



Spit and Polish

NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

Hon Editor and Editorial Address—

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EDITORIAL

A few days ago I was not at all hopeful about this issue of SPIT AND POLISH, but thanks to all the contributors, this should be one of our best issues so far, and it has all happened in the last 24 hours.

Keep up the good work.

- EDITOR

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Canberra,
9 Oct. 63.

THE BIRTH AND INFANT NURTURE OF THE VETERAN CAR CLUB OF AUSTRALIA, A.C.T.

Some three years back two local die-hards conceived the idea that Canberra, being the National Capital, as most hobbies, sports and other recreational activities were already catered for, should have some representation in the Veteran Car field also. Consequently these two, having already obtained 'bits and pieces' of various makes of the right kind of cars, set to work in earnest to 'build a car', and at the same time endeavoured to interest other people in the art, concentrating on one then others, until growth suddenly mushroomed into life.

These two originals, by name Paddy Clayton (did I hear someone say Ford 'T' - wonderful car?) and Murdoch McDonald (that's not a its a and its dated wrong anyway) were the 'Fathers' of the Child. Incidentally, Paddy's Ford isn't completed yet but he has managed to amass an amazing array of extras and accessories for the wonderful old lady when she is completed.

Their first convert was Allan Higginson, who is our Foundation President, (you can't have a Veteran Car Club without CARS Gentlemen, so get them built) who, becoming a definite addict almost overnight, for quite some time was not convinced of the advisability of a Local Club, but stated that in his opinion it should be a sub-branch of the N.S.W. Club and had the courage of his convictions so strongly that he could not be shaken in his belief.

Len Masser will recall visiting Canberra during March '62 and one night meeting a group of about 10 interested people at Murdoch McDonald's home with the purpose of discussing the formation of a Club here. No definite move followed immediately, mainly because of the divided opinions as to whether we should be a completely autonomous branch or a sub-branch of the Sydney Club.

In the meantime the group kept their interest alive by 'Scouting Trips' at week-ends and altogether came up with some very interesting and valuable information but above all - CARS. Naturally they covered thousands of miles but their efforts were well rewarded.

The prospective membership by this time had grown to about 14-15, who gathered in small groups, usually at week-ends, at two or three 'backyard garage/workshops, talked Veteran Cars and "The Club", until a definite move was at last made in the right direction in May '63. This was to call a meeting to make a decision on the formation of the Club and to try to resolve the most important Registration problems. A meeting of the

interested parties took place at 22 Banner Street, O'Connor, A.C.T. on 18th June, '63 and it was decided to approach the A.C.T. Registrar of Motor Vehicles to ascertain his views, having already received an assurance of Third Party cover at reasonable rates through a local company.

Our quietly efficient and unassuming Secretary-Elect, together with our Club Registrar-Elect were entrusted with the interview and were generously rewarded with their visitation, Registration was available at a very small premium, under certain conditions imposed by the Registrar, (suggested by our delegation most diplomatically) which of course followed the Aims of the proposed Club and the Veteran Car movement generally. A statement by the Registrar during this interview, that he would not countenance an A.C.T. resident owning a car carrying N.S.W. Registration, guided our future thoughts on whether we should form our own Club or attach ourselves to N.S.W.

Consequently, on 16th July '63, when our Inaugural Meeting took place, the members present voted unanimously in the direction of forming our own Club.

Having made this decision, a Constitution had to be drafted and ratified, and we must say 'Thank you' to N.S.W. for providing the basis of our Constitution as eventually adopted, although only after much discussion and change to suit our local conditions.

At this point I must also state that our meetings rarely go smoothly, attendances are usually in the order of 95%, each member being very ready at all times to voice his own view on any subject raised, which after all augurs well for the Club. Then to further prove the interest of the members, it has been found necessary to introduce a "Clues" or "Leads" Book to protect individuals when they hear of a vehicle or parts in any part of the country. This registration of 'Leads' is not compulsory, however it does give a member a small measure of protection (amongst our own members) against the 'stealing' of leads and so far has been used by all members without any serious incidents occurring to date.

On the lighter side, our Publicity Officer ran into a rather serious domestic problem when he informed his spouse recently that he had an interview arranged with a reporter of the Local Press, for publicity purposes, but found subsequently that the reporter was a very comely wench indeed, much to his dismay. Fortunately this problem has been ironed out satisfactorily and his resignation has been withdrawn.

