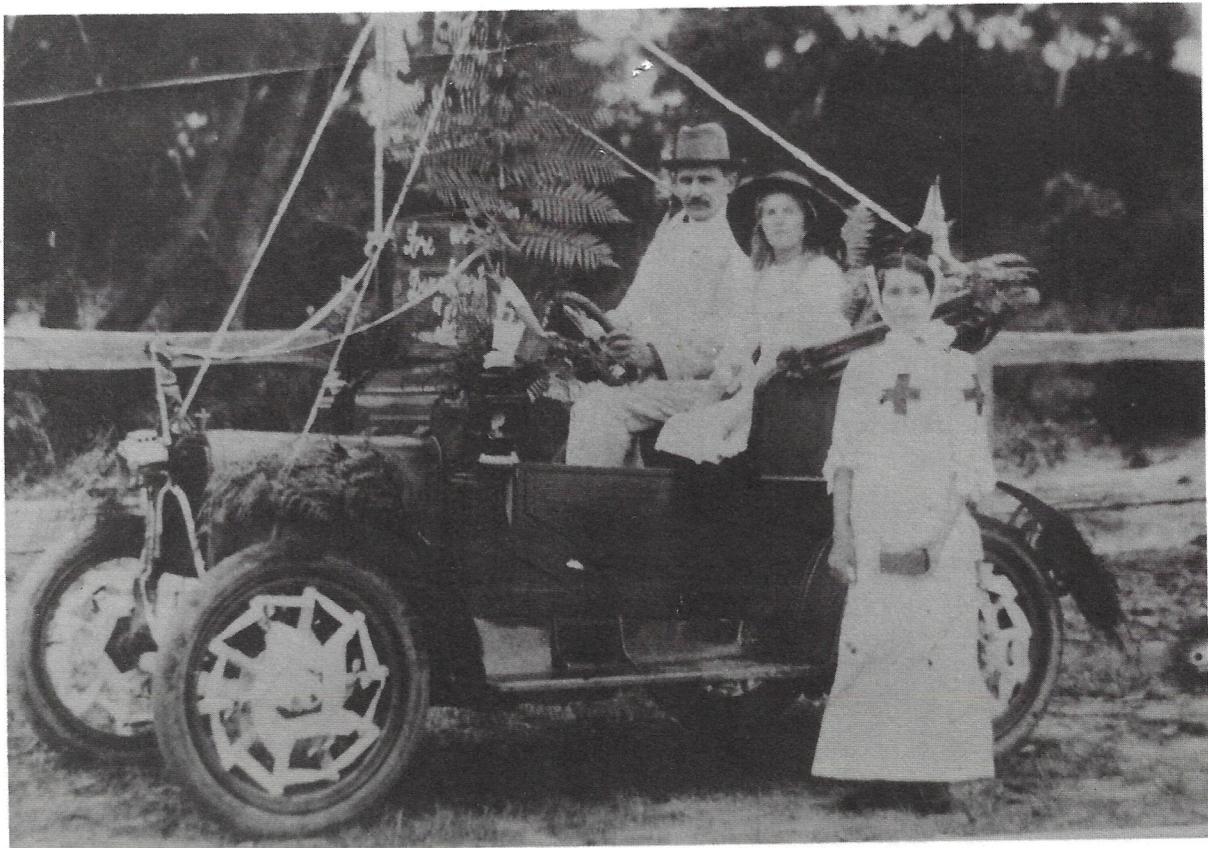


SPIT AND POLISH

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



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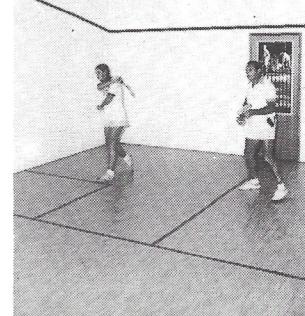
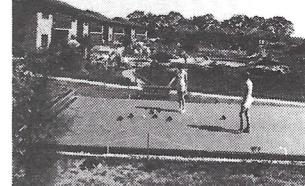


MARCH, 1987

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All facilities and equipment supplied free of charge.

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Weather is good at Port Macquarie, in fact, it is great all year round.

Tariff from \$390 p.w. (mid-year rate) for up to six people.

As there are 2 bedrooms and 2 bathrooms in each luxury apartment, perhaps you would like to share a holiday with your friends - share the cost and double the fun. Absolutely perfect for that mini Rally.

There is more to tell you about this wonderful resort and, as James Packard might have said in these circumstances.....

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Colour brochure available by telephoning Victor or Adele Jacobs - Sydney Office - (02) 922 2999

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SPIT AND POLISH

Newsletter of the Veteran Car Club of Australia (N.S.W.)

Volume XXVIII No. 8

March 1987

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Other Veteran Car Clubs have permission to copy

The next meeting of the Veteran Car Club of Australia (N.S.W.) will be held in the Clubrooms, 134 Queens Road, Five Dock at 7.45 p.m. on THURSDAY, MARCH 26, 1987.

V.C.C.A. archival films will be shown. The motor trimming lecture has been postponed until later in the year.

COVER PHOTO: c.1907 Rover 8 hp. Owner (seated at wheel):
Mr. G. Kinwell. Photo, taken 1916, supplied by
Mrs. N. Stanners, Oatley.

EDITORIAL

The annual Blue Mountains Rally once again attracted a large number of entrants, despite the inclement weather which faced the starters on the Saturday morning. A few thoughts on the rally have been sent down from the Newcastle branch and these appear later in this volume.

For me, it was a rally for which I had been preparing mentally since my car first went back on the road, September, 1985. I had the car on display in a city bank while the rally was being held in 1986 but saw the start from the comfort of the Bluebird. My wife Gail became enthusiastic about taking part in 1987 so, despite building commitments and financial strains, we entered.

My Rover has given more than a little trouble since being put back on the road, mainly in the area of water and petrol. I have been chasing radiator leaks for months and have had "professionals" solder the holes as well as having had a go many times myself.

