

SPIT AND POLISH

PATRON

His Excellency General The Honourable David Hurley AC DSC (Ret'd)
Governor of New South Wales

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



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nor are they any indication of club policy.

SPIT AND POLISH

WEB PAGE: 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 or by **Mail:** 18 Byron St. Wyong, NSW 2259

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

Cover Photo:-

*Peter Kable's 1913 'Fronty' Ford.
At the lunch stop at Wentworth Falls Lake,
during the Saturday run of the Blue Mountains Rally,
March 2010.*

Committee of Management

OFFICE BEARERS:

		HOME	BUSINESS	FACSIMILIE
PRESIDENT	Doug Fulford	4654 5432	4655 7944	
		Email: president@vccansw.org		
VICE PRESIDENTS	Phil O'Loan		Mob: 0400 730 071	
		Email: vicepresident1@vccansw.org		
	Peter Martin	4657 2994	Mob: 0418 865 235	
		Email: vicepresident2@vccansw.org		
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		Email: secretary@vccansw.org		
TREASURER	Geoff Yeomans	9884 9314		
		Email: treasurer@vccansw.org		

COMMITTEE MEMBERS:

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LIBRARIAN	David McCredie	9653 2592		

SUB COMMITTEES:

INVESTIGATION & DATING	John Burke	4991 1806	Mob: 0412 821 945	
	Neil Martin	9632 5047	Mob: 0417 236 495	
	Max Roberts	6545 3410	6545 1045	6545 1687
	Ian Streatfeild	9457 8449	Mob: 0488 248 177	
	Neville Preston	4352 1533		

BRANCH CHAIRMEN & SECRETARIES:

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			Mob: 0412 821 945	
			Email: hupmobile@bigpond.com	
SECRETARY	Graeme Newman	4392 1035	Mob: 0412 138 063	
			Email: kazngra@bigpond.com	
MaSH CHAIRMAN	Doug Fulford	4654 5432	4655 7944	
			Email: doug@people.net.au	
SECRETARY/TREASURER	Kevin Boardman	4654 5499	Email: kboardman13@bigpond.com	
LEGAL ADVISOR	Andrew Aitken	8987 0000	8987 0077	

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

134 Queens Road, Five Dock, 2046

PATRON:

His Excellency General The Honourable David Hurley AC DSC (Ret'd)
Governor of New South Wales

Minutes of Monthly Meeting of VCCA (NSW) Inc.

Monthly Meeting of VCCA (NSW) Inc held on Thursday 22nd March 2018

ATTENDANCE

Committee: 7 Members: 11 Family members: 1 Visitors: 3 Noel Cather, Terry Lewis and Regie Mangel-Lewis.

Apologies were received from Dennis Ballard, John Fyris, Doug Fulford, Bill Heeney, Don Liddle, Peter Martin, David Norton, Phil O'Loan and Leon Smith.

As there was no quorum a formal meeting was not held. Notes and reports have been recorded.

As the President and both Vice-Presidents had sent their apologies, the Treasurer, Geoff Yeomans, chaired the meeting. He welcomed all members and the three guests, Noel Cather and Terry Lewis and Regie Mangel-Lewis from Queensland.

NOTES AND REPORTS

INWARDS CORRESPONDENCE

Invitations:

Sydney Machine Society – 11 March

Flyers:

2018 Shannons Sydney Autumn classic auction and rare number plates 12 March

Oil, steam and kerosene family fun day 19-20 May at Campbelltown Steam & Machinery Museum

Linton gardens

Robertson Railway Classic Car Show – 8 April

Other Club publications:

Antique and Classic Torque

Veteran Torque Brass Notes

Retronauts (online)

Other:

Motorlife newsletter

Letter from Arnold Glanville's family

Emails from Ron Cox, David McCredie, Kerry Hobson

Jan & Bob Petersen – change of address

Andrew Lothian – wind farm survey

Edge Machining - advertising

City of Canada Bay – directory update

VCCA (Vic) – death of Bruce Nelson

Minutes from Newcastle Branch

OUTWARDS CORRESPONDENCE

Cards to Marilyn Trethowen, Bruce and Kath Kinnear and Robert Fordham

Lim Goodarzi -Community information directory

Graham Donges – Yamba Rally

City of Canada Bay – update of club details

Club emails - Spit and Polish, swap meet, postponement of Sydney-Newcastle Run

Moved: Graham Weekes Seconded: Peter Weir

TREASURER'S REPORT

The Treasurer reported on balances.

Balances are: \$

Ordinary account: 55,485.30

Term deposit 1 28,883.30

Term deposit 2 30,000.00

Payments have been made on behalf of the Yamba Rally. There has been a transfer of funds to the National Rally account. The cleaner has been paid. Advertisers in *Spit and Polish* have been paying and unfortunately Edge Machining have decided not to continue advertising with us.

Moved: Lynette Martin

Seconded: Laurie Garrod

MAGAZINE

Spit and Polish was delayed by the person who formats the covers. It has been posted. Some members were enthusiastic about the emailed copy while others found it difficult to read. Postage has increased this month.

EVENTS

Barry Shinfield enjoyed the last MaSH Branch Coffee Run to Jimmy Wong's at Elderslie to celebrate Vivian's birthday. Unfortunately, there was no one present who had attended the MaSH Mittagong Magical Mystery Tour. At the Sydney North Breakfast Run there were 6 veterans as the Marshalls and Duncans arrived as everyone was leaving! There were over 60 entries at the Cobram 1 and 2-cylinder rally which was enjoyable. The Combined Sydney-Newcastle Outing was postponed due to the extreme weather conditions.

The MaSH Branch Coffee Run for Friday is cancelled. Newcastle Branch has an outing planned to Nulkaba Zoo on 15 April, the Birthday Run on 20 May and the Singleton Weekend 15 to 17 June. The entry form is in *Spit and Polish*. In July, a ride on an historic rail motor from Patterson to Dungog is planned. It fits up to 70 people so let Graeme know if you are interested. The next Sydney North Breakfast Run is on 6 May to Appletree Bay in Ku-ring-gai Chase National Park. Details are in *Spit and Polish*. So far there are 70 entrants in the National Rally with 40 EOI.

PERMIT TO MOVE/REGISTRATION

One permit has been renewed for Michael Trethowen.

