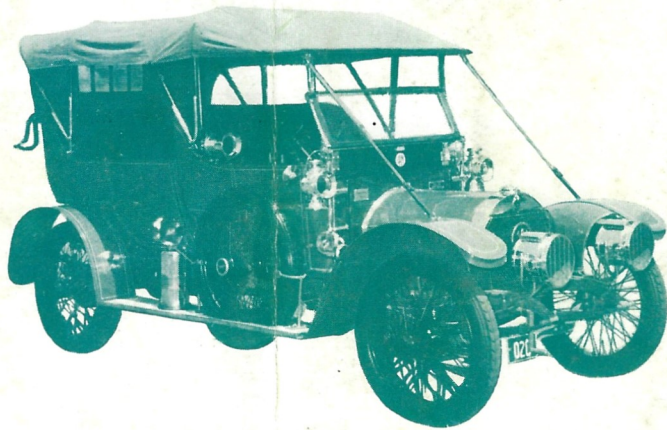
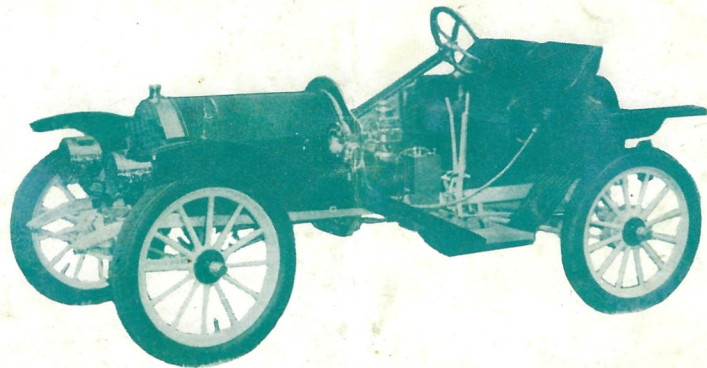


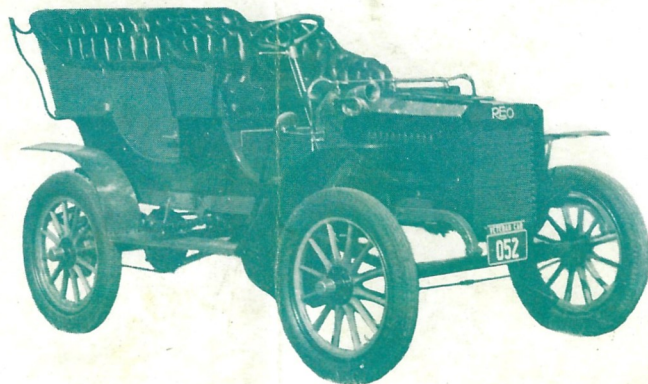
SPIRIT AND POLISH



1910
ARMSTRONG WHITWORTH



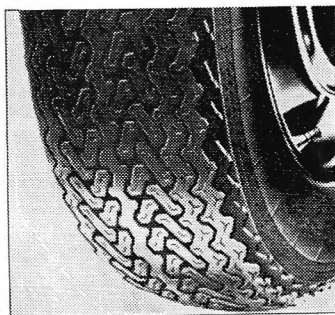
1909 HUPMOBILE



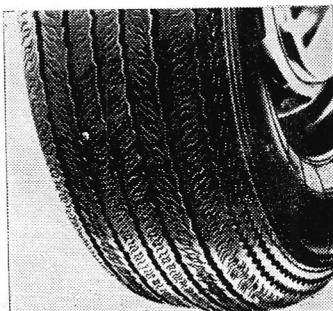
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SPIT AND POLISH

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

Registered at the G.P.O. Sydney for transmission by post as a periodical

Patron:

His Excellency the Governor of New South Wales,
SIR RODEN CUTLER, V.C., K.C.M.G., C.B.E.

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Vol. X No. 8

Price 12 Cents

February, 1969

EDITORIAL

During the last year we have enjoyed an influx of new members, so that some drivers will be setting out on their first veteran run to the Blue Mountains.

You will find that this is good fun. You could go straight to each control in fine style, you could experience some bits of bad luck, you could be suffering from teething trouble (your vehicle, of course), but whatever happens, remember that you are among friends. Though we always do our best to not let the side down, i.e. reach controls in time, don't deviate from the course set down in the scree, and so on, little troubles do occur. Always feel that if you need help you will receive it readily, but at the same time, if your stop at the side of the road does not necessitate a request for assistance, please make it quite clear as soon as possible to any member about to pull up and proffer help, that you will not need it, and do not wait till he has braked almost to a halt before you signal him on.

