

SPIT AND POLISH

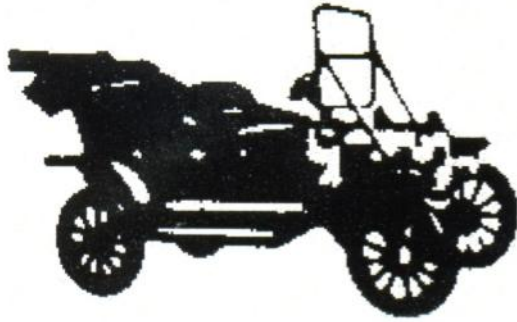
PATRON: HER EXCELLENCY PROFESSOR MARIE BASHIR AC CVO
GOVERNOR OF NEW SOUTH WALES

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:-

Richard Gransgrove's 1918 Studebaker.

At the lunch stop at Wallerawang on the 2008 Blue Mountains Rally.

Committee of Management

OFFICE BEARERS:

		HOME	BUSINESS	FACSIMILIE
PRESIDENT	Wilga Coutts	4861 7356 Email: president@vccansw.org		
VICE PRESIDENTS	Greg Roberts	4861 2023	Mob: 0468 831 757	
	Peter Martin	9632 8930	Mob: 0418 865 235	
SECRETARY	Louise Yeomans	9884 9314 Email: secretary@vccansw.org		
TREASURER	Euan Coutts	4861 7356	Mob: 0412 673 585	
		Email: treasurer@vccansw.org		

COMMITTEE MEMBERS:

EDITOR	Neville Preston	4352 1533		Email: spitandpolish@vccansw.org
EVENTS	Bill Heeney	9639 3006		Email: events@vccansw.org
REGISTRATIONS OFFICER	Neil Martin	9632 5047	Mob: 0417 236 495	
HALL LETTINGS	Ray Priest	9871 5882		Email: hallrentals@vccansw.org
LIBRARIAN	Ray Priest	9871 5882		
WEB CO-ORDINATOR	Peter Weir	4262 6595	Mob: 0414 831 872	
		Email: webcoordinator@vccansw.org		

SUB COMMITTEES:

INVESTIGATION & DATING	Peter Martin	9632 8930	Mob: 0418 865 235	
	Bob Hobson	4861 2101	Mob: 0439 03. 934	
	Max Roberts	6545 3410	6545 1045	6545 1687
	Malcolm Garthorn	Mob: 0417 676 912		
	Peter Adams	Mob: 0418 680 263		
	Neville Preston	4352 1533		

BRANCH CHAIRMEN & SECRETARIES:

NEWCASTLE CHAIRMAN	John Burke	4991 1806	6570 3446	6570 3478
		Mob: 0412 821 945		
		Email: Hupmobile@bigpond.com		
SECRETARY	Graeme Newman	4392 1035	Mob: 0412 138 063	
		Email: kazngrae@bigpond.com		
MaSH CHAIRMAN	Max Boardman	4655 8510	Mob: 0428 301 031	
SECRETARY	Kevin Boardman	4654 5499		
HONORARY ORDITOR	Graham Steer	9450 1454	9221 8933	
LEGAL ADVISOR	Andrew Aitken	8987 0000	8987 0077	

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 - March 2013

Dear Members,

March is here and our Veteran Motoring year is well under way, the next 2 months offer members a great choice of events. The National 1 and 2 cylinder Rally in Canberra is promising to be a "Capital" affair, after that there is the Victorian 1 and 2 weekend, which is always worth the trip south. A little rest for you all at Easter, and then we have our annual trip to the Blue Mountains, followed immediately by our Western Tour. Bob and Elizabeth Hobson are putting together a great week of travel for us over the many back roads in the western areas of N.S.W.

I hope you're all enthused and are grabbing the Brasso (or Silvo) and getting those cars ready!

What a great meeting we had in February, not only did it run smoothly with our new Secretary in her seat, but we had one of the best "after meeting" presentations I've attended. Peter McKeown and Terry Cook (both early members of the Club) entertained us with a collection of photographs they've put together of George Green's cars and their very entertaining memories of those times, along with a few asides from Sally and Peter Kable. I've never seen or heard (?) our members so attentive and quiet for so long! At the conclusion of the evening Peter presented us with a book for the library containing a lot of the 'photos as a memento.

This entertainment came about because Bill Heeney had taken his car to the King's School display last year, and Peter recognized the car as having belonged to Sandy Roberts (nee Green), so thanks Bill.

Unfortunately we've had a number of members with poor health in the last month and send them our best wishes for a speedy recovery.

Best wishes for safe and happy motoring,

Wilga.

.....

Paddy phones an ambulance because his mate's been hit by a car.
Paddy: 'Get an ambulance here quick, he's bleeding from his nose and ears and I tink both his legs are broken.'
Operator: 'What is your location sir?'
Paddy: 'Outside number 28 Eucalyptus Street'
Operator: 'How do you spell that sir?'
Silence (heavy breathing) and after a minute.
Operator: 'Are you there sir?'
More heavy breathing and another minute later.
Operator: 'Sir, can you hear me?'
This goes on for another few minutes until ..
Operator: 'Sir, please answer me. Can you still hear me?'
Paddy: 'Yes, sorry bout dat... I couldn't spell eucalyptus, so I just dragged him round to number 3 Oak Street.'

