

# SPIT AND POLISH

JOINT PATRONS

Her Excellency The Honourable Margaret Beazley AC QC  
Governor of New South Wales  
and Mr. Dennis Wilson

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



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# SPIT AND POLISH

WEB PAGE: [www.vccansw.com](http://www.vccansw.com)

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All letters, advertisements, articles are to be sent to “The Editor Spit & Polish” preferably by  
**Email:** [nevpreston@gmail.com](mailto:nevpreston@gmail.com) or by **Mail:** 18 Byron St. Wyong, NSW 2259

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

### **Cover Photo:-**

*John Fryirs’ 1915 Ford T,  
at Thirlmere Lakes National Park,  
on the MaSH Branch Northern Coffee run.*

*28<sup>th</sup> August 2020*

## Committee of Management

<b>OFFICE BEARERS:</b>		<b>HOME</b>	<b>BUSINESS</b>	<b>FACSIMILIE</b>
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LIBRARIAN	David McCredie	9653 2592	

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	Neil Martin	9632 5047	Mob: 0417 236 495
	Max Roberts	6545 3410	6545 1045
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### VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) Inc.

134 Queens Road, Canada Bay, 2046

#### JOINT PATRONS:

Her Excellency The Honourable Margaret Beazley AC QC  
Governor of New South Wales  
and Mr. Dennis Wilson

**Owing to the COVID-19 Virus, all meetings and events have been cancelled until further notice.**

Dear Members,

Just to update you, after the committee meeting (Wednesday night 22<sup>nd</sup> July) all VCCA (NSW) Inc meetings continue to be postponed until further notice. This is very disappointing but due to the COVID-19 risks the committee is concerned about members wellbeing and safety.

As we have now held a couple of monthly meetings by zoom, that will probably be the system we will continue to use for some time. You will receive the information on how to connect to the meeting just prior to the meeting.

*See Page 8 for Zoom meeting instructions.*

Stay safe!

Louise Yeomans  
Hon Secretary  
VCCA (NSW) Inc

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*Please note as your Editor I am still going to list up and coming events just in case that there may be a sudden change in our restrictions, or depending on the type of event it may be permissible to hold it, with restrictions.*

*Neve Preston, Editor*

**Minutes of Monthly Meeting of VCCA (NSW) Inc.**

**Minutes of Monthly Meeting of VCCA (NSW) Inc held on Thursday 24<sup>th</sup> September 2020**

**By ZOOM**

**ATTENDANCE**

Committee: 9      Members: 16      Family members: 3      Visitors: 1

**APOLOGIES:**

Peter Martin and John Radzevecius

**MEETING OPENED AT 8:05 PM**

**PRESIDENT'S OPENING REMARKS**

The President welcomed all members and was pleased to note that there were more members joining the zoom meeting. He announced that sadly Enid Manhart had died. She was associated with the club through her husband David and later was a member. Enid was active in MaSH. The President suggested that members who knew Enid reflect about her at the end of the meeting.

**MINUTES PREVIOUS MEETING**

Matters arising from minutes: none  
Corrections to the minutes:  
One visitor and Jean and Keith Carden.

Moved: Phil O'Loan      Seconded: Laurie Garrod

**INWARDS CORRESPONDENCE**

**Other clubs:**

Brass Notes      Veteran Torque

**Other:**

Membership renewals      Sydney Voice  
Alistair Clarke      S&P for Alan Miller  
CMC – voting and change of venue      Richard Payne resigned

### **OUTWARDS CORRESPONDENCE**

Membership renewals                                Sydney Voice  
Badges    Alan Miller  
Emails to members late with their subs        Norm Mitchell  
**Emails:** Spit and Polish, Friday's Fact and Fiction; zoom meeting

Moved: Lauren Newman                                Seconded: Abbey Newman

### **TREASURER'S REPORT**

Balances of Accounts as presented to the meeting.  
The treasurer's report was tabled.

Income has been received through membership subscriptions and rents. Outgoings have been for accounting, binding Spit and Polish, insurance, printing, cleaning, new stamps and postage and for bathroom renovation expenses (\$17,756.41)

Moved: Neil Martin                                        Seconded: Nev Preston

**MAGAZINE** Nothing to report

### **EVENTS**

Newcastle Branch had an afternoon run last weekend with 6 veterans and 20 people. MaSH last month had a picnic with one veteran and plans to go on another picnic tomorrow.

### **PERMIT TO MOVE/REGISTRATION**

One permit renewal and no movements noted.

### **LIBRARY**

Don Liddle has kindly donated a poster and some special umbrellas.  
Copies of Spit and Polish for 1999 have been bound.

**DATING** Nothing to report

### **MEMBERSHIP**

Members will vote on the application from Will Garthon by using an electronic system. Abbey Newman will send a link to all attendees to follow and vote. Voting is anonymous and will be open until 8pm Friday 25 September.

**CMC** Nothing to report

### **HALL**

Robert Fordham reported that there was not much activity at the hall with only 3 clubs meeting. Invoices will be sent for the last quarter. He commented on the amount of dust generated by the renovations. He suggested sealing the bottom of the doors with rags/towels for the next demolition. Extra cleaning will be organised. Phil will liaise with Robert.

Phil O'Loan described the progress on the bathrooms. In the men's bathroom tiling is completed, grouting starts tomorrow. It will be fitted out on Monday with the plumber and on Wednesday the partitions will be installed. Ian Shinfield will install the new Dyson dryer next week.

When both bathrooms are complete the painting will be done. A quote will be obtained to include the hallway to Sydney Voice and the front kitchen.

One cubicle in the women's bathroom will accommodate disabled people. It will be modified so the door opens out, and will be fitted with special handrails. Handrails will be fitted in all cubicles where possible. The special cubicle will be available to both women and men.

One more volunteer is needed to help remove the partitions in the women's bathrooms. Work will be done on Thursday. Geoff Yeomans volunteered to assist Phil and David McCredie.

