

# SPIRIT AND POLISH

PATRON

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

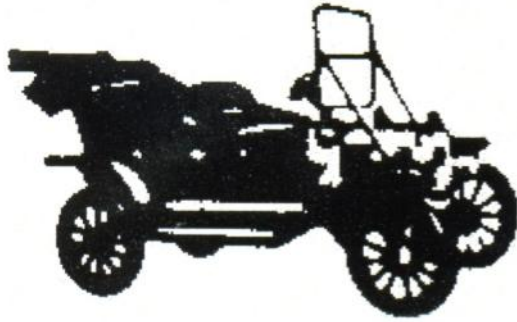
The Journal of the VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC.



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# 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:-**

*Richard Lane's 1912 Baker Electric  
At the morning tea stop at Wollondilly Heritage Centre, The Oaks.  
During the Saturday run of the President's Picton Rally,  
August 2017.*

## Committee of Management

### OFFICE BEARERS:

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---

### CHAIRMAN INVESTIGATION

& DATING	John Burke	4991 1806		Mob: 0412 821 945
LIBRARIAN	David McCredie	9653 2592		

### SUB COMMITTEES:

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	Neil Martin	9632 5047		Mob: 0417 236 495
	Max Roberts	6545 3410	6545 1045	6545 1687
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	Neville Preston	4352 1533		

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### 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 February 2018

### ATTENDANCE

Committee: 5 Members: 11 Family members: 2 Visitors: 1

Apologies were received from Dennis Ballard, Robert Fordham, Laurie Garrod, Bob Hobson, Bruce Kinnear, Don Liddle, Michael Lowe, Lyn Martin, Neil Martin, Peter Martin, David Norton, Phil O'Loan, Ian Streatfeild, Michael Trethowan, Marilyn Trethowan, Graham Weekes, and Peter Weir.

### MEETING OPENED AT 8:05 PM.

### PRESIDENT'S OPENING REMARKS

The President welcomed all members. He expressed the members sympathy to Bruce and Cath Kinnear with the loss of their daughter, and he wished Marilyn Trethowan a speedy recovery following an accident. As there were less than 20 members present there was not a quorum. The official meeting was adjourned and informal notes of any decisions were made. Reports were tabled. Matters will be brought forward at the next meeting when there is a quorum and then it is effectively decided.

### MEETING CLOSED AT 8:10 PM.

### NOTES AND REPORTS

#### MINUTES PREVIOUS MEETING

Matters arising: Last sentence of the Events report was incomplete and should read: He urged potential writers to make sure the event was recorded in *Spit and Polish*.

#### INWARDS CORRESPONDENCE

##### Invitations:

Antique and Classic Car Club Navigators Day 5 August

##### Flyers:

2018 Shannons Melbourne late summer classic auction 19 February

Unique car magazine Rare spares

##### Other Club publications:

Torque	Brass notes
Antique and classic	The vintage car
Early auto (Dec & Feb)	Veteran torque (Dec & Feb)
The Edwardian (online)	The vintage driver's magazine (online)
Retronauts (online)	

##### Other:

Motorlife News	Mick Duncan
Newcastle minutes	Robyn Jacobs

#### OUTWARDS CORRESPONDENCE

Mick Duncan	Peter Martin
Betty Cherry	Bruce Kinnear

Club emails –Mittagong magical mystery tour, Swap meet; to some members -Sydney North breakfast run

#### TREASURER'S REPORT

The Treasurer reported on balances.

Balances are:	\$
Ordinary account:	52,104.82
Term deposit 1	28,883.30
Term deposit 2	30,000.00

Rents are coming in for last quarter. There have been a lot of expenses this month: the cleaner, electricity, water rates and the printer have been paid. The CMC fee for affiliation has been paid. The hot water system has been replaced. The annual fire statement has been lodged with City of Canada Bay Council and the NSW Fire Department. Invoices are being sent to the advertisers in *Spit and Polish*. Both term deposits have been re-invested.



**MAGAZINE** Nothing to report

## **EVENTS**

Graeme Newman reported on events in the past month including the MaSH coffee run, CARNIVALE with 5 veterans on display, and the Newcastle run to Cooranbong Park with 15 veterans at the event including Bill Dudley with his NAG. Future events are the MaSH coffee run to Mr Lee's Palace to celebrate Vivian's birthday, the MaSH Magical Mystery tour from 2 to 4 March, Sydney North Breakfast Run on Sunday 4 March, MaSH Branch morning tea run on 9 March and the Swap Meet on 10 March at the hall. Graeme invited members to the Combined Sydney-Newcastle outing to Alison Homestead on 18 March and the Navigator's Rally on 5 August. To date 62 entries have paid their entry fee for the National Rally and 40 expressions of interest have been received. Currently there are 28 entries from NSW, and 20 from Queensland. The most popular car entered is Model T Ford followed closely by Talbots!

**PERMIT TO MOVE/REGISTRATION** Nothing to report

## **LIBRARY**

On behalf of the Library Committee, Louise Yeomans outlined the committees progress this year. The Library Committee have worked very hard and have listed the contents of the shelves and safe, and are moving onto the contents of the filing cabinets. The shelves have been dusted and cleaned as the contents have been listed. There are over 424 items recorded on an excel spreadsheet.

The new list has been compared with an old list of library books and magazines and it appears that some items are missing. A detailed list will be published in *Spit and Polish* once the contents of the filing cabinets have been listed. 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 need to be returned. Later there will also be a request for items such as rally packs, photographs, books and magazines to fill the holes in the collection.

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 being 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 journals don't have any indexes.

As cataloguing is in progress could members please not use the library until sorting is finished. It might look like a mess but the items have been listed and need to be resorted and rehoused on the shelves.

The President thanked the Library Committee for their work.

**DATING** Nothing to report

**MEMBERSHIP** No new applications have been received.

**CMC** Nothing to report

## **HALL**

Unfortunately, Robert Fordham is unwell and has sent his apologies. During the last month the hot water heater to the kitchen has been replaced. The Vintage Motor Cycle Club has decided to meet elsewhere so will no longer be a tenant. There are some items needing attention. The doors above the table storage cupboard need to be re-attached. The rear door to back walkway has a metal sheet covering to stop unauthorized entry but in hot summer days this heats up causing the door to bow and we may need to replace the door with a solid core door. The audio system needs to be completed.