LIBRARY

Over 1,000 titles have been listed. This new list was compared with one compiled by a previous librarian and 42 titles are missing. A list will be published in *Spit and Polish* and it is requested that any outstanding loans be returned, with no questions asked. Perhaps, a member may like to donate a replacement. At the moment no other donations will be accepted as space is a problem. The books can be returned to a box in the club rooms or posted to Neville Preston.

DATING

Two 100-year badges were issued in last month. Members are reminded that vehicles are to have a dating certificate before a badge can be issued and a copy of the current registration paperwork is to accompany the request for badge. Currently the Dating Chairman is holding stock of badges.

MEMBERSHIP

Application received from Noel Cather. His details will be published in *Spit and Polish* and his application for membership will be voted on at the April meeting.

CMC Nothing to report

HALL Nothing to report

WEBSITE

Graeme Newman requested copies of rally programmes especially from early Blue Mountains to post on the website.

GENERAL BUSINESS

Swap Meet

Louise Yeomans thanked Jenny Fawbert, David McCredie, David Norton, Lynette and Neil Martin, Phil and Teri O'Loan, Phil Virgona and Geoff Yeomans for their help. It was a successful day for the library raising over \$450. The refreshments were highly evaluated but it was disappointing that more club members did not support the event. It did need to be publicised wider, to more motor clubs and next time the range of goods offered for sale will include vintage and goods up to 1942.

Techie Talk

Barry described how he is repairing the exhaust of his Fiat. He related the dangers of telephone surveys and some people's very bad days!

Supper was served at 8:45PM

Geoff Yeomans
Treasurer

Louise Yeomans
Secretary

Events Calendar - Club Events

APRIL 2018

- 26th Committee Meeting starting at 6.45pm
26th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
27th **Combined MaSH Branch run/meeting.** 10.45am Curry Reserve, Camden Valley Way, Elderslie.
Check with Doug Fulford

MAY 2018

- 6th **Sydney North Breakfast Run** *See Page 6 for details*
11th **MaSH Branch Morning Tea run.** *Check with Greg Roberts*
15th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
20th **Newcastle Branch Birthday run.** Meet at John Burke's at 9.30am. *See Page 6 for details.*
24th Committee Meeting starting at 6.45pm
24th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
25th - 27th **1 & 2 Cylinder Rally - Yamba.** *See Page 7 for details*

JUNE 2018

- 8th **MaSH Branch Morning Tea run.** *Check with Greg Roberts*
15th - 17th **Newcastle Branch Singleton Weekend.** *See Page 7 for details. Entry form in March Spit and Polish*
19th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
28th Committee Meeting starting at 6.45pm
28th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
29th **MaSH Branch Coffee run.** 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*
30th **Closing date for Entry Form to be in for the National Rally - Forbes.**

JULY 2018

- 1st **Sydney North Breakfast Run** *Details to follow*
13th **Combined MaSH Branch run/meeting.** *Check with Doug Fulford*
17th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
26th Committee Meeting starting at 6.45pm
26th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
27th **MaSH Branch Coffee run.** 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

AUGUST 2018

- 5th The combined Veteran Car Club and Antique & Classic Motor Club Navigator's Social Day
Details to follow.

Events Calendar - National Rally

SEPTEMBER 2018

- 23rd - 28th For those of you that may not be aware, the Newcastle Branch is organising the **2018 National Rally** which we have decided will be held in **Forbes**. The dates of the event are from Sunday 23/09/2018 to Friday 28/09/2018. Make a note in your diary, iPad, Calendar on the back of the toilet door, or whatever means you use so that you can make arrangements regarding holidays etc, should you be interested in attending.
Expression Of Interest form on our web site and was also in October 2017 Spit and Polish
Entry Form in January Spit and Polish and also on our web site.
More information on Pages 17
Entries Close 30th June 2018

Events Calendar - Invitation Events

SEPTEMBER 2018

15th -16th Clarendon Classic - Machinery, Truck & Hobby Show. Hawkesbury Showground, Racecourse Rd, Clarendon. please see the web site for more info, and register when closer to the event.
www.SydneyAntiqueMachineryClub.com

OCTOBER 2018

14th - 20th **Willys Overland Roundup 2018** to be held at Orange NSW. The event will be a hub event which avoids unnecessary packing and unpacking etc
Most days we will leave at 9.00am and use country back roads for touring trips to various places of interest. Typical mileage will be 200 kms per day.
See September 2016 Spit and Polish for more information and Expression of Interest Form
or contact Les Johnson Mobile 0419 288 383 Email: frogshollow1@bigpond.com.au

AUGUST - SEPTEMBER 2019

30th August - 6th September 2019

HCCA International TOUR 2019 BATHURST, NSW, AUSTRALIA
For Petrol, Steam & Electric, Veteran Cars & Motorcycles produced prior to December 30th, 1916.
Hosted by the HCCA 5th Eastern Australia Region Invitation to ALL Veteran Car Clubs worldwide.
Rally headquarters will be the famous Mt Panorama Raceway Pit and Corporate area. With Hotel accommodation adjacent to the raceway.
Any questions, please contact: **Russell & Chris Holden (Rally Directors)**
Ph 61 422 219 911 or email: russell@oldworldlamps.net *Expression of Interest form in June 2016 S & P*

Please note that there are other Invitation Events on our Web Site listed under Events

Coming Events

Northern Sydney Breakfast Run **Sunday 6th May 2018**

This time we plan to visit Appletree Bay in Ku-ring-gai Chase National Park.
We visited Appletree Bay last year at the same time and liked it so much as a venue with lots of parking. There is a small coffee shop.

If it is raining, we can retreat to Bobbin Head where there are several shelters and a bigger coffee shop.

Park entry costs \$12 per vehicle.

You can enter the park from Bobbin Head Road through North Turramurra,
or Ku-ring-gai Chase Road, Mount Colah near Hornsby.

See you there about 9am.

Newcastle Branch **Birthday Run**

Sunday 20th May 2018

Meet at John Burkes at 9.30am for a 11am start.

2 Occident Street Cessnock

We will then travel to Paxton Bowling Club for lunch.

Contact: John Burke 4991 1806 Mob: 0412 821 945

Coming Events (cont)

Veteran Car Club of Australia (NSW) Inc.

1 & 2 Cylinder Rally for Veteran Cars and Bikes

Yamba NSW

Friday 25th to Sunday 27th. May 2018

You are invited to come to Yamba on the NSW North Coast for a short 1 & 2 cylinder Veteran Car and Bike Rally. The rally will be based at the Calypso Tourist Park in the centre of Yamba. There are good facilities with plenty of trailer parking.

