

SPIT AND POLISH

The journal of the VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC.



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JANUARY - FEBRUARY, 1988

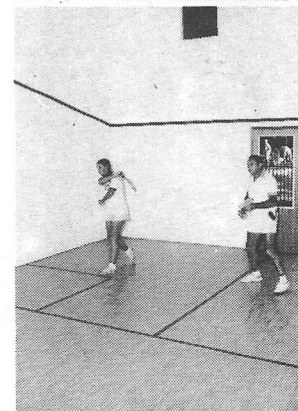
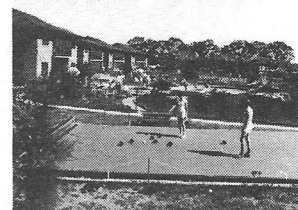
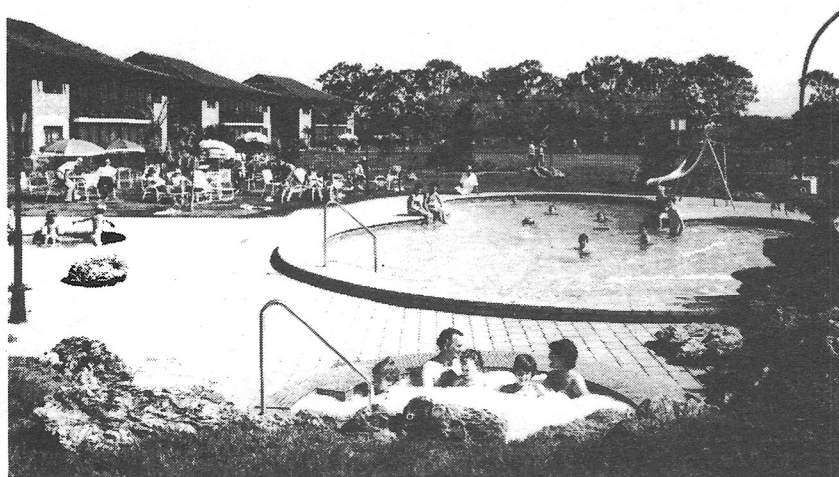
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A HOLIDAY LIFESTYLE - LIKE YOU'VE NEVER HAD BEFORE

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FACILITIES TO MAKE EVERY HOLIDAY COMPLETE

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Weather is good at Port Macquarie, in fact, it is great all year round.

Tariff from \$390 p.w. (mid-year rate) for up to six people.

As there are 2 bedrooms and 2 bathrooms in each luxury apartment, perhaps you would like to share a holiday with your friends - share the cost and double the fun. Absolutely perfect for that mini Rally.

There is more to tell you about this wonderful resort and, as James Packard might have said in these circumstances.....

"Ask the family who has been there!"

Colour brochure available by telephoning Victor or Adele Jacobs - Sydney Office - (02) 922 2999

PATRON:
His Excellency
The Governor of N.S.W.
Air Marshal Sir James Anthony Rowland
KBE, DFC, AFC, K.St.J.



Volume XXIV No. 4

January/February 1988

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Other Veteran Car Clubs have permission to copy

NOTICE OF MONTHLY MEETINGS

Regular monthly meetings of the Association will be held at 8.00 p.m. at the Clubrooms on:

THURSDAY	JANUARY	28	1988
THURSDAY	FEBRUARY	25	1988
THURSDAY	MARCH	24	1988

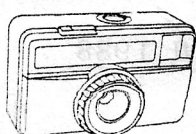
The business of the meetings will be:

- * to receive and act on reports from Committee of Management
- * to raise issues for the attention of Committee
- * to discuss matters relevant to the interests and activities of the Association

PLEASE NOTE: Commencing in February, Committee will meet on the FIRST Thursday of each month at 7.30 p.m.

KEN QUARMBY - HON. SECRETARY

COVER PHOTO:



New member, Norm Gullick, and wife Margaret, powering past the Brush on their 1914 Douglas 500cc Model B. The photo was taken by your intrepid Editor hanging out of the Brush during the One & Two Cylinder weekend at Bundanoon in November 1987. Norm found the rare model in the back of a garage in Katoomba and restored it in 1977. He had great trouble in finding a wickerworker to copy the original sidecar which was beyond repair. Wickerwork was popular at that period due to its lightness and its lower cost too. Norm will soon be seen in a 1912 Renault AX he has just acquired.

EDITORIAL

AS I WRITE THIS WE ARE HALF WAY THROUGH JANUARY IN OUR BI-CENTENIAL YEAR, AND IF IT TURNS OUT TO BE HALF AS BUSY AS WE ARE LED TO BELIEVE IT WILL BE, IT WILL SOON BE CHRISTMAS AGAIN.

I HOPE THAT YOU ALL HAD A MERRY CHRISTMAS AND WILL HAVE A HAPPY & PROSPEROUS 1988.

THE HOLIDAY PERIOD TAKES US ALL AWAY FROM THE TEDIUM OF OUR DAY TO DAY EXISTENCES AND ALLOWS US TO PARTICIPATE IN OTHER ACTIVITIES THAN THE NORM. I HOPE THAT THIS IS THE REASON THAT MY MAILBOX HAS BEEN SO QUIET, APART FROM MY REGULAR CORRESPONDENT FROM THE NORTH GRAEME NEWMAN, AND ANOTHER ARTICLE ON "PROGRESS" FEATURED HEREIN FROM JIM WILSON, MY LAST EDITORIAL SEEMS TO HAVE NOT STIRRED ANY MEMBER TO WRITE ON ANY SUBJECT.

ONE CAN BUT TRY!

THAT BRINGS ME TO A SUBMISSION SENT LATE LAST YEAR BY ALAN BLEVINS:

QUOTE WORTH QUOTING---WHOSE JOB IS IT?

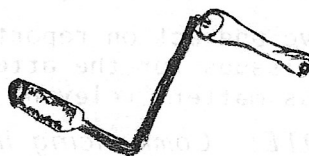
THIS IS A STORY ABOUT FOUR PEOPLE NAMED EVERYBODY, SOMEBODY, ANYBODY AND NOBODY.

There was an important job to be done and Everybody was sure Somebody would do it. Anybody could have done it but Nobody did it.

Somebody got angry about that because it was Everybody's job. Everybody thought that Anybody could do it but Nobody realised that Everybody wouldn't do it.