A quote to repair the guttering and replace the down pipes at the back of the hall is \$1,100 and the work will be done next week.

The President thanked Phil for his work.

### WEBSITE

After her exams, Abbey will have time to up load material onto the website so send her anything you think will interest others. She will run a workshop on zoom to assist members in using it.

### GENERAL BUSINESS

#### Arrangements for AGM

The AGM will be held next month and is likely to be via zoom. The normal club meeting will start earlier at 7:30pm followed by the AGM.

#### Log book trial

Graeme Newman was seeking information about the introduction of an actual log book rather than a piece of paper for historical vehicle renewals. No one had any information.

#### The raffle

Ron Hattersley apologised that there was no raffle. He will try to organise something for the next time.

#### Voting for the AGM

It was queried as to how voting at the AGM would occur. After discussion, it was established that voting only occurs if there is more than one nomination for a position. If so, voting could be by a show of hands as only membership is a secret ballot. Members were reminded to have any nominations to the secretary two weeks before the AGM, by 8 October.

### MEETING CLOSED 8:35 PM.

Doug Fulford

Louise Yeomans

## Events Calendar - Club Events

President

Secretary

### OCTOBER 2020

- 15<sup>th</sup> Committee Meeting starting at 6.30pm (*by zoom*)  
22<sup>nd</sup> Monthly Club Meeting at 7.30pm (*by zoom*)  
22<sup>nd</sup> AGM Meeting after the Club meeting (*by zoom*)  
23<sup>rd</sup> **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

### NOVEMBER 2020

- 1<sup>st</sup> **Sydney North Breakfast Run.** *See Page 6 for details*  
13<sup>th</sup> **MaSH Branch** Morning Tea run. *Check with Greg Roberts*  
17<sup>th</sup> Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm (*postponed*)  
19<sup>th</sup> Committee Meeting starting at 6.30pm (*by zoom*)  
26<sup>th</sup> Monthly Club Meeting at 7.30pm (*by zoom*)  
27<sup>th</sup> **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

## Events Calendar - National Rallies

### OCTOBER 2020

**11<sup>th</sup> - 17<sup>th</sup> VCCA National Veteran Rally 2020** - Swan Hill. Our official rally website is now up and running. You will find this via our club website - [www.veterancarclub.org.au](http://www.veterancarclub.org.au). Click on "National Rally" at top of page and follow the links.

Here you will find an on-line Expressions of Interest form (preferred method). Fill it in now to stay up to date with rally information. 1<sup>st</sup> Newsletter is anticipated before Christmas.

*Shifted to 2021 actual dates unknown*

### OCTOBER 2021

17<sup>th</sup> - 22<sup>nd</sup> The National Motorcycle Rally to be based in Manjimup WA.

24<sup>th</sup> - 29<sup>th</sup> The National Veteran Rally to be based in Busselton WA. *Shifted to 2022 actual dates unknown*

## Events Calendar - Invitation Event

### APRIL 2021

9<sup>th</sup> - 12<sup>th</sup> CHMC ANNUAL RALLY - TEMORA

The CHMC Annual "Bush Council" Rally is held each year in a different NSW regional centre and hosted by the local CHMC club/s. Temora Antique Motor Club hosted our very successful 2016 Council of Heritage Motor Clubs Rally at which over 120 heritage motor vehicles from a 1911 Cadillac and 1911 Ford Model T to a 1986 Volvo were gathered, with scores of veteran, vintage, post vintage and historic cars from the 1940s to the 1980s. They are again hosting us in 2021. Limited to 100 entries. Accommodation in Temora is limited too - we suggest you book early.

Download Rally Entry Form and Accommodation details from  
<http://www.heritagemotoringcouncil.org.au/historic-and-heritage-motor-events.php>

*Regards Jenny Fawbert*

18th July **Brisbane To Broome Veteran Rally 2022** The Heritage Motorcycle Club of Western Australia  
to partnering with the Veteran Car Club of Queensland, is delighted to announce that it will be  
11th August facilitating a veteran rally for cars and motorcycles. *Entry Form in September Spit and Polish*

## Coming Events

### Northern Sydney Breakfast Run

**1<sup>st</sup> November 2020**

The next Northern Sydney Breakfast Run will be held on Sunday 1<sup>st</sup> November

Take the opportunity to catch up with friends and family  
at the last Sydney North Breakfast Run of the year.

Postponed from September.

Join us at Fagan Park, entry from Carrs Road from about 9 am.

So, come and enjoy the drive, the company and the gardens at Fagan Park!

Please bring your own food and drinks.



## Editorial

Thanks to the members for the articles received for this edition of **YOUR** Spit and Polish.

A couple of outings reported on for this month, Doug Fulford on the MaSH Branch Northern Coffee run and your Editor on the Newcastle Branch afternoon run to Mulbring. Thankfully a couple of other members gave me some fill-in material, the first one is from Abbey with instructions on how to use and set-up for a Zoom meeting (see next page for instructions) and of course a few light-hearted stories from Ron Hattersley. Also an article from Hamish McDonald (TAVCCA) on the first London to Brighton run.

It also helped to fill the magazine having held our monthly meeting last month by zoom, which produced a couple of pages of minutes from the meeting.

Coming events for the next month or so are, the MaSH Branch morning tea run and their Northern Coffee Run, also the Northern Sydney Breakfast run on the first Sunday in November.

Just a reminder that the AGM will be held this month by Zoom and give some thought to joining the Committee, as I am standing down as Editor and from the Committee, 13 years as editor is long enough and hopefully you will support the new Editor. I realize that I have made a few mistakes over the period, which I apologise for.

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”**, and support the new Editor.

Enjoy your Veteran motoring when we can start using our veterans again.