Our first Charity effort was a recent Motor Show, organised by the Canberra Y.M.C.A., when we displayed three vehicles in various stages and 'stole the show'. These were a 1908 B.S.A. as found and in fact looks like a scrap heap, a 1912 Talbot, as found, not restored but a 'goer' and of course the only complete car, the 1912 Siddeley-Deasy, fully restored. The two latter cars with our President's 1912 F.N. (the first car to be completely restored locally to the best of my knowledge and belief, and a beautiful job) hope to be attending the Festival of the Snows at Cooma on Saturday, 10th October, '63.

At our fortnightly meeting on 2nd October, '63, the following figures emerged, 16 members plus 3 juniors, who collectively and individually own a total of 22 cars in various stages of restoration, with all the owners of course striving desperately to produce cars so that our President's constant reminder, "You can't have a Veteran Car Club without CARS, Gentlemen", will be a phrase oft repeated and heeded, but almost forgotten in the sheer joy of driving and maintaining these wonderful old cars.

As the moulding of the Child's character has been so very capably guided by our Office-Bearers to date, and bearing in mind the difficult Birth, it promises to develop into a fine, healthy infant, worthy of its name and with its future assured, therefore it must eventually contribute to the ultimate development of this YOUR NATIONAL CAPITAL - CANBERRA.

- BILL MC DONALD.

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AN OUTING IN THE STANLEY.

It was Saturday morning, 27th July, and George Green said to me while I was giving him a hand in his garage: "What about raising steam on the Stanley?" This was the day I had been looking forward to for a long time.

It was all strange to me. George set to work putting 180 lbs. of air into the air reserve tank, and with this air, after much turning of valves, he put 30 lbs. into the pilot light tank which contains shellite, and 130 lbs. into the high pressure kero tank.

We were now all set to light the pilot - sounds quite simple, but it is necessary to pre-heat the vaporiser. This is done by a wad of asbestos tied to a piece of wire, which is immersed in methylated spirits and then ignited. The flame is then applied to the vaporiser of the pilot light. After about three minutes pre-heating, the pilot is lit. Everything went to plan, but after a few minutes George discovered the pilot had gone out; this meant a re-light. I was warned that there might be a slight pop on reheating the vaporiser. However, George's idea of a pop was a hell of a bang, and being a sticky-beak, I had my head a little too close to the scene of action, and the bang being accompanied by a tongue of flame, resulted in the loss of my eyebrows, and a free hair singe.

On re-lighting, everything went to plan. After the pilot had burnt for a few minutes, George introduced the kerosene to light up the main burner, and in about fifteen minutes we were showing 550 lbs. on the steam pressure gauge.

With my young sister in the back seat, and myself sitting on the right of George, to deal out the hand-signals (the Stanley being left-hand drive), we set off. She was a trifle lazy at first, but as things warmed up, it was fantastic to glide along with no noise and no gear change.

At a set of lights, a persistent youth in his Austin Lancer, showing off to the girl friend, was bent on not giving way to us. George soon changed his tactics: opening up the steam chest, he hit the throttle, and with a noise like a steam loco blowing off its safety valve, the Lancer was enveloped in steam.

At the next set of lights, a large Humber, trying to burn out his clutch waiting for the green, was left for dead for the first 50 yards, but George had to back off with $2\frac{1}{2}$ tons of car and two-wheel brakes. We then proceeded to Len Sheen's service station and backed up to his Vintage lever-operated kero pump, and took on 8 gallons, and then gallons of water.

On leaving Len's, I was settling back to enjoy the scenery, when suddenly there was a hell of a roar from the boiler department. George assured me there was no need to bail out - it was only the main burners having popped back. He wheeled her into the kerb, turning off the fuel, waited until the fire had ceased burning at the jets, then lit up and we were off again.

Making myself comfortable once more, I noted a gent with mower in hand, and open-mouthed, looking hard at us, and not attending to his mower, which dashed off his lawn and carved a slice out of his garden. A little further on, a gent returning home, staring intently at us, walked right past his gate and had to retrace his steps. The final touch was to come: a flabbergasted youth, staring at the strange monster of the past, walked slap-bang into a telegraph post.