It ended up that Everybody blamed Somebody when Nobody did what Anybody could have done.

SOURCE UNKNOWN.....MUST HAVE BEEN A GENIUS.....ED.



COPY DEADLINE FOR THE NEXT ISSUE IS THURSDAY 3RD MARCH 1988

SEND TO THE EDITOR
27 McRAE PLACE
TURRAMURRA 2074



P R E S I D E N T ' S M E S S A G E

1988 - The Bicentennial year finally is here, bringing a very active calendar of veteran motoring including the 'Australian Bicentennial Castrol World Rally' hosted by the Veteran Car Club of Australia.

This year will also mark the first A.G.M. of our Club under incorporation which will be held in August, and from then on our Club year will be from August to August, and the Dept. of Corporate Affairs have been advised.

Members who could not attend the Special General Meeting held in November, should know that the levy of \$10 per member was passed by the meeting., and notices have been posted.

Congratulations to Lois Cook and Sue Wards, our social secretaries, for organising two successful Christmas functions. The Children's Party, held in glorious sunshine at Putney Park and the Adult Dinner Dance at the Henley Bowling Club, a delightful venue with views over the water.

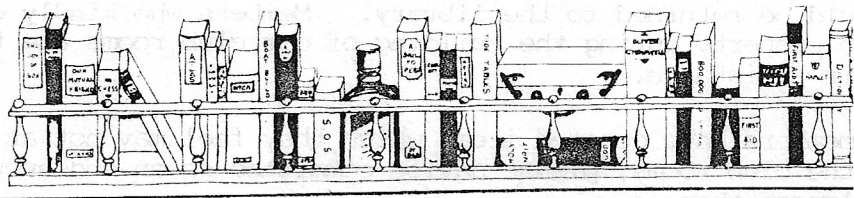
The re-opening of our library and having access to our club's books and records is being managed by our librarian Ron Cox. Perhaps members may like to think now of donating some relevant motoring books for all members to share. Maybe you have 2 copies of some books. Thankyou to Pedr Davis who has donated a signed copy of his most recent book- actually just released "Wheels Across Australia". A signed copy of "The Macquarie Dictionary of Motoring" has also been donated by myself. Ron will have these on display in the library after the meeting. Also on Library nights - the second Thursday in the month. These library nights are meant to encourage members to use our club rooms more and of course the library. Ron would also be pleased to show some early films from our archives too on these evenings.

Jim Redman has again organised an interesting invitation for our club, this time to participate at the Bicentennial Cricket Match on 30th January, this year. This should be a pleasing outing for the members involved and our club will also receive a welcome donation. Well done Jim in securing this opportunity for our club.

Participate in all your club's activities - enjoy The Veteran Car Club Of Australia(N.S.W.) Inc. throughout the year.

SANDY ROBERTS

LIBRARY



THE LIBRARY WILL BE OPEN FOR MEMBERS' USE ON THE SECOND THURSDAY OF EACH MONTH.

MOST IMPORTANT...MOST IMPORTANT...MOST IMPORTANT.

THE MARCH/APRIL ISSUE OF "SPIT & POLISH" WILL BE POSTED TO YOU WHILST YOU ARE ON THE BICENTENIAL RALLY...YOU WILL HAVE SOMETHING TO READ ON YOUR RETURN!

BUT GET THIS...YOUR MANAGEMENT COMMITTEE HAVE AGREED TO PUBLISH A SPECIAL BICENTENIAL EDITION OF S&P!!! THE EDITOR IS THRILLED OF COURSE AT THE PROSPECT OF MORE WORK...BUT EVEN HE AGREES THAT THE POTENTIAL FOR GREAT STORIES AS A RESULT OF THE RALLY IS WORTH RECORDING.

PLEASE HELP... THIS IS WHAT WE ARE ASKING YOU TO DO... TAKE ALONG A SMALL POCKET BOOK (DIARY, SORT OF THING) AND JOT DOWN ANY FUNNY HAPPENINGS, ENCOUNTERS, PATHOS, ADVENTURE AND GOOD JOKES THAT YOU HEAR. IF YOU ARE HANDY WITH A CAMERA REMEMBER "A PICTURE TELLS A STORY", PASS ON ANY OF INTEREST TO THE EDITOR...HE'S TRYING HARD TO PERFECT REPRODUCTION... (NOT HIS BUT THE MAGAZINES')

WHEN YOU PUT THE "REMAINS" OF YOUR VETERAN BACK IN THE GARAGE UPON YOUR RETURN...WRITE OR PREFERABLY TYPE UP YOUR FAVOURITE STORY AND LET THE EDITOR HAVE IT...IT WILL ALL BE IN YOUR LITTLE BOOK...EASY EH?

THERE WILL BE A PRIZE FOR THE BEST STORY AND ALSO FOR THE BEST PHOTO AS JUDGED BY THE EDITOR...ALL SORTS OF CORRESPONDENCE WILL BE ENTERED INTO...THE EDITOR IS SAVING FOR A TWO CYLINDER!!!!.

LETS SET A DEADLINE FOR THIS LITTLE CAPER AT TUESDAY 5TH APRIL, THAT WILL GIVE YOU EASTER TO FINISH IT.

SEND TO: THE EDITOR
27 MC RAE PLACE
TURRAMURRA 2074

NOTICE

All books, records and literature belonging to the Veteran Car Club should be returned to the library. Members who kindly cared for club property during the building of our club rooms are thanked for their assistance.

If members have donated items which they feel may not at present, be at the club rooms, please advise committee so an endeavour can be made to locate them.

on behalf of
Management Committee

SANDRA ROBERTS
PRESIDENT.

EVENTS DIRECTORS REPORT

Since my last report we have had two more very well attended runs. Both the Historic Parramatta Tour and the Fishers Ghost runs enjoyed fine weather and pleasant surroundings.

Blue Mountains Tour April 30 - May 1

After much searching we have located a motel in Wentworth Falls which will give us accommodation for one night (most others are not interested).

Because of this attitude of motel owners, first in get the accommodation at the motel. Once this motel is full, entrants will have to find their own accommodation. SO BE EARLY. (Entry form enclosed).

COMING EVENTS

Sunday, January 24 - Bankstown Bicentennial Display, at Lake Gillawarna - contact Bob Baxter for more details.