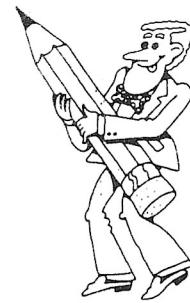
My petrol blockages have come from one source. A product called Kreem was recommended by a friend who said it ensured that any rust and dirt in the petrol tank was glued to the inside of the tank. The product also stops minor leaks, so he said. Well, so it might if it stayed in the tank. I have found white flakes coming through the lines and blocking the main jet. Bob McCarthy reports similar troubles. Fitting a filter helped for a while but, in time, I found that crystals of the stuff were forming in the float chamber.

During the week prior to the rally, there was a fund raiser driving people to a city hotel. I chose this run as a test to check on the petrol and water problems. The car ran well, using no water in the 50 mile run and showing no signs of fuel blockage.

Getting to the start of the rally was no problem. In fact, the car ran beautifully up to morning tea. It was when the Hawkesbury Lookout climb was in sight that I first noticed the signs of fuel starvation. Immediately, I pulled over, removed the bonnet, removed the carburettor, removed the main jet, blew out the offending rubbish and put the whole lot back together, while my dear wife repeated the message to the rest of the rally field that all was well. Meanwhile, a T Ford pulled over up ahead with troubles which seemed to attract quite an audience and they were still there when we took off up the hill with full power restored. It wasn't until we reached the most treacherous of the hair-pin bends that the blockage returned. There was no chance of working on the car in that position so I tickled the carby a bit and got enough petrol through to crawl up the hill in fits and starts. The blockage cleared itself by lunch and the trip to Blackheath was very pleasant, despite the constant rain and dense fog patches.

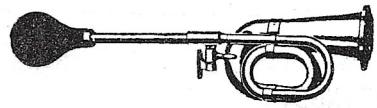
It was the return trip which really showed up some problems. No fuel blockages this time but a tiny leak which I discovered on the Sunday morning developed into a torrent and was letting water out like a drain tap. Every seven miles, I had to fill up with water. This slowed our progress but one long stretch not far from the finish had us entering a farm to ask for water. Only three miles from the finish, water was pouring out of the rear of the engine too and I found that a hole had developed in a welsh plug. After some attention to this using a slip of timber, we soldiered on to the finish, all but last.

Only one car had not arrived; everyone wanted to know: "Where's the Oldsmobile?" There's only one answer to that. (See page 12).



Jim Moule
Editor

CALENDAR OF EVENTS



MARCH	Saturday 28	St. George Great Train Parade
	Sunday 29	The Great Huff and Puff Tour - Waterfall to Hurstville Details Arthur Garthon, 579 4388
APRIL	Friday 3 to Sunday 5	Yennora Woolshed Motor Club Show. London to Brighton cars on display. Helpers contact Barry Thew, 638 1155
	Sunday 12	Vic Jacobs/Arthur Garthon Charity Day (See block ad. below). Details Vic Jacobs, 922 2999; 922 1535 or Arthur Garthon, 579 4388 <u>NOTE CHANGE OF DATE</u>
JUNE	Sunday 28	Picnic Run (Details SPIT & POLISH April)
AUGUST	Sunday 9	Navigators Tour (Details SPIT & POLISH May)
SEPTEMBER	Sunday 6	President's Tour (Details to be in SPIT & POLISH at a later date)
NOVEMBER		1 & 2 Cylinder Tour Date and venue to be advised

CRIPPLED CHILDREN'S OUTING

Veteran Car Club - Vaucluse Lions Club - Hurstville Rotary Club

SUNDAY, APRIL 12, 1987

Lunch Venue - Connells Bay Reserve

A most rewarding and enjoyable day helping someone less fortunate than oneself.

PLEASE KEEP THIS DAY FREE

NEWCASTLE PAGE

OUTINGS:

<u>SUNDAY, MARCH 15, 1987</u>	Run to WYBALEENA, property of Rob and Dianne Wilson Meet at Freeman's Waterholes at 10.30 a.m.
<u>APRIL 18-APRIL 24, 1987</u> (INCLUSIVE)	Easter Tour to Dorrigo and return (I hope)
<u>SUNDAY, MAY 17, 1987</u>	Outing to Mount Sugarloaf. Meet there for lunch.
<u>SATURDAY, JUNE 6-MONDAY, JUNE 8, 1987</u> (INCLUSIVE)	Denman outing. Meet at Branxton Oval, behind the Westpac Bank at 10.00 a.m.
<u>OCTOBER 2-3-4-5, 1987</u>	Newcastle Annual Tour

ELECTION OF OFFICERS:

Chairman	C. Duncan
Secretary	G. Adams
Treasurer	D. Moffat
Auditor	R. Thomas
SPIT & POLISH Reporter	G. Newman
Inspection Committee	M. Burke, R. Newman
Spares Registrar	J. Riley
Annual Rally Committee	J. Hughes, J. Riley

REMINGTON (1) US 1900-1901

In or about 1901 a car was marketed by Remington of New York, USA, incorporating a 4-cyl. engine of unusual design, burning a mixture of hydrogen and acetylene gas instead of gasoline or petrol as we know it.

It would be interesting to know the Road Test results of this experimental engine. Does anyone have the information please?

Around the same era (1900) a company known as *Liquid Air US* of Boston, produced a light car similar to a steam buggy which carried a tank of liquid air under high pressure, whose expansion was supposed to drive an ordinary single cylinder steam type engine. The efficiency of such a system has been estimated at only 4% and it is improbable that the car could have run any distance at all.

The scheme was probably a stock promotion project and obviously a very costly flop.

COVER STORY

The vehicle featured on the cover of this month's magazine is a Rover 8h.p., not the air-cooled twin of the 1920's but the veteran Eight, the first motor car made by the Rover Company. This car was owned by Mr. George Kinnell of Helensburgh and is believed to be a 1907 model.

I learned about this car by sheer accident, at a time when I was writing all over the state chasing ancient addresses from the Registration records. We had just moved to our new address in Oatley and a neighbour, Mrs Nancy Stanners, remarked how much she liked our Rover, meaning Gail's 1951 Cyclops. Now there are various degrees of Rovermania. There are those who love the exotic models: the Hastings Coupe, the Speed Twenty Meteor, Jet 1 and so on. There are those who will stretch their admiration to include P3's and some Rover 9's. But it takes an extremist to like a Cyclops! Anyway, Mrs Stanners said that her father had owned an old Rover, older than ours. She claimed to have a photo of it. My first expectations were of a P3, then as the description widened, of a vintage Nine with the possibility of a Clegg like mine. I was knocked over when she produced the genuine article: not merely a veteran but a very rare veteran of which only one survives (to my knowledge) in Australia and not many more throughout the world.