Please tell the reception you are Veteran Car Club and Rod Holmes name.

CALYPSO TOURIST PARK

PHONE (02) 6646 8847 calypsoyambaholidaypark.com.au

We look forward to seeing you in May.

Contact: Rod and Ruth Holmes (E:) rod_ruth_holmes@gmail.com

(P) (02) 6657 2765 (M) 0427 572 765

DON'T FORGET YOU HAVE TO BOOK YOUR OWN ACCOMMODATION

Newcastle Branch - June Tour Singleton

This year the event will be held on the Weekend of the 15th to 17th June.
(Friday, Saturday and Sunday) which is the weekend after the long weekend.

Motel

Charbonnier Hallmark Motel, Singleton.

(02) 6572 2333

mention the Veteran Car Club when booking

Dinner and Breakfast available in motel Restaurant

Any queries contact John Burke

Ph (02) 4991 1806 (AH) 0412 821 945 (M)

Entry Form in March 2018 Spit and Polish

Application for Membership

Noel Cather
7 Victoria Street
WARRIMOO NSW 2774
1910 Stanley
Nominated: Neville Preston
Seconded: Peter Weir

Voting for the above membership will take place at the meeting on the 26th April 2018

Change of Address

Robert & Jan Peterson
4 Cottonwood Avenue
Snowgums Estate
GOULBURN NSW 2580

2018 National Rally Forbes NSW

The link for the on line entry form is

www.vccansw.com/forbes2018

The link for the printable copy of the form is www.vccansw.com/entrypdf

There is also a page on the club website with the information about the rally, which is www.vccansw.com/forbes

Graeme Newman
Rally Secretary

Editorial

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

A few reports on events and other things this month. A report from the Library Committee with a list of missing books. If you discover you have any of the books listed they can be returned **no questions asked**. A report from Louise on the swap meet and the Sydney North Breakfast run. Some photos from Les Watton on the MaSH Branch coffee run which was also Vivian's birthday outing.

There is also a lengthy article about a barn find Benz which is interesting, which is a reprint from the Automobile. Also a list of vehicles registered in NSW in 1915, thanks to David McCredie. Thanks for the articles which helps me to fill in some blank spaces.

Coming events for the next month or so are: the MaSH Branch Morning Tea run and Northern Coffee run. The Newcastle Branch outings:- 1:- Birthday Run, 2:- June Tour to Singleton. The 1&2 Cylinder rally, Yamba. The National Rally, Forbes with some information on where and what to find on our web site. **Please note that 30th June is the closing date for Entry Forms, after that date there is a late fee.**

Just remember that if you wish to compete for the Hattersley' Cup, articles on outings and a list of those attending must appear in Spit and Polish.

At the moment I have a **very small** supply of material, but it is always handy to have a little extra just incase things get quiet. I would prefer to get more reports on outings attended. So if you have something it would be appreciated. Newspaper clippings with pictures are not the best, as the equipment that I own is not real good at reproducing this type of material. Some times people wonder why their information they have sent me has not appeared, but that can depend on how much space I am trying to fill.

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



2018 V.C.C.A National Tour Forbes N.S.W

WANTED – Helpers & Sponsors

We are looking for people who may be able to assist at Forbes with some of the daily duties. This may be assisting with entrant registration, helping with parking vehicles, assisting at meal venues or various other tasks that will arise.

Our hope would be that we could get these jobs done and still enable people to participate in the daily runs in their veteran.

We are also keen to identify businesses that may be able to assist us with sponsorship or by providing items suitable for inclusion in the rally bags. These might be some type of food or drink products, or other lifestyle or motoring products that are relevant to our vehicles or people.

If you are able to assist in some way, please contact me via the rally email address: forbes2018@bigpond.com, by phone: 0412 138 063 or 4392 1035 (AH) or talk to me at a club meeting.

Graeme Newman
Rally Secretary

Have You Seen these Books?

Missing items from the library

After some weeks of intense work recording the titles of the books and journals in the library, the Library Committee has now a list with over 1,000 items on an Excel spreadsheet.

The shelves have been dusted and cleaned ready to sort the collection into a more usable system which will be an adaptation of the Beaulieu System.

Some titles do not meet the criteria specified in the Collection Policy. The criteria for the collection of library items is that the item relates directly to veteran vehicles or the period which includes written information, photographs, and audio-visual material; or has information relevant to veteran vehicles; or veteran motoring history in Australia.

The items which were discarded at the Swap Meet don't meet any of these criteria such as magazines on motoring in 1960's or are publications from other clubs that would keep copies, making them accessible for our members. These club publications don't have any indexes. Any funds raised at the Swap Meet will go towards the purchase of more appropriate storage for some the fragile items in the library.

The new library list has been compared with a list of books and magazines compiled at some time in the past and it appears that some items are missing. Below is a detailed list of what cannot be located in the library. Also, it appears that most of the photographs have been stored off site.

Members are requested to check at home for any books, photographs, magazines or other items that belong to the library and to return them to the library. No questions will be asked. Perhaps you may have a copy of the missing item you might like to donate to the library to replace the missing one. Later, there will also be a request for items such as rally packs, photographs, books and magazines to fill the holes in the collection. So please check your shelves for the missing items.

This is our red list!

Title	Authors	Volume or edition	Year published
Antique Body - Leather work for the restorer	L EWERENZ A & EVERETT MILLER W		
Auto car - Complete hints and tips for automobilists 1910			1915
Auto handbook, The			1913
Behind the wheel	McKAY David		1960
Book of Australian motor racing	TUCKEY W		
Book of early motoring	FLOOD James		1968
BP Book of world land speed records			
Engine and electrical service manual	CRYPTON		1948
European cars 1886-1914	NICHOLSON T R		
Brooklands, Fifty years of	GARDNER C		1956
Brooklands, The story of	BODDY W		
Ford motor cars 1910 Model T souvenir booklet			1910
Fords Models B and C 1905			
Genevieve	WHITE J D		
George Roesch and the invincible Talbot			1970
Hemmings' 7th ed vintage auto almanac			1986
Holderness motorist guide to cars and owners			1915
Holderness motorist guide to cars and owners			1916
Journeys with gelignite Jack Davey			
Lost causes of motoring Europe	Lord Montagu	Vol 2	1971

