

SPIT AND POLISH

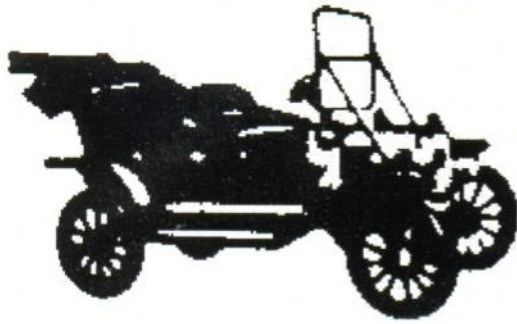
PATRON: HER EXCELLENCY PROFESSOR MARIE BASHIR AC CVO
GOVERNOR OF NEW SOUTH WALES

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



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SPIT AND POLISH

WEB PAGE: www.vccansw.org

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All letters, advertisements, articles are to be sent to "The Editor Spit & Polish" preferably by

Email: spitandpolish@vccansw.org or by **Mail:** 18 Byron St. Wyong, NSW 2259

Articles to be received by the **First Wednesday** of the month.

Cover Photo:-

Bob Dunk's 1913 Hupmobile Model 32.

*At the lunch stop at Emmert Park, Tahmoor,
on the Saturday run of the 2011 MaSH Capers.*

Committee of Management

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

134 Queens Road, Five Dock, 2046

PATRON: HER EXCELLENCY, PROFESSOR MARIE BASHIR AC CVO
GOVERNOR OF NEW SOUTH WALES

President's Report - April 2012

Dear Members,

Well, they're back! Our across Australia adventurers have arrived at their eastern destination safe and well. They came from many overseas Countries and all over Australia and encountered everything except snow during their 4,026 km journey, however they arrived at Penrith in good spirits and full of enthusiasm for all they had experienced.

Euan and I joined them for their final dinner together at Penrith, we heard a number of their stories, and the fellowship and friendship that had developed along the road was abundantly clear, each person we spoke to was adamant that it had been "the experience of a lifetime", we were quite sorry we hadn't been with them.

We met with them again in Martin Place, where Mal Garthon and his team of helpers had arranged their parking, prior to the arrival of our Patron, The Governor of New South Wales, Her Excellency Professor Marie Bashir AC CVO, who so graciously welcomed and spoke to each entrant.

The number of people who came to look at the cars was amazing, Martin Place was packed. We were told by other entrants that the only person who personally drove his car all the way, and, had no major problem was our very own Neil Martin (ably assisted by Lynne) a great achievement.

As most people know this Expedition has been the dream of Bob Lamond for a number of years and it is due to his hard work and tenacity that it has been such a great success.

Congratulations Bob.

On other Club matters, due to flooding, Blue Mts. weekend had to be cancelled but we are hopeful of re-scheduling it towards the end of the year. Vic. 1&2 at Cobram was great, and the Western Tour in May is looking most inviting. Unfortunately news has just arrived that the last prospective tenant for the Small Hall has changed their mind, we live in hope!

Best Wishes,

Wilga.

Photo

At Martin Place Sydney at the end of the 'Across Australia' Expedition.

Bob Lamond,
Expedition Director

Our Patron
Her Excellency
Professor Marie Bashir
AC CVO

President Wilga Coutts

and

Entrants from Canada
Ron Carey and Wife,
with their vehicle
a Great Western



Minutes of Monthly Meeting of VCCA (NSW) Inc.

Minutes of MONTHLY MEETING held on Thursday 22nd March 2012

ATTENDANCE

Committee 8 Member's Family 2 Visitors 0 Members 18 Apologies 9

MEETING OPENED AT: 8.17 pm

PRESIDENT'S OPENING REMARKS

President, Wilga Coutts, opened the meeting, welcoming all members. Wilga mentioned that had we held the Blue Mountains Rally it would have been in beautiful weather but there would be more from Mal Garthon. The Cobram 1 & 2 Rally was very enjoyable. And Bob Lamond's "across Australia" rally was well under way.

There was one minute's silence held for the passing of Bob Winwood-Smith on 7th March

PREVIOUS MINUTES

MATTERS ARISING - Nil

Minutes Accepted

Moved: Warren Irish Seconded: Robert Fordham.

