

# SPIT AND POLISH

OFFICIAL NEWS BULLETIN OF AND FOR  
THE



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## EDITORIAL NOTES

In the absence of President Alan Rose-Bray, the last month's meeting night on 27th October was very ably conducted by Vice President George Green. After the usual general business matters had been attended to, the results of the Brighton Rally were announced, and the awards were presented, together with the Golden Fleece Medallions in connection with this Annual event.

The full point scores and award winners are shown on other pages of this magazine.

One point coming out of this Rally is worthy of special note, viz. the "Special Concourse Award" won by Len Masser with his single cylinder De Dion. Len was the first Member of our Club to completely and thoroughly restore a veteran car PERSONALLY, and in doing so set a new, and very high standard for all to follow (and a good few have followed) --BUT, it has taken over 4 years for his superb workmanship and skill to be recognised by the various judges. It was a well deserved award, and all his fellow members, many of whom have tried to emulate his good example, joined in hearty congratulations.

On the other side of the World the famous Brighton Run conducted by The Royal Automobile Club in conjunction with The Veteran Car Club Of Great Britain has just been completed. This year was another record of some 280 veteran cars, all of which were manufactured not later than 1904, taking part. The weather, it is understood, was bitterly cold, yet all but some three or four cars completed the run in fine style. Some 200 visitors from the U.S.A. attended as well as two American car entries, and your Club was represented by club member Ann Leresche who went along to take coloured slides for future viewing at Club Headquarters. South Australia was also represented by their Chairman Percy Wien-Smith who with Dennis Field were passengers in Major Gardiner's 1902 Wolseley. This early and interesting car was originally owned by W. Worby Beaumont, the author of "Motor Vehicles And Motors".

"SPIT AND POLISH" which goes out to Clubs in most parts of the world, has created interest in England on the LeZebre controversy, and Mr. Dennis C. Field the British authority on dating states he is reading this French car's dating argument with interest.

You are reminded - and this is important, that your veteran car if fitted with a special Club number plate, MUST be presented at the St. Ives Show Ground on 27th November next for compulsory inspection.

The Committee are responsible to the Traffic Department for it's safety or otherwise, so if you still wish to hold your plate for a further period, please bring it along for this inspection. Yes by all means bring your lunch, and Wife and family, make it a day out for all.

RESULTS OF 1960 BRIGHTON RUN

<u>PLACE</u>		<u>CAR NO.</u>	<u>LOSS OF POINTS</u>		<u>TOTAL</u>
			<u>RALLY</u>	<u>TRAFFIC OFFENCES</u>	
1	R. SEVENOAKS	23	0	10	10
2	S. RUMBLE	39	0	11	11
3	G. BURTON	40	0	16	16
4	G. ROBERTS	25	1	17	18
5	J. SIMPSON	27	6	15	21
6	W. DUDLEY	17	8	15	23
7	J. VANSTONE	34	0	24	24
8	MRS. J. MASSER	19	4	21	25
9	G. GREEN (1910 ROLLS)	52	1	25	26
10	G. GREEN (REO)	21	2	25	27
11	A. GARTHON	48	0	28	28
12	G. GREEN (DE DION BOUTON)	8	4	25	29
13	M. McDONALD	41	0	30	30
14	S. HALL	26	0	31	31
15	G. GREEN (CLEMENT)	9	2	31	33
15	L. O'NEILL (DAIMLER)	12	3	30	33
17	F. MCGOWEN	42	0	34	34
17	G. GREEN (FRANKLIN)	49	0	34	34
19	R. GREGORY	33	0	35	35
19	A. GRELLMAN	38	0	35	35
19	MRS. G. GREEN(1913 ROLLS)	53	2	33	35
22	K. MOSS	20	0	37	37
23	C. PARKER (MARTINI)	31	2	35	37
24	J. GARWOOD (RENAULT)	4	0	38	38
25	L. O'NEILL (RENAULT)	7	1	38	39
26	K. LOBER	6	8	33	41
26	P.C. NUTT	28	6	35	41
26	G. GREEN (1912 ROLLS)	51	0	41	41
29	V. JACOBS	32	12	30	42
30	A.G. LERESCHE	22	8	35	43
30	A. GARRETT	50	0	43	43
32	C. BRYSON	44	0	44	44
33	J. GARWOOD (1913 RENAULT)	13	0	45	45
33	G. GREEN (HISPO)	46	0	45	45