Further research has revealed that Mr. Kinnell bought the car in 1915 and the previous owner kept the original registration plates. George (The Wizard) Roberts, after many hours searching, came up with the registration number 14340. Mrs Stanners' brother, George, was able to recall the following technical details:

The steering wheel was connected and keyed on to the shaft which ran down to the steering box. This shaft ran through a spring-loaded sleeve which was fitted just under the steering wheel and finished at floor level. When changing gear, you pressed in the clutch pedal, pulled back on the top lever just below the steering wheel then turned the sleeve round to the notch you wanted to use. Then let the spring-loaded lever go and the bottom lever engaged in a slot. It had three forward gears and one reverse.

Yes, in 1904, Rovers had a column gear change. Not until 1950 did they do such a silly thing again. In fact, the column shift described here dates the car as pre-1908 since an external lever was introduced in that year.

The occasion when this photo was taken was a War recruitment parade through Helensburgh, probably in 1916. On the windscreen are the words *ARE WE DOWNHEARTED? NO.* The car is said to have had good performance, easily climbing Bald Hill at Stanwell Tops. It was traded in after the War on a big Cleverland tourer, more suitable for a family with eleven children.

The Rover 8 had unusual specifications. The engine, gearbox and transmission formed a backbone chassis, an ingenious design but one which caused some problems on early cars which "broke their backs". The single-cylinder water cooled engine had a bore of 114 mm and stroke of 130 mm giving a capacity of 1327 c.c. The power output, 8 bhp at 900 RPM, was considered reckless by some and the release of the more conventional 6 h.p. later in the same year brought a sigh of relief for those who thought the 8 h.p. too powerful. It has been a long while since a Rover was criticised for being over-powered!

The engine had two flywheels with a total mass of 120 lbs. One of these scooped oil from the sump and posted it into the crankcase.

An engine brake was provided and this was operated by a foot lever which moved the camshaft. The vehicle was suspended at three points, a transverse spring taking the frontal weight.

Various books including *The Rover* by George Oliver give further details of the design as well as the many exploits performed in these, the first Rover cars.

Jim Moule

ONE, TWO, THREE (AND FOUR)



The photo depicts an interesting view of cars displaying number plates 1, 2 and 3.

No.1 is on a 1928 Daimler, owned at the time the photograph was taken by Sir Frederick Stewart, bus proprietor who, incidentally, imported the first double decker bus into Australia.

No.2 is on a 1930 Model A Ford Coupe owned by one of the Hunt Bros. of Ford agency renown.

No.3 is on a 1937 or 1938 Vauxhall owned by Rowley Thomas, a dentist of Parramatta.

This photo is believed to have been taken in 1938 and is provided courtesy of the Vintage Sports Car Club of Sydney.

The house in the background was the residence of Sir Frederick Stewart (No. 1 plate) and is now known as the Lottie Stewart Hospital in Stewart St, Dundas. The street is also named after the Stewart family.

Equally conspicuous as the numbers themselves is the variation in their size. In the 1930s, front number plates were not issued by the Transport Department and owners were able to choose from several sources of manufacture, or could even produce their own. Metters, the stove manufacturers, made some very nice black and white enamelled plates, including one which read "For front of car only". I can also recall a firm in Camperdown, Sydney, which manufactured stamped aluminium numbers and affixed same to black metal base plates. These were quite effective and distinguished in appearance but a little more costly.

Registration labels were introduced in 1932 and new regulations were gazetted in 1934 making the display of Department plates compulsory on both front and back of cars. Although a number of

people did retain their old original plates on cars, I do not know if they did so legally. One or two court cases over number plate retention were victorious.

The photo on this page shows a 1927 Bentley, owned by John Sherwood, displaying No.2 plate. John was a noted historian of the Royal Automobile Club of Australia and I contacted him at the time of writing. His information was most appreciated as he closed one or two voids.

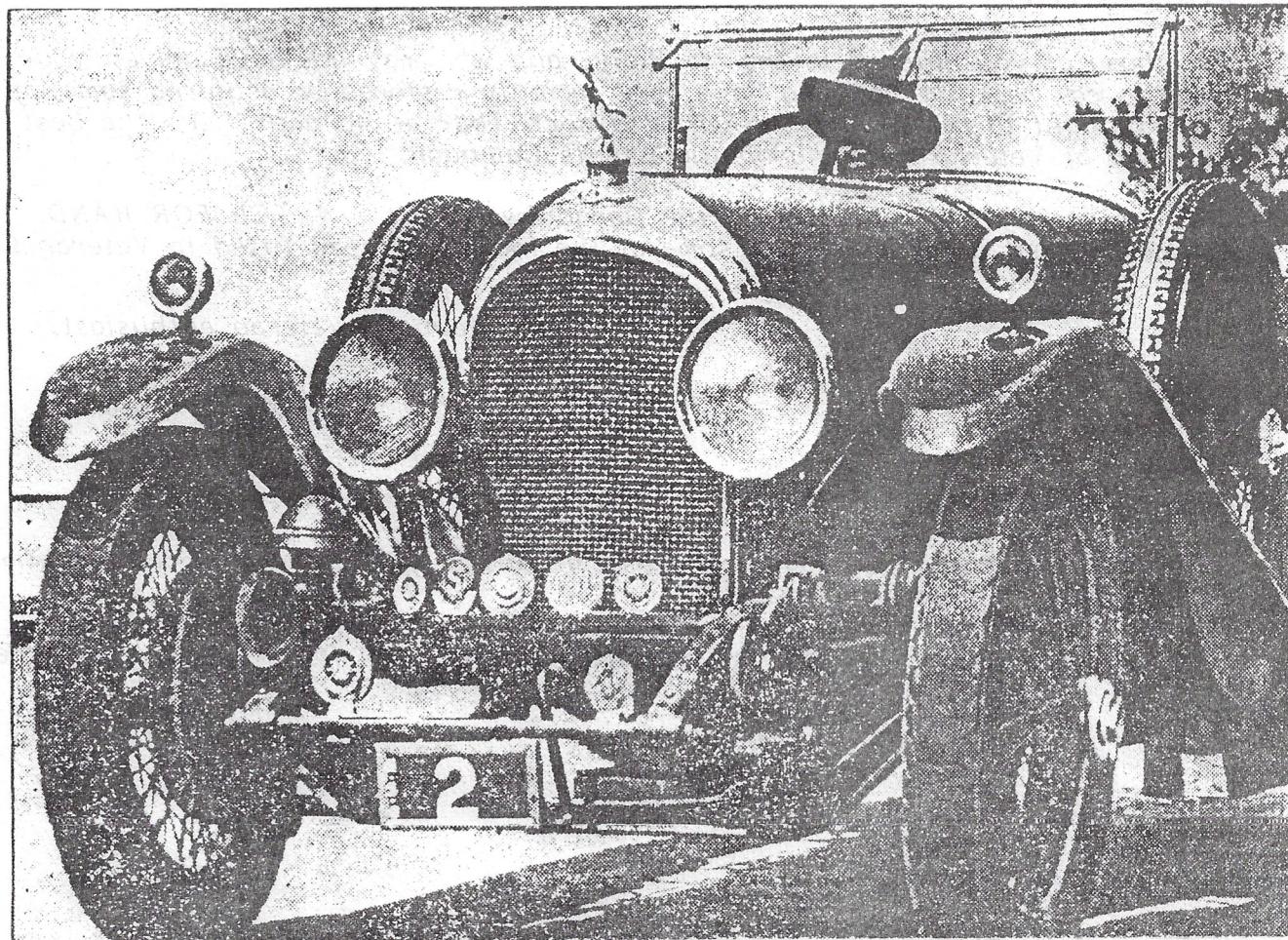
I must mention that plates No.2 and No.3 were owned by John and his father and John regretted disposing of them. At the present date, No.1 is believed to be still in the Stewart family, No.2 is owned by J.Shaw and No.3 is owned by William Buckle.