INWARDS CORRESPONDENCE

Flyers Received –Details and EOI for Kalgoolie National Rally 19-24 Oct 2014. Prices for Accommodation for Canberra National 1 & 2 Rally 10-15 March 2013. Wings over Illawarra 6th March.

Other Club Publications

Brass Notes, Veteran torque, VCCA WA, Small Torque, Edwardian, Cough & Splutter.

Other Newcastle Minutes, MaSH Minutes, Docket Fire extinguisher Services, Telstra A/c, Ltr canceling Newsletter, Various chqs for fees, Advertising & rentals.

OUTWARDS

Ltr ordering 8 tickets for Eastern Creek. Ltr. Bob Lamond wishing him and his fellow participants in "Across Australia" Rally, well.

Correspondence Accepted

Moved Max Boardman Seconded Graham Weekes.

TREASURER'S REPORT –

Cheque account balance	\$ 4,600.09
Rally account balance	\$ 4,957.34
Term Deposit No1	\$10,855.68
Term Deposit No 2	\$10,000.00

Moved: Ray priest Seconded: Don Liddle.

MAGAZINE

Nothing Further

EVENTS

Mal Garthon apologized that the Blue Mountains rally was cancelled but with the road closures, weather and general road congestion it was the right call. The Motel at Blackheath had co-operated and we were able to cancel the rooms at short notice with no penalty.

Mal reported that Committee had agreed to re-schedule the event for late November and combine it with our Christmas Function. Details are to be worked out and will be announced shortly. Entry fees will be refunded.

Warren Irish gave a rundown on Cobram 1 & 2 Rally. One day of wash out rain, but rest of the time was beautiful. Well organized and thoroughly enjoyable event, in an ideal location for a great variety of 1 & 2 cars. Best of all Robert Fordham's newly refurbished Renault went faultlessly.

There have been some technical issues with the website and there are no reports from the “Across Australia” event on the website . Mal Garthon read some daily blogs from one of the competitor’s sites, and most cars were going well, with some on road repair, and they had hit some quite fierce storms with wind and rain. Entrants will be at Ceduna SA on Sunday, the half way point. All members are invited to the official finish in Martin Place on 4th April. Mal reported that he had enough Volunteers for the Marshalling duties.

There will be the Brunch Run starting 9.30am at Marayla Park on 20/5/12 Details in April’s S & P

The Western Tour is on 6 -12th May. Details from Bob Baxter.

PERMIT TO MOVE

Nothing Further

LIBRARY

Nothing Further

DATING

Bob Hobson reported they had 2 Renaults and 1 Motorcycle to inspect.

MEMBERSHIP

Nothing further

CMC

Nothing further

HALL

Phil O’Loan reported that he had the Family Resource and Network Inc, a quasi Government housing body, interested in the small Hall to use as office space. They will make a decision next week following inspection by their CEO & Committee. They have agreed to the rental but require 3 car spaces, which we have agreed to.

Ray priest reported bookings were still steady with some more casual bookings.

WEB SITE

Peter Weir reported that there were some technical issues with getting daily reports of the “Across Australia” rally to the website. Peter hopes this will be resolved by Friday 23/3/12.

GENERAL BUSINESS

The next MaSH meeting will be on 1st April at Lake Alexander, Mittagong.

Meeting Closed 9.03 p m

Wilga Coutts
President

Euan Coutts
Secretary.

APRIL MEETING

Robert Fordham has kindly agree (weather permitting) to bring his Renault to the April meeting. Robert has just enjoyed participating in the Victorian 1 and 2 Cylinder Rally at Cobram, and would like to share his experiences preparing this older restoration club car, many have not seen.

