the R.A.C. 2,000 Miles Trial.

In the Scottish Trials a 38 h.p. Daimler took part under Class F, having a bore and stroke of 124 x 130 mm, whilst there was a de Luca Daimler in Class D and another in Class E. Each had a bore and stroke of 90 x 130 mm, the first having a wheel base of 8ft. 10 ins., and the second 8 ft. 9 ins. each weighing 22 cwt. The first made a non-stop run throughout with a 25.6 miles per gallon fuel consumption; the second, 23.2.

In the R.A.C. 2,000 Miles Trial in 1908 two 38 h.p. Daimlers were classified under Class H, whilst a de Luca Daimler competed under Class H, of the same general dimensions as those in the other Trial, on this occasion the fuel consumption was 25.4 miles per gallon.

After the conclusion of the R.A.C. Trial there was a 200 miles race around Brooklands. The two 38 h.p. Daimlers came second and sixth respectively. The 20 h.p. de Luca Daimlers came eighteenth and twentieth respectively with speeds of 45.71 and 45.33 m.p.h. respectively.

7 Owen Street,
LINDFIELD.

Yours faithfully,
Kelvin Perdriau.

The Editor, SPIT AND POLISH.

Dear Sir,

Sufficient evidence from contemporary sources has come to hand in the last couple of months for me to prove my case with regard to the history of the LeZebre car. First let us set down the two sides of the argument as they stood in the July issue of SPIT AND POLISH. Mr. Perdriau says:

- (1) His car is 4 h.p. with 85 x 100 mm bore and stroke.
- (2) Doyle has changed the starting date for the LeZebre from 1910 in the 1955 edition to 1908 in the 1958 book.
- (3) That an article appeared in "L'Automobile" for December 1955 based on the reminiscences of M. Salomon, who designed the single cylinder LeZebre car and was still alive when this article was written.
- (4) That M. Salomon made the prototype car, which seated one person only, in 1908, and went into production with a two seater and had produced 100 by the end of the year.

- (5) That the cylinder dimensions remained at 85 x 100 mm until they were enlarged to 88 x 106 in 1910.
- (6) That his car is No.32 and therefore one of the first hundred made in 1908.

The basis of my objections to the date of 1908 for a LeZebre car was an article in the "Sideslips" series by Kent Karslake in "Motor Sport" for August 1946. There are several quotations in this from an article written by M. Salomon in the French magazine "Omnia" for December 1925, in which he is introduced as the creator of LeZebre voiturette in 1909.

The letter gives rise to a veterinary surgeon who was still using his 1912 5 h.p. LeZebre and had covered over 160,000 kilometres in it. The editor of "Omnia" joined in the discussion, he was M. Baudry de Saunier, author of one of the standard works on early motor cars, "L'Automobile Theoretique et Practique" first published in 1899. He recalls that--- "the Societe Le Zebre was formed in 1910 with the writer himself, M. Baudry de Saunier, as Chairman and M. Salomon as technical director".

Some references from technical magazines and catalogues of period have been unearthed with the aid of Mr. Dennis Field, and with these in mind we will take Mr. Perdriau's points one by one.

(1) We may have some confusion here between French horsepower and the R.A.C. horsepower rating (e.g. the 4 C.V. Renault is 7.5 h.p. R.A.C. rating, and the 2 C.V. Citroen is 4.75 h.p. R.A.C. rating). A single cylinder engine with 85 mm bore by the formula $2. DN$ over 1613 is 4.48 R.A.C. h.p., while the increase to 88 mm would only raise this to 4.8 h.p. Until 1911 the car was known in England as the 5 h.p. even when referring to the one seater car.

(2) Doyle has probably read that same article in "L'Automobile". Quite possibly the prototype did exist in 1908, whereas the Societe Le Zebre was founded in 1910. In many cases Doyle does not make clear this distinction between the first appearance of the prototype and the commencement of actual production.

(3) The recollections of elderly people on matters which happened fifty years ago should always be checked with contemporary documentary evidence.

(4) "The Motor" for 30th November 1909, page 707 (a copy has been obtained by courtesy of Mr. Dennis Field and Temple Press Ltd. and this has been forwarded to the Editor of "SPIT AND POLISH") carries a photograph of the 5 h.p. LeZebre car, in its one seater form and says "This has just been put on the market under the title of the Zebra. "The Motor Car Journal" for December 1909, also notes that the 5 h.p. Le Zebre car has just made its appearance in Paris. The "Catalogue des Catalogues" first lists the make in 1910. In the notes of the well-known motoring historian, the late Mr. John Pollitt, something he refers to as "I.V.A." gives the firm as a new company in mid 1910. These references clearly prove that production did not start before the end of 1909 at the earliest. Also don't forget that 100 cars was a big production figure for Europe in those days.