## **WEBSITE**

Graeme has requested rally flyers for the website and had not received many until last week when he was donated some by Ian Irving and Martin McCarthy through Allen Dunlop. Both donations related to early Blue Mountain and Brighton rallies.

## GENERAL BUSINESS

### 1. Curtains in committee room

Louise Yeomans confessed to washing the curtains which unfortunately disintegrated. The curtains will be replaced.

### 2. Governor's daughter's wedding

The Governor's daughter has selected two cars from Doug Fulford's collection. The wedding is on 7 April and Doug is seeking another driver on the day. Volunteers are requested to contact Doug directly.

### 3. Berrima District 42<sup>nd</sup> Rally

John Fryirs reported on the weekend. On the Saturday he drove his Renault and was awarded the prize for the most original car even if it did have blue tooth! On the Sunday he drove his Model T Ford with Anne Irish, her son Paul and his children. This time he won an award for the best veteran. Both Doug and John praised the catering by Robyn and Bill Betts.

### 4. Water pump grease

Doug Fulford was unable to buy water pump grease from Penrite. He tracked down a supplier off Castrol Classic and now has plenty. Anyone who needs some can contact Doug.

### 4. Swap Meet

Louise reminded members of the Swap Meet on 10 March. Vendors include Australian MotorLife Museum, Russell Holden, VCCA(NSW) with unwanted items from library – mostly magazines, some books relating to vintage and later times, Rick Thomas, Richard Yeomans with magnetos, Norm Mitchell, Jenny Fawbert and Laurie Garrod.

### 6. Treasures from Doug's collection

Doug outlined the development of photography through his collection of old cameras, photographic plates and other items associated with photography.

The raffle was drawn.

### Supper commenced at 9:15 pm.

Doug Fulford  
President

Louise Yeomans  
Secretary

## Events Calendar - Club Events

### MARCH 2018

- 20<sup>th</sup> Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm  
22<sup>nd</sup> Committee Meeting starting at 6.45pm  
22<sup>nd</sup> Monthly Club Meeting at Club Rooms, Fivedock at 8pm  
23<sup>rd</sup> **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

### APRIL 2018

- 13<sup>th</sup> **MaSH Branch** Morning Tea run. *Check with Greg Roberts*  
15<sup>th</sup> **Newcastle Branch outing to Nulkaba Zoo** *Meet at Max & Joan Burke's at 10.30am. See page 6*  
17<sup>th</sup> Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm  
26<sup>th</sup> Committee Meeting starting at 6.45pm  
26<sup>th</sup> Monthly Club Meeting at Club Rooms, Fivedock at 8pm  
27<sup>th</sup> **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

### MAY 2018

- 11<sup>th</sup> **MaSH Branch** Morning Tea run. *Check with Greg Roberts*  
15<sup>th</sup> Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm  
20<sup>th</sup> **Newcastle Branch Birthday run.** Meet at John Burke's at 9.30am. *See Page 7 for details.*  
24<sup>th</sup> Committee Meeting starting at 6.45pm  
24<sup>th</sup> Monthly Club Meeting at Club Rooms, Fivedock at 8pm  
25<sup>th</sup> **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*  
25<sup>th</sup> - 27<sup>th</sup> **1 & 2 Cylinder Rally - Yamba.** *See Page 7 for details*

### 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

23<sup>rd</sup> - 28<sup>th</sup> 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*

## Events Calendar - Invitation Events

### APRIL 2018

8<sup>th</sup> Classic Car Show and Shine Event. At the Robertson Heritage Railway Station. More information on their web site. [www.robertsonrailway.org.au/classic-car-show.html](http://www.robertsonrailway.org.au/classic-car-show.html)

### SEPTEMBER 2018

15<sup>th</sup>-16<sup>th</sup> 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](http://www.SydneyAntiqueMachineryClub.com)

### OCTOBER 2018

14<sup>th</sup> - 20<sup>th</sup> **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

30<sup>th</sup> August - 6<sup>th</sup> 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

**Newcastle Branch Outing**

**Hunter Valley Zoo (Nulkaba Zoo)**

(Lomas Lane - Nulkaba)

**Sunday 15<sup>th</sup> April 2018**

Meet at Max & Joan Burkes' 10.30am for morning tea  
then travel in convoy to the Zoo.

Contact: John Burke 4991 1806 Mob: 0412 821 945



## Coming Events

### Newcastle Branch Birthday Run

Sunday 20<sup>th</sup> 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

### Newcastle Branch - June Tour Singleton

This year the event will be held on the Weekend of the 15<sup>th</sup> to 17<sup>th</sup> 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 on Page 18***

Veteran Car Club of Australia (NSW) Inc.

### 1 & 2 Cylinder Rally for Veteran cars and bikes

Yamba NSW

Friday 25<sup>th</sup> to Sunday 27<sup>th</sup>. 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:) [rodruthholmes@gmail.com](mailto:rodruthholmes@gmail.com)

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

***DON'T FORGET YOU HAVE TO BOOK YOUR OWN ACCOMMODATION***

## Editorial

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

Only one outing reported on this month. A report from the Editor on the Newcastle Branch Breakfast outing to Cooranbong, where we had 15 veterans and not one modern.

There is also a lengthy article about Peugeot car company thanks to Laurie Garrod. Also a few other bits and pieces from Bob Trevan, Darren Grant, Robert Fordham and of course a light-hearted story from Ron Hattersley. I thank them for the articles which help 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:- to the Hunter Valley Zoo, 2:- Birthday Run, 3:- 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.

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 **small** supply of material, but it is always handy to have a little extra just incase things get quiet. 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*



### Email Addition

Kevin & Narelle Spackman  
Narelle's Email:- [naspackman@gmail.com](mailto:naspackman@gmail.com)

### Change of Postal Address

Bill Maunsell  
Postal Address  
PO Box 824  
EDGECLIFF 2017

### Contact Information

Ted Cragg  
All contact to be through his  
daughter Robyn Jacobs  
Email:  
[gandrjacobs@optusnet.com.au](mailto:gandrjacobs@optusnet.com.au)  
(M) 0434 020 734

## Light-hearted Humour

February 08, I went to the liquor store Tuesday afternoon on my bicycle, bought a bottle of Jack Daniels and put it in the bicycle basket. As I was about to leave, I thought to myself that if I fell off the bicycle, the bottle would break.