Events Calendar - Club Events

APRIL 2012

- 22nd **Newcastle Outing.** *Meet Speers Point Park 9.30am for run to Mulbring*
26th Committee meeting starting at 6.45pm
26th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

MAY 2012

- 6th - 12th **Western Tour** *See Page 7 for details*
8th Forum Sydney Club Rooms
15th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba
20th **Brunch Run** *See Page 7 for details*
20th **Newcastle Birthday Run.** *Meet at John Burke's at 9.30am.*
24th Committee meeting starting at 6.45pm
24th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

JUNE 2012

- 9th - 11th **June Long Weekend - Singleton.** *Entry Form in March Spit and Polish*
12th Forum Sydney Club Rooms
19th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba
28th Committee meeting starting at 6.45pm
28th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

JULY 2012

- 10th Forum Sydney Club Rooms
17th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba
26th Committee meeting starting at 6.45pm
26th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

National Rallies

SEPTEMBER 2012

- 12th - 19th **NATIONAL VETERAN RALLY** hosted by the Veteran Car Club of Australia (Queensland) Inc.
To be held at Ipswich. Tour Chairman Trevor Farnell (07) 3200 3432 or
Email; trevorfarnell@bigpond.com.au
Entry Forms can be downloaded from their Web Site: www.vccaq.org

MARCH 2013

- 10th - 15th **SHANNONS NATIONAL 1 & 2 Cylinder** Veteran and Centenary of Canberra Tour
To based at the Canberra motor Village. Rally Director Rick McDonough, Ph (02) 6293 1533 (ah) or
Email: rick@netspeed.com.au or
Rally Secretary Roger Gottlob Ph (02) 6241 3169 (ah) Email: rogerandgillian@grapevine.com.au
Please call after 7.30pm Canberra time. *See Page 19 for Expression of Interest Form.*

SEPTEMBER 2013

15th - 20th **NATIONAL VETERAN RALLY** hosted by the Veteran Car Club of Australia (Vic) Inc.
To be held at Shepparton. Kevin Quigley, Tour Secretary, 55 Daly Street, Brunswick West. Vic 3451
E-mail: kwquigley@aapt.net.au *Expression of Interest Form March Spit and Polish*

OCTOBER 2014

19th - 24th 2014 **NATIONAL VETERAN RALLY** hosted by the veteran Car Club of WA (Inc)
To be held in the Kalgoorlie - Boulder area Western Australia
Correspondence to Committee:
Secretary John Wood Email: wood1941@bigpond.com 7 Eleanor Court CRAIGIE WA 6025
Chairman Harry Pyle Email: hdpyle@bigpond.net.au
Expression of Interest Form February 2012 Spit and Polish

Coming Events

BRUNCH RUN

Sunday 20th May 2012

Start: Maraylya Park, Boundary Road, Maraylya.
Time: 9.30am

Our May Brunch Run, kindly designed by Bill Heeney,
will take us to another picturesque part of the Hawkesbury Valley,
and return via Maraylya Park, with Brunch in the area.
The Run is about 90kms and suitable for all cars and bikes.

Plenty of trailer parking.

Enquires/ numbers : Mal Garthon 0417 676 912
events@vccansw.org

THE 2012 WESTERN TOUR

Sunday 6th May to Saturday 12th May

First night Lithgow and will then run to
Dubbo - Gilgandra - Parkes - Cowra - Blackheath - Sydney
To book for this "Tour"

Contact

Bob Baxter Phone 9522 9661

Editorial

Thanks to the members for the articles they have supplied for this edition of **YOUR** Spit and Polish. A couple of reports on the 1 & 2 Cylinder Rally at Cobram, One by Warren Irish and another young Andrea Holden which was pleasing to receive. A lengthy article on Chevrolet by Chris Osborne and David Perry.

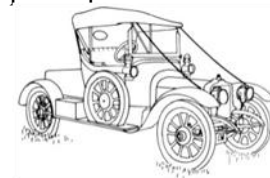
Possibly I may receive a report on the 'Across Australia' event for the next issue.

I am running short on backup articles so please put your thinking caps on, which I can use when things are quiet, as back up. Just remember a short article can be made into a page presentation with a couple of photos as I have stated before.

Remember this is **"YOUR MAGAZINE"**.

Enjoy your Veteran motoring

Nev Preston



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CORRECTION TO ADDRESS

Bill Heeney
29 Mary Street
NORTHMEAD
not 20 Mary Parade



Neil Martin 1912 Renault



David McCredie 1912 Maxwell

At Martin Place at the finish of the 'Across Australia' event.