(5) There is some disagreement about the cylinder dimensions in the various references. We have 85 x 100, 90 x 100 and 88 x 106 all referring to the 5 h.p. car, and then again to the 6 h.p. car in 1913-1914, still 88 x 106. My guess is that whatever happened to the bore, the stroke appears to have been increased from the 100 mm of the 5 h.p. to the 106 mm of the 6 h.p., possibly for the 1912 season.

(6) In 1958 The V.C.C. of Great Britain sent out a circular entitled "Guiding Principles for Dating and Assessing the Validity of Veteran Cars" a copy has been sent to the Editor of SPIT AND POLISH (who would do well to reproduce it in his magazine). As one of the approaches in dating, they suggest "comparison of engine numbers with those of similar cars of the same make. This can be misleading, depending upon the numbering methods of the manufacturer in question". As we know nothing of the numbering methods of the Societe Le Zebre, we cannot make any assumptions from the serial number of one lone car. So far we have proved that the Societe Le Zebre did not start making cars until, at the earliest, the end of 1909-- and these cars made at the end of that year would be 1910 models.

We have not established the actual date of Mr. Perdriau's car, and I would not presume to make any statements about it, as I lack sufficient information. I would be most interested to see a dating form for this car, and in particular the details of any makers or agents plates on it, preferably pencil rubbings.

The first showing of the car in England was at Olympia in October 1911, and the first advertisement yet found was inserted by F.B. Goodchild & Co. Ltd. of 16 Wigmore Street, London, in "The Motor" for 7th November 1911. This also shows the earliest picture so far discovered of a Le Zebre with any external resemblance to Mr. Perdriau's car. It has the side doors, square type mudguards and rounded scuttle; hood and windscreen were available as extras. An illustrated description of the chassis, now the 6 h.p. of 88 x 106 mm. appeared in "The Autocar" for April 13, 1912, and a copy

of this has also been sent to the Editor of SPIT AND POLISH. The illustration in "The Motor" for 30th November 1909, is of the type of car one would expect in 1908-1909, viz. having no doors and a dashboard without any scuttle. A further line of research which suggests itself is to establish by means of some French Company or Trade Directory, or the French equivalent of the Registrar-General of Companies, the actual date when the Societe Le Zebre was formed.

This discussion has served to demonstrate the amount of work necessary in dating veteran cars, and also, I hope, as an illustration of the warning sounded by The V.C.C. of Great Britain in the circular previously referred to ".....information from some books purporting to be accurate history should be accepted with caution, as they are often compiled without sufficient research".

Box 131, Mount Gambier,
South Australia.

Yours faithfully,
G. H. Brooks.

Editors Note: Mr. Brooks has gone to a good deal of trouble in securing photostat copies of LeZebre information which he has sent me together with a copy of "The Principles of Dating Cars," by D.C. Field and George Lanchester. Time and space prevent me including these in this issue.

VETERAN CARS FOR SALE

1910 Daimler motor and radiator
1908 Carnation (poor condition)
1912 Arrol Johnston motor, gear box and radiator
International Buggy without motor

Contact Mr. B. McMurtrie, 20 Court Street, PARKES.

The above information is by courtesy of George Green.

1913 Oakland tourer, rear part of body cut away, no guards, complete mechanically. 4 wheels have been rebuilt. Price £40.

Contact Colin Loydell, Lot 32, Shari Avenue,
Picnic Point. 'phone UU 9478.

4 Cylinder F.N. series 2400 approx. 1911, this car is in running order, and has spare gear box and diff. Has an aluminium touring body, but the back has been cut away. Price £125.

Contact G. Knodler, Box 22 P.O. YASS. 'Phone Yass 503.

Model T Ford parts including brass radiator, front axle assembly, alloy transmission, diff., chassis, one 1912 block and one 1914 block. Price £29/10/-.

Contact G. Knodler, Whittingham,
Via Singleton. 'Phone Singleton 537.

IMPORTANT NOTICE RE CLUB ROOMS

The Club Rooms at 190A Clarence Street, Sydney will be open for Members and their friends as follows:-

Dick Heher will open the Club Rooms and will be in attendance each Wednesday night from 7.30 p.m.

Ron Sevenoaks will also open the Club Rooms and be in attendance each Tuesday and Thursday from 1 p.m. to 2 p.m.

Facilities are there for making tea, and it is suggested that Members might like to avail themselves of this opportunity by bringing their lunch along and availing themselves of the books in the Library, these books can not be taken away, so remember Tuesdays and Thursdays for lunch and a chat at the new Club Rooms. The same can be done on Wednesday nights, when an enjoyable social evening can be arranged by Members and their many friends, and here again the Library will be available to you.