So I drank all the Jack Daniels before I cycled home. It turned out to be a very good decision, because I fell off my bicycle seven times on the way home.





## Newcastle Branch Breakfast Run - Cooranbong. 10/2/18

The Editor

I departed home at 7.15am and met up with the Newmans, Roses and Gotleys at Wyee. It was a 'red letter day' for the Newman clan to be waiting for me. We travelled through the outskirts of Morisset to Cooranbong Park, arriving at 8.02am. The Roses ducked into Morisset to buy their breakfast at Macas. There were already about 6 cars there when we arrived. From then on a steady stream of arrivals followed until we had 15 veterans in attendance and not one modern. A very impressive total.



*All the Veterans (photo courtesy of Lauren)*

I do hope that those that had cereal were having something that was produced by Sanitarium, being at Cooranbong. The BBQ's were soon put into action cooking the left-over sausages from the Christmas party and individuals were cooking their own requirements for breakfast. Why is it that you only have cereal and a slice of toast at home, but come to an event like this and you have cereal followed by BBQ'd sausages, bacon, eggs, tomato.

After breakfast there was a good deal of chatting and enjoying the shade as the morning started to warm-up. A bit of discussion about the hill holder sprags on Bill's N.A.G. (Neue Automobile Gesellschaft), a vehicle we don't see very regular, but goes back a long way in the club as Bill is member N° 116. David was busy changing a tyre and rim on the Chev as it didn't want to hold air.



*'18 Buick, '16 Buick, '11 F.N., '08 Fiat & '09 N.A.G.*



*John, Doug & Dianne*



*Lauren, Wendy, Joan, Karyn, Dianne, Maria, Ben, Chris & Kate*



Finally a move was made to head home at about 10.30am and the last ones left at 11am. In all a great morning and an impressive turn-out for our second event for 2018, especially the fact that we had no moderns, all veterans. I departed for home at 10.55am and thanks to the organizers of the event.



*'13 Talbot, '14 Talbot, '14 Talbot, '11 F.N., '11 Vauxhall & '17 Maxwell*



*Kevin, Narelle, Kaye, David, John, Sue & Chris*

Those attending:

- Max & Joan Burke - 1918 Buick
- John & Matt Burke - 1916 Buick
- Jeff & Kaye Palmer - 1908 Fiat
- John & Sue Wards - 1916 Benz
- John Brumby & Allen Dunlop - 1917 Maxwell
- Neil & Maria Heilbrunn - 1911 Vauxhall
- Neville Preston - 1913 Talbot
- Ben, Wendy & Kate Rose - 1914 Talbot
- Kevin & Narelle Spackman - 1911 Ford T
- Dianne & Christopher Gotley - 1914 Talbot
- Graeme, Karyn & Lauren Newman - 1914 Talbot
- Bill (Jnr) & Bill Dudley & Laurel - 1909 N.A.G.
- David Cherry - 1916 Chevrolet
- Doug & Dianne Marshall - 1912 F.N.
- Chris Duncan, Catherine Strutt & Isaac - 1911 F.N.



*'14 Talbot, '16 Chevrolet, '16 Benz & '11 Ford T*



*Maria, Neil & Jeff*



*Bill Jnr, Bill & John*

## The Oldest of Them All

From its unusual origins,  
Peugeot has survived to become the world's longest-running car company

IT WAS THE Empress Eugenie's underwear which really laid, if you will pardon the phrase, the foundations of the Peugeot car business, but this oldest surviving French manufactory is just one aspect of a remarkable family concern which was founded almost two centuries ago.

At the time of the French Revolution, Jean-Pierre Peugeot was mayor of Hérimoncourt, in the district of Montbéliard, which was then under the domination of the Princes of Wurtemberg; he was a weaver and dyer by trade, and had four sons, of whom the two eldest, Jean-Frederic and Jean-Pierre, decided to set up a small steelworks in the neighbourhood of Sous-Cretet, the village in which they had been born. Before long, their output was composed almost entirely of saws, and Jean-Frederic, who was not yet twenty, had the bright idea of using their rolling mills to mass produce saws, which resulted in a cheaper, better quality article. By 1825, eleven years after the death of Jean-Pierre senior, the founding father of this remarkable dynasty, the fame of the Sous-Cretet saw works had spread throughout France.

The two brothers had seven sons between them; soon this hardworking family team decided to expand, and they set up a new factory at Terre-Blanche. Then, in 1843, they took over a thriving ironmongery manufacturing business founded in 1820 by the Japy family, of Beaucourt. Within three years, however, the Peugeot family had been split by arguments, and the various factories distributed between them. Jean Frederic and his sons continued to make saws and tools at Sous-Cretet d'Herimoncourt, and opened a new branch factory at Pont-de-Roide, while the sons of Jean-Pierre II, Jules and Emile, took over the Terre-Blanche and Valentigney works, under the name of 'Peugeot Frères'.

The Peugeot Frères concern was the more go-ahead of the two family businesses, and in 1855 Jules and Emile found an entirely new market for the company's skill, in manufacturing thin steel rods. The Empress Eugenie had brought the crinoline back into fashion for, she claimed, reasons of aesthetics; but the new look crinoline was given its shape by whalebone rods, not the padding and petticoats of the era of Louis-Phillipe. Women were anxious to copy the Empress's lead – but whalebone stays were extremely expensive, and were not always obtainable in the correct length to satisfy the demands of fashion. Which is where Peugeot came in.

The brothers bought an old mill at Beaulieu, equipped it with the necessary machinery and, in 1857, started mass-production of steel crinoline stays and hoops. Moreover, they were clued-up enough to keep pace with the changing contours of feminine underwear through the succeeding decades. They made stays for the *demi-crinoline*, then for the *demi-terme*, the *tournure* and the *coussinet*, finally branching out into corsetry. Jules and Emile both died in 1865, and the company became 'Les Fils de Peugeot Frères'; there were already more than 500 workmen in their three factories, producing all kinds of metalwork, from peppermills to umbrella ribs. In the 1880s, the techniques of producing thin metal rods, that had proved so useful in making crinolines, were adapted to the manufacture of spokes for the wheels of high-wheeler bicycles. Soon Peugeot was one of France's leading cycle makers, having plunged into the market with that 'boldness tempered by great wisdom' that characterised all their ventures.