*Nev Preston*



### Welcome New Member

William Lance Garthon (1152)  
297A Connells Point Road  
CONNELLS POINT NSW 2221  
**1915 Rover M/c**  
(M) 0400 608 802  
(E) mrlr@live.com.au

### Change of Email Address

Leon Smith  
leonharoldsmith@icloud.com

Neil Adams  
neilandtoniadams@gmail.com

## Light-Hearted Humour

**Two little boys were at a wedding when one of them leaned over to the other and asked, "How many wives can a man have?" His friend answered, "Sixteen... four better, four worse, four richer, and four poorer."**



# Zoom Meeting Instructions

Abbey Newman - Web Co-ordinator

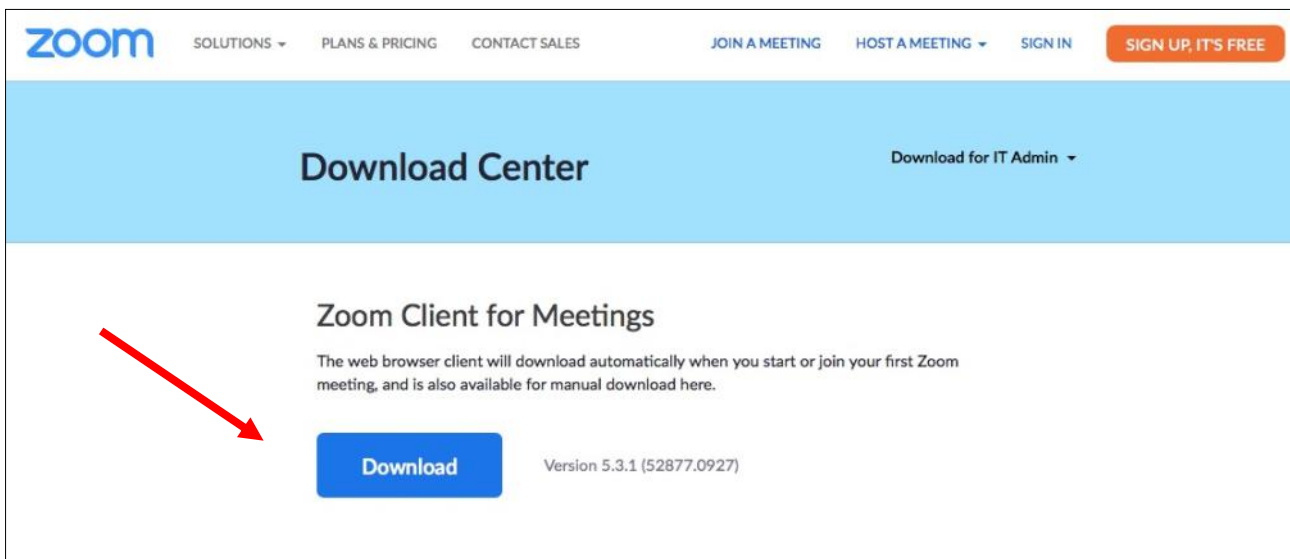
On October 22<sup>nd</sup> at 7:30pm, we will be holding both our monthly meeting and our Annual General Meeting via Zoom. We have held two very successful online meetings so far, and it would be great to have some new faces this month. For those who are brand new to online meetings, here is a guide to what you need to do in order to participate.

## Devices

You can join the meeting from any smartphone, tablet (e.g. iPad or similar), laptop, or computer. To participate in the conversation, this device will need a microphone and a camera. Most tablets, smartphones, and laptops will have this built in. Otherwise, if you have a laptop or desktop computer with a USB input, you can purchase a webcam to plug into the computer. I would recommend the “Kogan Full HD 1080P Webcam” from [kogan.com.au](http://kogan.com.au) which is currently \$40.

## Joining the meeting

- Smartphones/tablets: From the app store, search “Zoom” and download the app.
- Laptops/Desktop computer: go to <https://zoom.us/download> and click on the blue “Download” button under the heading “Zoom Client For Meetings”. Once the program has downloaded, find Zoom in your downloads folder and follow the on screen instructions.



Once you have downloaded Zoom, open the program/app and it should ask you for a Meeting ID, Name, and password.

**The details for the October meeting are:**

**Meeting ID: 874 9173 4532**

**Passcode: 316080**

I would ask that for your name, please keep it simple and just enter your first & last name – it helps us to easily record who has attended the meeting.

During the meeting

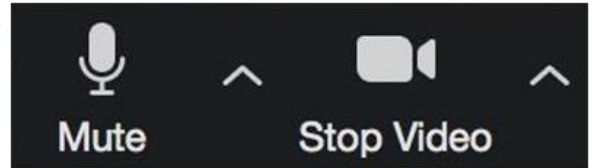
I will start the meeting about 15 minutes early (7:15pm) in order to give you some time to check your technology is working.

**Please familiarise yourself with the mute button. It is located in the bottom left hand corner of the screen.**

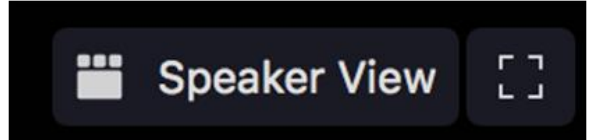
With 20+ people in the meeting, background noises (such as conversations, TV's turned on in the background, dogs barking ect.) quickly create chaos and make it difficult to hear who is trying to speak.

**If you are not trying to speak, please press the Mute button.**

Next to the mute button is the Stop/Start video button. You can turn your camera on or off as you please.



In the top right hand corner, you can change your view of everyone in the meeting. The button should either say "Speaker View" or "Gallery View". Clicking this button will allow you to see everyone at once (Gallery View), or focus on whoever is speaking (Speaker View).



Trial Session

I will be holding a trial meeting on Sunday October 18<sup>th</sup> at 4pm. This will give you a chance to test out Zoom before the day of the meeting. The login details for the trial meeting are:

Meeting ID: 886 8222 6620

Passcode: 294272

If you are having trouble or need some more help, you can send me an email at [abbeynewman@gmail.com](mailto:abbeynewman@gmail.com) or call my mobile on 0451 710 972.

Or, Zoom has some good videos and tutorials at <https://support.zoom.us/>

I look forward to seeing you at the meeting!