LOSS OF POINTS

<u>PLACE</u>		<u>CAR NO.</u>	<u>RALLY</u>	<u>TRAFFIC OFFENCES</u>	<u>TOTAL</u>
33	MRS. J. KLEIN	47	0	45	45
36	L. SHEEN	30	0	46	46
36	J. SMITH	1	23	23	46
38	G. GREEN (BRUSH)	5	30	20	50
39	MRS. S. GARRETT	10	0	51	51
40	W. WILLOCK	29	0	60	60
41	G. GREEN (VAUXHALL)	45	6	55	61
42	B. WILLIS KING	24	19	46	65
43	R. CRAZE	36	2	70	72
44	L. O'NEILL (OLDS)	3	7	67	74
45	G. WILLIAMS	35	15	80	95
46	J. CASKY	54	100	39	139
47	L. MASSER	2	117	64	181

D. TROUSON (DID NOT COMPLETE COURSE) CAR No. 14.

J. DANCE (DISQUALIFIED LOST RALLY CARD) " " 43.

L. O'NEILL (HUPP) (COMPLETED PART OF COURSE ON TRAILER) CAR No. 11.

OUTRIGHT WINNERS OF THE RALLY

1st	Ron Sevenoaks	(trophy donated by the Club)
2nd	Stan Rumble	(trophy donated by Alby Frost)
3rd	G. Burton	( " " " " " )

SPECIAL CONCOURSE AWARDS

1st	Len Masser (De Dion)
2nd	G. Burton (Napier)
3rd	Victor Jacobs (Ford T)

The above awards for concourse winners were kindly donated by the Events Committee.

FOR YOUR INFORMATION

New dating forms have been drawn up and are now available. These have been compiled along the lines discussed at a recent meeting of all Interstate Clubs, and when the Dating Committee have thoroughly gone into the details submitted by you and have arrived at a satisfactory conclusion as to the year of manufacture, they will issue an attractive Certificate suitably engraved. This Certificate will bear the date of manufacture of the car, the make, and owner's name and will be worthy of a suitable frame for hanging.

Forms can be had by request to The Chairman, Dating Committee, 190A Clarence Street, Sydney, accompanied by 10/- (cheque or money order) to cover the cost of the Engraved Certificate, and return postage.

Enquiries are in hand regarding the manufacture of special all brass rear view mirrors suitable for your veteran car.

Rear view mirrors, together with suitable rear reflectors are compulsory by Law, and must be fitted to all veteran cars when travelling on the Public Highways, no matter if you have full N.S.W. registration plates, or use the special Club plates.

All brass rear view mirrors have been hard to locate, so the move is a good one, and when anything concrete transpires Club Members will be notified through these columns.

CARS FOR SALE

1911 Hupmobile. This car is well known and is in perfect condition, having been restored by Ray Hill and is a concourse winner. There is an extra engine and parts.

Nearest offer to £1,000.

Can be seen at Shell Auto Port, Blakehurst.

For particulars apply to:

Fred Nutt  
4 Water Street,  
BLAKEHURST.

FOR SALE

Two (2) only 400 x 19 S.S. covers and tubes as new, this size is very hard to procure.

£7.10. 0 the lot.

For particulars apply to:

A.G. Leresche,  
26 Madeline Street,  
Hunters Hill.  
Phone: WX 1608.

WANTED TO PURCHASE

Five (5) only 4.40 x 23 or 5.00 x 23 beaded edge tyres and tubes.  
Or five (5) 23" well base rims.

For particulars apply to:

C.L. Bryson,  
21 Raglan Road,  
Miranda.  
Phone: LB 8219.

Mr. George Brooks of South Australia has very kindly sent some engine numbers along dealing with early Clement Bayard cars, two of which are owned by Members of the N.S.W. Club viz. Mr. George Green of Sydney and Mr. L.L. Erratt of Gunnedah, N.S.W.