We would reluctantly stress a point with regard to road behaviour. These old vehicles still hold the attention of a fair number of road users, both foot and mounted. This necessitates on many occasions an acknowledgment of a wave or a toot, while at the same time watching the working of the oil tell tale, the tank pressure, to say nothing of inequalities in the road. With these distractions one can very easily forget to take glances at the rear vision mirror, and can thus unconsciously make it difficult for following traffic by not keeping sufficiently far to the left.

Remember that the Club endeavours at all times to maintain exemplary behaviour when on the road. We realise that any such transgressions by members are not calculated, but unfortunately, they do occur. We feel that traffic patrol police could, under some circumstances, take action against any driver unnecessarily responsible for a slowing of the week-end traffic on a main road.

So, as Ken Moss said - Please watch it!

The next meeting of the Club will be held at the Rugby Union Club, 169 Victoria Road, Drummoyne, on TUESDAY, 25TH FEBRUARY next at 8.0 p.m.

REPORT OF JANUARY MEETING

The Chair welcomed visitors Graham Gould, Dick Loje and Dick Trenbridge. George and Mrs. Green and Jim and Mrs. Lewis were welcomed back into the fold after their respective sojourns "overseas".

The Treasurer reported a credit balance of \$674 in the Club's account at the bank.

At the carnival at Pratten Park on 19th January there was a total of 73 vehicles, which included 31 veterans and 40 odd from three other clubs. Percy Stewart announced that the carnival would apparently net the clubs (Apex, Lions and Rotary) \$700 to \$800 to be handed to the Western Suburbs Hospital. He stated that this was their first attempt at such a project, and it was suggested that future such carnivals be held (in consultation with the Ashfield Municipal Council) between the cricket and football seasons. By this arrangement we would be permitted (probably) to run the vehicles round the field.

Events Committee reminded the meeting of the day out for Apex, Lions and Rotary on 16th February, to be arranged for them in thanks for past services that they have rendered us. Some good-natured argument occurred between Vic. Jacobs, Alex. McLeod and Allan Foy, as to who should foot the bill for, and make the culinary arrangements for the food which necessarily must be consumed. Notwithstanding crossfire on the commendable aspect of fairness, Vic. stood to his guns and stated that he thought it "a very equitable arrangement" that the three clubs supply the food, and we supply the transport. Allan suggested a levy, say, per vehicle, and the amount thus collected to be passed to an approved charity.

A transfer of status has been achieved by John Wards, who has stepped up to Full Membership by his appointment as Custodian of the 1915 T Ford of Ross Marshall. We have acquired a new associate member in the person of E.J. Lang, 123a King Georges Rd., Wiley Park.

The new rosters have arrived, and the Registrar has pointed out that some few corrections and alterations have been necessary already. He has advised that all members check their own details as shown in the Roster, and advise him of any corrections to be made. The Editor will be advised of such corrections, when they will be notified in SPIT AND POLISH. In this way, all members will be enabled to bring their own copies of the roster up-to-date.

The P.R.O. was complimented from the Chair on the new set-up of the magazine.

The Librarian has taken the C.V.V.T.M.C. Trophy and replica into custody in the library bookcase.

Discussion, started by Terry Cook, took place on the projected, say 12 m.p.h. and 15 m.p.h. up and down (respectively) to Blackheath. An earlier finish was suggested, in order that cars will reach their respective homes before darkness sets in. (This was very true some few years ago, when

we, personally, had to make our own way from Centennial Park to Arcadia via Galston Gorge! It was generally pretty close up to "flying blind" by the time we had reached Hornsby. Ed.) One suggestion was to finish at Penrith, then each car make its way home by the "independent method". (It could be assumed that quite a number would go to Bankstown via Mulgoa, in order to by-pass the traffic). Another suggestion - by Bill Hardman - was to finish at Parramatta Park. Each competitor could then make his own arrangements regarding lunch, which could be a bit late if necessary, as there is an abundance of eating houses and shops open in Parramatta on Sunday afternoons. Alex. McLeod moved that Parramatta Park be the finish of the Rally proper, the timed section to finish at Penrith.

A raffle to be conducted at each meeting was suggested by John Corby, the proceeds to go towards a build up for the Children's Christmas Party. At the suggestion of Bob Baxter, John Corby and Jim Weir were appointed a committee to handle this.

For those who may be interested, George Sevenoaks states that he has catalogues available for the Rolls Royce sale in Southern Queensland.

* * * * *

ROSTER CORRECTIONS

The Registrar requests that the following corrections be made in your 1969 Roster:

Page 7 BAXTER - Add wife's name: "Anne". Delete "Heights".

Page 8 BRIGHTON - Delete "26 Bulwarra St." Add "26 Balgownie Rd."

Page 10 DOVE, L.J. - Delete entry.

Page 14 LINDSAY, D.J. - Delete 'phone number "40-7211", add "451-4402".