## Light-Hearted Humour

### The Nile Virus - type C \*\*\*

I Thought you would want to know about this virus.

Even the most advanced computer programs from Norton, McAfee, and others cannot take care of this one. It appears to target those who were born prior to 1955, or even earlier.

The lockdown seems to be increasing the chances of being affected!

#### Virus Syntoms

1. Causes you to send the same e-mail twice.
2. Causes you to send a blank e-mail.
3. Causes you to send an e-mail to the wrong person.
4. Causes you to send it back to the person who sent it to you.
5. Causes you to forget to attach the attachment.
6. Causes you to hit SEND before you've finished.
7. Causes you to hit DELETE instead of \$END.
8. Causes you to hit SEND when you should DELETE.

***This virus is called the C-NILE virus!***

A lot of us have already been inflicted with this deadly disease and unfortunately as we age it gets worse.

And if you can't admit to doing any of the above, you've obviously caught the other strain:

- the deadly ***D-NILE virus!***

*Thanks to Ron Hattersley for the above article*

## Newcastle Branch Outing to Mulbring.

Nev Preston

Newcastle Branch finally decided to have an afternoon tea outing for our veteran cars and our members to be held at Mulbring Park, Mulbring, on Saturday 19<sup>th</sup> September. I don't know that the cars enjoyed afternoon tea but they certainly enjoyed being out of their garage and motoring along.

At the start of the day the weather was not the best for an outing, with a few light showers and a fair bit of cloud around, but it finally cleared to be a nice sunny day, around the time for me to leave home at just after midday.

We had a total of 6 veterans in attendance along with 3 moderns which was a super total for our first event after total lockdown. I met with the Newmans at Wyee and as Lauren wanted to have a drive Graeme travelled with me to the venue.

Chris was already there when we arrived and it wasn't long before 3 more veterans arrived from the Cessnock area. Max in his latest restoration of another 1916 Hupmobile so he now has 2 yellow Hupmobiles. Allen Dunlop was driving John's Essex and of course John was driving the other yellow Hupmobile.

A nice big park and plenty of area for us to do the right thing and social distance. The chairs came out and those with chairs sat around in a circle and enjoyed their afternoon tea and a good chat, catching up on what they had been doing during lockdown.

It was nice to see Doug and Dianne Marshall in attendance who were brought to the event by their son Brett, also great to catch up with Brett.

By about 3.30pm we finally decided it was time to pack up and head for home. An enjoyable afternoon outing for the members and their veterans, in the quiet country village of Mulbring.

I had to travel back home on my own, as Lauren decided to let her Dad have a drive on the way home.



*Hupmobile, Essex, Talbot, Talbot & F.N.*



*Entry N° 169 in the 1970 International Rally*



*2020 Restoration, Max's latest restoration.*

Attendance

Chris Duncan & Issac Strutt.....	1911 F.N.
Nev Preston & Graeme Newman .....	1913 Talbot
Lauren & Karyn Newman .....	1914 Talbot
Allen Dunlop & Barbara Barski .....	1918 Essex
John & Kelly Burke .....	1916 Hupmobile
Max Burke & John Brumby .....	1916 Hupmobile
Brett, Doug & Dianne Marshall .....	Modern
Neil & Maria Heilbrunn .....	Modern
David & Betty Cherry & Kevin & Narelle Spackman .....	Modern



*Is it a Possum's nest?*



*Kelly, Narelle, Betty, David, Maria, Barbara & Karyn (centre)*



*Doug, Max and Dianne*



*Hupmobile, Essex, Talbot, Talbot, F.N., & Hupmobile*

## MaSH Branch “Northern Coffee Run” to Burragorang Lookout. Friday 25<sup>th</sup> September 2020

Doug Fulford

For a while I thought I might have to go modern for a second month but some metal filled epoxy did the trick on the crack that had developed on the Stewart vacuum tank top. The other worry was the weather with possible showers predicted for the afternoon. Arriving at Curry Reserve the weather outlook seemed bright, even brighter as Alan Miller was there in his veteran Oakland. Actually there was quite a turn out although the rest of the party had come modern. However by the time we left the Reserve the weather outlook didn't seem so good. Mind you there seemed to be blue sky in the direction we were to head – pretty much due west to Burragorang Lookout. The day however, grew darker as we travelled and we passed through a little squall as we were approaching Oakdale. Apparently it must have been sitting over Oakdale Post Office and managed to sufficiently soak the Sinclairs, who had been waiting for us patiently there in their Maxwell. As a result they had been enticed into returning home to retrieve their modern.



*Alan's Oakland*



*Picnic Area*

Once past Oakdale the weather improved and whilst hardly a sunny day it was pleasant enough for our picnic at Burragorang Lookout. There is an area with four picnic tables partly sheltered from the wind to which most of us filtered which helped with the social distancing. The view was quite a contrast from a previous coffee run to this location. Then the dam level was very low, this time it was pretty much at full capacity. Then it was free entry, now

they have instituted a four dollar per vehicle charge. I paid my four dollars but forgot to collect the ticket. Bruce and Kath Kinnear, who had been kindly following the Studebaker, grabbed it and then faced the conundrum of how to display it in a veteran tourer.

I must admit I begrudged paying the four dollars, but would have paid that and more happily if only they opened up a walking trail through to the Blue Mountains and maintained the fire trails that used to protect us so well in years gone by.



*Doug's Studebaker*

Everyone seems reluctant to leave these little gatherings but some had kids to collect from school whilst others had chores that needed doing so we said our goodbyes and left. It started to rain just as we were reaching home so all in all I think we timed things well.