Title	Authors	Volume or edition	Year published
Making of the motor car, The			1908
Mercedes, the complete story 70-year history of Daimler and Benz			
Modern electrical engineer	ARNOLD A	Vol 1	
Motor car and motor cycle index			1922
Motor car lover's companion Early nostalgia	HOUGH R		1965
Motor cycles and how to manage them			
Motor cycling personalities past and present	SALLON		1957
Motor racing	HOWE Earle		
Motor racing guide for the young enthusiast	CARTER B & FROSTIK M		
Motor repair and overhauling	MOLLOY E	1	
Motor repair and overhauling	MOLLOY E	2	
Motor repair and overhauling	MOLLOY E	3	
Motor repair and overhauling	MOLLOY E	4	
Motor runs around London			
Motor tours in NSE			
Motor trade directory of Australia 1925/1926			
Motor Traffic act 1909 as at 1/1/1972			
Nulon catalogue			
Road is yours	CLEVELAND R		1951
Rolls Royce, The classic	GEORGANO G		1983
Targa Flori since 1905			
Ten years of motor racing 1896-1906	HUDSON D C		
Timeless machines veteran and vintage cars in Australia and New Zealand	DAVIS Pedr		
World's land speed record	BODDY W		1951

It is requested that any outstanding loans be returned, with no questions asked. Perhaps, a member may like to donate a replacement. At the moment no other donations will be accepted as space is a problem. The books can be returned to a box in the club rooms or posted to Neville Preston, 18 Byron Street, Wyong 2259.

The Library Committee

Combined Sydney - Newcastle Outing

The Editor

The combined outing for the Sydney - Newcastle group to be held at Wyong District Museum - Alison Homestead just west of Wyong on the 18th March was cancelled due to the predicted hot weather.

A good idea because at midday in Wyong it was 38° in the shade and 42° out in the sun. I don't think our veterans would have been to happy travelling in the heat along with the occupants.

MaSH Branch Coffee Run. 23-2-18

Vivian's Birthday Run.

Photos courtesy of Les Watton



Alan Miller's Oakland



Anthony Sinclair's Studebaker



Burraborang Miners Memorial



Doug Fulford's Studebaker



Oakdale Workers Club



Peter Small's Hupmobile



Vivian's Birthday.



Vivian's Birthday.

The Swap Meet. 10/3/18

Louise Yeomans

There was the buzz of many conversations in the Veteran Car Club hall on the morning of Saturday 7 March.



The Swap Meet, some of the stall holders.

The vendors for the Swap Meet arrived from 8am onwards and set up their tables with a range of goods. Russell and Chris Holden had some brass lamps as well as tyres; Norm and Inez Mitchell had an assortment of veteran parts including a pair of lamps for a Rolls Royce and a box of music rolls; Richard Yeomans' table groaned under the weight of magnetos; five sellers from the Australian Motorlife Museum had an interesting collection of items; Noel Cathar had some fascinating memorabilia and the library tables held magazines, books,



The VCCA stall



Andrew could afford the light, but not the shoes!



The Motorlife Museum stall

mugs, oil, old number plates and other treasures; Graeme Newman had a table full of veteran items while Jenny Fawbert had some valve caps and information on the Innes.



Bob Hobson being served by the ladies in the kitchen, Terri and Lyn.

In the kitchen Lyn Martin, Phil and Terri O’Loan served tea, coffee, cakes, biscuits, salad rolls and hot dogs to hungry shoppers. It was great to see Laurie McGrath from Port Macquarie and Bob Hobson from Bowral.

The Library Committee were very pleased to clear most of the unwanted magazines and books from the library. As well there was an assortment of “things” from the committee room cupboard. Some of the stock of Stabil was sold as well as some old club plates. More amazing an old leather case, the size of a kindergarten case, with the initials LHS embossed at the top found its owner – Leon Smith.

He had donated some items to the club years ago and had lost track of the case. As the case had belonged to his mother who died more than 50 years ago, it was wonderful to return it to Leon.

It was a wonderful team effort from the club in helping to set up and clean up afterwards so special thanks to

Jenny Fawbert, Lyn and Neil Martin, David McCredie, Graeme Newman, David Norton, Phil and Teri O’Loan, Neville Preston, Phil Virgona, Geoff Yeomans and Richard Yeomans.

Evaluations have suggested we do it again next year but to do this we need your support as vendors, buyers and to publicise the event!

*Photos courtesy of
Jenny Fawbert
Neil Martin
& the Editor*



The Swap Meet, some of the stall holders.



Christine & Russell made the journey from Mudjee, with a very early start.

Sydney North Breakfast Run. 4/3/2018

Louise Yeomans

With the first days of autumn there's a promise of relief from the February humidity and the heat. Perfect weather for veteran car motoring! Sunday 4 March was no exception. After a busy Saturday with a family party, we were ready for a more leisurely Sunday run to Kangaroo Point. With a fair weather forecast for the morning, optimistically we rolled the car's hood down and enjoyed the sunshine and the wind in our hair.

We left home before 7:30 and had a great trip up the freeway to Kangaroo Point. Even though it was early, already on the road were numerous cyclists, motorcyclists and other vehicles on historic plates enjoying the quieter roads. However, it was *Clean Up Australia Day* and civic minded people were out and about picking up other people's rubbish. Travelling along the freeway we were reminded about how



The gathering before breakfast



Barry's Talbot



Ron's Overland

careless people are with their rubbish. Mixed among the usual plastic bags, food containers and bottles on the verge and in the bush we saw various items of clothing from safety jackets, T shirts and even knickers! Someone had lost a gumboot, a watering can, car parts including tyres, ropes and children toys. It's time to act locally and think globally!



Nev's Talbot & Geoff's Wolseley

Admiring the view, we had a coffee before the others arrived. First to come was Neville in his Talbot, followed by Ian Shinfield driving his father in Tilley. Carol and Bill Heeny had collected Jean and Keith Carden on their way so they could join us.

Leanne, Jean's niece, owns and runs the restaurant. She looked after us very well. Soon the group was joined by David McCredie, Kate and David Norton, Leon Smith and four members of the Antique and Classic Car Club. Someone had passed Ron Cox and his son David in the Overland on the freeway so we waited until they arrived for breakfast.