But as always, whenever one takes a Vintage or Veteran car out, someone from this Club is bound to see you....steaming along the highway, much horn blowing, we sight Allan Foy, waving frantically. Sorry, chaps, he did not ram anything.

Well, back to the base after my first ride in a Stanley Steamer, and I hope it will not be the last.

- GREG. DALEY

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LAST MEETING - SEPTEMBER 26TH

Our last meeting was a near record as far as attendance was concerned, there being over 100 people present, including 70 members, the balance being our very welcome visitors.

A donation of £2. 2. 0 received by Jack Garwood for the displaying of his car was handed to the Treasurer, and acknowledged by the meeting.

The Chairman of the Events Committee reported a most successful day at Lane Cove National Park, and also that he had visited Canberra and made preliminary arrangements regarding our visit to the Capital next Easter.

Our contingent of cars will be Unit No. 142 in the forthcoming Waratah Spring Festival.

Some half dozen owners signified their willingness to take their cars to the Blackheath Rhododendron Festival in November, and 6 more agreed to make their cars available for a function to assist the Deaf and Blind Children's Appeal to be held at Castlecrag.

NEW MEMBERS:

Full Members - B.R. Gillings - Rolls Royce
D. Steer - Wolseley

Associates - K. Tyrrell, A.K. Colbert, P.J. McKeown, P.S. Davis,
R. McCarthy.

We have been unfortunate in losing 4 members by resignation.

The Investigation and Dating Committee reported having inspected and passed two cars for membership, and officially dated two more cars, certificates for which will be issued.

The Registrar brought up the matter of supplying one of our Veteran Car Number Plates to a collector in the U.S.A. After considerable discussion on the matter it was decided to supply him with the original pilot plate No. 000 which would not be issued to any of our members in any case.

The Social Secretary would like everyone to make particular note of the date and place for our Christmas Dinner. The place is Nam Ling, King Street, downstairs next to Rigneys Shoe Store. The date is Saturday, December 7th. £1. 7. 6 per head. Two floor shows. Please let Mrs. Masser know by November 22nd at the very latest as to whose table you wish to sit, how many in your party, and to coin a phrase, "bring your money with you". Mrs. Masser's address and 'phone number: 54 Ocean Street, Botany, 666/8415. Liquor may be obtained at the restaurant.

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ORDINARY REGISTRATION

Larry Leresche has ascertained from the Department of Road Transport that in future no cars fitted with gas lamps will qualify for full registration or a renewal of registration should they be carrying such registration now. This could be quite a blow to some of our members.

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THE FIFTH ANNUAL FEDERAL MEETING

The Fifth Annual Federal Meeting of the Federation of the Veteran Car Clubs of Australia was recently held in Melbourne. New South Wales was represented by Mr. George Green and Mr. J. Dance.

A number of interesting points were discussed. In the first place, the Federation decided on bringing Australia into conformity with the rest of the world, in raising the age limit of veteran cars to 31st December, 1918.

The question of dress was discussed and it was generally decided that modern dress was to be worn. This decision, of course, is not meant to interfere with the internal running of the States.

New South Wales Dating Certificate has been adopted as the standard Australian Dating Certificate.

The question of a Calendar of Events was considered, to avoid clashing of interstate major events.

Another interesting discussion constituted the establishing of some definition as to what was required to constitute a Veteran car. It was decided that a Veteran must have any four of the following original parts:

1. Chassis Frame
2. Engine
3. Gear Box
4. Final drive assembly
5. Front Axle
6. Steering assembly

The Office-Bearers for the coming year are:

W.F. Mitchell - President
Ralph Whittler - Secretary

(Both are from Launceston, Tasmania).

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NEWCASTLE NEWS

The latest news from Newcastle all centres around their recent and most successful rally, held on Sunday, October 6th, a rally in which no effort was spared in organization. Great care was taken with regard to accommodation, transport and arrangements generally.

The Newcastle boys were right in hoping that it would be a highlight of the Veteran Motoring year. Forty cars attended, with approximately three-quarters of these coming from Sydney. Below is Len Sheen's report on the rally.