Sunday, February 21 - Veteran and Vintage Display Day at Gledswood Winery, Leppington. Support our club and make this the biggest and best ever. See you there. (Helpers required).

March 8-20 - Australian Bicentennial Castrol World Rally.

Sunday, April 17 - Charity Day with senior citizens as our guests.

Details next magazine.

Sunday, May 29 - 'Thank you Tour' - details next magazine.

John Wards - Events Director

OBITUARY

WE LEARNT WITH REGRET OF THE PASSING OF PEGGY HOLMES, WIFE OF LONG STANDING MEMBER SANDY HOLMES.

V.C.C.A. MEMBERS OF THE NORTHERN REGION ATTENDED THE SERVICE ON 7/1/88.

MEMBERS EXTEND THEIR SYMPATHY TO THE HOLMES FAMILY.

FINAL RESULT OF QUESTIONNAIRE TO MEMBERS

Based on 65 replies received.

RAW POINTS	AVERAGE	EVENT	RAW POINTS	AVERAGE	EVENT
496	7.63	BLUE MTNS RALLY	349	5.37	ADULTS XMAS PTY
467	7.18	2DAY COUNTRY RAL.	341=	5.25	NON POINT SCR EV
421	6.48	JUNR.ENC.EVENTS	341=	5.25	POINT SCORE EVNT
419	6.45	MORPETH RALLY	337	5.18	DISPLAY DAYS
407	6.26	3/4 DAY RALLIES	318	4.89	BUNDANOON TOUR
405	6.23	FILMS AT CLUB MTG.	313	4.82	FISHERS GHOST
399	6.14	SPEAKRS&DEMOS MTG.	295	4.54	PRESENTATION DNRS
379	5.83	SWAP MEETS	293	4.51	HAVACHAT RALLY
371	5.71	CLUB MEETINGS	257	3.95	CITY TOURS
365	5.62	INTERSTATE RALLIES	253	3.89	LIBRARY NIGHTS
363	5.58	B.B.Q.GET TOGETHERS	222	3.42	CONCOURS EVENTS
362	5.57	GARAGE CRAWLS	196	3.02	SQUARE DANCES
353	5.43	LIONS/ROTRY CHARDAY			

THANKS TO THE ADDITIONAL 10 MEMBERS WHO TOOK THE TROUBLE TO SEND IN THEIR REPLIES.

YOUR COMMITTEE WILL NOW TRY TO DO THE IMPOSSIBLE AND PLEASE EVERYONE!

JUNIOR ENCOURAGEMENT

Results from the Editor's Questionnaire are most interesting - particularly the ranking given to 'Junior Encouragement Events'.

Committee is keen to see young enthusiasts encouraged as much as possible and has decided to recognise as "Junior Associates" those who:

- * through their enthusiasm for veteran vehicles are seeking an association with the club

but

- * do not have a veteran vehicle

and

- * are under 18 years of age

and therefore are not eligible for membership.

On payment of an annual fee of \$20 to cover cost of the magazine, they will receive SPIT AND POLISH and an ongoing invitation to join in club activities.

On reaching age 18 they will be eligible to apply for membership in the prescribed manner.

KEN QUARMBY

Honorary Secretary

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

Solution to No. 65

RELATIVELY EASY

It's a photograph of my mother.

No. 66

STOP AND GO

It is possible for a certain object to be STOPPED and GOING at the same instant. To make things even more confusing, the object may be GOING shortly after it has gone. What is it?

* * * * *

PROGRESSIVE DINNER

We are planning a Progressive Dinner on Saturday, February 13, 1988 in the Hunters Hill area. Numbers are strictly limited so book early to avoid disappointment.

7.00 p.m. Pre Dinner Drinks and Entree:

Don and Annelies Crone
'Windemere' (Built 1855)
25 Earnest Street,
Hunters Hill

Main Course:

Keith and Kerrie Wherry,
34 Joubert Street,
Hunters Hill

Dessert and Coffee:

Max and Sandra Roberts,
4 Herberton Avenue,
Hunters Hill.

The cost will be \$20.00 per person.

If you would like to come please ring:

Sue Wards 86-3430 or Lois Cook 888-7927

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

has been invited to attend a special parade
transporting "The Living Legends of Cricket"
around inner perimeter of Cricket Ground

during luncheon break

at the

BICENTENNIAL CRICKET MATCH

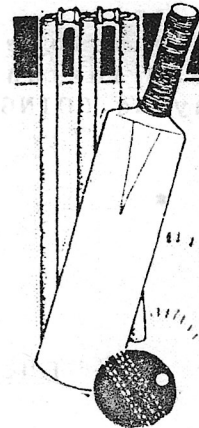
Sydney Cricket Ground

Saturday 30th January, 1988

at approx. noon

24 CARS REQUIRED TO PARTICIPATE

Donation to be received by the Club.



Co-ordinator of veteran cars for the parade and
further information

ARTHUR GARTHON 57 2740 (H)
 579 4388 (B)

CORRECTION

IN THE LAST ISSUE OF "SPIT & POLISH" ON THE SUBJECT OF
FOR SALE

"A COLLECTION OF PHOTOGRAPHS 1904-1918"

THE EDITOR WAS IN HIS USUAL GENEROUS FRAME OF MIND AND OFFERED
COPIES OF THIS LATEST BOOK AT \$6.00 PER COPY.

OUR HARD-WORKING HONORARY SECRETARY (THAT MEANS HE DOESN'T GET
PAID.....AND THEREFORE HAS A PENCHANT TOWARDS MEANNESS) POINTED
OUT THAT THE REAL PRICE SHOULD BE \$7.00 PER COPY. SORRY FOLKS,
I TRIED.

V.C.C.A. (N.S.W.) INC. MEMBERSHIP UPDATE1. NEW MEMBERS

MR. DONALD ROSS GRANT. MEMBERSHIP NO. 832.

3 WAREEMBA PLACE

LILLI PILLI 2229 ph. (H) 5256242 (B) 5256242

1911 EMPIRE RUNABOUT.

MR. EDWARD JOHN MILVERTON. MEMBERSHIP NO. 833.

48 DARLING POINT RD.,

DARLING POINT. 2027. ph. (H) 3278436. (B) 6495591

1911 RENAULT "TORPEDO" TOURER.

CHANGE OF ADDRESS.