We were seated at three tables on the balcony overlooking Brisbane Waters. In the sunshine, the view across the inlet towards Brooklyn was spectacular. Breakfast was delicious – eggs cooked to your choice, rashers of bacon, tomatoes, mushroom and wilted spinach and freshly brewed coffee. We all agreed that Kate Norton's idea to come here for breakfast was terrific. Ideas for the next run were discussed.

Just as breakfast finished the weather started to look ominous with dark clouds in the south. All the veterans headed for home before the storm.

PS As Neville headed north he crossed paths with Doug and Dianne Marshall and Chris Duncan and Catherine Strutt so he headed back to Kangaroo Point and had another cup of tea!

Participants:

Ron & David Cox	1914 Overland
Chris Duncan, Doug & Dianne Marshall & Isaac Strutt	1911 FN
Neville Preston	1913 Talbot
Barry & Ian Shinfield	1911 Talbot
Catherine & Jennifer Strutt	1912 FN
Louise, Geoff & Elizabeth Yeomans	1914 Wolseley
Bill & Carol Heeney & Keith & Jean Carden	modern
David & Kate Norton	modern
Leon Smith	modern



Keith, Jean & Bill.



The group at Breakfast.



Carol, Leon, Ian & Barry



2 F.N.'s & Talbot at their morning tea stop at the old DMR Depot.



Estuary Restaurant

Photos courtesy of the Editor

Benz: The Other Mighty German

Michael Brisby

It is interesting to think what human laziness can do - Rolls-Royce abbreviated to Rolls, an unwitting slight to Royce which has only been righted relatively recently, and Mercedes-Benz truncated to Mercedes neatly dismissing the pioneers Daimler and Benz and giving preference to the Christian name of Emile Jellinek's rather plain daughter.

Poor old Karl Benz who could persevere to make the horseless carriage a reality but not bring himself to embrace the motorcar. The vehicles Benz produced before 1900 were his masterpiece but historians some-times give the impression that he should have produced not one, but several master-pieces. The fact that the conservatism of Benz had to be circumvented by Ganss, his fellow director, is perhaps sadly amusing but not without irony. While at one point the old man's designs were being built on one side of the works, "modern" cars designed by Barbarou, Andre Clement's former works manager, were being made on another. However, the Parsifal Benz, a bid to counter the revolution represented by Daimler's "Mercedes" models, was a failure lacking in performance and Benz and his



Michael test drives the Benz

son Eugen, who had both left the firm bearing their name, returned in triumph, fitted the Parsifal with a vertical four-cylinder engine designed under Karl Benz's supervision and created a car that set Benz as a manufacturer back on its feet.

That revival was spectacular and over the next twenty years or so until Daimler and Benz merged between 1924 and 1926 the Stuttgart and Mannheim manufacturers were at each other's throats not only in the battle to sell cars of high quality to the world but also in competition. The two main assets in the Benz armoury were Hans Nibel, a gifted designer, and Fritz Erle who ran Benz's competition department from 1907 and was himself a competitive driver of

outstanding ability.

This then is an indication of how Benz made the giant leap from makers of outdated "primitives" to the producers of vehicles that were amongst the best money could buy during what we now call the Edwardian period (1905-1918). It is now time I introduced the 1911 45hp Benz.

I first saw this car on a Veteran Car Club rally last year and you could say that I was, "suitably impressed". I caught another glimpse of it at the Hitchin premises of Brentclass where Roger Steer, who restored the Benz, was preparing to take it to a rally on the Isle of Man and rounded off a short eulogy in praise of the car by assuring me that it was a car I really should drive if the opportunity ever arose.

Then, one evening last winter, I was talking to Stephen and Elizabeth Langron about some of the exciting cars they have had through their hands and in particular about the thrill of finding unusual cars. Some of what was said was "not for publication" because there can be a long gap between finding a car or cars and negotiating their purchase but at one point I mentioned the Benz I had seen that seemed to have appeared from nowhere.

"That is the one Stephen found in a basement and then hid in the garden," said Elizabeth. Obviously I wanted to know more.

Three or four years ago while he was in America, Stephen heard of a very nice little hoard of cars in a Pennsylvania basement. It was not the sort of lead to ignore and shortly afterwards at the home of the late Blackie

Shaefer, Stephen was shown down the stairs to the basement where he came face to face with not one but three Edwardian Stutz racing cars which he was assured were genuine works cars and alongside them was a splendid but forlorn Edwardian Benz.

The Stutz trio were not for sale (they have since been sold) but the Benz might be.

Three months later Stephen had bought the Benz and returned to collect it. Unfortunately, although there had once been a sloping drive down to the basement entrance it had been largely filled in and furthermore while the Benz' wheels were sound the tyres on them had gone flat long ago and were now quite solid so that the car was more or less rooted to the spot where it lay. Work began excavating the access while Stephen more in desperation than with any hope of success contacted Universal Tyres at Elizabeth Town, New Jersey, knowing that the concern specialised in supplying tyres for old cars but doubtful whether they would be able to supply anything suitable for the massive 37" wheels of his "discovery".

Fortunately, Universal Tyres not only had suitable tyres in stock but agreed to send a fitter down with them to tackle the Firestone split rims. One by one the wheels were jacked off the basement floor, the old tyres were sawn and chipped off the rims and the new tyres fitted as work on excavating an escape route for the Benz continued. There was no question of the Benz driving out of the basement under its own steam and no ordinary vehicle could pull it out so Stephen hired a large, four-wheel-drive tractor. After two or three attempts and with dense black smoke from its exhaust and all four wheels spinning madly the tractor finally succeeded in its task and two days after work began Stephen had the Benz sitting on a trailer ready for the journey to New York to be shipped back to Britain.

Although in need of a complete restoration the Benz was remarkably complete with a splendid set of lamps and all the dashboard fittings intact so to protect the car from damage or parts from "walking" the car was placed in a crate. But when Stephen got the car safely home and took the car out he lost the will to sell it. ..

Various people heard about the car and one occasion when a potential purchaser was expected the Benz did a "disappearing act" but after a year, when his plans to restore the car for himself had not progressed, Stephen relented, the Benz was sold and Stephen consoled himself with a string of new "finds".

The new owner entrusted the Benz to Brenrclass, the small Hircin firm which enjoys an excellent reputation for its workmanship, its accuracy and for its proper concern to preserve originality. Roger Steer of Brentclass tells me as it arrived the Benz was virtually worn out in every department which indicates that the car gave long and satisfactory service before ending up in that basement. It is worthwhile mentioning that in the course of overhauling the car Roger found several signatures scribed on components such as the carburettor, the sump and the gearbox. All bore the same name and the dates extended well into the twenties and can be presumed to be the mark of the man who looked over the car with some skill and a justifiable pride.