This is something that you have all wanted, and now these two Members have offered their time for your enjoyment, so show your appreciation to them by patronising their offer.

Further, if you wish other than tea to drink, you must bring this along yourselves together with the necessary glasses. In the meantime see you at the Club Rooms on Wednesday evening, or on Tuesday and Thursday for lunch between 1 and 2 p.m.

EVENTS

The Social Run and Swap Day set down for August 28th., last, was held at St. Ives in perfect weather, and possibly the biggest attendance ever was there. Newcastle again was well represented, but these Members have a rival this time, Mr. J. C. Lindsay from Yarrabin which is 8 miles the other side of Mudgee was there, he has an old model Overland car, and apart from the outing was down looking for parts for this car. As mentioned the weather was perfect, and groups of Members and their friends were to be seen under any and all of the shade trees; eat, drink and be merry was the order of the day. George Green and Alby Frost were here, there and everywhere, the former armed with a movie camera taking shots of this that and another, while Alby spread a mysterious ground sheet, and collected a still further mysterious collection of pieces of old veteran brass ware, and a weird collection of odds and ends, this was eventually auctioned or swapped, or sold. Ah, well perhaps some of us don't like parting with that good odd lamp that hangs forlorn and lonely on the workshop wall, but it would be nice to see some of the better unwanted brassware at the next swap day. The Editor couldn't even swap the Hup with George Sevenoaks Snow White Rolls, after all it had no body on and all its important parts were copper plated, but George said sorry, and that was that.

A number of Members joined in the procession of The Mosman Highland Gathering, to aid the Mosman Branch of The Lions Club, this was held last Saturday 10th September. The starting place was Cowles Road near the Spit Junction and after a slow 3 mile an hour procession ended at Balmoral Oval. Unfortunately, after the Veteran cars had lined up behind the three lots of smart marching girls, down came the rain and spoilt everything, the girls broke ranks and ran for it, and after the veteran car drivers adjusted their eyes a bit, they also made off. A large crowd lined the route and it is hoped that The Lions Club benefited well, they certainly deserve to.

FUTURE PROCESSIONS

Several requests have been received by the Club for Veteran cars to help in charitable events during October 1960, and your Secretary has asked that these be made known in this issue of the magazine.

The Blacktown Girls High School are holding a Gala Fete on 8th October next, there will be a procession starting from the Blacktown Shopping Centre and proceeding to the Show Ground, with a Grand Parade at 2.30 p.m. this starts at 11 a.m. and any Member willing to help is asked to ring, Miss Gwen Johnston 622.1321. who will gladly supply further details.

Upper North Shore Police Citizens Boys Club are holding a Gymkhana at St. Ives Show Ground on 16th October, please ring Sargent J. A. Priest at Hornsby Police Station. JU 1044. They are requiring veteran cars to aid in this very worthy cause.

Kewarra Festival have requested veteran cars to attend their Parade which is from Belmore to Campsie Park on 22nd October next. For particulars ring J. R. Gell, UW 3388 business hours and LY 9675 private.

The Punchbowl Parents & Citizens Assn. are staging a procession on 29th October next, it starts from Punchbowl Station at 1.30 p.m. and proceeds to the School. For particulars please contact Mr. J. Wright, 87 Broadway, Punchbowl, they also have asked for veteran cars to attend this procession.