At that time, the leading light of the company was Armand Peugeot, son of Emile, who had spent a great deal of time in England studying production techniques in the factories of Leeds (as, some years earlier, had Gottlieb Daimler). Around 1889, Armand foresaw the potential of the motor car, and built a horseless carriage; not wishing to waste time in fruitless experiment, he decided to use proven components and built a three-wheeled steam car in conjunction with Leon Serpollet. But the steam car proved prone to breakdown, as was amply proved by an incident-filled trip from Paris to Lyon, and Armand Peugeot began to look around for some other motive power.

He displayed the steamer among his other products at the 1889 Paris Universal Exposition, where it attracted the attention of Emile Levassor, who had just acquired French rights to the Daimler engine patents; together with Gottlieb Daimler, who was visiting the Exposition, Levassor hurried to see Armand Peugeot at Valentigney to convince him of the superiority of the internal-combustion engine. At that time, Panhard and Levassor had no interest in building cars: they were quite happy to manufacture engines for sale to industry and would-be motor vehicle constructors.

Peugeot decided to use the Panhard-Daimler motor in his next carriage; but where should the motor be installed – at the front or at the back of the car? Levassor argued that the logical place for the power unit was at the back of the vehicle, for that would spare the occupants the unpleasant smells emanating from the engine. Peugeot countered that it seemed sensible to place the motor at the front of the car in the interests of better weight distribution. Both men must have been powerful advocates, for each convinced the other of the validity of his own particular point of view. When Peugeot went into production, he built his cars with the engine at the back; and when Panhard and Levassor became automobile manufacturers, all their vehicles, save for a handful of prototypes, were



front-engined.

The first Peugeot petrol cars, which appeared some time in 1890, reflected their manufacturer's long experience of cycle manufacture, with tubular chassis (through which the cooling water was circulated) and spidery wire wheels.

The car was, in many respects, more advanced in conception than the majority of its contemporaries. For example, a transverse front spring and long rear quarter elliptics gave the car three-point suspension; quadrants bolted to the front of the frame kept the forward axle in alignment. After experiments with friction drive, the company adopted a four-speed sliding-gear transmission, whose design almost certainly predated the *brusque et brutale* transmission of the Panhard, and a cone clutch, while the steering was pure cycle, with handlebars controlling the front axle via a chain-and-sprocket mechanism which actuated twin tie rods.

'In some respects,' noted Worby Beaumont, 'the carriage was of superior arrangements for appearance, but the position of the motor at the rear, where most of the passenger weight came, put an unnecessary load on the hind wheels, and for good steering too little on the front wheels. The Peugeot position for the motor is moreover inferior with respect to convenience of the driver.'

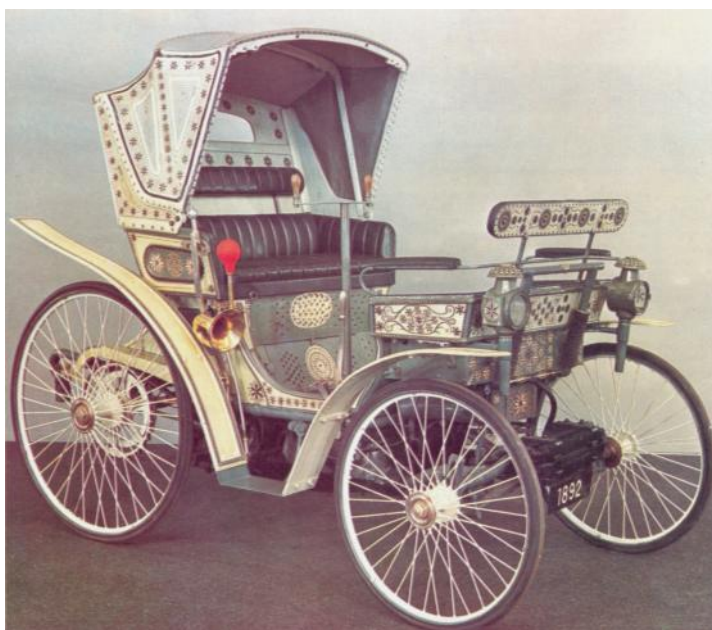
But the Peugeot company had no qualms about the performance potential of their new product, and in September 1891 sent one of the earliest examples on a remarkable endurance run. Driven by the engineers Doriot and Rigoulot, the Peugeot 2CV *Quadricycle à gazoline* followed the competitors in the Paris-Brest-Paris cycle race, covering the 2047km round trip from Valentigney to Brest and back in 139 hours 'without a moment's trouble'. That same year, the company sold five cars to private owners, a figure which rose to 29 in 1892.

Demand grew steadily, if not spectacularly; Peugeot were now competing with their engine suppliers, Panhard & Levassor, who had at last decided to build complete cars. Both marques were technically eclipsed by the De Dion Steamer in the 1894 Paris-Rouen Trial; but the event's cumbersome regulations were then brought into play to rule that the De Dion, although it had finished first, was too fast and too heavy, and that the two *marques petrolistes* were joint winners. On road performance, the Peugeot cars were markedly superior, having finished second, third and fifth. It was apparent that Peugeot were experimenting with styling, for Lemaitre's second place car had been a four-seated phaeton fitted with clumsy-looking wooden wheels. The car which came third (carrying Pierre Giffard, who had conceived the trial) was the usual wire-wheeled *vis-à-vis*, and Koechlin's fifth place car had been a wagonette with the power unit apparently mounted under the driver's seat.

This early, Peugeot were receiving export orders: in 1894 the Bey of Tunis ordered a *vis-à-vis*, which was richly decorated with stylised floral designs, while in 1895 the Francophile Sir David Salomons imported a Peugeot into England.

The year 1895 saw a rise in sales to 75 cars, and the adoption of a vertical-twin engine, still rear-mounted, still with hot-tube ignition (although the outward form of the cars was unchanged); a team of three, driven by *contremaitres choisis* and equipped with picnic baskets to keep the crew fed on the long journey, was entered for the Paris-Bourdeaux race. Although Peugeot were judged the official winners of the race, theirs was a hollow crown, for they had only won on a technicality, and Emile Levassor's first-to-arrive Panhard had won the moral victory. The race was also noteworthy for the first appearance of Michelin pneumatic tyres, on the Peugeot *L'Eclair*, so-called from its zig-zag, puncture-prone motion.