FOURTH NEWCASTLE VETERAN CAR RALLY

SUNDAY, 6TH OCTOBER, 1963

The Sydney cars and crews met at Asquith at 8.30 a.m. on Saturday, 5th October, in brilliant sunshine to proceed to the procession at Ourimbah by 11 o'clock. The procession was led by the Governor of N.S.W., Sir Eric Woodward, to the Centenary of the Ourimbah Public School, and it was watched by a large crowd, the Veterans being well received.

After lunch, which was provided by the Parents and Citizen's Association, we proceeded to Newcastle, where all arrived in very good time. There were no parking problems, as our cars were parked overnight at McLeod, Kelso & Lee's Showroom in Hunter Street, for public inspection, and proceeds to Charlestown Lions Club.

On Saturday night we were entertained by the Lions Club at Kahibah Bowling Club till the early hours of the morning, and a first-class time was had by all (perhaps to dull our reactions on the next day's rally).

Sunday dawned very wet and the outlook for the rally was bad, but by the starting time at 10 o'clock the sun was out bright again. The first car left Civic Park right on time, others followed at two-minute intervals, with 40 cars in all. There was a big crowd at the start, and a very good section of the public along the route, which took us all round the most scenic parts of Newcastle - a very interesting tour. Sub-Events on the way eliminated quite a few drivers and also the hard luck cards had quite a considerable bearing on the results.

The tour finished at Charlestown Lions Park, and lunch was provided by the Lions Club - a very good steak and rolls with salad. After lunch we proceeded to the Drive-In at Gateshead for a Gymkhana, also attended by a good number of the public. Three Sub-Events during the afternoon were:

Motorised Postman Run,
Spud Spearing,
Blindfold Garage Backing.

After the events, we all took children for rides in the Veterans around the parking area for 1/- a ride, and raised a bit of money for the Lions. A list of all the forty cars is printed in this issue of SPIT AND POLISH.

On Sunday night a presentation concert and dance was held at Whitebridge Hall, and the winners given their prizes. Also, all car drivers received an engraved spoon to mark the occasion of the rally.

The Outright Winner	-	Reg Jones, Oakland 1913.
Second	-	J. Jeffrey, Locomobile 1914.
Third	-	P. Davis, Hispano Suiza 1914.
Fourth	-	G. Green, Rolls Royce 1913 <u>and</u> S. Hall, Minerva 1913.
Spud Spearing	-	E. Yabsley, Benz 1913.
Blindfold Garage	-	J. Dance, Talbot 1908.
Concourse de Elegance	-	J. Jeffrey, Locomobile 1914.

This was the best Newcastle Rally yet. The Newcastle boys and the Lions Club could not do enough for us, and the Sydney Club wish to thank them for their efforts, and we all hope to see them again next year.

Unfortunately some cars had trouble on the way home - Prince Henry Vauxhall, diff. trouble at Newcastle; Locomobile Engine, break-down at Wyong; and International, gear box at Gosford. All had to be left until next day.

- LEN SHEEN

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LANE COVE NATIONAL PARK
CHILDREN'S DAY
SUNDAY, 15TH SEPTEMBER, 1963

The day being fine and sunny, a very big roll-up of Veterans attended, sixteen in all. Also a large number of modern cars with crews arrived, who acted as officials, and quite a number of events were staged.

After a picnic lunch, the first event was the Motor Fishing, which proved a good veteran event, with six fish to catch in the shortest time. This was won by Len Jones (Oakland - Reg Jones driver), with five fish in fifty seconds.

The egg and spoon run in the cars was won by Grenda Fairburn (Oakland - Reg Jones driver) - a good day for Reg.

Three-Legged Race: First: Wayne & Paula Russell, Second: Wendy & Judith
Third: Len Jones and Frank Russell.

Sack Race: First: Laurelle Moss.

Running Races. 6 yrs. & under: First - Victoria South, Second - Dale Nutt, Third - Brett South.
6 to 10 years: First - Julie Baxter, Second - Helen Nicholson, Third - Wayne Russell.
10 to 12 years: First - Len Jones, Second - Graham Spraggon, Third - Michelle Roberts.

The girls won the TUG-OF-WAR.

Drivers' Sack Race: First - Bob Baxter.

Lady Sack Race: First - Mrs. Shand.

Lady Separate-the-Knives-Forks-and-Spoons Race: First - Mrs. M. Corthorn,
18.6 seconds.