JOHN PICKUP196F

16/12 ESSEX ST.,

EPPING. 2121

JOHN CORBY228F

P.O. BOX 92

CASTLE HILL 2154

VALDA CROSS....580A

C/o POST OFFICE TEVEN

VIA LISMORE 2480.

BEN BRONK...183

10 WARRAMBEEN PLACE

MUDGEERABA.

Q'LAND. 4213.

2. ADDITIONAL NEW MEMBERS ...LATE PRESS!

MR. JOHN PRENTICE NO. 834A

30 WOONONA RD.,

NORTHBRIDGE 2063. ph. (H) 9585894 (B) 8161555

CHANGE OF ADDRESS...LATE PRESS!

MR. NEIL QUARMBY NO. 812

5, MONTANA ST.,

TOOWOOMBA Q'LD. 4350 ph. (H) 076 345950.

A VERY BIG WELCOME TO NEW MEMBERS AND OUR THANKS TO THOSE
MEMBERS WHO THOUGHTFULLY LET US KNOW THEIR NEW ADDRESSES.

HELP WANTED !!

Can anybody help our Honorary (and confused) Treasurer with an
address for:

BOB WINWOOD-SMITH

last heard of residing in Forbes?

THE POLICEMAN PULLED A CAR OVER.

"WHAT'S THE MATTER?" THE DRIVER ASKED

"YOUR WIFE FELL OUT OF THE CAR FIVE MILES DOWN THE ROAD".

"OH, THANK GOODNESS! I THOUGHT I WAS GOING DEAF".

RIGHT OF REPLY BY THE LADIES WILL BE ALLOWED....ED.!!

A Bash at Bundanoon 1 and 2 Cylinder Rally 21-23 November, 1987

The Editor and his friend(?) the Brush owner, spent an enjoyable three days rallying in the beautiful Southern Highlands.

The company was excellent, including some Victorian visitors and our motorbike friends. Regretfully there were one or two European makes in attendance.

The big news is that the Roberts' Vauxhall completed the two day rally (didn't want to stretch their luck by staying on for the optional third day)!

Ron Hattersley also had a very successful rally in the Buckboard, although we did find him at one stage trying to obtain some genuine veteran fencewire in order to repair a fan belt!

Saturday we had a sausage sizzle at Bundanoon, then a refreshing run to the Sutton Forest pub and back. Suggest you ask Anne Simmons about veteran bikes and bruises! Strangely almost all competitors overtook the Brush (not the Vauxhall or the Buckboard!) on the way there so on the return the Editor and I detoured to attend the auction of a stately home (no bid - the Editor left his bankcard at home) and thus avoided the ignomy of being overtaken again! Needless to say, I have since fitted the big tyres and purchased a timing light!

Cocktails were held on the lawn prior to a sumptuous dinner - see photo.

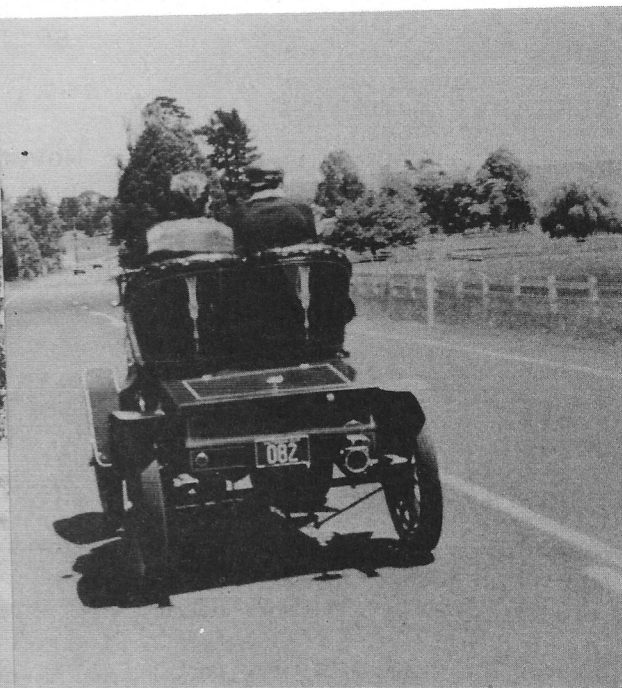
Sunday was an early start - 10.00am for a great trip to Fitzroy Falls. The Editor got carried away with navigating; however, we made it - nobody passed us as nobody else was lost! Quiet trip back to Bundanoon and a farewell lunch to our two day participants.

After a quiet dinner and one or two convivial ales (accountants can't count), we awoke refreshed for day three (the Editor snores!).

The Editor took off in the Napoleon (that's French for disaster), and strangely the Brush was markedly faster (the Editor should lose weight!) passing the Napoleon - learner driver - and re-overtaking the De Lage (that's French for ?) on a small hill. The uncouth De Lage driver then kicked out Anna in order to climb the hill - pies and drinks at Berrima.

Still feeling hungry on the way home, the Brush and the Reo, accompanied by those strange French Europeans, De De Dion, De Lage, and that short fat French fellow with his hand in his jacket, detoured to a fantastic Devonshire Tea cottage at Sutton Forest. The owner, Mr Robinson, recognised good quality American iron - and after tea, scones and many photos - showed us into a rather large barn at the back of his place which contained an extensive collection of horse-drawn vehicles - sadly John Pickup was not with us but I would recommend a visit.

All in all, another great weekend of veteran motoring.



HERE THEY COME
CLOSE THE GATE!
 TOO LATE...THERE THEY GO.

ONES & TWOS
 LINE UP AT
 ARVO TEA



THIRSTY WORK
 FLOGGING ONES
 AND TWOS...
 HOPE THE NEW
 OWNER GETS THE
 BOOT POLISH
 OFF THE DASH!

RESEARCH & DATING

Dating Certificates issued at the November 1987 meeting were the result of research and conclusions reaching by the Dating Committee.

Brief statistics and history of these vehicles is presented also, hereunder.



- 1/ 1912 RENAULT type A.X., 8 H.P. Roadster, Colonial chassis
No. 34601, Engine No. 3278
Owner: Ray Hill, Parramatta, N.S.W.