Plate No.4 was owned by a Mr. Duvall who lived somewhere in the Ermington area. At one time, he owned a 1912 white Rolls-Royce, chassis number 922. Mr. Duvall was an agent for Prestolite gas cylinders and also for Michelin tyres. His business was in Phillip St, Sydney. It is believed that this particular car led the procession when the new Parramatta Road was opened to traffic. This information came from Bert Ward of Appleby & Ward, Rolls-Royce agents long before York Motors became the distributors.

An interesting footnote is that a Mr. George Hyde is reported as being issued the registration and licence No.1 around 1910.

Jim Wilson

Another footnote: Sir Frederick Stewart was the original owner of Don Crone's big red veteran Daimler. Ed.



FROM THE VETERAN CAR DRIVING ENTHUSIASTS

THE BOYS FROM THE BLACK STUFF

Congratulations to John and Sue Wards and their band of helpers on the success of the '87 Blue Mountains Weekend. A good starting point (for the northern contingent) and an excellent route made for a very enjoyable day of veteran motoring 'up the mountains'. Perhaps in the future years entrants should be given the option of a one-day event - so many people in the last couple of years have been so very keen to leave as early as possible on Sunday morning.

Overheard from two confused onlookers at Blackheath on Sunday morning: "Aren't the two grey 'veteran' cars much more advanced than the others?"

A dozen cars will be departing Branxton on April 18, 1987, touring the New England region, on this year's Newcastle Branch Easter Tour, returning to Gloucester on April 24.

Doug Marr is in the process of re-fitting original type metric wheels and tyres ('BETCO' of course) to his Sunbeam, he has thus far fitted the rear wheels and reports an improvement in both performance and appearance.

John Hughes is making good progress on his 1914 Talbot - he's had enough of inferior veteran motoring. He hopes to be on the road for the Denman Tour over the June long weekend.

Peter 'The BETCO Man' Adams has work under way on their 1912 Hudson. He has also recently purchased a c.1914 Fiat Truck (1 ton) which he hopes to use as a tyre carrying vehicle on major events - supposedly the '88 Rally - 'digitum extractus Peter!'

For those of you entered in the '88 Rally, and who may not have driven your Veteran car recently, or who have only recently restored or acquired same, give some thought to the Annual Newcastle Branch Tour at Morpeth - it's the best weekend of Veteran motoring on the Events Calendar.

Seen on a circa '25 Chev. ute at the Bargo Swap Meet - WATCH FOR HAND SIGNALS - not as ridiculous as some of the indicators seen fitted to Veteran Cars.

From a younger Veteran enthusiast,

GRAEME NEWMAN

Footnote:

The Committee has asked that organisers of future rallies allocate accommodation to Veteran cars before others.

The Committee wishes to add its congratulations to John for organising an excellent rally.

- Editor

BANANA SQUEEZERS

I have recently received a letter from a friend and fellow Hispano-Suiza owner, Bernard Parris, living in England. Bernard has entered one of his fine collection in the Perth-Adelaide-Canberra 1988 Bicentenary Rally. I thought some details about the car he has entered may be of interest to other "Veterans" entered in the event.

His cars include a superb 1904 Sunbeam and an Alfonso XIII Hispano-Suiza ex Forrest Lysaght of Bentley fame. This car is very similar to my own Alfonso: long chassis with similar carriage work with a duck peak at the tail end. He also owns an H6 Vintage Hispano and the motor car he has entered.

His entry is an Hispano-Suiza, a "mystery model", very advanced in design for a 1913 touring motor car of any type. The engine is a single overhead camshaft 3 litre 85 (now 87) bore by 130 stroke.

The crankshaft has fully circular webs as in the alter post war Hispanos with 4 ball race bearings. The crankshaft 'twixt cylinders 2 and 3 and 3 and 4 are mounted on enormous SKF (available ex stock) ball races 190 I/D x 240 O/D x 24 wide.

The other races are more modest, but are double raced at the rear to carry the 52 lb flywheel. The rods are tapered circular tubes, as in all Hispanos, polished and hand finished. The gearbox is similar to the 4 speed short chassis Alfonso as are most of the other mechanical parts except the chassis and axles which are similar but obviously made for this car. The clutch is a 46 dry plate clutch similar to my own car with a clutch thrust in constant engagement.