The Events Committee wish to thank all who attended and made this day the big success it was, and also the members who helped as officials, without whom the events could not have been run.

LEN SHEEN, ROY FARRELL, JOHN TULLOCH.

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DATES TO REMEMBER 1963

Saturday	October 12th	Waratah Spring Festival 175th Anniversary Pageant.
Saturday	November 2nd	Kewarra Festival, Campsie, Belmore and Lakemba.
Saturday	November 9th	Week-end Run and Procession
Sunday	November 10th	Blackheath Rhododendron Festival.
Sunday	November 24th	Millers' Brighton Rally.
Saturday	December 8th	Christmas Dinner.
Sunday	December 9th	Compulsory Inspection for number plates.

Would the person who borrowed the last issue of the Veteran Car Club of Great Britain Magazine, at the last general meeting, please return it to Len Sheen as it is needed urgently. Thank you, in anticipation.

LEN SHEEN, ROY FARRELL, JOHN TULLOCH.

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REVS. & BACKFIRES

By Len Masser.

Went up to Newcastle for the Lions Club Tour on the long week-end and was the guest of Jimmy Turner, Chairman of the V.C.C. Branch up there. Three dogs, two ponies, two cats and kids had all the hospitality in the world. He drove his Bedelia in the tour and I would classify him as one of the unsung heroes of the world in doing so. That car, or what-have-you, rears like a praying mantis when he moves off. Also, he is the man to weld the club up there into a real going concern.

Wal. Barker and the rest of the organisers did a yeoman job, and brother! did we kick the gong around on the Saturday night! The twist, the stomp etc. created some disc lesions and lumbar pains, because the next day some of the drivers looked as though they were driving Titan rockets or some other projectile. 'Aggard is how they looked.

Jack Jeffrey's Locomobile threw a rod on the way home and George Green's Prince Henry Vaux. got a bad abscess on one of its crown wheel teeth, but I would say the extraction was caused by the lead feet of its driver. Jack Turner's second car, a 2-cylinder Darracq, had internal pains in the gear box and Laurie Syke's Humberette flatly refused to go home to Newcastle so I towed it. Diagnosis would be malnutrition or under-feeding, I think.

Your Social Secretary was sitting in a stationary car, last Saturdee morn. when lo and behold an 'olden driven by some character drove straight into the rear of it and Jean was in the back seat; she really got shocked. Badly bruised head and strained back and the Doc. said a few days in bed will probably fix her. Think this family must be accident prone. Please don't send us any money for expenses, but if you have any old diamonds we will accept same.

Bill Dudley seems to have got over his recent marriage and doesn't look a bit tired. Just watch the gradual deterioration as the family thumb descends on that smiling little face. Won't take long, and he will be in the same class as Ken Nutt and the rest. Personally, I have tried thallium but the gendarmes are a wake-up when they see the little woman's hair falling out, so have a crack at strychnine or curare, Bill.

Bash, bash, bash. Regarding that Christmas Dinner on 7th December, bookings to be in by 23rd November. Big deal at Nightclub. In person, Christine Keeler and Mandy Rice Davies. Bachelors especially invited - roll up.

Thought the only things worthwhile looking at in the recent Motor Show were Veteran Cars. Probably I'm a bit biased but what is good about the modern heaps of tin that were there? Even Mossy didn't particularly drool over the Cadillac and as for the Holdens, teh! teh!

What gives! Was amazed to see a member of the Club in the Waratah Procession leading the Nestles Exhibit in his Veteran Car. How come? I thought that the V.C.C.A. was a unit in itself in the parade. Don't tell me the filthy dollar is raising its ugly head. There must be some explanation.

Glad to see Reg. Jones win the recent tour. That bloke would give you his socks and it was a popular win, but I think he is a dirty pot-hunter, the cad.

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W A N T E D F O R S A L E F O R E X C H A N G E

WANTED: Radiator shell for 1914 Hudson, Model 640.

Jack Radford, "Boraba", BURREN JUNCTION.

AVAILABLE: Sunbeam Engine 1912. Complete and running.

A good collection of 1912 Adler parts.

Jack Radford, "Boraba", BURREN JUNCTION.

WANTED: Engine complete to suit 1906-1908 reliable Dayton Buggy. (Water cooled.)