Alan Miller – Oakland

Doug and Vivian Fulford, John and Jan Grant – Studebaker

Anthony and Donna Sinclair - Maxwell / modern

Max and Diane Vormister - modern

Geoff and Ella Small - modern

Greg and Jill Roberts - modern

Bill and Robyn Betts - modern

Neil and Lynette Martin - modern

Bruce and Kath Kinnear - modern

Sue Martin - modern



*Max & Neil*



*Robyn, Lyn, Sue, Diane & Donna*



*John, Anthont, Doug, Alan & Bruce*



*Lake Burragorang*

## The Sizaires and Naudin – single-minded men

by Douglas Ormrod

Most with an interest in old motor vehicles will recognise the name Sizaire *et* Naudin, but very few will be able to expand on the topic. In fact, there has been comparatively little written about the marque in the English motoring literature. Much of what is in print is inaccurate and the situation is further compounded by the mythology that seems to surround Maurice Sizaire. I shall try therefore, to confine myself to verifiable facts and what I have been able to learn from contact with the subject of this article.

### Early days

Maurice Sizaire was born in Paris in 1877 and was succeeded two years later by his brother George. Maurice qualified as a draftsman and worked in the building industry, assisting with the restoration of old buildings and the design of furniture, but it was always his dream, he later wrote, to build motor cars. George Sizaire initially trained as a harness maker, but was persuaded by Maurice to take a lathe-worker apprenticeship so that he might better serve his brother's ambition. Louis Naudin ran a lathe at De Dion Bouton and joined the Sizaire brothers in a small Paris workshop around 1900. The trio took on general engineering work and used the profits to build a prototype car. By all accounts this was a rudimentary vehicle assembled using proprietary components, but by 1903 they were confident enough in their abilities to register a company named Sizaire *et* Naudin. Two further years of development produced a voiturette and this they exhibited at The Exposition of Small Inventors in Paris. Buoyed by a positive response they displayed the car at the all-important Salon de l'Automobile in November of the same year and received lavish praise in both the motoring and public press. Although powered by a single cylinder De Dion-type engine, the design incorporated some unusual features, including independent front suspension and a single-plate cast iron clutch taking the drive to a three-speed 'transaxle'.

Maurice Sizaire is often credited with the invention of independent front suspension. While his voiturette was certainly the first car to be manufactured in quantity using this system, in reality it was a copy of an earlier Decauville design. By his own admission, Sizaire had no concept at this stage of the superior road-holding offered by ifs and used it because it was light and simple. It has also been implied that wood was used in the chassis because Sizaire's experience in the building industry led him to believe that this material would better withstand the vibrations generated by a large single-cylinder engine. Again it is likely that weight and simplicity were the primary considerations. Although simply constructed and inexpensive, the Sizaire *et* Naudin was well built of good materials and orders flowed in. Attracted by the prospect of high returns on a limited outlay, a local financial consortium bought out the fledgling company before the end of 1905 and the Sizaires and Naudin exchanged ownership of the company for salaried jobs. A factory was commissioned and soon voiturettes were coming off the line at one a day. Before the end of 1906 the consortium had sold on their investment, presumably at a healthy profit, to the Duke d'Uzès, a pioneer motorist and entrepreneur. Voiturette racing was gaining popularity and the new owner instituted a policy of sales promotion through racing.

### The racing years

The premier competition for the class was the Coupe des Voiturettes de l'Auto, consisting a six-day endurance event and a final day of racing. George Sizaire and Louis Naudin were given responsibility for organising the racing programme while Maurice concentrated on producing the maximum power from the formula. This he did, in the



main, by simply lengthening the stroke. While the Coupe de l'Auto formula imposed a 100 mm (3.94") limit on bore, there was no restriction on stroke. This was a result of the prevailing dogma that anything more than a slightly over-square design would produce excessive piston speed and rapid failure. Maurice Sizaire, unhampered by an academic schooling in engineering principles, progressively increased the stroke of his



racing engines, until by 1908 it was an extraordinary 250 mm (9.84"), over a 100 mm bore. This two-like, onelung monster, produced an impressive 42bhp and was somehow made reliable. The biggest problem was low ground clearance and poor forward visibility. Hardly surprising with an engine over three feet tall. George and Louis turned out to be very capable drivers and so did most of the racing themselves. They were immensely successful, winning many minor races and the Coupe de l'Auto in 1906, 1907 and 1908. The domination of voiturette racing by these longstroke single-cylinder racers has been attributed to Maurice Sizaire's genius as engineer, but, given his lack of formal training, it was more than likely a case of 'fools rush in....'.

### Parting of the ways

Sales boomed, production was running at sixty cars a month and the Duke d'Uzès, believing that no further incitement was necessary, temporarily withdrew from racing. However, the day of the single-cylinder voiturette was nearing sunset and competitors started to replace their singles with multi-cylinder engines. Maurice Sizaire was instructed to do the same, but, rather than going to the trouble of designing a new car, he simply squeezed a four-cylinder engine into the space previously occupied by the single. The same, by now outdated, wooden chassis was also used. The Duke decreed that the new engine should be proved on the race track and an expensive development project was instigated. An experimental three-litre supercharged engine was made and reportedly produced an impressive 96bhp. Unfortunately, the available plugs could not be persuaded to last more than three minutes and Sizaire *et* Naudin did not race in 1911. They did start in 1912 with unblown cars, but their best placing was sixteenth. This very expensive failure resulted in a parting of the ways for the Sizaire, Naudin and the Duke d'Uzès. The circumstances are not entirely clear, but the evidence is that they were sacked. The company struggled on without its founders into the 1920's, but never regained its former glory.

Louis Naudin died just after the First World War but the name of Sizaire appeared on two other cars; the Anglo-French Sizaire Berwick (1913-1925) and the Sizaire Frères (1920-1927). By all accounts these were quality cars with some innovative features, notably an advanced form of all-round independent suspension on the Frères, but



they never quite succeeded in the marketplace. This was, perhaps, due to circumstances such as the war and the stock market crash rather than poor design. George Sizaire continued to work in the automobile industry and died in 1934. Maurice Sizaire was involved in a couple of half-hearted attempts to build cars under his name, but in 1933 he returned to his original trade and worked as a draftsman for Tecalemit until the age of 83. He died in 1969, aged 92. The single-cylinder cars built between 1905 and 1912 remain the commercial and engineering high point of Maurice Sizaire's career and the 1909 car illustrated here is an outstanding example of the model.