The 1911 45/60 Benz with its American Toy Tonneau body and Victoria hood now restored to its original splendour by Brentclass who carried out all the work bar the trim and paintwork

The restoration took just over eighteen months and Roger took the car on two Veteran Car Club rallies as part of the car's "settling-in" process but unfortunately the owner decided to sell the car and it is now back with Stephen Langron , and that is where I met the car, purely in the line of editorial duty, I assure you!

Seeing the car waiting for me in the morning sunshine some of my enthusiasm melted away at the thought of swinging a four cylinder engine of 6¾-litres even with a decompressor arrangement which allows the exhaust valves to open briefly during the compression stroke. Fortunately for me at some quite early state in the car's career it had been converted to electric lighting and a dynamo fitted and an electric starter has now been added. This

modernisation might raise an eyebrow here and there amongst those who have never sampled acetylene and oil lamps in modern traffic conditions and perhaps use a trailer to get their car to and from events, or amongst those who have not owned an Edwardian and may never have discovered the amount of physical effort required to overcome the inertia of a big engine let alone turn it over on the compression stroke. It is relevant to argue that *many* cars not originally equipped with electrics were fitted with them during their working life particularly in America, where this car lived, following the example set by Cadillac who standardised electric lighting and starting in 1912.

The engine of the Benz is conventional for its time, a T-head four with the cylinders cast in pairs and bolted down onto a cast aluminium crankcase but dual ignition by coil and magneto required two sparking plugs per cylinder and these are carried horizontally on the inlet side of the engine. Although Benz did employ four push-rod overhead valves per cylinder as early as 1908 for their competition cars they continued to rely upon two side valves per cylinder on their production cars and I think I am right in saying that very few, if any, production Benz had overhead valves right up to the merger with Mercedes.

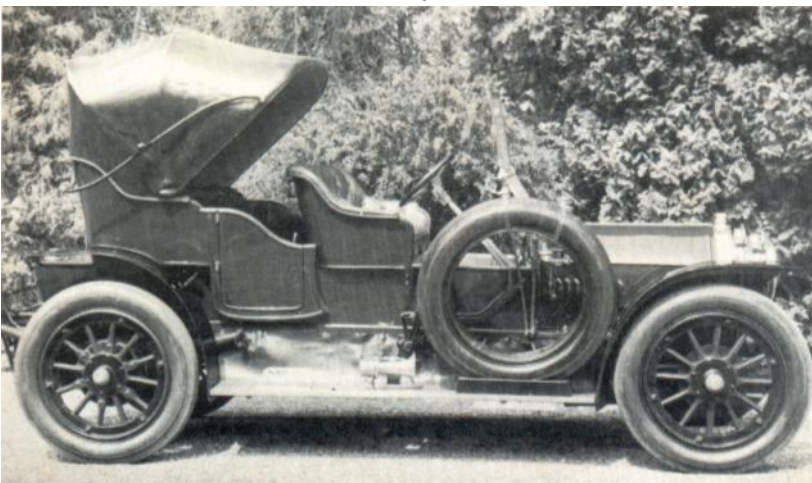
There are, as one would expect, two camshafts mounted high in the crankcase (inlet on the off-side and exhaust on the near-side) and engine lubrication is automatic by a low pressure plunger pump driven off the timing train at the front of the engine. External lubrication of such things as the clutch and gearlever shaft are taken care of by a hand-pump on the dashboard ahead of the front of the passenger and until the engine is working the fuel tank is pressurised by the hand pump alongside; between the two hand pumps is the exhaust cut-out. In the centre of the dash is an instrument with two sight-glasses, one to indicate that the engine lubrication is in order and the other to show when the water cooling for the transmission brake is in operation. In front of the driver's feet is the ignition switch with the choice of coil for starting and slow running and magneto for faster stuff. Above the column is the mixture control and just below it and to one side is something that looks like the top of a dipstick which floods the carburettor for starting. As a further aid to cold starting there are priming taps on each cylinder but they do not have a tap handle - instead the tap is opened by giving the cup half a turn and closed by returning it, rather like a bleed valve on hydraulics.

The hand throttle and advance-retard levers live on quadrants on a ring above the wheel and the gear lever in its gate and the brake lever are outside.

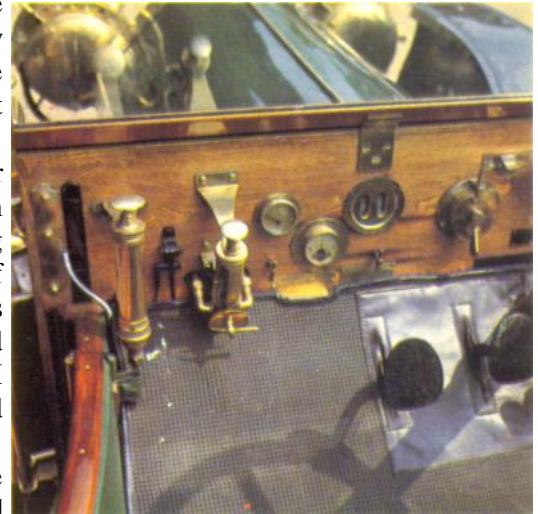
There are four foot pedals which, reading from left to right, operate the transmission brake, the clutch, the throttle, and the footbrake which operates on the rear drums and the transmission.

Having stood idle for some time the Benz started promptly on the electric starter but two exhaust valves were sticking. This was quickly put right by removing the valve covers and getting some oil down the valve stems. All you can see when you remove each cap is the valve head - an impressive 2½" in diameter!

It took about a couple of minutes to free the valves and get the engine running sweetly and it is a remarkable sight, because the big four is extraordinarily smooth running - so much so that out of curiosity I rested a finger on the inlet manifold and could feel just the merest tremble. There is some slight noise from the timing train, but otherwise it is very, very quiet.



Many owners, having paid a great for a quality chassis, could not resist instructing the coachbuilder to provide something akin to a small hotel on wheels. By contrast the Toy Tonneau is light and elegant.



All the original instruments, fittings and controls have survived intact.

Stephen, who had not driven the car before, climbed up behind the wheel and I sat alongside him and off we went. The best way I can describe my ride is to say that I spent most of the time wondering how we would ever stop and Stephen kept expressing delight at the way the car would go.