From D Liddle

Minutes of Monthly Meeting of VCCA (NSW) Inc.

Minutes of MONTHLY MEETING held on Thursday 28th February 2013

ATTENDANCE

Committee: 8 Member's Family: 0 Visitors: 1 Members: 21 Apologies: 7

Meeting opened at: 8:15 PM

OPENING REMARKS

President Wilga Coutts opened the meeting and welcomed all present to the Meeting. Wilga welcomed Peter and Sally Kable and our special guests Peter McKeown, Jeanette and Terry Cook.

Wilga advised the Club that Bob Hobson is recovering after surgery and the Club wishes him a speedy recuperation. She noted that Ray Hancock is in hospital and David Manhart is improving following an operation. All have the Club's best wishes for a speedy recovery.

Wilga said that all participants enjoyed the Goulburn Rally. She also recommended the high visibility fluoro vests that are currently on special at Woolworths as part of a veteran car kit for roadside repairs.

PREVIOUS MINUTES

Minutes accepted.

Moved: Barry Shinfield Seconded: Warren Irish

MATTERS ARISING Nil

INWARDS CORRESPONDENCE

Flyers received-

Orange District Antique Motor Club Inc Autumn Tour 3-5 May

Sunshine Coast Antique Car Club 50 Anniversary Rally 2-9 June

Annual Automobile picnic in Leura Mall 2 February

Classic car tour of Europe 4-18 September 2013

Sydney Classic and Antique Truck Show 2013 16 June at Museum of Fire Penrith

The Old Road Cafe

Liverpool Super Swap Meet 21 July

Motorfest 2013 Tea Gardens Hawks Nest Motor Club 9 March

Other Club Publications received –

CMC invitation to a cocktail party on 1 March 2013.

Cough and Splutter Minutes from Newcastle Branch

VCCA(Q) Veteran Torque Brass Notes

The Edwardian Motorlife News

The Preserve Early Auto

Bulletin VCC of SA Inc Small Torque

Other-

Emails from Brendon Ryder, Dennis Colley & Andrew Flood

GIO Cancer Council Survey

Certificate of Affiliation of CMC Letter from Moran Arts Foundation

OUTWARDS CORRESPONDENCE

Emails to Brendon Ryder, Dennis Colley and Andrew Flood

Letters to Chris Duncan, Malcolm Roy and Louise Yeomans

Get well cards to Barry Shinfield, Bob Hobson and David Manhart

Annual Affiliation Renewal Form for CMC

Correspondence accepted.

Moved: Ian Springfield Seconded: Laurie Garrod

TREASURER'S REPORT

Cheque account balance	\$8062.19
Rally account balance	\$3003.42
Term Deposit No1	\$11222.30
Term Deposit No 2	\$10000.00

Funds were expended to CMC to reaffirm the Club's affiliation and to re gas the air conditioners. The Treasurer was pleased to report that the Goulburn Rally operated at a small profit.

Treasurer's Report accepted.

Moved: Dorothy Shinfield

Seconded: Robert Fordham

MAGAZINE

Neville reminded members to submit more articles for *Spit and Polish*.

EVENTS

Bill Heeney thanked Greg for the Goulburn Rally. Greg reported that the more than 20 entrants dodged the inclement weather and had an enjoyable time. He thanked the supporters. Greg has organized an outing as part of the *Town and Country Southern Highlands Gardens* on 27-April to visit 7 gardens. Participants will meet at Mittagong RSL. Details will be published in *Spit and Polish* and Greg requested that any participants contact him. Members were reminded about the next Newcastle Run on 3 March and were asked to see Neville if intending to participate.

Entry forms for the Blue Mountains Rally will be available on the website from 1 March.

The Western Tour will start after the Blue Mountains rally on 14.4.13 to finish on 19.4.13, please contact Bob & Elizabeth Hobson if you are participating.

PERMIT TO MOVE

Neil Martin advised that three permits to move were issued during the month.

LIBRARY Nothing further

DATING Nothing further

MEMBERSHIP No applications

HALL Air conditioner repaired.

CMC

Norm Mitchell reported that 92 clubs are affiliated with CMC. The CMC invited members to a cocktail party to be held on 1 March and to a 50-year anniversary to be held at Ryde Eastwood Leagues Club on a date to be advised.

WEB SITE Nothing further

GENERAL BUSINESS

Graham Weekes would like more information from members about acetylene starters.

Bob Baxter has offered some horns for sale.

The raffle was drawn.

Meeting closed at 8:40PM.

Wilga Coutts
President

Louise Yeomans
Secretary

Bill Heeney introduced our special guests Peter McKeown and Terry Cook. Who presented a pictorial record of the cars in the collection of the late George Green. The photos and histories of the cars fascinated all present. Peter presented the President with a book of the photographs.