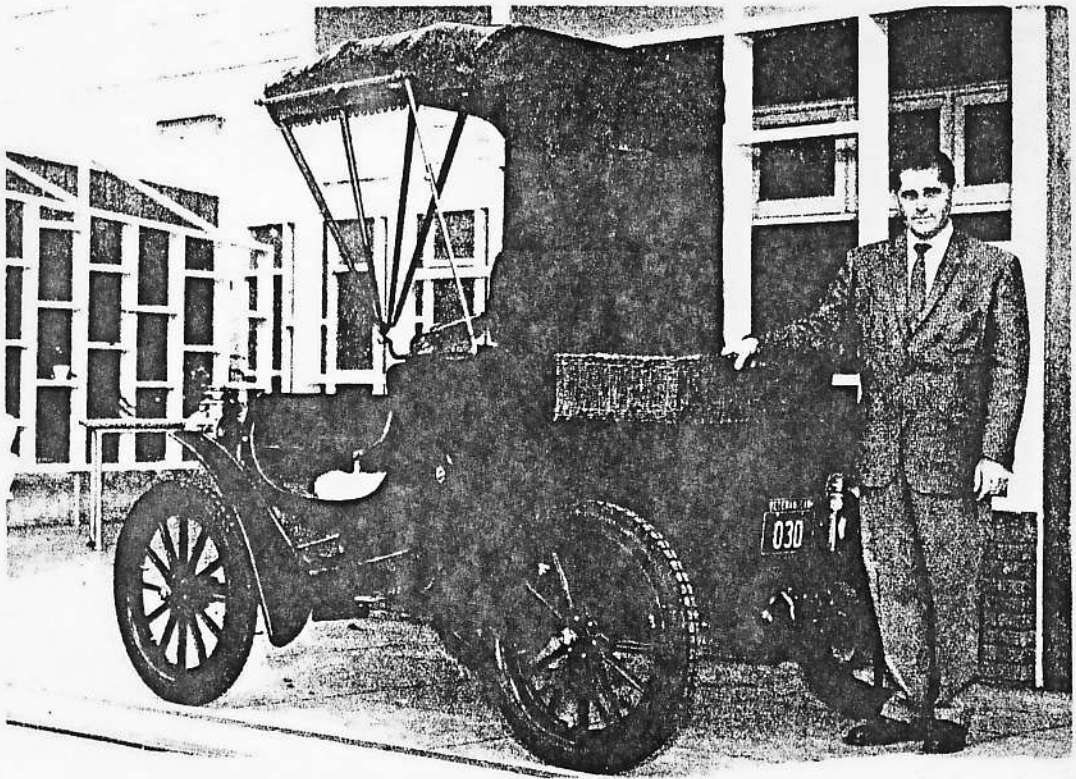


Photo by ROCHESTER STUDIO
 This superbly restored 1903 Curved Dash Oldsmobile, with it's proud owner Mr. Laurie O'Niel has set a new high in restoration standards.

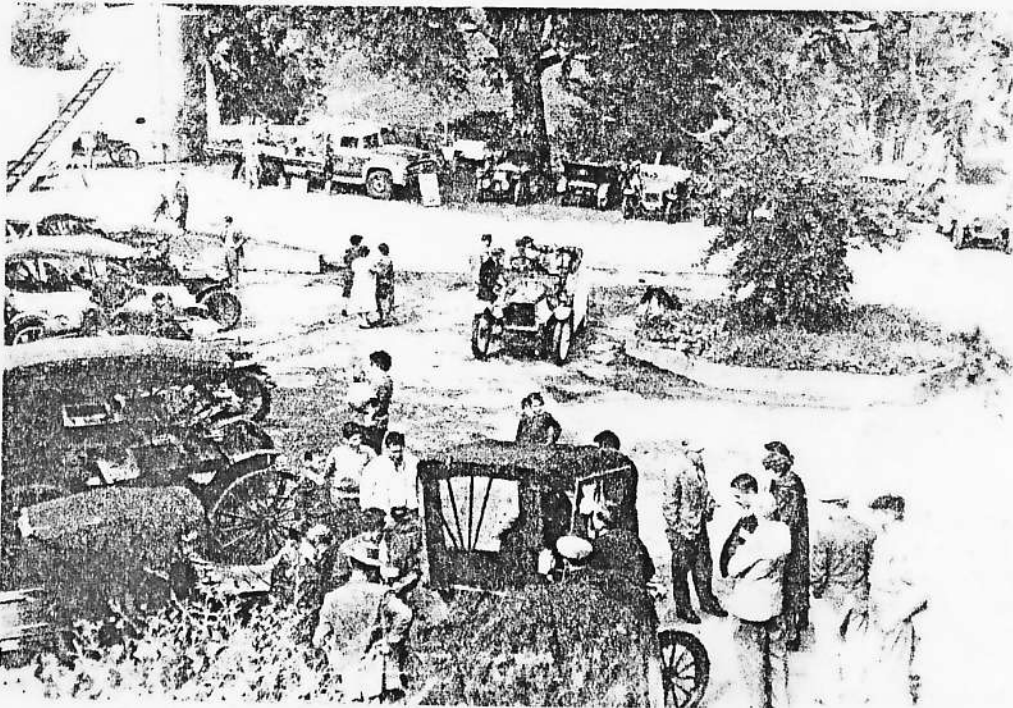


Photo by GEORGE BROOKS
 A general view of cars parked at Salters Winery during the recent 1960 Barossa Rally in South Australia. Cars from N.S.W. are much in evidence. In the centre is Jack and Mrs. Dance in their Talbot that they drove over and back to attend the rally, and in the foreground is Laurie O'Niel's Oldsmobile, surrounded by officials and admirers, like flies round a honeypot. Facing camera Laurie discusses a knotty problem with officials, behind him with camera is John Roche, and on the right talking to two ladies is Percy Wien-Smith, President of the Veteran Section of the South Australian Club. He left shortly after this for England and since his arrival there has attended every Rally the British Club have put on and will be staying for the Brighton after which he will be returning home via America.