7133	1907
7178	1907
18500	1912. mid.
19974	1913

Both the abovenamed owners will appreciate Mr. Brooks' thought, and any other information that he can bring to light not only on Clement Bayard single cylinder cars, but any other cars owned by Club members in this State. His articles on the Le Zebre car were widely read and discussed not only here in this State but Interstate and as far afield as Great Britain.

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A film which has been hailed as an epic in the field of Motor Sport, and features one of the most gruelling car rallies in Europe, is now available for screening in Australia. The film "Coupe Des Alpes" has been produced by the Shell Film Unit, London, in co-operation with the Automobile Club of Marseilles and Provence.

"Coupe Des Alpes" is considered one of the most hazardous of Europe's many car rallies. In it's 2400 mile course across the Alps and the Dolomites there are 73 check points to ensure that all drivers maintain set average speeds on each stage.

Audiences will share with the drivers themselves the thrills and danger of a car travelling at some 80 m.p.h. down a narrow Alpine road with a several thousand feet drop on one side.

The film follows the fortunes of the various drivers and their cars for the duration of the rally, right from the start through to the presentation of the various cups and trophies.

The excitement of the crowds, the tension of the drivers, and some of the little humorous sidelights are all captured in this remarkable film, which in itself is a tribute to the daring and ingenuity of the camera men.

Filmed in colour, this 16 mm film of 35 minutes, is one of the number of Shell films on related subjects. These include "Monte Carlo Rally", "Australian Grand Prix 1956" and "Belgian Grand Prix".

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#### WARATAH PROCESSION - 1960

After attending a most elaborate briefing meeting with most of Sydney's procession experts present, everything was timed to the split-second together with advice on point of entry into the Domain. The V.C.C.A. (N.S.W.) members were to arrive at 12 noon, which we did to find the proposed order was one mass of disorder. The gate we were to enter the Domain by was blocked by a float so we were re-directed to another gate which we were told at the briefing meeting we must not enter under any circumstances. However, in due course we found our allotted position after some rather heated exchanges with a certain Police Sergeant.

The waiting time was a big improvement on previous occasions and although this event is rather punishing on clutches and the cooling departments, all the veterans finished, which was a better performance than the leading float with the Queen of the Waratah Festival on, it broke down with steering trouble, and some of the other floats were delivering a fair amount of steam out of their radiator overflow pipes.

The Club was well represented by 18 cars which were all a credit to the Club and their owners. Thanks to those members who gave up their time to be present.

By Chairman of Dating Committee,

George Green.

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A REMINDER TO MEMBERS RE XMAS DINNER

Please help to avoid the usual last minute rush and make your bookings for the Annual Xmas Dinner before the end of November.

As advised in last month's issue of "Spit & Polish" this year the Dinner will be held at "El Rancho", Eastwood, on Friday the 9th December, and the charge is 30/- per head.

It will greatly assist with the catering arrangements if your bookings are received as soon as possible accompanied, of course, with the necessary monies.

To those members who have already made early bookings, many thanks.

Please see the Social Secretary, Mrs. Paula Bryson, at the next meeting or phone her at MA9516 (business), LB8219 (private), or write to 21 Raglan Road, Miranda.