Events Calendar - Club Events

MARCH 2013

- 28th Committee meeting starting at 6.45pm
28th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

APRIL 2013

- 6th **Invitation to Bush Walk and BBQ** at Field of Mars Reserve. *See Page 7 for details*
6th MaSH Branch Meeting, 2pm - Lake Alexander, Mittagong
9th Forum Sydney Club Rooms
12th **MaSH Branch** Morning Tea run.
13th - 14th **Annual Rally - Blue Mountains.** *See page 8 for Details, Entry Form February Spit and Polish also available from our Web Site (under Downloads)*
14th-20th **Western Tour** *See Page 8 for Details*
16th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
25th Committee meeting starting at 6.45pm
25th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
27th **Southern Highlands Garden Tour.** *See Page 9 for details*

MAY 2013

- 3rd - 5th Central Tablelands Autumn Tour - Orange. *See Invitation Events Page 7*
10th **MaSH Branch** Morning Tea run.
14th Forum Sydney Club Rooms
19th **Brunch Run** *See Page 9 for details*
21st Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
23rd Committee meeting starting at 6.45pm
23rd Monthly Club Meeting at Club Rooms, Fivedock at 8pm
26th **Newcastle Branch** - Birthday Run

JUNE 2013

- 1st MaSH Branch Meeting, 2pm - Lake Alexander, Mittagong
8th - 10th **June Long Weekend - Singleton.** *Entry Form Page 20. Also on our Web Site (under Downloads)*
11th Forum Sydney Club Rooms
14th **MaSH Branch** Morning Tea run.
18th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
27th Committee meeting starting at 6.45pm
27th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

NOTICE

Newcastle Branch Meetings now start at 7.30pm

National Rallies

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*

Registration Forms are available from VCCA (Vic) website.

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

Invitation Event

APRIL 2013

INVITATION TO BUSH WALK & B.B.Q.

SATURDAY 6th APRIL 2013

FIELD OF MARS RESERVE & WILDLIFE REFUGE

PITTWATER ROAD. EAST RYDE

Members are invited to a bush walk & barbecue on the above date & address (I will be cooking).

This is where the 2012 Navigators day finished. Closed shoes should be worn.

Visitors Centre will be open between 9am to 5pm.

Organised bush walks will be between 11am to 3pm

B.B.Q. approx. Noon. Donation Appreciated.

Additional parking in High St. & Kennedy St. (Gladesville)

Further Information, Les Watton. 9838 8063. Mob. 0418 973 866

MAY 2013

3rd - 5th Orange District Antique Motor Club - Central Tablelands Autumn Tour. Based at Orange.
Pre 1931 vehicles.
Contact: Peter Amos Ph: (02) 6366 3152 Mob: 0411 966 882

MAY 2013

200th Anniversary of the First Crossing of the Blue Mountains Rally

11th It is now being held under the auspices of the NRMA Classic Car Club. The rally will start from Mamre House near St. Marys on 11 May. Registration from 8.00am. Flag off at 10.00.
The route will basically follow that of Blaxland, Wentworth & Lawson but take in Springwood shops, Leura Mall, Cliff Drive, Echo Point, diversion to Mt. York, down into the Hartley Valley with a drive past of Mt. Blaxland.
It is open & free to NRMA Classic Car Members. A light breakfast & lunch will be provided by the NRMA.
Joining the NRMA Classic Car Club is free if you are a NRMA member and can be done on line.
Contact: John & Connie Exner Email: theexyfiles@hotmail.com

Coming Events

57th BLUE MOUNTAINS RALLY 2013 13TH -14th April 2013

“Best Experience Rally”

This year our important annual Blue Mountains Rally will combine years of experience to provide the “best experience” for participants.

We will be staying again at the best experience resort, the Redleaf at Blackheath.

We will start from the Vineyard Hotel, on the corner of Windsor and Boundary Roads at Vineyard at 9.30am, where there is a Motel, and overnight Trailer parking for those trailering to the start. We will return to this Hotel for finish and Sunday Lunch.

Route changes mean even less time on major roads, as I have found more secret back roads. We will return from the mountains via Hawkesbury Lookout on Springwood road, retracing our Saturday accent, which will facilitate the finish at the Start venue.

Lunch will be at Wentworth Falls on the Saturday (BYO or purchase in village), and there will be an afternoon gathering with food and something to wash it down! (BYO washing fluid).

Those not able to attend the entire Rally are welcome to join for a run to morning tea (at Hawkesbury Lookout, provided) or to Lunch on the Saturday. Backup and Baggage carrying will be provided for entire Rally participants.

Book your own Accommodation

REDLEAF RESORT 1800 817011

Or reservations@redleafresort.com.au

Mention VCCA when booking accommodation

Queen rooms \$164 incl. Hot buffet Breakfast for 2 Adults

Twin rooms \$204 incl. Hot buffet Breakfast for 3 Adults

Family/ single ..talk to Sarah

Saturday night buffet dinner \$45 per person. Children’s menu available.

Enquiries: Bill Heeney 9639 3006
events@vccansw.org

THE 2013 WESTERN TOUR

Sunday 14th April to Saturday 20th April

First night Mittagong (Leaving Windsor after Blue Mountains W/end)

Then will run to Yass – Junee – Ardlethan - Temora – Boorowa – Blackheath

If you are interested

Contact

Bob & Elizabeth Hobson

Phone (02) 4861 2101 or Mob. 0439 031 934



**TOWN & COUNTRY
SOUTHERN HIGHLANDS GARDEN TOUR
Saturday 27th April, 2013**

Autumn in the Southern Highlands is a very special time of year,
trees glow with colour and gardens enjoy a late flower flush.

We will be visiting 7 landmark gardens including, Retford Park,
owned by James Fairfax AC (built in 1887 by Samuel Horden)

Meeting place will be the Mittagong RSL carpark (plenty of trailer parking) at 9:30am,
Saturday 27th April, for 10:00am departure.