Peugeot at last began to make their own engines in 1896: designed by Rigoulot, the new power unit was an 8hp horizontal-twin, set at the back of the chassis with the cylinder heads pointing rearwards. Hardly the coolest place to mount the engine, a fact apparently recognised by the provision of a gilled-tube radiator between the front wheels. Hot-tube ignition was still standard, but the design of the engine was perhaps chiefly notable for the peculiar exhaust-valve actuation, in which a bell-crank lever followed a continuous crossover 'tramline' formed in the flywheel (which was between the crank throws). Moving first to the left, then to the right, the bell-crank rocked striking arms which held each exhaust valve open for half a revolution. The engine also had a float-fed spray



The ornate vis-a-vis Peugeot of 1892; it used a vee-twin-cylinder engine of 1018 cc which gave the car a top speed of 30 kph. This particular example can now be seen in the Peugeot Museum



carburettor and hemispherical combustion chambers in a detachable cylinder head (although it is certain that no-one realised the technical significance of this feature at the time it was produced).

A front-engined wagonette won the class for six-seated cars in the 1896 Paris-Marseilles-Paris, but the racing scene was already dominated by Panhard & Levassor, against whose steadily developing front-engined cars the five year old basic design of the Peugeot looked somewhat antique. Not that the marque was without its imitators, for the contemporary Rochet-Schneider was virtually a carbon copy of the Peugeot models of the period.

The fact that car manufacture was now at least as important to Les Fils de Peugeot Frères as corsetry and cycles was shown by the formation, in 1897, of a separate car manufacturing company, Société Anonyme des Automobiles Peugeot, with a factory at Audincourt. Sales were still riding, reaching 300 in 1899, at which time the automobile population of France was estimated at little more than 1200 vehicles.

That year saw a special racing Peugeot with an engine rated at 20hp, with a swept volume of 5850cc; driving a car of this type, Lemaitre won the 75-mile Nice-Castellane-Nice race in March 1899.

However, the days of the rear-engined Peugeot were numbered, at least as far as racing was concerned. In the 1900 Paris-Toulouse-Paris event, the marque was represented by a new front-engined 30hp model, with the 5850cc twin-cylinder engine mounted under a crudely-designed bonnet fronted by a massive gilled-tube radiator; however, the car was still no match for the Mors or Panhard racers.



*The tonneau, a four-seater runabout made by Peugeot in 1904*

surprisingly vintage handling characteristics, although the amount of vibration generated by the twin-cylinder engine in the lower gears is quite alarming.

The 1903 range consisted of four cars: the 5hp Béb , a new 6½hp which could carry a four-seated tonneau body, and the 8hp and 12hp Merc d s-type models – according to the catalogue, the 8hp offered ‘automatic lubrication by water pressure’, a curious feature that was soon supplanted by conventional pump-and-splash oiling.

Peugeots of the new pattern had already appeared in competition, Roquette taking nineteenth place in the 1902 Paris-Vienna with a monstrous 11,322cc, 50hp Peugeot, although his two team-mates fell by the wayside, as did Callois’s 16hp, 2126cc twin-cylinder in the Voiture L g re classification. That, however, was the last seen of Peugeot on the competition scene for a decade, at least as far as the mainstream factory was concerned. For in 1906, Robert Peugeot establish his own car-manufacturing company in the Valentigney works under the name Lion-Peugeot, the Lion being the Peugeot emblem. Designed by Michaux, the Lion-Peugeot range was intended to fill the place at the bottom end of the market left by the demise of the B b  Peugeot; but the two marques were directly competitive. It is as a competition car that the Lion-Peugeot is best remembered, for the crazy design of the company’s voiturette racers of the 1908-11 era epitomised a breed of cars built to circumvent regulations that restricted the bore, but took no note of the stroke, resulting in single, vee-twin and V4 engines with such enormously long strokes that forward vision over the bonnet was quite impossible. Most outlandish of all was the 1910 VX5, whose 2815cc engine had dimensions of 80 x 280mm, and was good for 95mph in overdrive top.

The two Peugeot factories were reunited in 1911, but the Lions continued to race until the following year, the touring Lion-Peugeots surviving until 1913.

Meanwhile, the products of Automobiles Peugeot had continued to develop along conventional lines. Proof of their quality was given in the 1905 Coupe Rochet-Schneider, a tough touring car trial organized by the Automobile Club de Suisse over a 102km circuit based on Zurich. The award was given to the car which proved the best all

Forward-mounted engines reached production status at the end of 1901, when a new range of cars was revealed at the Paris Salon. There was an 8hp twin and a 15hp four, but incontestably the most popular was the diminutive 652cc single-cylinder B b , a neat little car with a De Dion type bonnet and shaft drive to a live rear axle. During its two-year production life, the B b  was imported in relatively large numbers to Britain, where the agent was the ebullient Charles Friswell.

Hitherto, Peugeot design had always been a little conservative: now the marque became a style-setter. The larger models were now built on the very best Merc d s lines, with pressed-steel frames, mechanically operated inlet valves and distinctively square-cut radiators. Live axles became universal in 1904. The author has driven one of the 8hp live-axle ‘miniature Merc d s’ models, which, for a veteran, has

round with regard to reliability, fuel consumption, speed on hills and average speed: the winner was the 18hp Peugeot of M Perret, of the Automobile Club d'Auvergne.

The 1907 Paris Salon saw the announcement of the first Peugeot six-cylinder model, while at the same show, the name of A. Peugeot was linked with that of Tony Huber, who had recently turned from making complete cars to power units – was the firm of A. Peugeot, Tony Huber et Cie the result of yet another family split?

By 1910, the Peugeot range had grown to include seven models; a 1149cc two-cylinder, and four-cylinder models of 2001cc, 2619cc, 3817cc, 3989cc, 5027cc and 6082cc. In that year, another car production plant was opened at Sochaux, which was to become the centre of manufacture in 1928.