When this car was produced, most Renault's reaching this country from half-way around the world were imported by the Melbourne agents, Kellow Motor Company, through the English distributors Tozer Kemsley of London and as records reveal, this vehicle was no exception. The Kellow Motor Company were also motor body builders of the period. However, as distinct from most known Renault's of the type, this A.X. is a true colonial model and bears the makers plate which reads:-RENAULT CONSTRUCTEUR BILLINCOURT (SEINE) FRANCE and LICENCED for Gt. BRITAIN & the COLONIES.

Some of it's distinguishing features are e.g: an almost straight front axle, being quite dissimilar from the regular drop-centre type and giving greater road clearance, while the track-rod (usually in front) is placed at the rear of the axle. Raised engine mounts and a correspondingly higher radiator and bonnet profile also permit protective clearance, while equally dissimilar are the road wheels, 710 X 90 front and 760 X 90 rear, requiring the carriage of two spare tyres. The wheelbase is also longer.

As a result of the raised engine height, (approximately 4 in's) the petrol tank, normally located under the seat, is dash-board mounted to provide gravity feed to the carburettor.

The Renault passed through two former club members hands, Jim Horan, who brought the car from Victoria and Warwick Horwood, from whom it was acquired by the present owner in 1984.

The restoration, recently completed by Ray, again has shown the skill and excellence achieved from his previous experience in this capacity.

- 2/ 1915 FORD Model 'T', Tourer, Engine No. C25615
Owner: Bob Hobson, Beecroft, N.S.W.

To write about the Model 'T', as it is known the world over, or as advertised in it's hey-day, "Ford The Universal Car", is not a difficult task, so many and varied are the exploits of a make of which 1,000,000 vehicles were ordered by Great Britain for W.W.1 and from which order, (due to economies in production), Henry Ford deducted \$1,000,000 from the contract price. Illustrations of these cars in W.W.1 journals and in particular a Special 1914 War Issue of 'Ford Times', in which Henry himself wrote: "Peace is such a precious jewel that I would give anything for it, but truth", again revealed it's many and varied uses, some bodied for ambulance activities, others as mobile machine-gun posts. For the latter purpose the French Government in papeete, Tahiti commandeered 25 chassis at the outbreak of war.

Some newspapers and periodicals referred to them as units of the "Gasoline War", by which bodies of troops were moved distances thought hitherto impossible in a day. Generals and Staff Officers dashed from one end of a two-hundred mile battle line to the other at express train speed; such were the comparisons of the day and the stories that featured these cars, affectionately dubbed, "JUMPIN BEDSTEDS".

But surely this is departing from the issue, we should be expounding the abilities and merits of Bob Hobson who, of this car, as his dating application explains:- History unknown, vehicle remains were purchased from V.C.C.A. (ACT) member Basil Monckton, as advertised in Spit & Polish, September 1974.

From this remnant beginning, Bob, for many years seen at the wheel of "Henrietta", can now, with the pride deserved display and enjoy his bright red tourer, that has emerged from quote:- "the remains that existed in September of 1974".

3/ 1912 AUSTRO-DAIMLER, Tourer Type 1025, 16-18 (9/20) H.P.

Car. No. 2901, Engine No. 1156

Owner: John Riley, Bolwarra, N.S.W.

Before presenting his application for dating of the Austro-Daimler in September 1984, John researched and traced it's history back to Mr. Douglas Cowan of Sandy Hollow, from whom he purchased it in 1967, to Mr. Cowan's father who bought it from a previous owner, Mr. Wansey of Newcastle in 1926. However tracking through members of the Wansey family failed to disclose further knowledge of the car.

For your Research Historian tracing it's year of manufacture became a more arduous task as no factory records are known to exist and inquiries through Austrian and German enthusiasts, including historians from Daimler-Benz, (all delegates to FIVA annual conferences) brought no response. My counterpart in the VCC of GB, Gordon Brooks, in the interim was also sharing my inquiries and finally, from modifications disclosed in motoring journals from 1910 to 1914, also date stamped components of the car itself, your dating committee agreed to the 1912 date of manufacture.

It is interesting to note that member 'Bill Bishop' on my behalf searching through English libraries found that considerable exposure was given to Austro-Daimler, Alpine and Prince Henry models, but little has been written by motoring journalists of either the Autocar, The Motor or the Car of the company's passenger cars.

John Riley who won concours and Veteran of the Year awards with the Austro, has now disposed of the car to Queensland enthusiast and former N.S.W. member, Lyndon Benham.

George A. Roberts
Research Historian.

THAT'S PROGRESS

FROM JIM WILSON.

Progress of the motor car since World War 1 has changed dramatically.

As you probably know, England commandeered most cars and trucks from civilians for military purposes, such as staff cars, trucks for troops and munitions transporters. Vans for ambulances, also motor cycles for despatch riders.

Of course many of these vehicles were severely damaged or totally destroyed by the enemy. Such marques being Rolls Royces, Vauxhalls, Crossleys, Sunbeams, Napiers, Daimlers and Humbers to name a few, but I have particularly named these prestige cars as the loss of such cars as these saddens me.

May I be pardoned for omitting other makes on the European scene at the time. It is a well known fact that the French soldiers were cunningly and quickly despatched to the battle-front during darkness by scores of Renault Taxicabs, resulting ultimately in a surprising and victorious battle overwhelming the Germans. (A tactical achievement precedent indeed.)

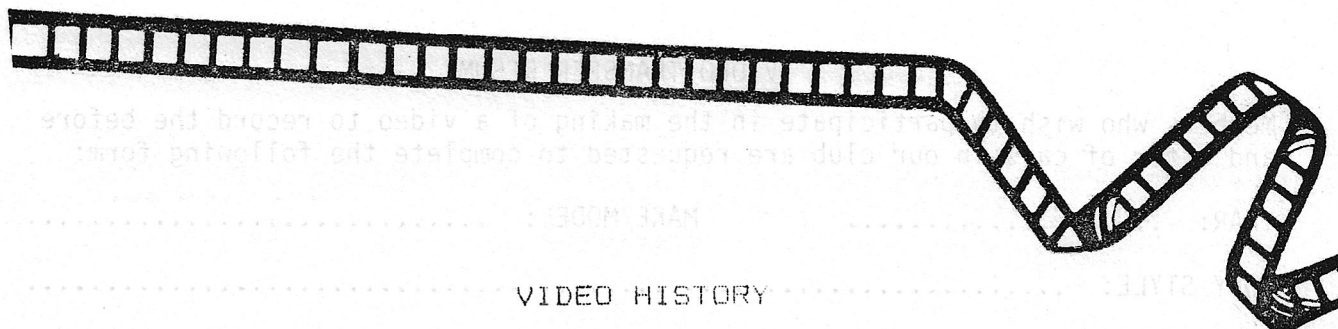
Some of the European cars that were used extensively were De Dion, Berliets, Fiats and the improbable Bedela cycle car, which was used for first aid. A rare sight indeed was a platform mounted stretcher fitted above it's twin cylinder engine to carry the injured.