Entry to the seven gardens is **\$25.00** per person (school children free)

It is planned to picnic at Quindalup, one of the open gardens where there is also a rare plant stall.

The drive between all the gardens is approximately 70 Kms. The last garden closes at 4.00pm.

Please contact Jill or Greg Roberts if you are attending or if you require further information

Phone: 48612023 or 0410501862

Email: gillandgreg@bigpond.com

**BRUNCH RUN
SUNDAY 19TH MAY 2013**

STARTS 8.30 FOR 9.00 start **MARAYLYA PARK**

Once again our MAY BRUNCH RUN will take us to another picturesque part
of the HAWKESBURY VALLEY, AND RETURN to Maraylya Park,

With brunch in the area, suitable for all cars and bikes

Plenty of trailer parking

Enquires Bill Heeney 96393006

EVENTS

First run on the calendar for the month is 12th APRIL MaSH morning tea run (please check with GREG ROBERTS first)

The next SYDNEY run will be on the 13-14th APRIL this event is the BLUE MOUNTAINS RALLY 2013.

All is in place the event will start from the VINEYARD HOTEL (TOURMALINE PUB) car park entrance off BOUNDARY RD. and head towards right hand back corner. This is the area allotted for overnight trailer parking etc.

When we return on Sunday for lunch we can park in this area and enter the HOTEL from this car park and head for the dining room or bar whichever suits.

We have tables reserved just inside BILLYS BISTRO on the right this should be easy to find.

I am using the route and instructions that Malcolm worked out for last year so hopefully we will have better luck with the weather.

19th MAY Brunch run 8.30 FOR 9.00 start MARAYLYA PARK once again tour in HAWKESBURY area and returning to local area for brunch (possibly VINEYARD HOTEL) that is if nothing better turns up in the meantime.

Many thanks to GREG and JILL ROBERTS plus the others who helped make it a splendid weekend in GOULBURN.

I hope all those who attended the MARCH meeting enjoyed the slide presentation as much as I did.

I was very pleased to see TERRY COOK, and PETER and SALLY KABLE there, as originally PETER McKEOWN was only hoping to arrange for more input. It was nice to see VIC BOARDMAN jump to his feet with excitement to point out that the REO was now his. Likewise NEIL and LYN waved their arms vigorously when their CROSSLEY came up.

I thought that comments about GEORGE getting PETER KABLE to fix the dents etc. after loaning his cars, showed that MR GREEN was more understanding than some of us. Not many of us have opportunities like these boys had, good on them and thank for sharing them with us.

Carol and I have just arrived home after a very wet trip to Newcastle. Where would you believe the sun was shining and there were 4 Veteran cars one even had its top down, seems that not everyone believes the weather man. It was well worth the trip a real nostalgic trip, but I must admit that most of this AMERICAN IRON was new to me. It must be seen, as it not easy to explain unless you use my grandson best adjective AWESOME pop. LOST IN THE 50S or 60s good stuff. All bright and shiny.

Another good veteran motoring month I got to use both the car and bike, and yes GREG sometimes I even get right right . OK. RIGHT.

BILL HEENEY for EVENTS

Editorial

Again, thanks to the members for the articles which they have supplied for this edition of **YOUR** Spit and Polish.

Our events director Bill has his general report on outings and up and coming events. Rick Thomas for his report on his first outing with the Studebaker. Les Watton for his quick response to a question asked at the last meeting about Gas Starters. Peter Adams for his description of a 'De Saxe' engine.

There is a page of changes to the Register of Members, ie Phone Numbers, Email addresses and a list of members not renewing their membership.

Entry Form for the Blue Mountains is available from our Web Site under downloads or in the February Spit and Polish. Information on up and coming events, Western Tour, Southern Highlands garden Tour, the Brunch Run and the Entry Form for the Newcastle Branch June Long Weekend Tour to Singleton. This form is also available from our Web Site under downloads.

I would really appreciate some articles that can be used as fill-ins when things are quiet, as I have just about run out. 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



Change of Address

Kerry Hobson
4 Cavalli Way
CLAREMONT MEADOWS 2747

Matthew Burke
9 Dixon Street
CESSNOCK 2325
Ph: 0402 237 195

Changes to the Members Register

Phone Numbers (either add, correct or delete)

Michael Bendeich	(M) 0414 560 270
Andrew Bishop	(M) 0408 657 164
Alan Blythe	(H) 9587 9414
Frank Cavasinni	(M) 0407 331 133
Nigel Coutts	(M) 0435 869 069
David Francis	(M) 0403 163 569
Rodney Henderson	(H) 9558 8444
Mrs Kerrie Hughes	(M) 0421 964 236
Norm Mitchell	(H) 9636 4277
Michael North	(M) 0400 597 222
Mrs Wendy Rose	(M) 0409 927 432
Mrs Noelene Thomson	(H) (08) 8562 3129
John Wilson	9651 2160 (M) 0459 591 938
Barry Shinfield	(W) Delete
Dorothy Shinfield	(W) Delete

Missing Listing

Sarah Gotley
210 Old Pacific Highway
TUGGERAH 2259
(H) 4353 2097
(M) 0438 532 097
Email: gotley7@bigpond.com
1914 Talbot

Email Address (either add or correct)