AND

Aluminium Gear Box Case Top to suit left-hand drive Ford T.

Robert Trevan, Box 383, LISMORE. 'Phone 3796 after 6 p.m.

WANTED: (NEWCASTLE)

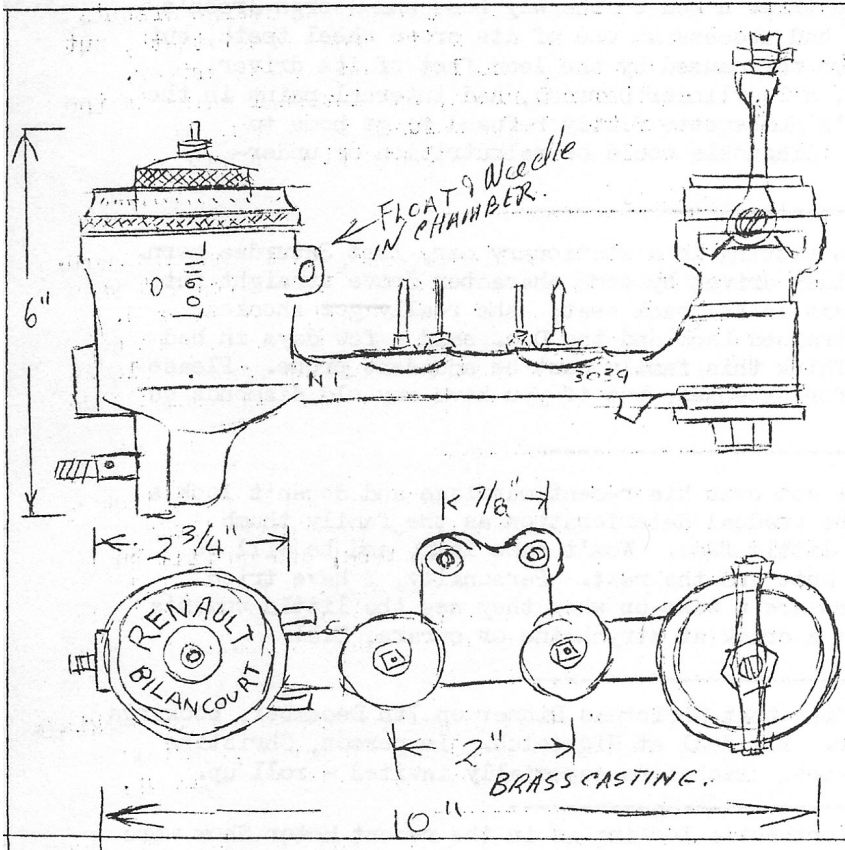
Radiator and flange to fit on scuttle for this radiator, suitable Darracq twin 1906. Also,

FOR EXCHANGE - two large English side lights for two small French type lights.

Jim Turner, 'Phone B4837.

WANTED: (NEWCASTLE) - Hand priming petrol pump - any make. Also, Bosch magneto type ZU-4.

Contact: Newcastle Editor, MW3181.

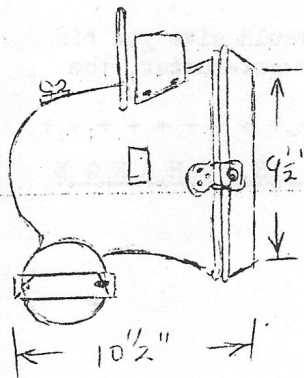


FOR EXCHANGE

Have carburetor part (see diagram at left) or steel self-generating headlight (see diagram below) or E. & J. side light, with brass top and fount and door surround, and would like to EXCHANGE for square tail light, round generator, or similar "T" Ford parts.

CONTACT:

John Cooper, 76/6136.



MARGA. DEPOSITATA
ING. L. TROUBETZKOY & C.
MILANO
BREVETTATO
PLATE ON TOP

Diagram of steel lamp and plate on top with printing on plate.

WANTED: (Newcastle)

Hub caps and water and oil filler caps for 1910 Renault.

Contact: John Cowan (Via Editor, MW3181).

FOR SALE:

1916 Dodge in unrestored condition. Mechanically sound, body incomplete.
Price: £60.

Contact: John McCormack, Unit 11, 30 Hercules Road, BRIGHTON-LE-SANDS.