A new Béb  was born (or rather, adopted) in 1912: originally designed by Ettore Bugatti this diminutive 850cc four cylinder design was sold to Peugeot. Its side valve engine was cast *en bloc*, and drove the rear axle through a curious two-speed transmission in which twin concentric propeller shafts with toothed ends were meshed with two rows of teeth on the crown wheel. A real big car in miniature, this delightful voiturette cost only £160 in England in 1914, in which year a three-speed transmission was adopted.

The really big event of 1912 was the marquee's re-entry into racing, with one of the classic designs of all time. The genesis of the new models was the direct result of the reconciliation between Peugeot and Lion- Peugeot, for with the Lion-Peugeot racing team had come a unique trio of driver-engineers – Georges Boillot, Jules Goux and Paolo Zuccarelli. Now that they – and Robert Peugeot – had the resources of the two Peugeot car companies behind them, they felt that it was time to branch out from voiturette racing, and really move into the big time: but to do that, they needed a car suitable for the *grandes  preuves*. Goux, who knew Robert Peugeot well, was deputed to plead that the trio were well qualified to develop such a car: the Peugeot drawing office attempted to pour scorn on the proposal, and christened Boillot, Zuccarelli and Goux *Les Charlatans*, but Robert Peugeot, who was now president of the reunited company, gave the project his blessing.

A Swiss engineer, Ernest Henry, who at 26 the same age as the three drivers, was charged with transmuting their ideas into reality: the Three Musketeers had found their d'Artagnan.

The engine the foursome created was an epoch-making design: for the first time, twin overhead camshafts actuated four inclined valves per cylinder.

It seems as though the broad overall concept was that of Zuccarelli, for the portly Italian had worked with



*The frog-eyed Peugeot B b  produced in 1905*

Hispano-Suiza, where there had been some preliminary design work carried out on a single-ohc racing engine, even though it is highly unlikely that this power unit was completed before Zuccarelli left to join Peugeot. Boillot and Goux, on the other hand, had only been working on the esoteric Michaux-designed Lion-Peugeot engines, though both were more than competent engineers: Jules Goux, indeed, was a graduate engineer of the Arts et Metiers in Paris, and Boillot, dapper and charming, seems to have been as skilled an organiser as he was as an engineer and driver,

Working in the experimental shop which Robert Peugeot had allotted them in a corner of the Lion- Peugeot works, Boillot, Zuccarelli, Goux and Henry completed a prototype racer

intended for the French Grand Prix, which was being revived in 1912 after a four years' abeyance. But, no doubt prompted by malicious whisperings from the 'official' design office, it seems that Robert Peugeot had doubts about the potential of this 7.6-litre car, and proposed a trial between the Peugeot and a Bugatti – almost certainly the new 5026cc 'Type Garros' with a single overhead camshaft and three valves per cylinder. The Peugeot achieved 115mph in the run-off, the Bugatti could not better 99.4mph – and *Les Charlatans* were commissioned to produce a team for the Grand Prix. Oddly enough, the cylinder dimensions of their car (110 x 200mm) were exactly those specified for the shambolic 'Grand Prix' organised in 1911 by the Automobile Club de la Sarthe, usually known as 'Le Grand Prix des Vieux Tacots' (Old crocks' GP) after the tatterdemalion character of the entries. And a team of 'Lion-Peugeots' had been promised for that event but never materialised: could that event have been *Les Charlatans'* intended first appearance of the new design?

In fact, the 1912 Grand Prix was organised as a formula libre event, which left the new Peugeots opposed against behemoths like the 14,137cc ohc Fiats, or the even more monstrous 17-litre Lorraine-Dietrichs and, as this race was to be a two-day affair run over 956 miles, it was possible that the lower stresses produced in the larger,





1912 Peugeot Bébé

slower-turning engines might prove synonymous with reliability. And so, at first, it seemed... Goux was disqualified after a flying stone had holed his petrol tank, compelling him to take on a fresh supply away from the pits, in contravention of the regulations, while Zuccarelli's radiator hose broke twice, causing his engine to overheat disastrously on an isolated leg of the 49-mile circuit.

At the start of the second day, Boillot was lying second, between the Fiats of David Bruce Brown and Louis Wagner and, when Bruce Brown was disqualified for a similar offence to the one which had eliminated Goux, it seemed as though the Peugeot, which was touching 120mph on the straights, was all set to win the race.

Then, on the eighth lap, Boillot's gearbox jammed ... he managed to free the selectors with a tyre lever, but could only use second and top while, for good measure, he reversed the rear universal-joint housing, which had been cracked by a stone, allowing all the grease to escape. During this 20-minute pit stop, Wagner caught up, but the

Fiats had been irretrievably delayed by tyre troubles, and Boillot, running mostly on top gear, which reduced his speed on hills by up to 32mph, managed to maintain his lead to the finishing line, winning at the creditable average speed of 68.45mph.

Behind him came Wagner's Fiat and three British 3-litre Sunbeams running in the Coupe de l'Auto, which was run concurrently with the Grand Prix to keep the entry figures up. For Boillot, though, France would have suffered a defeat as humiliating as the German walkover in the 1908 Grand Prix: 'Sans Peugeot,' concluded Charles Faroux of *L'Auto*, 'Quelle terrible défaite pour nous'.

Three months later, Goux won the 'Coupe de Sarthe' at an average of 72.2mph, then, the following spring, eclipsed the American opposition at Indianapolis with a 75.92mph win in the 500 mile race, lapping the Brickyard at times at 93.5mph.

Improved racing cars were built for the 1913 French Grand Prix, with the capacity reduced to 5655cc to allow for the fuel consumption formula which was to be used in the event. But while testing one of the new cars on a long, deserted road in Normandy, Zuccarelli had been killed when a purblind yokel drove a haycart out of a concealed side-turning; his place in the team was taken by a driver by the name of Delpierre.

The new cars were as fast as their larger forebears: they pioneered the use of ball-bearing crankshafts and dry-sump lubrication, a layout which was soon to be widely copied, as was the use of a train of gears to drive the camshafts (which were themselves carried on ball bearings). Perhaps more remarkable was the performance of a 3-litre version built to the Coupe de l'Auto formula, for this car had a top speed of 95mph, and, in Boillot's hands, carried off the race for which it had been designed. Then the larger car, driven by the redoubtable Georges, won the Grand Prix with consummate ease, making Boillot the first-ever two-times winner of this event; Goux was second.