Malcolm Bailey Malcolm.bailey@bigpond.com
Phillip Campbell Philip_campbell@shannons.com.au
Frank Cavasinni frank@lcipartners.com
Nigel Coutts nigelcoutts75@optusnet.com.au
Chris Duncan cdun0175@bigpond.net.au
Arthur Garthon garthon@bigpond.com
Ray Hancock jenray2@bigpond.com
Lyndon Hardman lyn.hardman@bigpond.com
Ron Hattersley ron.hattersley@gmail.com
Bill Heeney williamheeney@bigpond.com
Rodney Henderson anagote@hotmail.com
Brian Hill glasstoper@bigpond.com.au
Mrs Kerrie Hughes pink1956@yahoo.com
Brian Inder bryaninder@live.com
David Manhart dmanhart@westnet.com.au
Andrew McVey the1mcvey@bigpond.com
Michael North lmnorth@bigpond.net.au
Santo Pennisi office@westbridgeproperties.com.au
David Perry patchnpanel@hotmail.com
John Prentice john.prentice33@gmail.com
Mrs Wendy Rose wjr@hotmail.com.au
Graham Steer graham.steer@hr-ss.com.au
Barry Tullock littlewedge@inet.net.au
Reginald Wade bundyreg14-40@hotmail.com
Louise Yeomans louise.yeomans1@gmail.com

**Remove the following
from the Register**

Bagnall Phillip
Colley Dennis
Collins Neil
Crump Brian
Cuthel James
Edwards Keith
Hughes Phillip
Klein Frank
Mendes-Lopes Andy
Morgan Bill
Nast Craig
Sevenoaks Ron
Sim Peter
Woolley Chris

.....
“Lost in The 50’s”



Some of the cars in the Hot Rod hall



The 1966 Batmobile

Cotton Cars

Hi Nev,

Received this via the Net.

I vaguely remember reading years ago about Sidney Cotton (Australian aviator, inventor of "sidcot" flying suit, aerial surveillance photography and early colour films) had designed a car for the Australian Outback which was built by Argyll or Arrol-Johnston, but I have failed to find any reference to the cars on the internet. Perhaps a short para in the next magazine may stir the grey matter of the members,

Cheers,
Euan Coutts

-----Original Message-----

From: Bill Sheehan [mailto:auseven@southernphone.com.au]

Sent: Sunday, 3 March 2013 6:55 PM

Subject: Cotton Motor Cars

Dear Glynn Hackwell, Wilga Coutts, John Wood, Peter Templar, Bill Atkinson, Francis Ransley, David Jones. David Wright has kindly supplied your contact email addresses to help me and in turn help a 90-year-old friend in Scotland. The Scot has been requested to write a book on motor cars built in Scotland and he has very little information on Cotton cars which were "built for Australian Outback conditions". I have supplied him with some information, including photographs in a 1910 advertisement, but he now wishes to track down the alleged two still existent in Australia. Would you mind helping by directing his enquiry via your Newsletters please? If readers cannot contact me via auseven@southernphone.com.au they could phone on (03) 9787 0254 or mobile 04162 70254.

I would be most grateful for any assistance.

Thank you & Cheers, Bill

Extract from 'The Complete Encyclopedia of Motorcars 1885 to the Present Edited by G.N. Georgano'.

COTTON (GB) 1911
Rennie & Prosser Ltd, Glasgow

A small number of cars (at least 7, probably 12 to 15) were specially built for the Australian outback. They had a ground clearance of 15in and a winch for pulling the car out of soft ground. The engine was a 24hp 4-cylinder ohv White & Poppe.

GNG

Anyone with any information could they forward a copy to me so I can keep the members informed.

Nev Preston

Editor

Newcastle Branch Breakfast Run - Cooranbong

Nev Preston

Saturday 16th February 2013

With rather wet weather about the few days before our breakfast run things didn't look to bright for a nice day for our event. However Saturday dawned with a bright sunny morning, definitely veteran weather.

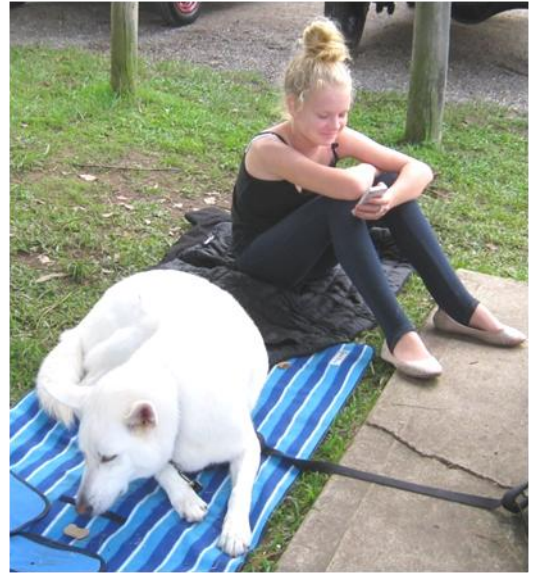
Only a 35 minute drive for me to get to our breakfast venue at Cooranbong and by the time I arrived there were already 4 veterans there and a couple more arrived not long after I arrived. A good roll-up of 7 veterans and 1 modern.

As there was only 1 of the 2 hotplates on the barbecue working it was a case of wait your turn. About half way through breakfast the weather decided to change and we got a few showers of rain some rather heavy, great for the brass.