Fifteen of these cars were built and most likely built at the Hispano-Suiza factory under the management of M. Lacoste (not the crocodile shirt man) in a converted tram depot at 39 Rue Cuvee at Lavallois Perret, France where all the racing cars and the production Alfonso XIII cars were made up until the outbreak of the First World War, having moved this branch of the factory from Barcelona in Spain.

The car is thought to have been the "Sardine" Hispano raced pre-First War in France and at Brooklands where it lapped at 90.09 mph, 12 mph faster than the fastest Alfonso. The name "Sardine" derived, some thought, from its bodywork which was very narrow with the mechanics in tandem behind the pilot. The other reason given for the name is that, as the car used castor oil lubrication, the smell reminded people of fish.

Bernard Parris's car may be one of these "Sardines" rebodied just Post-War. A lot of confusion exists as, at the time the car was built in 1913, Marc Birkight, the founder of the works and designer of Hispano-Suizas, was reported to have supercharged this car. This apparently was not so, even though Birkight had been working on forced induction since 1911.

Laurence Pomeroy in his second volume of "The Grand Prix Car" writes that Lee Chadwick and his engineer John Nichols in the U.S. built a blown car and won a hill-climb in it in 1908. He writes in the same article that both Sizaire and Birkight were working on supercharged engines by 1911.

The Sizaire with a centrifugal blower and the Hispano-Suiza with a piston-displacer in the form of two extra smaller pumping cylinders at the front of a T head Alfonso type engine. These are force aspirated, via an induction pipe to 4 extra pushrod operated rotary valves in the head opening above the inlet valves. The pushrods must have been about 2'6" long as the cam was set low in the sump running off the crankshaft. The motor was said to develop 100 bhp at 3000 rpm some 40 bhp more than the T head 3.6 Alfonso.

It blew up. It was another 9 years' wait for the first G.P. supercharged car.

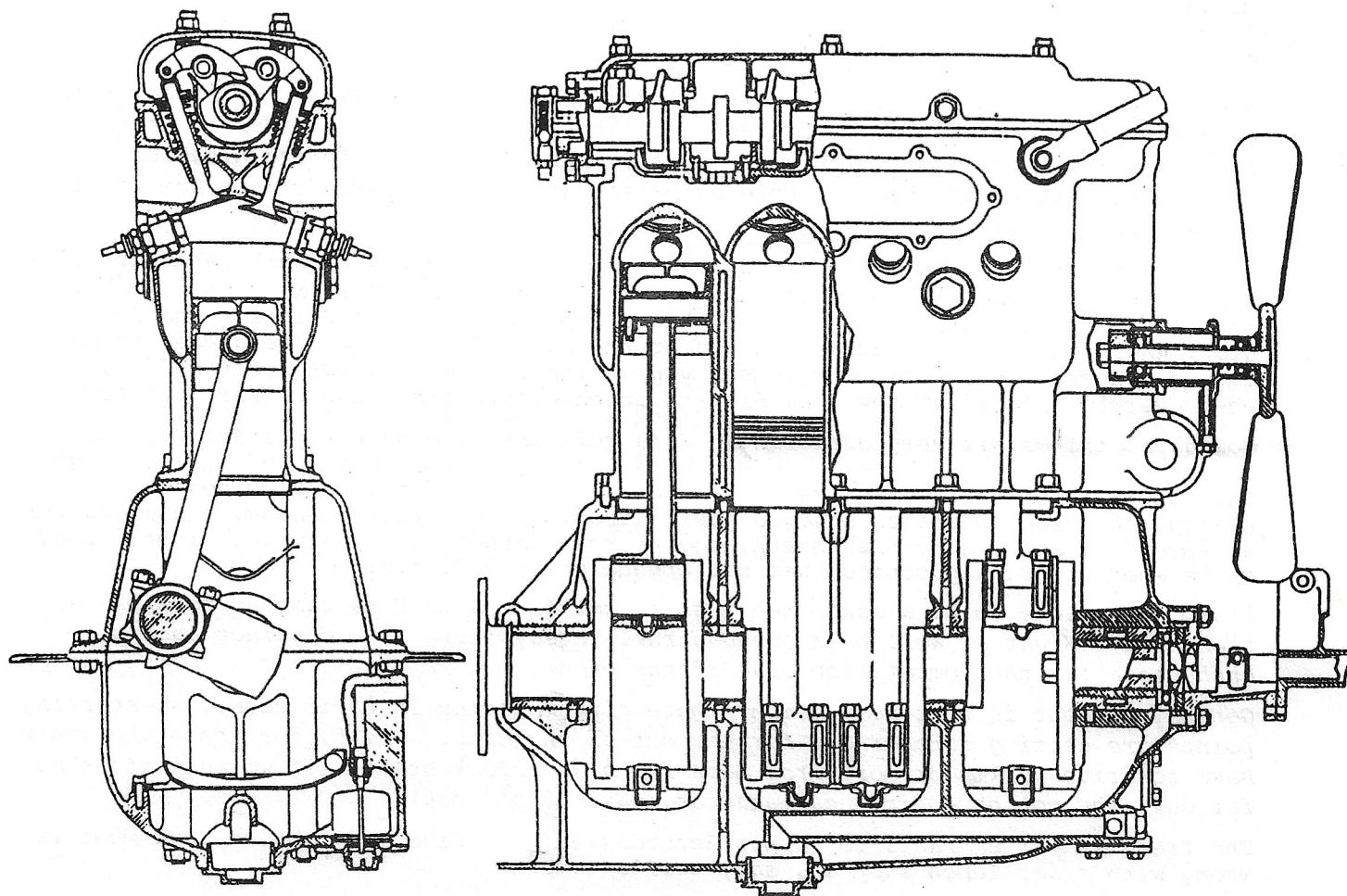
As a consequence, it is thought by Ken Karslake in his book "Racing Voiturettes" that Birkight used an overhead camshaft in his car. This makes sense in that the models that superseded the Alfonso XIII after late 1914 - including the 50 thousand V8 aeroplane engines - had single OHC until the V12 model came into production in 1931.