Cobram 2012

Andrea Holden



The thing I hate most about going on rally's is the polishing the brass! This 1 and 2 cylinder rally was held in Cobram (Victoria). Polishing wasn't that bad, this time, but rallying around Cobram was fantastic. With over 70 entrants, the rally went smoothly, even though the weather wasn't 100%. The rally started on Thursday but from what I understand it was raining Thursday and Friday (so we didn't miss much veteran rallying!)

We (me and my family and our friend Rob Duffy, who recently purchased a Black Buggy) woke up really early to leave to go to Cobram, on Friday morning (3:30 am), but because of the floods, instead of taking six hours it ended up taking ten! On Friday night we had a lovely dinner hosted by RACV resort staff.

Saturday was the biggest traveling day of the rally. The local car club provided us with breakfast for a good days' worth of travelling. From RACV Resort in Cobram we travelled to Yarrawonga, to enjoy another serving of food provided by the local car club. I went to the rally in Allan Miller's Brush but came home in the front seat of the Thomas with Dad, (Mum got the back seat)





Saturday was the final dinner for this rally and the theme was Sparkelylarkerlylarkerling night. (A big sparkle, goofy, masked night!) Lots of people dressed up in sparkles, shimmering material, bling, masks and of course the odd character and bow tie. This night was also a trivia night set up by Fiona who made an 'unscramble the cars' which included all the cars from the last two Victorian 1 and 2 cylinder rally's. There was also a 'name the faces' sheet and it stumped a lot of people, mostly on 1 face!





Sunday was the last day of the rally. We had to go to Shepparton to loan our car to the Shepparton Motor Museum for six months, so we missed out on breakfast and morning tea and a talk at Tocumwal Golf Club. From there we went home but some people went to Barooga pub to enjoy a delicious lunch.



Overall the rally was a blast whilst we enjoy the food and veteran rallying around Cobram. Many thanks to Barry and Joan Forryan, rally coordinators, RACV Resort and the local car club for the food and service that they provided and last but defiantly not least the volunteers that did job to assist with the running of the rally. Thanks again to Barry and Joan for an excellent and fun rally, we couldn't have done it without you!



COBRAM CAPERS - Thursday 15th to Sunday 18th March 2012

Warren Irish

I had heard a lot of good reports about the Victorian club's annual 1&2 Cylinder Rally in Cobram, not least from Robert Fordham who attended in 2011 with his then quite newly-acquired 1908 Renault. He and I managed to give one another a few brief driving lessons before he went to the rally as neither of us had driven a 1&2 before. Unfortunately he encountered some problems on the event, resulting in the need for an overhaul of the cylinder block. Despite that setback Robert was keen to go to the rally again this year and asked if I'd like to come which I was very pleased to be able to do.

As Shakespeare so concisely described it, 'the course of true love never did run smooth' and so the refurbishing of the block turned out to be a rather protracted affair. So much so that it was only in January this year that we were able to finish the installation and to try starting the engine. With new sleeves and piston rings fitted the engine was tight to turn over but a bit of a tow behind his modern car, without attempting to start it, freed the engine considerably and we were later able to fire it up. But the gremlins had not finished with their antics yet! Suffice to say that right up until the Sunday, four days before the rally was due to commence, we were scrambling to get the car ready. It struck me then that if you scramble the letters in the word Renault you get 'RUN LATE', which is what we were doing, but I prefer to think we were just making a 'LATE RUN'. We barely had time to run the car at all but thought we had successfully overcome a few last minute hitches.



Robert Fordham's 1908 Renault

There was also a bit of doubt as to whether the rally could proceed as planned since Mother Nature had generously provided the surrounding area with copious quantities of water in the weeks leading up to it, even necessitating some local evacuations. As it turned out the proposed run routes did have to be modified at short notice to avoid soggy areas but at least the event could go ahead. Robert and I left home the day before the rally was due to start and stayed overnight in Gundagai with the Renault safely on the trailer. In Cobram the majority of the rally participants had booked into the RACV Resort but several of us had chosen to stay at a nearby motel. After we arrived on the Thursday and settled in, we decided to spend more time ensuring that the car was ready rather than attempting to go on the fairly short but optional run that afternoon.