By the time we finished breakfast so had the rain. As most of the group were heading back home after breakfast and there were only a couple who were thinking of going across to Peter's place at Wangi Wangi, we decided against that as it would be a bit wet under foot so we all headed home. Apart from a smart shower on the way home the rest of the day was beautiful.

ATTENDANCE

David, Hayley & Betty Cherry	1915 Ford T
John Burke & Allen Dunlop	1916 Buick
Max & Joan Burke	1916 Hupmobile
Ben, Wendy, Steven & Kate Rose	1914 Talbot
Nev Preston	1913 Talbot
Graeme, Karyn & Lauren Newman	1914 Talbot
Peter Adams & Kim Nolan	1918 Studebaker
Kevin & Narelle Spackman	Modern



Hayley & Hoover



Narelle, Kevin, Joan, Betty & David



Keeping dry



Studebaker, Talbot, Talbot, Talbot, Hupmobile, Buick & Ford T

“Lost In The 50’s” Museum

Nev Preston

Sunday 3rd March 2013

The usual start to the day with it raining, so veteran left in the shed and the modern used. But the further north I travelled the better the weather became.

This was a private viewing of the museum organized by the Veteran Car Club (Newcastle Branch) along with some members from the Upper Hunter Branch of the Newcastle and District Vintage Car Club. The museum is not open to the public and viewing is by appointment only. The museum is set-up in the old Blue Tongue Brewery building.

One enters the building and of course pay your money and off to the right is a room full of cars thinking that this was the car display. But these were only the hotrods, muscle cars and Batmobile. From this room you head into another room and this is full of cars, in the vicinity of 40 or so cars of all makes from the 50’s. Typical American machines heaps of chrome and fins, but all in immaculate condition and not a spot of dust on them. A credit to the owner.



1957 Mercury Turnpike Cruiser at the bowsers

Attendance

Peter Adams & Kim Nolan 1918 Studebaker
Jeff & Kaye Palmer 1908 Fiat
Chris & Catherine Duncan 1911 F.N.
Rick Thomas 1917 Studebaker

Modern

John, Kelly & Matthew Burke & Wayne Harris
Max, Joan & Brenton Burke Allen Dunlop
David, Emma & Paton Burke Nev Preston
Bill & Carol Heeney Doug & Dianne Marshall
Graeme, Karyn & Lauren Newman
John & Jan Brumby Terry & Vicki Smith
Kevin & Narelle Spackman & Betty Cherry

Other rooms are set up as diners, malt shops etc. Also thousands of 50’s Americana and memorabilia items on display. Definitely worth the visit.

Out of all the cars, there was only 1 right hand drive that I saw, a 1966 Auburn Boat-tail Roadster.

It was good to see that there were 4 brave members that turned up in their veterans. Also good to see Bill and Carol make the journey up from Sydney.



Betty waiting to be served



1966 Auburn Boat-Tail Roadster. The only right hand drive vehicle there.



Doug resting in an unusual chair

Tales of a not so Veteran Virgin

Rick Thomas

Technically I am not a veteran virgin I have had the privilege of driving Peter Adam's Fiat Truck, Euan Coult's Model 20 Hupp and done a Morpeth Rally in Dad's T Ford C Cab!

The Newcastle run to the "Lost in the 50's" Museum was very short but a very big "leap of faith" for me.

From the start everything went wrong, my dad couldn't come, then at 8am "Burt" wouldn't start and it looked like it was about to pour down raining.

After "nicking" the battery from the "family falcon" Burt woke up and was idling on his own, so the decision was made...go for it.

Turning onto the freeway the Amp gauge dived into the vegatie and a speeding B-Double nearly wrapped the mirrors around the radiator cap.

Arriving at the museum I had to back Burt up a hill so I could roll start but in front of a large crowd Burt decided to buck like a rodeo bull. So after every shred of my dignitary was lost I turned the Studebaker off, grabbed reverse and pulled on the handbrake!

Peter Adams came straight over and between him and John Burke and all I got was encouragement. I couldn't stay so I clutch started Burt and headed for home.

The trip home was much more enjoyable with Burt letting me know that if I didn't "white knuckle" the steering wheel he would find his own way!

I arrived home with my right hand bleeding (selecting second gear and you hit the handbrake) but I am looking forward to a longer rally.

For anyone that doesn't know the Studebaker has been named "Burt" because of his previous owner Malcolm Bailey.



"Burt" parked ready for starting

When I was at high school I would go to his wrecking yard and imagine I could set the world record on one of the bikes he had for sale (world's fastest Indian)

Gas Starter

Les Watton

Gas Starter

The acetylene gas idea of starting developed from both of these systems. The Prest-O-Lite Co worked out a very satisfactory system for starting as explained in Fig. 2. This system also employs a special electric connection for igniting the gas.

Hi Neville,

Last meeting a member was asking about acetylene gas starting (may have been Graham Weekes, not sure.)

Just thought I would send you some info as I am familiar with this type of (dangerous) starting system.

Diagram of the Prest-O-Lite starter system, Photos of the parts used, And also a photo of the dash control for the Cox Crankless Acetylene Starter. Hope you can use this in the magazine.