For a wounded soldier to be carried in such a manner was precarious indeed, as he had to be strapped to the stretcher facing skywards, totally exposed to the elements and devoid of any comforts as the vehicle had no hood. For the record, the Bedela of that time, circa 1913-14 was a very light cycle car, ground hugging and minus shock absorbers, transmission by drive belts, twin cylinders 8-10 H.P. with a crude centre type steering. (The driver actually sat over the back wheels). I have only seen one of these myself, and that is the one that Ben Bronk owned. Towards 1917, when America entered the fighting in Germany, there was an influx of motor vehicles of all types, as records show only about 6000 vehicles, both British and French were acquired in 1914, but by the end of 1918, 92000 were listed. From some of the research that I have done for this article, all of the trucks that are pictured up to 1918 had solid tyres and I imagine would have had great difficulty in negotiating the terrain...all the scenes show dirt and mud and boggy conditions.

The only vehicle to my knowledge that had a chance to operate more efficiently in such conditions, would have been the FWD, four wheel drive.

After Armistice Day there were 115000 trained drivers and very few cars. It was obvious that the horse & cart was becoming outmoded. Innovations, such as Electric Starters, torsion bars servo-assisted 4 wheel brakes, brake stop lights and dipping headlights plus a better grade of petrol at modern type bowlers all contributed to modernisation and increased safety for all motorists to enjoy.

Thanks Jim...beautifully put together and most interesting, come on folks...there must be articles full of interest, like Jim's that you can adapt and share with us. If typing is a problem for you...let the editor do it. What broad shoulders he has!!!!!!



VIDEO HISTORY

I am still waiting with bated breath for your photos etc. for our Video History. Another resume/application is included in this issue.

Several queries have been raised and I hope the following will help if you have any questions.

"I ONLY HAVE BLACK AND WHITE PHOTOS."

This is fine as long as they are clear and fall within the maximum 8 x 10" size.

"DO YOU WANT ANY MORE DETAILS ON THE RESUME?"

Unfortunately, no. Your prints are on the screen for approx. 7 secs. each, therefore, 3 prints = 21 secs. Check for yourself by making 2/3 sentences out of the details requested and read them aloud. There is not enough time left to say more.

"I KNOW WHO I PURCHASED THE VEHICLE FROM, BUT HAVE NO PREVIOUS HISTORY."

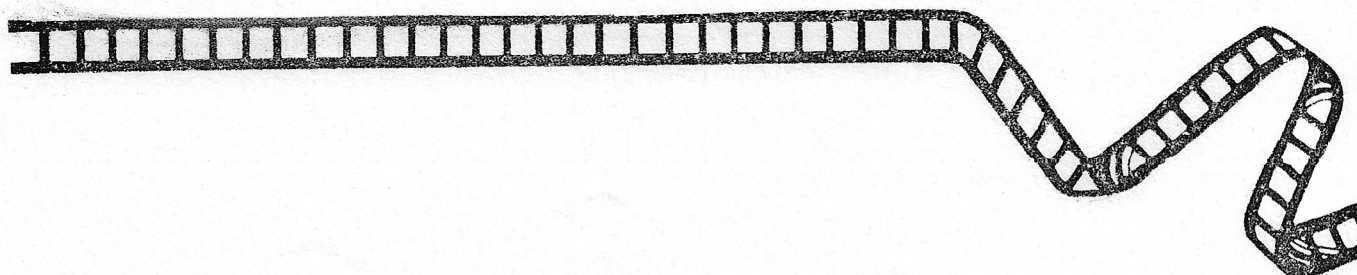
This is unfortunate, but cannot be helped. Just give what information you can.

"MY CAR IS NOT RESTORED AND/OR ON THE ROAD."

No problem. If you have shots of it as picked up and a couple taken during dismantling and/or restoring, this will suffice. Even shots of the motor will be of interest.

Please give serious consideration to this project. We have the full backing of our committee, but it will not be a success without the full participation of you, the members.

JAN COULCHER.



VIDEO TRANSFER RESUME

Members who wish to participate in the making of a video to record the before and after of cars in our club are requested to complete the following form:

YEAR: MAKE/MODEL:

BODY STYLE:

YEAR FOUND/YEAR PURCHASED:

WHERE FOUND/PURCHASED FROM:

PREVIOUS OWNER:

CURRENTLY OWNED BY:

DO YOU WISH THESE PRINTS RETURNED: YES / NO

Please find enclosed:

1. Prints of the above car

(One before/during restoration and one after restoration).

3 prints maximum for each car entered.

2. \$ (\$1.00 per print encl.)

MORE THEN ONE CAR PER MEMBER MAY BE INCLUDED, BUT A SEPARATE RESUME IS REQUIRED FOR EACH CAR.

Please forward: (a) Completed form/s
(b) Prints
(c) Money

To: JAN COULCHER
24 STUART STREET
BLAKEHURST 2221

If you have any queries, please ring (H) (02) 546 4791; (B) (02) 27 3416

CLOSING DATE: 31ST JANUARY, 1988

[For club use only]

Date received:

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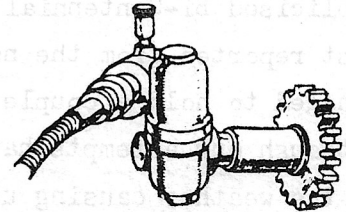
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SPEEDOMETER TRANSMISSION

CONTINUING A REPRINTED ARTICLE FROM "THE AUTOCAR" SEPTEMBER 1911.

ADVANTAGES AND DISADVANTAGES OF THE VARIOUS METHODS IN VOGUE.