1910 Stanley Steamer

That turned out to be a wise decision because it was soon apparent that the flange at the base of the firewall-mounted radiator was fouling the fan blades on the flywheel from time to time as the body flexed on the chassis. So we had another little job to do before Friday's run but in the meantime we all went down to the RACV Resort for our evening meal and an interesting talk by a local historian. Later that night the heavens opened and stayed open to such an extent that Friday's proposed run to Finley had to be called off for the 1&2s but we could all go in moderns which meant we could start later. This gave us time to work on the radiator problem, in between showers and with half the car under cover, before setting off for our pre-ordered lunch at Finley Bowling Club. After that we had a fascinating time visiting Finley & District Historical Museum with lots of old machinery and some huge diesel engines that were started up for us. Later in the afternoon we were able to give the Renault a little run, accompanied by clouds of smoke as the new

rings had not had a chance to bed in. At least she was running so we felt a little happier at dinner that evening at the resort.



Euan Coutt's 1911 Renault & Lynn Brown's 1909 De Dion Bouton

Saturday morning dawned fine and clear so at last we had a chance to find out what the car could do. Naturally it belched out a smokescreen when we fired it up which caused everyone else to flee the motel but once we got moving it gradually dissipated on our way to the resort for an organised breakfast. Then it was time to hit the open road and Robert kindly gave me the first opportunity to drive on the run to Yarrowonga, a little over 40 kilometres away. What bliss as we hurtled along, relatively speaking, at about 35km/h to the steady beat of the little twin and the busy whirr of the flywheel fan! Although Robert's Renault is very low geared we even managed to pass another

car. In fact it is so low geared that you can easily start off in second gear and I think I changed gear no more than three or four times in our whole journey that morning. As a Ford driver I am quite used to not changing gear so in this respect I could think of the Renault as an 'UNREAL T'.



1900 Locomobile Steamer

At Yarrowonga the cars assembled next to a lovely park on the shore of the lake and many locals came around to inspect them while we relaxed and enjoyed our pre-ordered lunch. It was also the first real chance we had to look at all the other cars on the rally, a mix of about 70 vehicles including several high wheelers, many motor cycles, two steam cars and a wide variety of car makes of which Renaults made up the largest contingent. After lunch Robert took over as we retraced our steps to Cobram, the originally-proposed route further south remaining too wet to negotiate. Safely back at the motel, we had a smile on our faces after a successful run in perfect weather that made up for many of the trials and disappointments of the previous months, and we could look forward to a relaxing Final Dinner at the resort. During the evening we were given a couple of puzzles to keep our brain cells operating (as we did our best to dull them with glasses of wine) while waiting for the chance to serve ourselves with food. One puzzle was based around scrambled car names, much to my delight, but both of them provided us with a bit of fun in the meantime.

Many people had to head home on the Sunday morning; particularly those from interstate, but an optional run had been planned for the morning before the official end to the rally after lunch. The original route had been changed, once again because of flooding, but the day was fine and we had another trouble-free run to Tocumwal where we enjoyed morning tea at the golf club as we listened to a fascinating talk about the history of Tocumwal aerodrome, an enormous facility built in the dark days of 1942 when it was thought an enemy invasion may be imminent and landing fields were required for visiting US aircraft and personnel. An extraordinary time for the locals in particular and a little slice of wartime history of which I was previously unaware. A lunch stop was planned in Barooga on the way back to Cobram but we decided to miss that and loaded up the car and ourselves for the journey home. Once again we stayed overnight in Gundagai and were back in Sydney about midday on Monday 19th.

It was a great experience and I'd like to thank Robert in particular, the rally organisers Barry and Joan Forryan and their efficient helpers, other competitors who helped us and freely shared their knowledge of Renaults, and last but not least the little car itself for giving us so much pleasure while still letting us know just who's boss from time to time. My first exposure to a 1&2 cylinder rally has convinced me that I could become a 'REAL NUT' about these little cars. Humming along at a fairly slow speed through lovely countryside and thoroughly enjoying the fresh air could perhaps be described as motoring 'au NATUREL'.