The year 1914 saw the Peugeot design blatantly cribbed by Straker-Squire, Humber and Sunbeam in the Isle of Man TT races, and subsequent copyists ranged from W.O. Bentley to Harry Armenius Miller, but in America *les véritables Peugeot* were part of the European contingent which so thoroughly trounced the home team at Indianapolis. Although ex-Peugeot racer Rene Thomas won the '500' in a 6235cc Delage, second man home was Duray in a 3-litre Peugeot. Boillot's 1913 GP car was the fastest in the race, setting a new lap record of 99.5mph before a burst rear tyre caused a chassis fracture and compelled his retirement.

There were new races for the 1914 French Grand Prix, run to a 4.5-litre capacity limit, but in the race it soon became clear that they were outclassed by Mercedes, with their engines derived from aircraft practice. The only chance lay in the fact that Peugeots now had four-wheel braking, against rear-wheels-only retardation of the Mercedes. Boillot played this for all it was worth, managing to hold lead from the sixth lap. But the new long-tailed body of his car upset the weight distribution, contributing tyre troubles, and the inevitable mechanical strain of attempting to force the pace with a car that was slower than its rivals ended Boillot's race on the 20th lap when the Peugeot, already reputedly suffering from a broken valve, expired from compound mechanical derangements, and Georges retired to the *terrasse* of a nearby cafe to watch the Germans sweep home a convincing victory.

Although Georges Boillot was shot down over the Western Front in 1916, his younger brother André appeared at the wheel of racing Peugeots after the war. The cars had upheld their honour during the hostilities in the main American races, which included second place at Indianapolis in 1915 and victory there in 1916, as well as first places in the 1915 Grand Prize and Vanderbilt Cup events. Wilcox's 1914 GP Peugeot won the 1919 Indianapolis



500, too, and thanks to Harry Miller, many of the subsequent Indy victors were Peugeot-inspired. A 1914 Peugeot was even entered in the 1949 500, lapping at 103mph in practice, but failing to qualify for the race.

André Boillot won the 1919 Targa Florio with a 2.5 litre Peugeot built for the abortive 1914 Coupe de l'Auto, and which had covered over 200,000km as his brother's staff car (taken over by Charles Faroux) before it came to start in a race. The younger Boillot drove a melodramatic Targa, making half-a-dozen spectacular excursions from the circuit, before finishing twice, once in reverse and once the proper way round; this was after ramming the grandstand avoiding spectators on the track. He then collapsed over the steering wheel crying: 'C'est pour la France!'

It was immediately said that André Boillot was as skilful and daring and even more reckless than Georges had been, but this was his greatest race. He finished third in the 1925 Targa, and first in the 1922 and 1925 Coppa Florios, won the 1923 and 1925 Touring Car Grands Prix and the 24 Heures du Spa in 1926, driving sleeve-valve Peugeots in all these events. However, he was killed in 1932 testing a prototype sports car.

In any case, Peugeot had dropped out of Grand Prix racing in 1921, following a number of depressing failures in *grandes epreuves* on both sides of the Atlantic with a curious *triple-ohc*, five-valves-per-cylinder racer designed by Marcel Gremillon, one of that official Peugeot drawing office team who had so pooh-poohed the designs of *Les Charlatans* in pre-war days. Henry and Goux had, by now, transferred to the Ballot organisation.



*The Peugeot L3 racing car of 1913*

On the touring-car front, the 1919 Paris Salon saw a line-up of 10hp and 14hp four-cylinder models, the larger of which was an updated version of the pre-war Type 153, and a 25hp 6-litre sleeve-valve six. Plus, most significantly, 'Un nouveau modèle sensoriel', La Quadrilette, which, claimed its makers, solved the question of the popular economic car.

La Quadrilette was really a refined variation on the cyclecar theme, paying the same annual 100 francs tax as a crudity like the Bédélia, but had a proper four cylinder engine of 'faible cylindree' (628cc); this concept was, however, just about all it had in common with the old Bébé.

Peugeot waxed eloquent about the new model: In the face of the inflated price of petrol, oil and tyres, which forces many people to do without the car which is necessary for their occupations, the Société Peugeot, anxious to meet public needs, has designed a model which carries the minimum maintenance costs.

La Quadrilette Peugeot has an infinitesimal thirst (less than five litres of petrol per 100 kilometres) and consumes an equally insignificant quantity of oil. Furthermore, it uses hardly any tyres.

Thanks to its very small width (1 metre 16cm - a motor cycle and sidecar is 1 metre 45cm), La Quadrilette can travel on the narrowest country roads; in built-up areas and on the busiest roads it can wriggle through the traffic, thus making appreciable time economies for its driver.

It can go anywhere with ease.

Finally, La Quadrilette is not a hastily constructed cyclecar. It is the first cyclecar built as thoroughly and as seriously as a full-size car.

As the result of these qualities, La Quadrilette Peugeot is the perfect vehicle for the rapid and economic transport of two people. La Quadrilette is the ideal model for Doctors, Veterinary Surgeons, Mobile Policemen, Businessmen, Commercial Travellers, Representatives, etc. A journey in the Quadrilette cost less than the third-class railway fare.

The chassis of the new model was a pressed-steel 'pant' suspended on a transverse front spring and quarter elliptic rears. Because of the car's narrow width, seating was minimal: either two seats in tandem or two staggered seats for exceptionally close (and thin) friends or relations.

Its economies of performance were amply proved by awards in such euphoniously named events as the Contest of the 5-litre Petrol Can (Concours du Bidon de 5 litres), held at La Ferte-Bernard in 1920, in which La Quadrilette won its class with a consumption of 117km 900 metres on 5 litres, or the One Litre Petrol Can Contest at Geneva, covering 27km 405 metres on 1 litre of fuel.

Indeed, the story of this long-established company seems to be a conclusive argument in favour of 'keeping it in the family'.

*(The above article copied from 'On Four Wheels' Volume 6 Part 85, 1975. Supplied by Laurie Garrod.)*

## 2018 V.C.C.A National Tour

Forbes N.S.W

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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.