The engine is very docile and this is not, in any way, a noisy or raucous car but the performance is surprisingly lively and made all the more enjoyable by a fourth gear which serves almost as an overdrive and the engine's smooth torque which enables one to exploit an effortless long legged, performance which can only be described as exhilarating.

I was greatly impressed but somewhat over-awed by the car by the time I took the wheel. Sitting up so high in such a fine motorcar you *ought* to feel the master of all you survey, I told myself as I selected first gear, let off the handbrake and waited to do battle with the clutch. However, the engine just ticked over and the car rolled forwards without any jerk or judder, the cone clutch, like the other controls being nicely progressive. With just a few more revs on 1 gingerly changed into second and again things went as smoothly and quietly as one could wish so I advanced the ignition and eased the throttle open and found some acceleration so I ventured forwards across the gate into third and opened the engine up a little further. "You don't need to do that, get it into top - it will do practically everything in top," said Stephen, but I was already worrying about an approaching corner in the lane we were driving down. It did not seem necessary to change down but I thought we would try the brakes - the lever produced better results than the pedals but the drums are not very large and there are nigh on two tons of valuable car to slow.

In my anxiety to drive with proper caution we rounded the corner at little more than walking pace and I found that the flat tread patterns of the Universal tyres make the steering heavy at low speeds. However, my fear of the car had gone and at the next opportunity I reached forward and brought the lever back into top - my goodness, how this car can go!

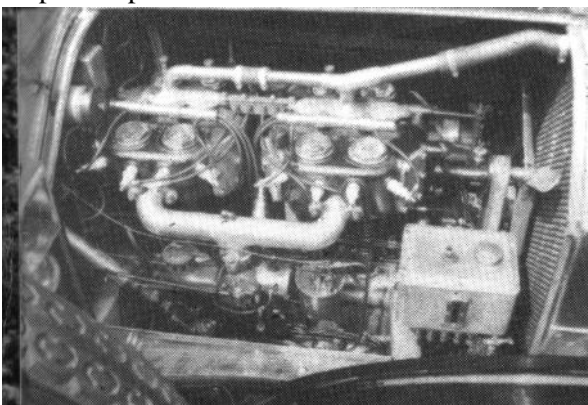
I soon found out that upward changes are much quicker than you might expect with a short pause in neutral being all that is required but coming down (you obviously double-declutch both ways) all that is required is the slightest touch of revs just to say you have done it and I found that a little difficult to achieve against a fairly heavy throttle return spring. It is the sort of thing which requires a little practice and experiment to get right but the gearbox and clutch are just as manageable as the rest of the car.

I drove the car for several miles along country lanes, on main roads and through Reigare's shopping centre and it was a most enjoyable experience. At first I sat coiled like a clock spring over the brake lever but if you exercise plenty of anticipation and exploit the superb view ahead you really have nothing to worry about. In reality the brakes are no worse than on any other car of similar weight with all its retardation on its rear wheels and the problem is one of adjusting to just how well this car can go. Roger Steer tells me that on the way back from a rally at Bristol he timed the car to see what its comfortable cruising speed was and discovered he was doing around 65 miles-per-hour and covering sixty miles in an hour without effort or strain - I would have doubted that if I had not driven the car for myself, but must admit that I went nowhere near as fast!

Such performance and the refinement of the whole car underlines just how very good the best pre-Great War cars were. This was not a sports car nor has it been modified to improve its performance, it is merely a luxury chassis of overall excellence which its successors would be hard pressed to improve upon until the mid-twenties when their main advantage would have been four-wheel brakes.



When found this car was unusually complete with its lamps, its correct instruments, controls and accessories and items like this importer's identify plate which so often fall into the hands of souvenir hunters.



The inlet side of the 6 3/4-litre engine with the oil pump and reservoir on the right, two plugs per cylinder and exposed valves in view.

(Not a very clear original photo - editor.)

Of course, by the mid-twenties its appearance would be decidedly old-fashioned. The body worn by this car is a close coupled tourer which would be described as a "Toy Tonneau with Victoria hood" - an American style which was only occasionally seen in Europe. The chassis would have been supplied from the Mannheim works to their agents in the United States, Benz Auto Import of America and thence to the coachbuilders who, in this case were Derner of New York. Even by the standards of the time the body style with its carriage over-tones was hardly futuristic but when you see this car go past or, better still, you are Lip there on the driver's seat with that wheel in your hands and the road before you, who can help but think what a fine car this is! On a good day I would happily drive this car from sunrise to sunset and be a very contented man - it is a magnificent motorcar.

(This article copied from The Automobile, Vol 2, No 5, July 1984)

MOTOR VEHICLES REGISTERED IN N.S.W. On 2nd October 1915

PRIVATE CARS

Abbott	11	Flanders.....	74
Adler.....	49	F.N.	209
Albion.....	30	Ford.....	2,524
Alldays.....	28	Grant	8
American	30	Gregoire	14
Argyll.....	57	G.W.K.....	27
Arm.-Whitworth	59	Henry.....	7
Arrol-Johnston.....	40	Herreshoff	6
Astor.....	6	Hillman.....	47
Auburn.....	5	Hispano-Suiza	8
Austin	168	Holsman	14
Aus. Daimler.....	7	Hotchkiss.....	37
Bayard	127	Hudson	62
Bell	6	Humber.....	158
Belsize	66	Humberette.....	10
Benz.....	66	Hupmobile.....	435
Berliet	80	Hurtu	6
Bianchi.....	15	I.H.C.....	50
Brasier.....	118	Itala	45
Briscoe.....	13	Jackson.....	15
Britton.....	8	King.....	5
Brush.....	61	K.R.I.T.	24
B.S.A.	93	Lacre	10
Buick.....	534	Lancia.....	5
Cadillac.....	217	Leyland.....	5
Calcott.....	18	Little.....	22
Calthorpe	32	Little Four	13
Car Nation	20	Marathon	7
Chalmers.....	79	Martini.....	8
Charron.....	16	Mass	6
Chenard W.....	8	Maudslay	12
Chevrolet	10	Maxwell	144
Clement.....	8	Mercedes	20
Clement Bayard.....	8	Metallurgique.....	36
Coey.....	7	Metz	164
Cole.....	9	Michigan	9
Cot. Desg.....	9	Minerva	178
Coventry	6	Mitchell.....	31
Crossley	34	Moline	16
Cutting.....	7	Morris-Oxford.....	29
Daimler.....	178	Mors	5
Darracq.....	81	N.A.G.....	28
Dayton	6	Napier.....	90
De Dion	130	New Parry	9
Delage.....	35	New Pick.....	9
Delahaye.....	7	N.S.U.....	14
Del. Belleville.....	33	Oakland	83
Del. Clayett.....	7	Overland.....	763
Detroit.....	6	Paige.....	44
Detroitier.....	49	Palladium	5
D.F.P.....	5	Panhard.....	18
Diatto	15	Peugeot.....	6
Dixie	6	Phoenix.....	5
E.M.F.....	47	Pullman	6
Empire	83	Rambler.....	5
Enfield	10	R.C.H.....	12
Everitt	9	Regal	67
Fafnir	31	Renault	383
F.I.A.T.	331	Reo	27