### A basket case rewoven

Don White of Chelsea (Auckland not London; just as fashionable but with sea views) is a man who likes a challenge, and restorations do not come much more challenging. Sizaire *et* Naudin number 308 was imported new into Christchurch, New Zealand in 1909, but its movements between then and 1972, when it was dragged engineless and derelict from a South Island field, are not known. Although he had intended to restore it, the rescuer could not locate an engine and was reluctant to proceed without one. The remains lay in the open for several more years until they were eventually offered for sale.

Don White has always been interested in the more obscure end of the old car movement and the Sizaire was just the 'lost cause' he was looking for. What he got for his money was the front suspension, 'transaxle', hubs, the cross-tube and control levers, steering box and column, the plates that had strengthened the long-since vanished chassis, a number of brackets and some lacework that had once been wings and tank. Damage to the remains of the front offside-wheel and axle indicated that an accident had ended the car's road life. It is likely the engine was then removed to serve as a stationary power unit in some agriculture capacity. Don cautiously started on the restoration hoping that an engine would turn up. One of the few jobs he farmed out was the construction of new radiator. This he entrusted to George Mihaljevich, who, by happy coincidence, just happened to have a 1,300cc Sizaire *et* Naudin engine! Now that all the major components were at hand the work began in earnest.

The wooden side members of the chassis had rotted away but the plates that armoured the inside of the rails were intact allowing the shape to be accurately determined. These were fashioned from Southland beech. A feature of the Sizaire *et* Naudin is the quality of the materials used in the original manufacture and many of the mechanical components were remarkably sound only requiring cleaning and the replacement of bearings, bushes and seals. The engine was relatively easy to restore as was the sliding pillar ifs unit. The bushes of the latter were simply reamed out to take oversize pins. The very peculiar ‘transaxle’ was less straight-forward, but Don was lucky enough to acquire an original French instruction book to help him figure out how it worked. Translated, this book makes wonderful reading. For instance, on the gears; ‘our gear change is increasingly confirmed as the most marvellous organ of its kind since the beginning of motoring.’ Fortunately, the book also provided enough mechanical detail to allow the mechanism to be stripped, refurbished and made to function. As mentioned previously, Maurice Sizaire is often erroneously credited with a number of inventions, such as the independent front suspension and the single-plate clutch. The ‘transaxle’ is, however, entirely his own. Whether it is the ‘most marvellous organ of its kind’ is another question. The differential housing carries on its outside a circular, spurcut, ring gear. On the end of the drive-shaft are three spurcut pinions of different diameters. Different ratios are obtained by moving the shaft in both lateral and longitudinal planes. This two-way motion makes oil sealing of the unit virtually impossible and excess lubricant from the drip-feed lubricator simply falls on to the road. In the same way that the bumble bee should not, theoretically, be able to fly, this system should not work, but it does. Others have obviously had difficulty accepting this and several accounts I have read state that a single pinion is moved back and forth to engage concentric ring gears. Not true!



The wheels presented a particular problem. Only remnants remained, but these were enough to provide information on the width and diameter of the rims and the shape of the spokes. The phrase ‘Kiwi ingenuity’ is much over used in New Zealand, but Don is the sort of person who gave rise to the myth. A bit of research determined that Model T Ford rims were a close substitute for the original steel rims and a set was obtained. A jig was then fabricated and, by laminating thin strips of mahogany with epoxy glue, the wooden inner rims were manufactured in two half circles. These were carefully cut to size and fitted inside the Model T rims. A cabinet maker turned up a set of spokes to the original pattern and the Sizaire *et* Naudin became a rolling chassis.

The distinctive dash-mounted petrol tank on this car was originally steel, but some Sizaires were manufactured with brass tanks. Don decided to use brass on this car because he likes it and who can argue with that. However, just to redress the balance, the four-cylinder Sizaire *et* Naudin he is currently restoring has a steel tank.

Finally the question of a body arose. The only remaining body parts were the wings and it was not possible to determine the original body style. In 1909 Sizaire *et* Naudin offered two, three and four-seat sports models, as well as tourers and closed saloons. Don opted for a three-seat open design. Careful measurement of contemporary photographs and many hours of labour produced a faithful replica. A few years after completion of the restoration, a more powerful 1,600cc engine of the right age was acquired, restored and installed. This gives more flexibility and confidence on the longer journeys.



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#### **A memorable and singular motoring experience**

Starting the Sizaire *et* Naudin is a relatively simple procedure, or at least simple in contrast to actually driving it! First the spark is retarded using the control situated just below the drivers seat. This is a vital step if one is to avoid a wrist-shattering 1600cc, single cylinder kickback. The trembler-coil half of the twin ignition is activated by bringing in the small 6v battery with a switch located next to the front passengers left foot. Once the engine is running a magneto provides the

spark, but to a different plug. The choke is applied from the front of the car, petrol is allowed to respond to the force of gravity by unscrewing the tap located on top of the dash mounted tank and is sucked into the cylinder with a couple of gentle swings of the handle. A firm pull on the handle, a couple of chuffs and a bang, followed by a regular if rather widely spaced, series of detonations, and one is ready to motor.

Before I was closely acquainted with the Sizaire I had considered requesting a short test drive, so I could wax lyrical about 'feeling the road', 'mastering the gearbox' and the 'willingness of the engine', but about thirty seconds of observing Don pilot the car dispelled any such notion. Whoever designed the control system must have had strong Christian beliefs, for the tenet that comes to mind is 'the Devil makes work for idle hands.' The feet however



are allowed ample time to explore the left-hand path. The lowest of the three gears is generally reserved for hill starts and the car will take off in second under most circumstances. Considering that the clutch is constructed from two unlined cast iron discs, squeezed together by what looks like a modern suspension coil spring, and has less travel than that of an Austin 7, it is remarkably smooth. Of course, this may be an illusion created by Don's skill. Once the vehicle is in motion, the left hand grips the boss of the small steering wheel and is responsible for correcting small deviations from the straight and narrow. The fingers of the same hand control engine speed by means of the lever mounted on the centre of the wheel. This lever does not have a return spring and stays where it is put. However, just to complicate matters it rotates with the wheel.