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

Graeme Newman  
Rally Secretary

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Taken from a recent NT Motor Vehicles Enthusiasts Club 2017 Newsletter.  
Robert Fordham

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The link for the on line entry form is  
[www.vccansw.com/forbes2018](http://www.vccansw.com/forbes2018)

The link for the printable copy of the form  
is [www.vccansw.com/entrypdf](http://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](http://www.vccansw.com/forbes)

Graeme Newman  
Rally Secretary



*Courtesy of Darren Grant*

**Entry Form - June Tour - Singleton - 2018**

**JUNE TOUR SINGLETON**

**15<sup>th</sup> – 16<sup>th</sup> – 17<sup>th</sup>**

**20 Years**

The Newcastle Branch invites Veteran enthusiasts to enter this year's 20<sup>th</sup> June tour at Singleton.

The tour will commence on Friday the 15th of June in Cessnock at the home of Max and Joan Burke.  
20 Valley View Place, Nulkaba. (*Plenty of trailer parking.*)

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

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

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Inform Motel at time of Booking VCCA event

The tour will be accommodated at the CHARBONNIER,  
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**Dinner and Breakfast available in the Motel Restaurant**

Please return your entry to,  
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NAME.....Phone.....

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

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

Entry Fee...(\$10.00).....\$10.00  
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Cheques to be made payable to the Newcastle Branch VCCA

**This event is open to all Veteran Vehicles**





## The Veteran Car Club of Australia (Queensland) Inc

Club Patron: His Excellency the Honourable Paul de Jersey AC Governor of Queensland

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Address all Correspondence  
**Hon Secretary VCCA(Q) Inc**  
**1376 Old Cleveland Rd,**  
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**Secretary.vccaq@gmail.com**

Dear Veteran Enthusiast,

Dirk and Trudy Regter are a Dutch couple who are driving their Veteran Model T Ford around the world. They have completed more than 50,000 km to date and are currently in New Zealand completing that leg. Soon they will arrive in Australia to complete a clockwise circuit starting and finishing in Brisbane.

One of our members, Merv Kroll, himself no stranger to the trip having completed a similar adventure a few years ago, is co-ordinating the Australian leg. The VCCA(Q) is pleased to be able to support this venture and ask that members of the Veteran movement wherever you are to support them if you can.

Thank you

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President VCCA(Q)

### *Your chance to be part of history.*



The MTOQ, with support from the VCCA(Q), is pleased to be assisting Dirk Regter and crew on the Australian leg of their around the world trip in their veteran T. Dirk and Trudy have already done over 50,000 miles in their veteran Model T, and are currently completing the NZ leg. Dirk arrives in Brisbane after driving the New Zealand leg, on March 27th., and plans on departing south around April 9th. We would like to compile a list of antique car owners and clubs along his route who may be able to assist him in case of need.

Assistance may be in the form of parts, workshop facilities, accommodation suggestions, fund raising, or simply meeting him in your old car and joining him on the run through your local area. A map showing his proposed route is attached.

If You'd like to be a contact point for Dirk, or even if you'd just like to be kept up to date on his progress, we need your name, locality and phone number for Dirk, and your email address for us so we can keep you updated. Email these to [merv@kroll.id.au](mailto:merv@kroll.id.au). Our member Merv Kroll has volunteered to maintain the list. If you are already in contact with Dirk and would like to include your details on the same list, we'd like to hear from you also. On receipt of your details, we'll send you more information, including Dirk and Trudy's timetable and overnight stops.

If you would be kind enough to forward this to any members in your club, or your car club friends, it would be appreciated. The more contacts they have on this great drive, the easier it will be.

Click on the link below to follow Dirk and his crew.

<http://www.tfordworldtour.org/>

## Northern Star - Saturday 19 May 1928 - Pioneer Motoring

### LISMORE DISTRICT, CORBETT'S MEMORIES

Though motors did not commence to arrive in Australia, until after they had been on the roads of France and England for some time the first vehicles were far removed from the luxurious no-trouble mechanical marvels on the streets today. In addition the early Australian motorists had road difficulties to contend with such as were unknown in older countries, "In the motor game" for more than 24 years, Mr W. Corbett can tell interesting stories of the days when indignant citizens were asking the Government, to forbid the roads to the new "atrocities" and the sight of a car in a town would bring half the population into the streets.

Mr. W. Corbett is still selling cars. From the time he brought the first motor car, as distinct from a motor-buggy, to Lismore he has sold hundreds of cars, and is as confident today that the motor has a till greater future ahead as there was in the days when he was laughed at for saying cars had come to stay. Get him in a reminiscent mood, and he is a most entertaining companion with a fund of stories of early adventures which would provide material, for a history of motoring in new South Wales. He had intentions in this direction at one time but the destruction, in the 1921 flood, diaries which he had posted daily for many years before, ruined his literary aspirations. "Yes, my boy," he said to a "Northern Star" representative, "I drove into Sydney in what I believe was the first real motor car on the streets. It was for Innes and Millins, I think, that was the name of a cycle firm. Its drive was by three belts, two forward and one for reverse. I say I drove it, but I did not drive it all the way. It stopped halfway up Brickfield Hill and the journey was completed with the assistance of a number of boys who pushed behind.

*Article contributed by Bob Trevan*

## Classifieds

**Please note ALL ADS MUST include the price and if you wish ONO  
All States please copy!**

If you wish to have a photograph with your Advertisement please Email (Email ONLY!!) the photo and I'll include it next to your ad. Advertisements will only run for 3 months then will be removed unless requested otherwise.

### **For Sale:**

#### **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]





**For Sale: (cont.)**

**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)



**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]



## **For Sale: (cont.)**

**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](mailto:russell@oldworldlamps.net)

[2-18]

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](mailto:malcolmnjohns@gmail.com)

(note: this email came from STD Register)

[3-18]

## **Wanted**

**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](mailto: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]



I have been given an unidentified back axle which I would be happy to give to any one who needs it and wants to collect it from Nowra. It could be vintage or late veteran and almost certainly comes from an American car - I suspect possibly a Dodge but that is just a guess. It is marked left and right and nuts and bolts appear to be American sizes. One side and the dif will turn but not the other wheel. Photos attached.

**Contact:** Antony Wood (H) 4423 3117 (W) 4421 8922 (M) 0411 551 751 (E) [antonywood@shoal.net.au](mailto:antonywood@shoal.net.au)

[1-18]



## 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)  
[kazngraebigpond.com](mailto:kazngraebigpond.com) or [events@vccansw.org](mailto:events@vccansw.org) or contact us via the website.

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Please remember support those that support the club!

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