Another story is that the "Sardine" had a twin OHC 16 valve engine (there is rumour of a 16 valve T head here in Australia). The twin cam theory possibly started with the heresy that Ernest Henry of Peugeot GP fame stole his twin-cam 16 valve design from Birkight after the win by the T head Hispano-Suiza of the Coupe de L'Auto and when Birkight was redesigning his racing engine for the 1912 race.

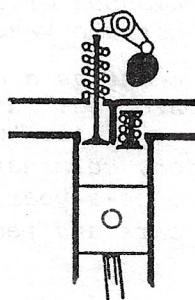
I have seen Bernard Parris's car and even if it is not the "Sardine" of mystery fame, it is one of the most superb veteran touring cars and it will, I'm sure, create a lot of interest when it arrives in Canberra in 1988.

As a footnote I have been asked on behalf of two English entrants in the Bicentennial Rally, one starting in Perth (guess who?) and one starting in Darwin, do I think an engine fan may be necessary, also a hood. I have sent to each a booklet of "How to Survive in the Outback". After reading it myself, I'm worried about my own entry in the Blue Mountains Rally; the outback can be very dangerous!

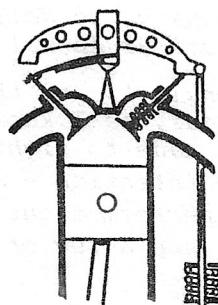
- BILL BURROWS



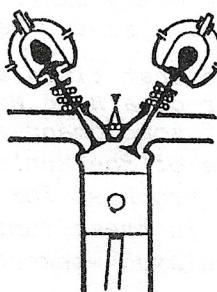
THE CLASSIC HISPANO-SUIZA SINGLE OVERHEAD CAM ENGINE OF 1913 SIMILAR TO THE CAR IN THE BICENTENARY RALLY EXCEPT FOR THE CRANK SHAFT IN THIS DETAIL IS NOT ROLLER BEARING WITH A CIRCULAR CRANK AND IT HAS A FAN.



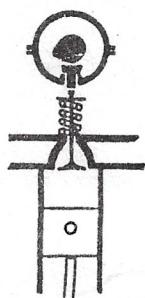
1902
Maudslay



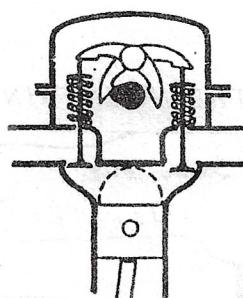
1907
Fiat 130 hp



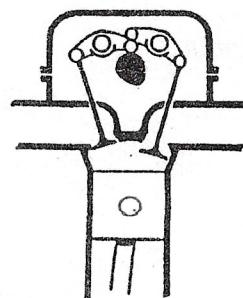
1912
Peugeot L76



1902
Maudslay



1908
Isotta-Fraschini



1913
Hispano-Suiza

Letter to the Editor

Dear Jim,

May I take this opportunity to congratulate John and Sue Wards on the organisation of the 31st Blue Mountains Tour. Being a 'Veteran' of over 2 decades of these tours, having been involved as an official, entrant, and in the organisation, I feel that I can speak with a little authority and express some disappointment at the way these tours are heading.

Running into the fog this year reminded me of many early runs when a late (3pm-5pm) finish, in fog, was the norm for the smaller cars. I remember the starts when all cars had to arrive at least 30 mins. before departure or lose points. The lunch stop, where you saw a large percentage of the cars on the run. The gathering on Saturday night, to socialise with all your friends. Ten o'clock start on Sunday, when everybody 'rolled' down the hill to lunch before finishing closer into town.

Nowadays, things are very different. Cars roll into the Saturday start with no time to spare, and organisers are demented, trying to keep a flow of cars through the control. This year, as previously, cars were spread from Springwood to Blackheath while occupants enjoyed their lunch. For various reasons, accommodation is spread from Leura to Blackheath, so, no real gathering on Saturday night. Loud cries when the Sunday control was not opened until 9.30 a.m.

There just seems to be a concerted rush to get from A to B as fast as possible and then home. Might as well be a one-day run. Also, there is a distinct lack of enthusiasm for the competition side of the event.

General comment is that most members hate city motoring in their vets., so starting points are getting further and further out of the city. Great, for those who don't have to drive 50 kms or more from home for a 9 o'clock start. If we must start so far out, why not have first car away at, say, 10 o'clock?

The trend is for entrants to supply Saturday lunch. Fine, no problem, but what is wrong with a set lunch stop at, say, Bull's Camp?

Accommodation, becoming more and more expensive, is an organiser's nightmare, trying to find somewhere to locate the majority of entrants under one roof. The Mountains are now a boom tourist area and motels only want you for both Friday and Saturday nights. We have been particularly lucky in recent years, but bear in mind that you are being charged one full night, plus a percentage of the second night.

Lastly, Katoomba. Although it is tradition, is it really necessary to go to the Mountains every year? Why not change to Wollongong, Bundanoon or Gosford? Most everything else is changing about our Annual Tour, why not the venue?

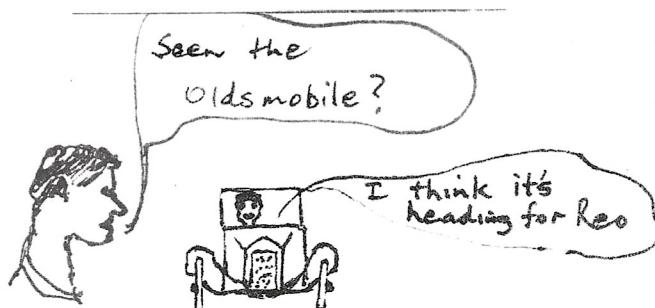
I realise that times are 'a-changing', and this is not meant as a criticism of any organiser of a Blue Mountains Tour, as I know what is involved, but maybe, just maybe, if some changes could be made to tighten things, a little, we may then get back some of the Run's original intention - a competition, culminating in the award of trophies for the best performed entry on this once-a-year weekend. Entrants in these runs may also see a few of the other cars and people and still have a relaxed weekend.

Does anyone have any comments?