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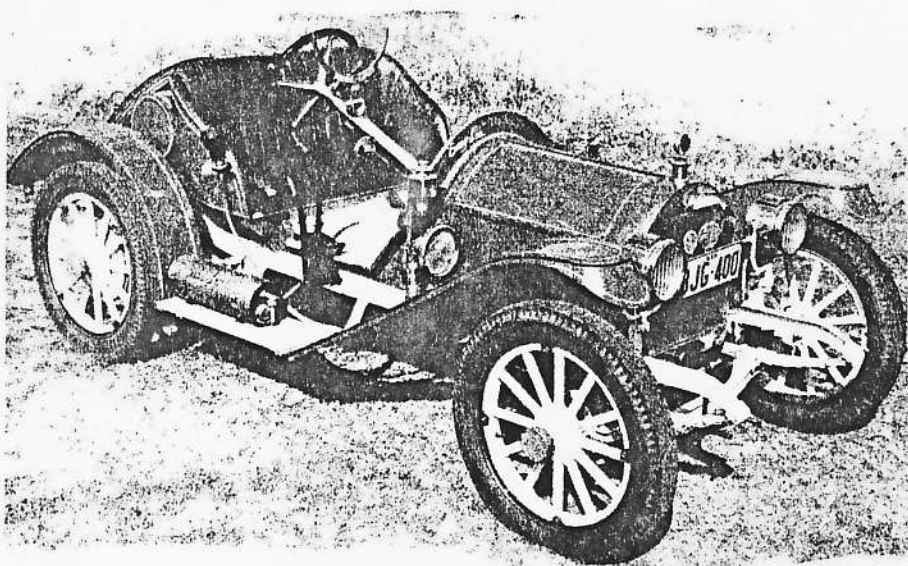
EMPIRE EAGLE - 1911 - 20 H.P.

Originally owned by a Mr. Moffat, Squatter of the New England district, the Empire was his sports car, among others, at the time but when the gear box "blew up" the car was abandoned on a rubbish dump at Hillgrove, just out from Armidale (about 1918). Until 1954 the Empire remained undisturbed, with the exception that time and weather were taking their toll, when an enthusiast found her and transported her to Walcha. Apparently his enthusiasm died upon closer inspection and in 1956 Colin Bryson purchased the Empire which, according to the vendor, was in an unrestorable condition.

The very day the Empire arrived in Sydney Colin had her completely stripped ready to begin restoration with a vengeance - his one aim to have the car ready for the Blue Mountains Rally of 1957 which was then nine months hence.

Ninety per cent of the restoration was carried out by Colin himself, having a large factory workshop at his disposal. All the woodwork on the car was completely renewed, of necessity, a borrowed band saw being used to cut the necessary shapes. Every piece of metal bodywork was sand blasted back to the bare metal; new back axles were made; new gears; a new planetary system in the differential; old Chevrolet wheels were bored out to take the hubs of the Empire.

When the engine was pulled down for complete reconditioning, Colin was very disappointed to find that it had only a two bearing crankshaft, but work went ahead and not once, even when the crankshaft was being ground, did it show any sign of weakness or give any warning of the heartbreak it was to cause at a later date.



It might be mentioned here that the gear box and differential of the Empire are in the one housing on the back axle and cast into the metal is the name Stutz.

During restoration the Empire became affectionately known as Emmy Lou and nearly nine months after her arrival in Sydney Colin had achieved a remarkable transformation. A complete and utter wreck had been touched with the magic wand of hard work, had consumed every moment of spare time, and been transformed into a gleaming red and cream raceabout with shining brass highlights which was the pride of Colin's life.

Two weeks prior to the 1957 Blue Mountains Rally the Empire was given her first trial run in and around the suburbs of Sydney. One week later, out on her second test run, Emmy Lou broke her crankshaft and broke Colin's heart. There was no Rally for him that year.

Exactly two months later Emmy Lou had a new crankshaft which Colin turned himself from a drop forged block of steel weighing 129 pounds. Her new crankshaft finished up at 46 pounds. New alloy pistons were obtained and the con rods were bored out to lighten their weight. New main bearing housings were cast in admiralty bronze with the white metal run straight into them.

The original crankshaft had weighed 19 $\frac{1}{2}$  pounds and had been pushing a combined weight of 21 pounds. Alongside the new one, the original crankshaft looked like a piece of bent wire. Compression was lowered with the new flatter topped pistons whereas the original cast iron ones had been domed.

Not longer afterwards Colin came into contact with a Mr. Frank Kern, an American now permanently residing in Australia. This gentleman told Colin that as a lad he had test driven the first Empire. According to Mr. Kern, the Empire had been built by Harry Stutz with Carl Fischer's financial backing, the latter being Mr. Kern's employer at the time. The first year of production, to the best of Mr. Kern's memory, was 1909 but it could have been earlier.

From some of the reference books Colin has read it has been learnt that in 1909 on the newly bricked Indianapolis race track the first car to attempt an official record with A.A.A. sanction was an Empire 20.