LORRIES

Rily	6	Albion.....	124
Rochet Sch.....	10	Arm.-Whitworth.....	6
Rolls Royce.....	30	Arrol-Johnston.....	7
Rover.....	54	Bellhaven	9
Russell.....	30	Berliet.....	10
Saxon	27	Commer.....	40
Scania.....	6	Daimler.....	9
S.C.A.T.....	51	Darracq.....	6
Schacht.....	18	Dennis.....	18
Schneider	7	Durkopp	7
Siddeley-Deasy	71	Federal.....	5
Simplex	8	F.I.A.T.....	43
Singer.....	90	Ford	43
Sizaire-Naudin	27	Halley	30
S.P.A.	29	Hallford.....	19
Standard	102	I.H.C.....	80
Star.....	299	Karrier	8
Stellite	18	Lacre.....	75
Stoewer	67	Leyland.....	34
Stoneleigh	16	Little Giant	20
Straker-Squire	22	M. Daimler	10
Studebaker	372	Renault	25
Sunbeam	108	Soderblom	5
Swift.....	64	S.P.A.	6
Talbot.....	364	Star	18
Unic.....	9	Thornycroft	7
Vauxhall.....	64	Vulcan	5
Vinot	15	Walker	6
Vulcan.....	37	Willys Utility.....	17
Warren	6	Unknown.....	11
Waverley.....	20	*Various.....	110
White.....	8	Total	813
Wolseley	162		
Unknown.....	32		
*Various.....	418		
Total.....	11,980		

*Less than 5 each

TAXI-CABS

Charron	8
Detroitier.....	6
Diatto	35
F.I.A.T	10
Ford.....	50
Minerva.....	9
Overland	15
Renault.....	5
Star.....	10
Talbot.....	8
Wolseley	7
*Various.....	80
Total.....	243

*Less than 5 each

*This information supplied
courtesy of David McCredie*

Editors Note:

*I find it unusual that there were only
10 Chevrolets registered*

Classifieds

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1917 Chevrolet 490 Touring, original un-restored car, missing one front fender but otherwise very complete, needs new wood. Said to have been running when parked? LHD \$18,000



1916 Cadillac seven passenger Touring, wonderful older restoration of a solid original car, from the Rothschild collection, LHD. \$85,000



1902 Rambler, runabout, single cylinder from the Rothschild collection, ex London to Brighton entrant, correct older restoration of a very original car. \$85,000

1908 Sears model H in need of a restoration, \$29,500 (no photo)

1909 REO twin cylinder, in need of restoration \$18,500 (no photo)

1916 Buick (1915 production) this solid original car with it "California camping body" is a fantastic driver, it needs a new top and some starter work but starts on crank very easily, \$39,500 (no photo)

Contact: Russell Holden 0422 219 911
or Email: russell@oldworldlamps.net
[2-18]

For Sale: (cont.)



1902 Elmore, runabout, this very rare car is possibly the oldest surviving Elmore. Twin cylinder, 12hp, two stroke, Elmore's slogan was *"the car that has no valves"* this car was the 1st vehicle delivered to Hamilton Square New Jersey in 1902. From the Rothschild collection. \$95,000



1907 Renault "Racer" \$65,000

Contact: Russell Holden 0422 219 911
or Email: russell@oldworldlamps.net
[2-18]

12-16 Sunbeam. With great reluctance for medical reasons I must offer for sale my 12-16 which I have owned for more than 50 years. Original Sunbeam coachwork. Restoration needs completion. All work done to the highest standards. Engine machining completed and only needs assembly. New terne plate fuel tank. New clutch basket prepared by 3D printing. New radiator core. Headlamps, side lamps and tail lamps. Restored Sunbeam speedo and other dash fittings including CAV switch box. Retimbered. Needs skinning, trim, hood covering and paint. Well over \$100,000 invested. View coachwork and rolling chassis by appointment at Umina and engine at Wetherill Park by appointment. \$45,000

Contact: Malcolm Johns 0414 283 841 Email: malcolmnjohns@gmail.com
(note: this email came from STD Register)
[3-18]

1907 "REO"

Two cylinder tourer, V.C.C.A.(NSW) dating certificate. Starter / generator fitted, some spares and literature. \$55,000

Contact:
Don Liddle (02) 9631 7971 or 0409 041 474
[3-18]



Wanted

A Full Set (16) Overland wheel bolts. Four bolts to each wheel. Size 7/16" x 2¾" Oval coach head with square shank under head. The bolts off either Veteran or Vintage wheels.

Contact: Laurie McGrath 0403 030 998
[4-18]

Any parts for 1915-16 or 17 Caddy.

1916 Cadillac parts for restoration of original racer, anything and everything?

Contact: Russell Holden, 0422 219 911 Email: russell@oldworldlamps.net.
[2-18]

Give Away

Two large spider rims and tyres of veteran car or truck. Hub size would have been 30 inches (inside diameter of rim). Pick up from Wagga Wagga NSW. **FREE**

Contact: Malcolm Nixon - (02) 6921 6011
[2-18]



Wanted for our Web Site

Early rally flyers (entrant lists) of major rally's such as the Blue Mountains event for events prior to 1960. We have a number of old photo's of cars in events. It would be nice to be able to identify the events the cars were taking part in.

'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.

Any other articles or ideas to publish on the website.

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

Contact: Graeme & Abbey Newman Ph: 4392 1035 (H) 0412 138 063 (Mob)
kazngraeb@bigpond.com or events@vccansw.org or contact us via the website.

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