Originally, speed control was effected by varying the lift of the inlet valve. Although the system worked, the response was slow, making the car very difficult to manage in modern traffic, Don solved the problem by fitting a Zenith carburettor with a conventional butterfly and transferring the control cable from the sliding cam on the inlet valve to the butterfly. Purists may frown, but Don likes to drive his car regularly and if it ever ends up in a museum the original mechanism can be reinstated.

The right hand is fully occupied with the brake and gear change levers, but is also required to assist with steering duties from time to time. This is not a car for the uncoordinated! The emphasis on hand control does at least give the driver something to hang on to. I spent my first few minutes of the drive frantically searching for a secure anchor point. My final strategy was to push my hand under the seat squab, but the security offered by this manoeuvre was probably more imagined than real. As I gradually became accustomed to the wind, unusual engine note and ride, my confidence increased, as did my enjoyment. The Sizaire *et* Naudin is not a slow car and Don is not afraid of driving it as a *voiturette* should be driven. Second gear spans the 0 - 20 mph range while top can take you up to about 35mph. Not only does the car go well, it also stops well, in spite of a two-wheel braking system of rather unusual design. Four-inch wide, cast iron drums each contain four brass brake shoes that originally interacted directly with the drum, *sans* linings. As the shoes were getting a bit thin Don has since lined them. When the hand brake is applied all eight shoes are expanded into the drum as one might expect. There is, however, another mode of application, by way of the single foot pedal that has two pressures, not unlike a shotgun trigger. The first pressure disengages the clutch, but if the pedal is further depressed two of the brake shoes in each wheel are applied. The leverage is such that the car is little retarded by the foot pedal and the primary purpose of the arrangement is to aid in hill starts. Unlike modern sports cars, quick gear-changes are not a feature of the Sizaire *et* Naudin. To smooth out the roughness inherent in a single-cylinder engine, two large flywheels, one on either side of the crank, are concealed in the crank case. As a result of the kinetic energy stored in the flywheels, the engine takes some time to respond to the 'slow down' command. This can be a problem on hills where gear changes are rendered impossible. If you start in first you remain in first until you reach level ground. In spite of this, the Sizaire is a 'go anywhere' car, which in Don's capable hands it frequently does.

This is a vehicle that does exactly what it was designed to do, within the limits imposed by the period of its construction and you can't help feeling that if Monsieur Sizaire had stuck to sports cars, he would have had more success in his later endeavours.

*Copied from The Automobile January 1992*

## Let's Celebrate and Raise a Glass!

On November 14 1896, the emancipation of the motor car was celebrated in London – Parliament passed the relevant Act to allow cars to use the public highway without the attendance of three persons, one who had to precede the vehicle by at least 20 yards. This sounds almost hysterically amusing today, and whether or not this personage was still waving the red flag in the 1890's is open to debate! To celebrate the event a group of cars made their way from the Hotel Metropole, London to the Hotel Metropole, Brighton.



*The red flag pedestrian warns other road users – 'hysterically amusing today!'*

This is still commemorated by the annual Veteran Car Rally that takes place on the first Sunday in November, and was memorably depicted in the classic film *Genevieve*. Back in 1896 there was a great deal of public interest in the event and it was claimed that 54 cars were to take part. Anyhow, 21 of them failed to turn up and of the 22 that left Braxton 20 managed to make it to Brighton. Decorum was to be followed – participants were to have good manners and not overtake the car driven by Harry Lawson president of the Motor Car Club that organised the run. Lawson, however, lost a belt from his cylinder and chugged into the lunch stop 45 minutes late.



*A huge crowd gathered on the street for the first London – Brighton Emancipation Run 1896*

Accompanying the run were 10,000 cyclists – a sight that delighted Harry Lawson, as he was the inventor of the safety bicycle and was on his way to becoming a millionaire. That evening a celebratory dinner was held after the event – with great pomp and ceremony – **and it's this event that we have the opportunity to celebrate again this year.**



*Remembering the first run when over 10,000 cyclists joined in – this picture circa 1930's*



*The Hotel Metropole (centre) where the first dinner was celebrated*

Veteran motoring identity *Rodney Anderson* (WA and Vic), has developed a marvellous plan for us to recreate and celebrate this event on its corresponding anniversary, Saturday, November 14. Rodney has been in contact with the Automobile Association and they were most helpful and accessed their archives, and have provided Rodney with the actual menu of that celebratory evening at the Metropole Hotel in Brighton. So, why not join Rodney and his partner *Jennifer Atherton* who will be inviting friends over, and organise your celebration at home, and raise a glass or two and toast the genesis of our hobby! The menu is easily replicated today. The first course was Potages: Consomme Rachel Creme de Volaille – a delicious crème of chicken soup – and recipes are plentiful.

The second course was: Poissons. Turbotin Glacé Normande. Blanchaille á la Dioble. This is a delectable fish dish, and a good starting point would be a recipe by renowned Melbourne chef Phillippe Mouchel – John Dory Normande.



*The soup – Consomme Rachel Creme de Volaille*



*John Dory Normande – by Phillippe Mouchel*

The wine list, 'Carte des Vins' that was served back in 1896 can also be replicated today. A pale dry Sherry was served to begin followed by two wines that Rodney advises are still available today - Dienhard and Desmirail, and Dan Murphy has available at some stores a Prinz Niersteiner. The evening finished with the Desmirail Moderately Dry Port.

Bon Appetite –

So in the true Australian spirit of 'any excuse for a party' why not invite some friends over on November 14, and have an evening to celebrate that very first London to Brighton Run. It's a great way to socialise with your friends in the car club, and also an opportunity to introduce others to our hobby.