Here is a list of entrants from NSW in order of their Rally No. and I apologise if I have missed anyone or made any other errors. John and Sue Wards had to withdraw at short notice before the rally and Doug and Dianne Marshall were forced to travel modern when their GWK misbehaved:

Entrants from NSW

Lynn Brown	1909 De Dion Bouton
Geoff & Anna Simmons	1909 Delage
Doug & Dianne Marshall	1913 GWK
Peter Adams & Kim Nolan	1913 De Dion Bouton
John & Sue Wards	1909 Sizaire et Naudin
Robert Fordham & Warren Irish	1908 Renault
Euan & Wilga Coutts	1911 Renault
Bob & Elizabeth Hobson	1911 Clement Bayard
Bill & Robyn Betts	1908 Renault
Russell & Chris Holden	1902 Thomas
Alan Miller	1910 Brush
Greg & Gill Roberts	1909 De Dion Bouton



The Mighty (small) Renault Engine.

Mary's 90th Birthday Run

The Editor

Sunday 25th March was a beautiful day for our run to celebrate Mary Dunlop's 90th Birthday. Mary's birthday was actually on the 4th March. Our meeting place was at Bolwarra Lookout at 10.30am, this being a 1¼ hour drive from home and arriving with just enough time for a cuppa before heading off to 'the farm' for a barbecue lunch.

With a short drive of about 27kms through Paterson and Vacy and a few kms the other side of Vacy we arrived at our destination.

The day was organised by Allen and his family and he had told his mother she could invite some of her friends along. This made for a reasonable size gathering and being on the farm there was plenty of space.

Lunch, all supplied by Allen, consisted of steak, sausages and salad followed by sweets and if anyone went hungry it was their own fault as there was no shortage of food.

In all a great day and thanks to Allen and family for all their effort they put in to preparing for the event.

Attendance

John & Kelly Burke	1916 Buick
Max & Joan Burke	1916 Hupmobile
John & Jan Brumby	1917 Maxwell
Kevin Ryan	1913 Fiat
Doug & Dianne Marshall	1911 F.N.
Peter Adams & Kim Nolan	1914 Vauxhall
Dianne & Christopher Gotley	1914 Talbot
Allen Dunlop	1912 Cadillac
Neville Preston	1913 Talbot
Kevin & Narelle Spackman	Modern
Betty Cherry & Friend	Modern



Congratulations Mary

Ray & Marney Thomas Modern
 Malcolm & June Bailey Modern
 Graeme, Karyn,
 Lauren & Abbey Newman Modern
 Allen, Kate, Eliza & Rosie Davis Modern
 Matthew Burke Modern
 And of course the 'Birthday Girl', Mary and hubby Maurice.

CHEVROLET CELEBRATES 100 YEARS
Louis Joseph Chevrolet 1879-1941

History 1911 to 1918 by Chris Osborne and David Perry

The story of Louis Chevrolet is very complicated; however the following is a very short version of Louis Chevrolet the Chevrolet car history. Where appropriate, Australian Chevrolet history has also been included.

Louis Chevrolet was born in La Chaux de Fonds, Switzerland, of Swiss parents. When he was 8 years old he moved with the family to Beaune, a small town in Burgundy. In 1896 he began his speed driving career with a one and one-quarter horsepower motor tricycle. In 1897 he entered the Mors factory in Paris. For several seasons following he rode the motor tricycles.

After moving to America Louis started with the Buick Racing Team in early 1911. **Photo: right** He then met and got involved with Bill Durant. William "Billy" Crapo Durant was born in Boston, Massachusetts in 1861. In 1886 Durant and Dort owned the Flint Road Cart Company.



Prior this Durant was President of Buick formally owned by James H. Whiting, eventually acquiring it in 1904 and later incorporating the Whiting Motor Car Company.

Durant formed the Republic Motor Company with W. C. Durant, president; W. H. Little, general manager; E. Planche, chief engineer; Louis Chevrolet, engineer; D. M. Averill, manufacturing manager; Frank Monroe, sales department; Ted Johnson, sales manager; A. C. Mason, manager Mason Motor Works; A. B. C. Hardy, manager Little Motor Car company. Bill Little was to organise a new Chevrolet Motor Company on August 1st 1911. Durant produced many different brands of car and they were all named after his engineers/managers. Of course Chevrolet after Louis, Little, after his chief engineer, Mason, after his engine plant manager and Whiting after James Whiting mentioned above. Another engineer was Monroe whom a car was named after and later Scripps Booth.