THE INTERMITTENT DRIVE EFFECT PRODUCED BY THE SWIVEL COUPLING IN CONNECTION WITH THE STEERING OF THE FRONT WHEEL CAN SCARCELY BE DESCRIBED AS A PRACTICAL DISADVANTAGE, AS IT IS ONLY LIKELY TO MAKE ITSELF APPARENT TO ANY MARKED EXTENT WHEN THE WHEELS ARE TURNED THROUGH A CONSIDERABLE ANGLE, AND AT SUCH A MOMENT THE READING OF THE SPEEDOMETER WILL PROBABLY NOT BE REGARDED AS A MATTER OF IMPORTANCE. FIG. 5.



IN "THE ELLIOTT" (SEE FIG 1 LAST ISSUE) A BEVELLED METAL ROLLER IS DRIVEN OFF A RUBBER-FACED RING, AND THIS IS PROBABLY AS GOOD A TYPE OF FRICTION DRIVE AS CAN BE EVOLVED, AS IF THE FACES BE SET UP TRULY AND THE PRESSURE UPON THEM ADJUSTED TO GIVE A REASONABLE GRIP WITHOUT CAUSING UNDUE WEAR TO EITHER FACE, THERE SHOULD BE NO PERCEPTIBLE AMOUNT OF SLIP, AND THE RUBBER SURFACES SHOULD HAVE NO DIFFICULTY IN CLEARING ITSELF OF SUCH FOREIGN MATTER AS THE BEVEL WILL TEND TO ROLL INTO IT. THE SHAFT IS GEARED DOWN TWO TO ONE, FROM THE FRICTION ROLLER.

FIGURE 5

IN THE "SMITH" FRONT WHEEL FRICTION DRIVE (SEE FIG. 2 LAST ISSUE) AN "S" SPRING IS EMPLOYED TO KEEP THE DRIVEN FRICTION ROLLER AGAINST THE DRIVING MEMBER. THE RING IS MADE OF ALUMINIUM AND THE ROLLER IS SHOD WITH A RUBBER TYRE. IT IS, OF COURSE, ESSENTIAL WITH A DRIVE OF THIS KIND, TO ASSEMBLE THE PARTS SO THAT THE CENTRELINE OF THE DRIVEN ROLLER INTERSECTS THE CENTRE LINE OF THE STUB AXLE.

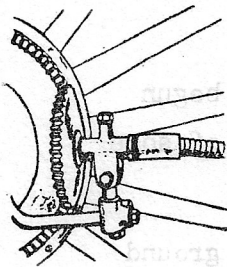


FIGURE 6

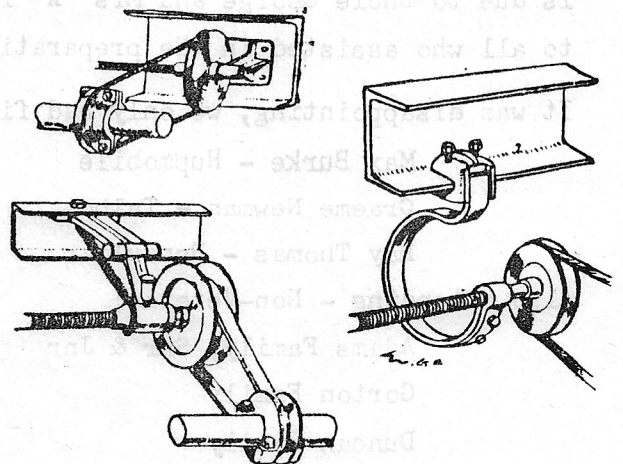
BEING PRESSED UP AGAINST THE DRIVE FACE BY A FLAT SPRING. THESE SURFACES ARE ALUMINIUM TO RUBBER, AND EVIDENTLY IT IS NOT CONSIDERED NECESSARY TO BEVEL THE RUBBING SURFACES.

FIGURES 5 & 6 (ABOVE) RELATE TO THE POSITIVE GEAR DRIVE FROM THE FRONT WHEEL AND SHOWS THE "JONES" GEAR FURNISHED WITH A VERTICAL SWIVELING COUPLING TO AVOID ANY PULLING OF THE FLEXIBLE SHAFT. THIS COUPLING CONSISTS OF A SMALL SELF CONTAINED BEVEL GEAR, THE BODY OF WHICH IS ROTATEABLE ABOUT THE DRIVEN PINION SHAFT.

FIGURE 5 SHOWS THE "SMITH" HORIZONTAL SWIVEL GEAR EMBODYING TWO TRAINS OF WORM GEAR. IT WILL BE NOTICED THAT THE USE OF HORIZONTAL OR VERTICAL SWIVEL GEAR BOXES DEPENDS ENTIRELY UPON THEIR PARTICULAR ADAPTABILITY TO THE CAR.

IN THE WARNER TRANSMISSION THE TYPE OF PINION EMPLOYED AS SHOWN IN FIG. 6 WILL CLEAR ITSELF AUTOMATICALLY OF FOREIGN MATTER THROWN INTO THE TEETH. THE SKETCH SHOWS THE SPURS IN SKELETON FORM... THE MIDDLE PORTION OF BOTH SIDES AND BOTTOM BEING CUT AWAY.

END.



SOME OTHER TYPES OF SPEEDOMETER DRIVES
NOT DESCRIBED.

From the Northern Enthusiasts...

Happy New Year to all in this, our much publicised Bi-Centennial year. Since I last reported from the north, we've managed to hold a couple of events although our attempts have been hampered by the weather causing us to change both dates and venues. The registration day on October 25 was a washout and was subsequently held at Martinsville. It was attended by;



Max Burke - Hupmobile	Chris Duncan - Renault
John Hughes - Talbot	Doug Marr - Sunbeam
Bob Newman - Talbot	Nev Preston - Talbot
Steven Rose - Talbot	Ray Thomas - Renault

The alternative registration picnic outing which was to have begun in the heart of Newcastle was cancelled due to the inability of some members to attend and crook weather preceeding the day.

Our Christmas party was held at the Martinsville Oval/Picnic ground (Martinsville is a peaceful, pleasant and fairly central location to attend). On this occasion we were blessed with a lovely day on which we enjoyed a B.B.Q. lunch followed by apple pie and cream. After lunch, quite a large group of the younger brigade, led by our youthful chairman, enjoyed a game of cricket on the oval. A vote of thanks is due to Uncle George and Mrs 'A' for organizing the supplies and to all who assisted in the preparation and cooking on the day.