Yours in Veteran Motoring,

JAN COULCHER

ON THE MOUNTAIN RALLY

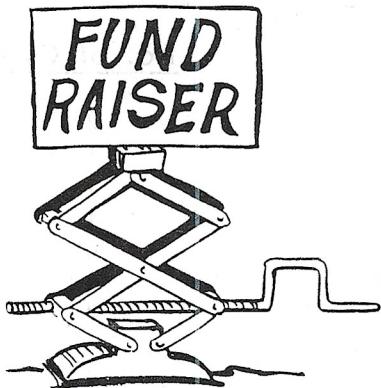


BLUE MOUNTAINS RALLY ENTRANTS

<u>Name</u>	<u>Car</u>	<u>No. of Cyls.</u>
Malcolm JOHNS	Speedwell 1904	2
Mal GARTHON	Rover 1905	1
Geoff SIMMONS	Delage 1909	1
Keith WHERRY	Oldsmobile 1903	1
Graham STEER	Argyll 1911	4
Bob BAXTER	Calthorpe 1912	4
Roley COULCHER	Star 1911	4
Barry GARTH	T Ford 1915	4
Michael BENDEICH	Chalmers 1913	4
Len SHEEN	Humber 1914	4
Jim MOULE	Rover 1912	4
Max VORMISTER	Dodge 1918	4
Barry PEARCE	T Ford 1911	4
Ian STEER	T Ford 1915	4
Max CHAPMAN	Wolseley 1913	4
John SIMMONS	De Dion 1903	1
Robert McCARTHY	Dodge 1916	4
John PICKUP	Studebaker 1915	4
Bill SPRAGGON	Renault 1908	2
Joe QUATTROCCHI	Ford 1917	4
Don STEER	Wolseley 1914	4
Ken MOSS	Cadillac 1912	4
Neil LEWRY	Ford 1915	4
Norman GULLICK	Douglas M/C	2
Stan RUMBLE	Cadillac 1903	1
Keith McCREA	Dodge 1917	4
Jeff VANSTONE	Metallurgique 1908	4
Terry COOK	De Dion 1914	8
Victor JACOBS	Fronty Ford 1913	4
Reg JONES	Clement Bayard 1908	4
Ken GARDNER	Austin 1913	4
Bob LAMOND	Brush 1910	6
Graeme NEWMAN	Talbot 1914	4
Bob NEWMAN	Talbot 1914	4
Neville PRESTON	Talbot 1913	4
George ADAMS	Studebaker 1918	6
Keith CARDEN	Clement Bayard	4
Ken QUARMBY	Hupmobile 1913	4
Keith EDWARDS	Rolls Royce 1911	6
John WARDS	Benz 1916	6
Bill TROLLOPE	Ford 1915	4
Barry THEW	Hupmobile 1916	4
Peter NISSEN	Cadillac 1915	8
Bill BURROWS	Hispano Suiza 1914	4
Dick TUNBRIDGE	Ford 1917	4
Austin GRELLMAN	Crossley 1913	4
Don LIDDLE	New Hudsons M/C	1
Noel BIRD	Reading Std M/C 1916	2
Mike MORGAN	Excelsior 1917 M/C	2
Neil QUARMBY	Harley Davidson 1917 M/C	

Moderns:

George KING; Jack GODFREY; Arthur GARTHON;
 Max ROBERTS; Jim WEIR



Wednesday, February 18 dawned fine - I know- I watched that dawn and so too did 26 drivers who were to collect one passenger each and rendezvous at Mrs. Macquarie's Chair at 7.00 a.m.

Our Club had secured the "job" of chauffeuring 30 passengers to a Champagne Breakfast being held to promote the openign of the Wentworth Arcade - for a donation of \$3,000, which represented \$100 per car or a lot of concrete for our parking area.

Our passengers were winners of a competition run by 2GB's John Laws and what the competition involved is still uncertain to many of us.

Some 4 or 5 winners couldn't be contacted, so we had only 26 passengers, but still \$3,000.

As co-ordinator for the Veteran Cars I was lucky enough to ask, bribe, coerce or otherwise acquire 32 drivers for the event. Initially we hadn't anticipated such a wonderful response and had approached the Vintage Vehicle Club for help. When numbers of passengers were decreased we asked for 2 of their members and cars. Ron Selig, soldiering bravely on, with fractured ribs, and Ben Bronk, who set about winning the hearts of his elderly lady passengers, were the two who represented the Vintage Vehicle Club. My special thanks to Ron Selig - as numbers of passengers changed, he did a lot of 'phoning.

Despite heavy commitments with the International Rally and Blue Mountains Rally, Terry Cook and John Wards found time to help out. Keith and Jean Carden left home only as the sun rose, as the little Clement Bayard has no lights. Alan and Madge Blythe in the Napier were given a passenger who can be quoted as saying "it's too b..... early for me", so Alan and Madge were allocated another passenger.

Arthur Garthon's passenger was only an initial, no Christian name, so sex was unknown, but Arthur was quite excited as the "pick up" address was near the "Cross". Keith McCrea's Dodge looked very distinguished in its new green colour - well done, Keith. Also in green, not new but certainly fast, was John Simmons' Bentley.

Len Sheen's passenger wanted him to take her two daughters to school on the way, however the Humber doesn't have seating capacity for four. Max Chapman - his usual reliable self and reliable Wolseley - didn't hesitate when I asked for his help. Jack Godfrey and Rolls both looked very dashing.

I think Vic Jacobs had returned especially from Port Macquarie to do the run - thanks Vic. "Midget" looked very cared for and Keith Edwards enjoyed the run. We valued your help Keith, especially as wife Peta was in hospital.

How did Jock McGowen manage to get a passenger colour-co-ordinated with his car? He did! The lady was in red and black, even down to red nail polish. George Sevenoaks drove the "Pumpkin" and I was so looking forward to giving George a celebrity as a passenger - but celebrities were in Hire Cars. George is making a list of celebrities he has driven in the "Pumpkin" and I would liked to have added a different name to that list.

Don Steer looked as if he did this sort of chauffeuring every day and used to driving cars for the Club - which he is. Thanks again Don.

Max Roberts - the Bentley looked unperturbed at the early morning start. Peter McGrath's Vauxhall was very sporting and much adorned by his passenger. Bill Maunsell had the air of the proud father, with his latest vehicle.