1911 the Republic Motor Company was preparing to manufacture both a "four" and a "six". The first Chevrolet, the Fast Chevrolet Four was never finished, but the bare chassis was reportedly driven by Louis at about 110 mph. In 1912 the **Little Four** was debuted followed by the 1913 6 cylinder five seater **Little Six**.

Also produced was 1912 was the **Whiting Model 22 Runabout**, it was similar in grade, but with a dated, last year's style body and was not as stylish as the planned Chevrolet Little Four, Torpedo body.



Above: 1913 Little Six sales brochure.



Left: 1912 Whiting

The Little Four was the first car completely running and finished by the Chevrolet Motor Company and was followed by a 6-cylinder five-passenger touring car.

Interestingly there are there is proven evidence of these Little Four's being sold in Australia with one fully restored car regularly rallied.

Photo: Right

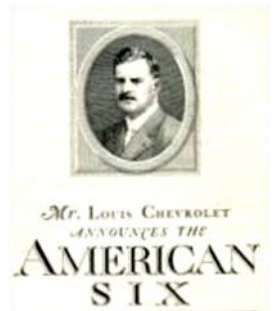


Photo left: is an original Australian delivered Little roadster.



National Library of Australia nla.pic-an22842721-v

Also in 1913 Chevrolet produced a six cylinder L head in D, H, and L Models. And later a car called **American Six**.



Whilst the Little was being produced Louis main job was to build a new big high class car. The project started in 1911 and was to be called **Classic Six type C**. It is not known when the Classic Six first appeared but is believed to be in late 1913 and there is only one and half existing. The complete car was displayed in the Sloan Museum until recently purchased by GM.



Promotional photo Classic Six type C.



The only known complete Classic Six



Left: The “half car” located in a museum in Canada.

The Chevrolet Classic Six ended production in 1914.

In early 1913 Louis Chevrolet resigned from the Chevrolet Motor Company as he wasn't happy about Durants decision to build cheaper and smaller cars. He went back to motor racing and started his Frontenac racing car parts business.

Later in 1913 Chevrolet built new Chevrolet badged cars know as the **H series** (1913 – 1916) with the **Royal Mail Roadster H2**, **Baby Grand Tourer H4** and in **1915 Amesbury Special H3**. These were to be the biggest seller although expensive compared to the T Model Ford. The Royal Mail and Baby Grand were sold in Australia from 1914, with about 10 known to exist but only one restored. A number of all these cars have also been imported privately in the last 10 years or so. The H series was the first Chevrolet to have the 4 cylinder, overhead valve engine.



The pre-production model Baby Grand released in late 1913 and the 1914 Baby Grand



1914 Royal Mail USA



1914 Royal Mail Australian delivery

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Above: extract 1915 from Amesbury Special brochure.

Left: 1914 Australian advertisement for May's Motors, Adelaide.



Recently imported and very rare as was only sold for one year is this 1915 Chevrolet Amesbury Special. It was only available in Chevrolet French Grey body with for the first time, green patent leather upholstery.

September 1, 1915. THE AUSTRALIAN MOTORIST 53

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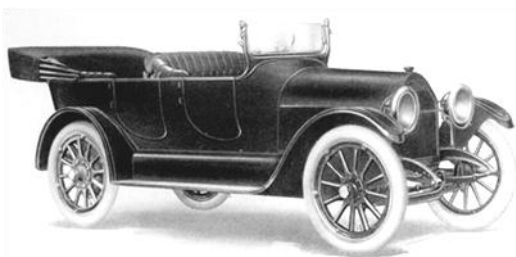
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Australian 1915 advertisements.

What is interesting to notice with the above second advert is for the "Baby Grand" model but actually shows the 2 seater Royal Mail model. Contrary to popular belief both models of the H Series cars were sold in Australia before the introduction of the smaller "Four Ninety" model Chevrolet to compete against the Ford Model T.

By 1916 these cars had improved enormously with the 1916 model now being the one most favoured by collectors. There also was a new Special Roadster designated as an H 2½.