Regards, Les Watton

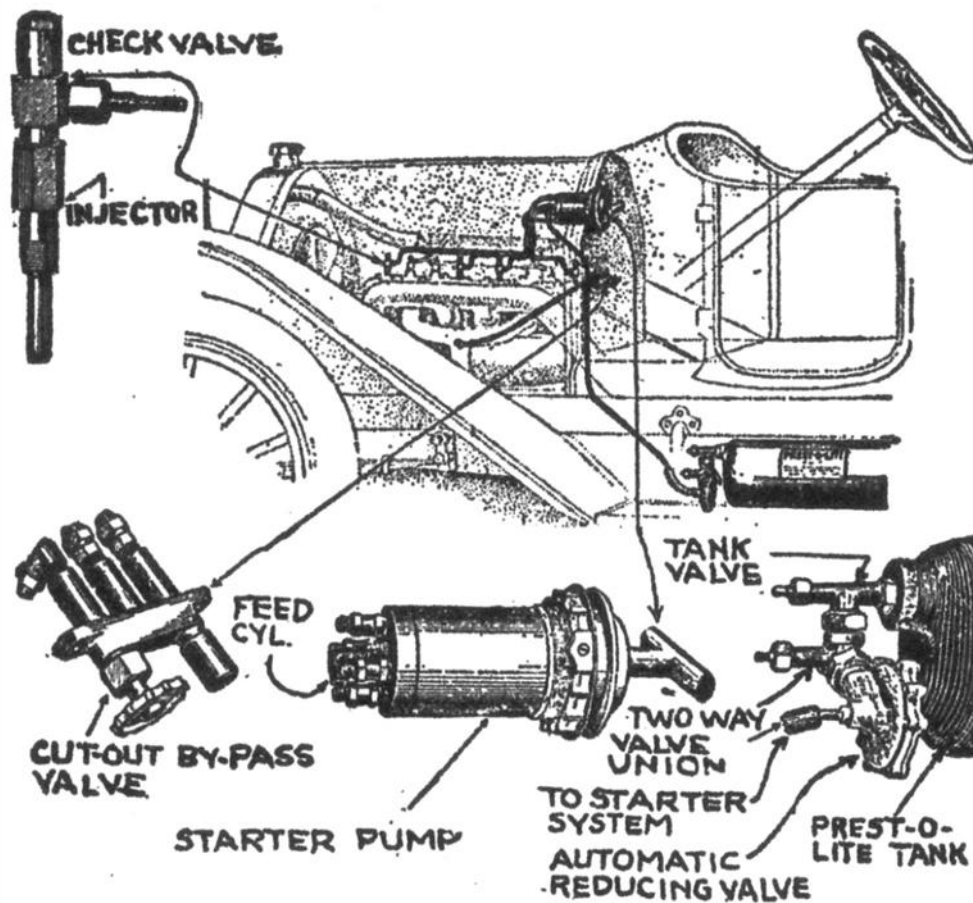
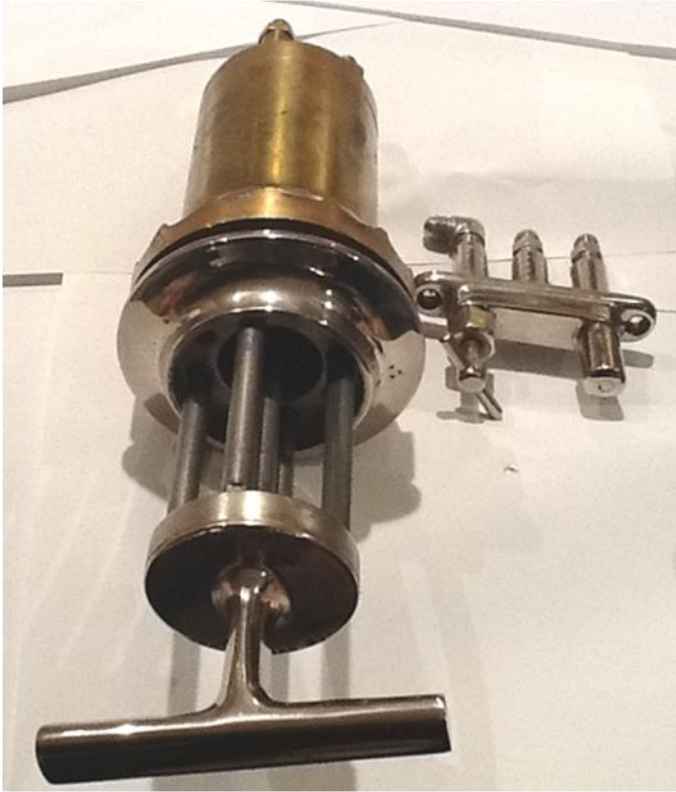


Fig. 2. Gas starter. The Prest-O-Lite gas-starter system permits the starting of the engine by the injection into each cylinder of a measured amount of prestolite gas, which is exploded by pressing the button on the ignition switch. (See Index under "Ignition starting.") The driver charges the cylinder with gas by making one or two movements of the handle, which is located on the dashboard. There is placed at the tank an automatic reducing valve, which reduces the pressure beyond the tank to two ounces. Whether the tank pressure be 150 or 250 pounds, the pressure in the lines can only be two ounces. On account of low pressure, it is necessary that the gas be forced into the cylinders, as the cylinder compression is many times stronger than two ounces. This is accomplished by a pump which is placed on the dash in easy reach of the driver. In cold weather the driver can press a by-pass valve button and cause the gas to pass from the tank directly to the intake manifold.



WHAT'S IN A CRANK HANDLE?