*Article from TAVCCA Hamish McDonald*

## Light-Hearted Humour

### Why Parents Drink.

A boss wondered why one of his most valued employees had not phoned in sick one day. Having an urgent problem with one of the main computers, he dialled the employee's home phone number and was greeted with a child's whisper.

"Hello ?"

"Is your daddy home?" he asked.

"Yes," whispered the small voice.

"May I talk with him?"

The child whispered, "No"

Surprised and wanting to talk with an adult, the boss asked, "Is your Mommy there?"

"Yes"

"May I talk with her?"

Again the small voice whispered, "No".

Hoping there was somebody with whom he could leave a message, the boss asked, "Is anybody else there?"

"Yes," whispered the child, "a policeman".

Wondering what a cop would be doing at his employee's home, the boss asked, "May I speak with the policeman?"

"No, he's busy", whispered the child.

"Busy doing what?"

"Talking to Daddy and Mommy and the Fireman," came the whispered answer.

Growing more worried as he heard a loud noise in the back-ground through the ear piece on the phone, the boss asked, "What is that noise?"

"A helicopter" answered the whispering voice.

"What is going on there?" demanded the boss, now truly apprehensive.

Again, whispering, the child answered, "The search team just landed a helicopter."

Alarmed, concerned and a little frustrated the boss asked, "What are they searching for?"

Still whispering, the young voice replied with a muffled giggle...

**"ME!"**

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In ancient Israel, it came to pass that a trader by the name of Abraham Com did take unto himself a healthy young wife by the name of Dorothy. Dot Com was a comely woman, large of breast, broad of shoulder and long of leg. Indeed, she was often called Amazon Dot Com. And she said unto Abraham, her husband, "Why dost thou travel so far from town to town with thy goods when thou canst trade without ever leaving thy tent?"

Abraham did look at her as though she were several saddle bags short of a camel load, but simply said, "How, dear?" Dot replied, "I will place drums in all the towns and drums in between to send messages sale can be made on the drums and delivery made by Uriah's Pony Stable (UPS)."

Abraham thought long and decided he would let Dot have her way with the drums. The drums rang out and were an immediate success. Abraham sold all the goods he had at the top price, without ever having to move from his tent. To prevent neighboring countries from overhearing what the drums were saying, Dot devised a system that only she and the drummers knew. It was known as Must Send Drum Over Sound (MSDOS), and she also developed a language to transmit ideas and pictures - Hebrew To The People (HTTP). And the young men did take to Dot Com's trading as doth the greedy horsefly take to camel dung. They were called Nomadic Ecclesiastical Rich Dominican Sybarites, or NERDS. And lo, the land was so feverish with joy at the new riches and the deafening sound of drums that no one noticed that the real riches were going to that enterprising drum dealer, Brother William of Gates, who bought off every drum maker in the land. Indeed he did insist on drums to be made that would work only with Brother Gates' drumheads and drumsticks. And Dot did say, "Oh, Abraham, what we have started is being taken over by others." And Abraham looked out over the Bay of Ezekiel, or eBay as it came to be known. He said, "We need a name that reflects what we are." And Dot replied, "Young Ambitious Hebrew Owner Operators." "YAHOO," said Abraham. And because it was Dot's idea, they named it YAHOO Dot Com. Abraham's cousin, Joshua, being the young Gregarious Energetic Educated Kid (GEEK) that he was, soon started using Dot's drums to locate things around the countryside. It soon became known as God's Own Official Guide to Locating Everything (GOOGLE). That is how it all began. And that's the truth!

**Prof Trevor M Jones CBE**

*Thanks to Ron Hattersley for the above articles*

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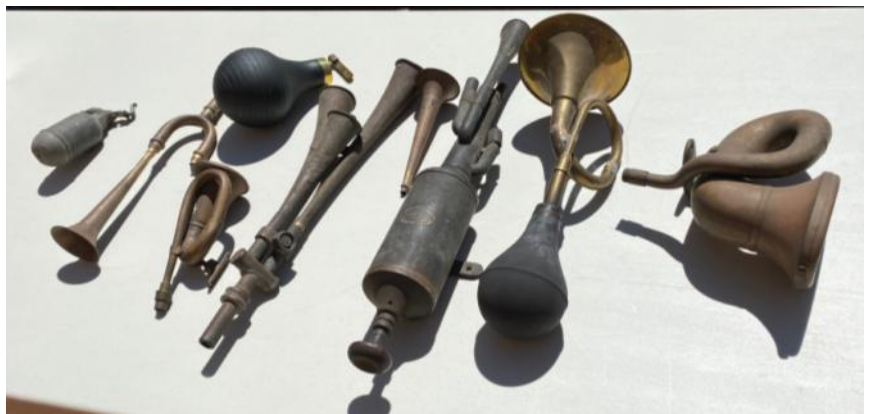
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'Before and After' photo's of any veteran vehicles members may have restored, along with some details of the car and restoration. We want to add a section to the Website to highlight what can be achieved with the persistence and talent (or money) our members possess.

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Please contact us on the details below or talk to me at a Club meeting.

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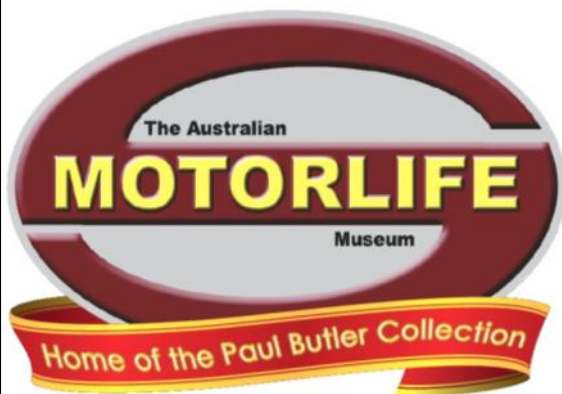
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