Also in 1915 Chevrolet produced other brands of vehicles and as previously mentioned, they were named after his managers. The first of these was 1914 run out **Model Light 6 L** touring. And in 1915 the **Monroe**, a small light roadster and a new **Scripps Booth**, which was available in roadster, touring and in 4 cylinder, 6 cylinder and for the first time V8. There has been at least one 6 cylinder model found in Australia.



Model Light 6 L touring



Monroe roadster



Scripps Booth V8 roadster

The **Monroe M-2** was really a roadster companion model to the new low-cost, intended to sell at \$490 hence called *Chevrolet Model 490* – both models (Monroe and 490) were designed at the same time during mid 1914, however, the Monroe went into production sooner than the delayed 490. By 1914 Chevrolet needed a small cheap Chevrolet car that would be an addition to the large six-cylinder cars, 1914 Types C and Light Six, and medium size Model H's. In 1916 there was big touring Monroe.

The first new 21.7 H.P **Chevrolet 490** appeared about July 1915. It had been designed by a former Buick man, Alfred Sturt as a stripped-out Model H intended to rival Henry Ford's T, and was intended hence the selling price of \$490 vs \$975 for the H series. The 490 Chevrolet was produced from 1915 to 1922 and all body styles were built, including the first truck in 1918.

Many of these early 490's came to Australia and sold through dealers in most states. *Below* is the earliest restored "Four Ninety" Chevrolet in Australia. These cars were taking up to three months to be shipped from the US. This car was imported into Australia around September 1916 and sold by Kelly Motors in Sydney who were by then the NSW and QLD agent. These cars were shipped from Tarrytown New York making this car one of the first to arrive in Australia.



Other Australian 490 agents were May's Motors in Adelaide, Noel's Motor Garage in Perth (Later by Skipper and Bailey) and W.H. Johnson in Victoria.

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1916 advertisement



A few of the many 490 models available

There are approximately 10 490 Chevrolets restored in Australia dating between 1917 and 1922. There was a restored 1916 tourer in Australia but unfortunately when sold it went to Finland where it is now used regularly.

1916 saw Chevrolet founder William Durant take over General Motors and installed himself as President.

In 1917 Chevrolet abandoned the H series cars and ventured into another bigger more expensive Chevrolet model which replaced the H series. It started with the **F series**, and there was only one model, a **model F touring** of which there is only one known to exist. In 1918 they quickly followed with the **FA series** and a little later the **FB series**.

Photo right: F touring

Also in 1917 Chevrolet produced an all new **Model D V8** which also was made in 1918. More on this model to follow. 1917 was also the end of the Monroe brand and it came as a M-3 Club Roadster, a prestige M-4 touring car and a M-4 centre door sedan.

1918 saw a new 490 sedan in 2 door and 4 door versions, and a coupe.



1918 also continued with new FA series models now with a sedan in 2 door and 4 door, a touring and a roadster.

Left: 1918 FA roadster.



Above: 1918 490 Model T truck



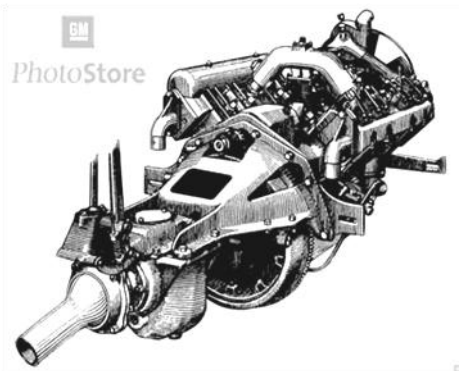
Above: Original photo of an FB tourer

In 1918 the F series cars were now designated **FB** for all models. A feature of these F series cars was they had a 3 exhaust port head which is quite sort after now for people modifying there later model Chevrolets. The F series cars continued untill 1922.

There have been a few FA and FB Chevrolets cars and remains found in Australia with a couple of restored cars known. Recently a few different models of these have been imported

The 1917 -1919 Chevrolet V8

1917 saw the production of the first Chevrolet V8, a 288 cid overhead valve motor rated at 36 horsepower. A total of approximately 3000 Chevrolet V8 motors were made between 1917 and 1919.



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[3-12]

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[4-12]

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[3-12]

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[3-12]

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