Peter Adams

Many of you avid Spit & Polish readers may recall that some time ago (Feb 2011) Mike Bendeich wrote an article about our opening rally to Somersby Falls and in said article he mentioned that even though he had looked at my F.N. many times over a period of 30 years or so, he had only just noticed that the crank handle was not in the centre line of the engine or chassis.

He mused, has the car been in a bad accident? Or possibly it had massive blower strapped onto one side of the engine to push it off line? Mike offered the hope that I might respond well, I thought, I must write straight away to take this great burden from Mike's mind and so, being the "man of action" that I am, after much research, I can now offer a much belated explanation.

I can hear you saying – What a load of cobblers!

But here are the Facts

Fabrique Nationale (F.N.) were staunch believers in the advantages of the "De Saxe" engine design. Therefore F.N. engines were built with a "De Saxe" crankshaft (which has nothing to do with the number of nuts and bolts securing it). What "De Saxe" means is that the crankshaft is "off set" to the centre line of the cylinder bore. So when you stand in front of the car ready to crank you find that the crankshaft is approximately 30 mm to the left of centre and of course, the crank handle needs to be shorter than normal to avoid bashing the knuckles on the left dumb iron when starting the motor. This feature has the wonderful effect of reducing the leverage of the handle and thereby making the engine about 20% harder to crank.

What a great idea, I hear you cry! I'll fit one of these short handles to my car straight away!

But seriously now, to the best of my knowledge (and someone may correct me) the principle of the De Saxe engine affords the advantages of reducing side thrust on the cylinder walls and more importantly increasing the leverage that the piston has on the crank shaft during the power stroke. The off-setting of the crank shaft in this way has the effect of increasing the degrees of rotation of the crank on the down stroke and reducing it on the up stroke.

The model 2400 F.N. has a stroke 120 mm and a 30 mm off set, so this results in something in the vicinity of 190 degrees of crankshaft rotation on the power and induction strokes and 170 degrees on the compression and exhaust (NB it still adds up to 360 for each revolution)

The practical effects of all this, in operating the car are:-

- (1) If you are strong enough to pull the crank sharply up the motor will start easily on a quarter turn with little risk of kickback.
- (2) The motor has wonderfully smooth torque characteristics with great flexibility. The car can, if you want to, go very slowly in top gear. (although through habit, I tend not to do this)

Quite a number of European makers used the principle of the De Saxe engine in various ways, and as well, many modern engines have been built using this principle. I believe Motoguzzi currently build "De Saxe" engines for their bikes.

Anyhow, I hope that I have enlightened some of you on this subject and by the way, I suspect that Mike might have known this all along.

Entry Form

JUNE LONG WEEKEND TOUR

8th - 9th - 10th

SINGLETON

The Newcastle Branch invites Veteran enthusiasts to enter this year's June long weekend tour.

The tour will commence on Saturday the 8th of June in Cessnock at the home of Max and Joan Burke.

A welcome morning tea will be served before heading off on a scenic tour utilising quiet country roads to Singleton.

Sunday we will tour in the Singleton area and return to Cessnock on Monday.

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Please return your entry to,

The Tour Director,
John Burke
2 Occident St Cessnock NSW 2325.
Ph 02 4991 1806 (AH) Fax 02 6575 0478.

ENTRY FORM

NAME.....Phone.....

Veteran vehicle (year and make).....

Number of pers ...Adults.....Children.....

Entry Fee...(\$10.00).....\$10.00

TOTAL \$10.00

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This event is open to all Veteran Vehicles

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[2-13]



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Contact: Laurie Schneider (02) 9416 7540

[3-13]

For Sale: (cont)

I received the following advertisement for a car in US which may be of interest to our members. The car is mechanically very similar to my 1912 Maxwell and has a large 2 cylinder engine of 4.5" bore x 4" stroke.
David McCredie

1907 Maxwell 2 cylinder Model RL #1957. Car is complete except for fuel tank (details & dimension are available). Chassis said to be runnable, older restoration. Seat is upholstered in black leather. Front mudguards are good originals, rears are new (old ones are also there). 4 new tyres tubes and rust bands. 4 new hubcaps and 3 rough ones. Bonnet is new, I have hardware and side covers. Radiator appears very good. Lamps and horn are correct. I have literature, manual copies, suggested paint formulae & title etc

Asking price is US \$14,800 FOB my garage.

Contact: Bob V. Erasquin
6563 County Road 1-1
Swanton, OH 43558 USA. Ph: Mob: 419 250 3070
[3-13]



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Contact: Len Pellew 0412 207 208
[3-13]

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Lantern
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in one job lot.

Contact: Tony Chapman
Mobile 0417 456 084 (Sydney)
[2-13]



Wanted:

For 1911 Hupmobile Model 20: Cap for oil tank, Fuel cap, Linkage to connect throttle to oil dripper control, Brake rods with clevis, top diff plug, 4 x hubcaps.

Contact: Andrew Winter Ph: (02) 6653 8672 Email: alisonandandrew@bigpond.com
[3-13]

Free:

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Contact: Don Liddle Ph: 9631 7971
[2-13]

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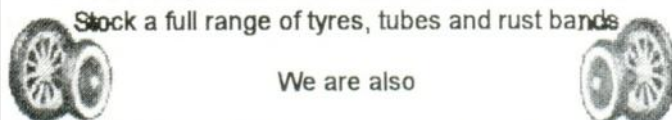
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