Thanks to Jim Wilson who came from Peakhurst to Randwick to collect his lady passenger. Despite a heavy work schedule Bill Trollope came in John Wards' T-Ford - thanks boys. Austin Grellman and the Crossley thoroughly enjoyed the run. We'd love to see Jean out with the other Crossley - lovely pair. Bob Hobson managed to fit the run in, probably between shifts. Thanks Bob, sorry you may have gone a bit short on sleep that day.

Barry Tulloch was "tail end Charlie" as we turned from Park Street to Elizabeth Street. I was counting heads from a modern behind Barry and we were quite a way from the rest of the convoy, but I kept my eye on that lovely Armstrong Whitworth.

We were unable to contact Jim Moule's passenger on the Tuesday evening, but Jim elected to make the run anyway - he sorted out a few problems with the Rover so it wasn't a totally wasted effort.

Special thanks to George King and Jim Weir who agreed to be "spares" able to be contacted to drive until late on the Tuesday evening. Thanks also to Jim Eisenhauer, Joe Quattrochi, Graeme Steer and Bob Baxter who were there if needed, and to Father Bill McCarthy and the Vinot, who wanted to be there but was too ill.

We are all indebted to Jim Redman who made the original contact.

As the cars pulled out from Mrs. Macquarie's Chair I felt privileged to have been involved with the event and with such wonderful people as we have in our club. I couldn't have planned a better variety of cars - all of them so very special.

Despite the early morning start our club drivers were extremely pleasant and co-operative, making the event a pleasure for me to have been involved with.

My thanks to all those drivers, back-up drivers and all those involved. My special thanks to Robert for his co-operation while I was organising the event.

M-I-N-D-S-T-R-E-T-C-H-E-R

Solution to No. 59

EMPTY BOTTLES

12 empties are needed. As the juice costs 20 cents more than the bottle, the juice must be 22 cents and the bottle another 2 cents to make the total of 24 cents.

No. 60

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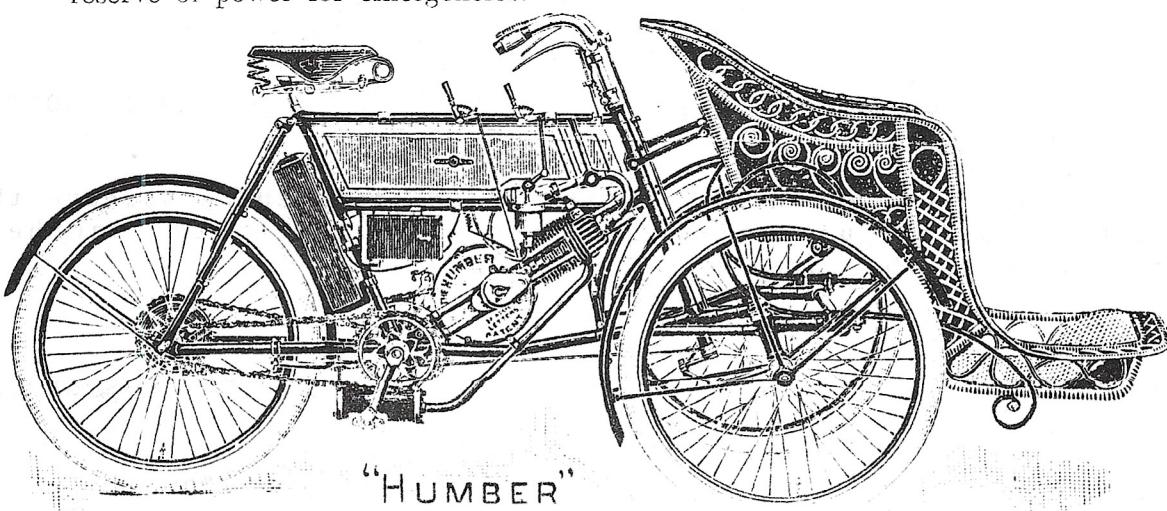
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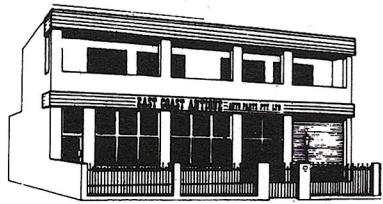
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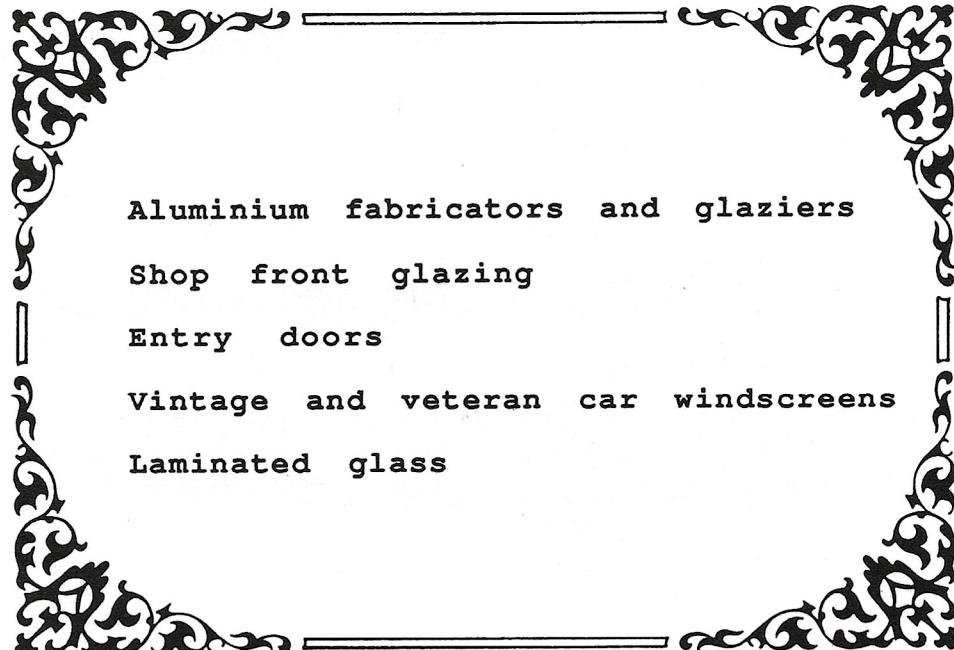
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