It was disappointing, we only had five veterans in attendance;

Max Burke - Hupmobile	Johh Hughes - Talbot
Graeme Newman - Talbot	Nev Preston - Talbot
Ray Thomas - Renault	

Also attending - Non-Veteran;

Adams Family, Snr & Jnr	Wilson Family
Gorton Family	Ware Family
Duncan Family	Marr Family
Bob & Alma Newman	Rod & Sandy Jackson
Peter & Val Lamb	Steven & Wendy Rose.

I was disappointed, and I'm sure I'm not alone, to hear the proposed three day Blue Mountains event has been reduced to the usual two day event. According to the survey in the past few months, a three day country Blue Mountains rally should be a most popular event. I don't know the reason for the decision, I only hope it wasn't to satisfy a vocal minority. Let's hope for better things next year.

Regards,

GRAEME NEWMAN

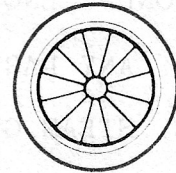


1988 BICENTENIAL CASTROL WORLD RALLY.

NEWS FLASH!!!!

THERE HAVE BEEN SOME DROP-OUTS FROM THE RALLY OVER CHRISTMAS, SO IF YOU WANT TO JOIN IN THE FUN, RING TERRY COOK 888 7927. TERRY WILL, IN HIS USUAL EFFICIENT MANNER SEND YOU ENTRY FORMS AND SPEED YOUR ENTRY THROUGH THE SYSTEM...DON'T DELAY...DO IT!

TERRY ALSO NEEDS OFFICIALS TO HELP AT THE START ON TUESDAY 8TH MARCH.....TAKE A FLEXI-DAY AND JOIN US...CALL HIM 888 7927.



FOR SALE & WANTED

WANTED...INFORMATION AND PARTS...1909-11 COTTON. KEEN MEMBER WANTS TO OBTAIN ANY INFORMATION OR LEADS ON COTTONS.

CONTACT LAURENCE KATHAGE (07) 379 2193

WANTED...5 BEADED EDGE RIMS TO SUIT T FORD 30 X 3-1/2

CONTACT RON COX (02) 642 2885

(CONTINUED OVER PAGE

FOR SALE & WANTED

1909 MAXWELL MODEL Q, 4 CYL. RUNABOUT WITH MOTHER-IN-LAW SEAT.
BODY ORIGINAL IN GOOD RESTORED COND. RELIABLE & QUICK CAR
LAST SEEN IN 1970 INTERNATIONAL RALLY. PRICE NEGOTIABLE.

CONTACT CAN BE MADE THROUGH RAY HILL
(02) 630 1776.

WANTED...1910 HUPMOBILE ENGINE & GEARBOX PARTS...URGENT OIL BOX,
STEERING WHEEL, HUBCAPS, GAS GENERATOR, "ADLAKE" SIDE LIGHTS,
AND ANY OTHER BITS... BARRY THEW (02) 638 1155.

WANTED...1914 SUNBEAM MODEL 14/16...ANY BODY PANELS, STEERING
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BRUCE BOOBY GOULBURN
(048) 212560.

WANTED...1912 CADILLAC...WINDSCREEN & STANCHIONS, HORN, SPEEDO
DRIVE & CABLE, DOOR LATCHES, ELECTRICS. ALSO...MODEL "T" TAIL
LAMP ASSEMBLY J.N.O. BROWN 105 OR LENS ONLY, 1912 FORD CARB.
BILL FORMBY DROUIN VIC. (056) 252344.

WANTED...1910 BRUSH. STARTING HANDLE HOUSING ALSO A CYLINDER
& RUSHMORE HEADLAMP. KEN RHODES CROYDON (03) 725 6417.

WANTED...1913 DARRACQ ENGINE ANY CONDITION D. MARTIN (08) 3368416

WANTED...1912 DELAGE STEERING BOX. A. DENMAN (08) 441748.

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FOR SALE...HANDCRAFTED REAR VIEW MIRRORS TO FIT SIDE MOUNTED
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CHASSIS ONLY. ENQUIRIES TO A/H 03 7877531.

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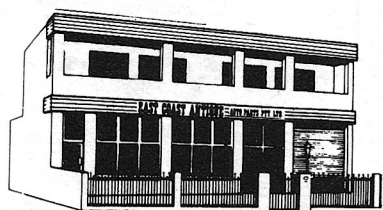
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KEITH CARDEN (02) 871 2158.

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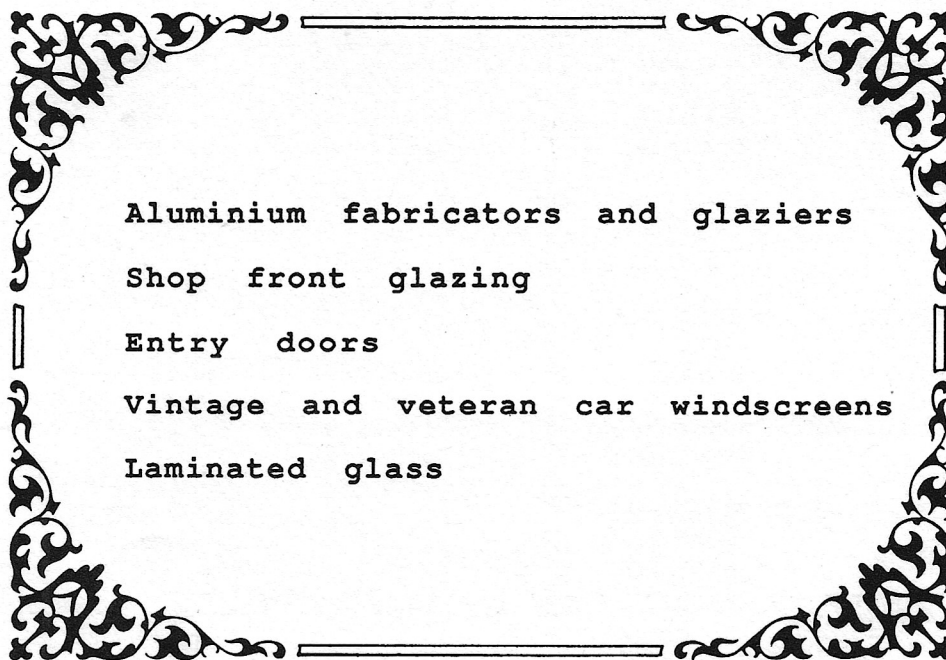
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