MC CARTHY, R. - Add "1911 Martini".

Add: MC DONALD, M. (Murdoch and Aileen) 77 Scrivener St., O'Connor A.C.T. 2601, Canberra 4-3734 (H). 1912 Siddeley Deasy

Page 18

Add: SEVENOAKS, G. (George) 27 Nicholson St., Crows Nest, N.S.W. 2065, 43-4964 (H). 1913 Rolls Royce.

Page 20 WELCH, M.D. - Add wife's name "Elizabeth".

- ALLAN FOY

* * * * *

THE 1911 SIMPLEX 50

- DAVID BERTHON

The data supplied herewith was taken from The Bulb Horn of July 1962, magazine of the Veteran Motor Car Club of America.

As David points out, the figures are really remarkable for that era, i.e., three years prior to the first World War (the Kaiser War).

Top speed 92 m.p.h. (at 1800 revs.p.m.).
Standing start $\frac{1}{4}$ mile, 19.8 secs.
0-60 m.p.h. - 15 secs.

Look at some of the essential dimensions and facts which accompany the above:

Chain Drive, and 90+ m.p.h.

Final Drive 2.13:1, with rear wheel sprocket 40T and countershaft sprocket 25T; ring gear 44T and pinion 33T, and all this with a 25" rim! (35 x 5). At these jumbo dimensions the engine revs. per mile are only 1185, with an accompanying calculation of 50 m.p.h. at 1000 r.p.m. Apparently these figures lead to expensive running costs, for the consumption is stated to be (only) 8-10 m.p.g.! This is the result of feeding a power unit of 5.75" bore x 5.75" stroke, leading to a displacement of 603 cubic inches. In addition, the test weight, with driver, was 3,750 lbs.

The owner of the vehicle under discussion has spent a lot of time in tuning it. He has a whole page of different valve timings, running from 18° to 35° of overlap. The large overlap helped a little at the top end, but hindered starting and low speed torque.

The engine is very nearly stock except for aluminium pistons and a lightened flywheel, the two spark ignition being a standard option, which, incidentally, adds at least 10% to the performance. The plugs must be changed often, and best results are obtained when the ones over the exhaust valves are one range cooler than those over the intakes.

The car will cruise at 60-70 m.p.h. with absolutely no effort.

Assembling, rebuilding and tuning - ? 3000 hours!

* * * * *

A report from Rome quite recently told of a most expensive way to pass out a practical reprimand to cheeky young drivers.

An elderly man had his eye on a parking space and was beaten to it at the last second by three youths in a mini vehicle. The driver hopped out, looked at the Mercedes driver, (rather taken aback for the moment of course) and exclaimed: "Only young people can do that!"

The elderly driver backed off a little, and rammed the smaller car. He repeated the dose twice, looked at them and said: "Only a rich man can do that!"

Pretty drastic treatment to the youths, but a trifle sadistic to the Mercedes. The smaller car was probably a "bomb" anyway. At least it was, following "the

treatment".

As they were all Italians, a tape would have been an interesting thing to play off, providing that any particular words could have stood out clearly.

* * * * *

Concours Judging Day - Sunday 2nd March, in the grounds of Vacluse House.

Judging will commence at 10.30 a.m. Most members make this a picnic lunch day, but refreshments will be available at Vacluse House for those who prefer that.

Handicap Point Score:

Jack Jeffrey	50
Don South	30
Allan Foy)	20
Max Roberts)	
Peter Kable	10
Max Chapman)	-
Terry Cook)	

* * * * *

THE PRATTEN PARK DAY

Sunday 19th January was the day that the Ashfield Lions, Apex and Rotary Clubs combined to run a fund-raising carnival for the Western Suburbs Hospital. There was a nice wind blowing, but the sun was really hot. There was an air of total informality about the whole affair, no programme to stick to, no controls, no rush in and rush out with meals. There was even a cool grandstand in which to sit.

All and sundry, as is usual with a P.A. system, were treated to a commentary on the vehicles by Alan Rose-Bray and Jack Garwood. They had the written word, they had their eagle eyes, assisted in the case of Alan by a pair of binoculars (or were they "minoculars"?) their size quite out of keeping with the torso in front of which they hung. But then, was he not the member who, years ago, drove the Brush, which "fitted him rather tightly"? Their fund of knowledge, brought to the surface from their own receptive minds, provided an informal "off the record" side to the commentary.

There was, of course, the hard core in attendance, and quite an appreciable number of A.C.M.C. vehicles, and some motor cycles.

The Martini was there, and would you believe it? It must pay to advertise in SPIT AND POLISH! She wore a pair of lamps! It was nice to see Bob's parents there, taking an interest in the vehicles. But as a family they are interested in transport of a heavier character - railways. But then one can't always use those things. The local council, as well as the wicket, would have been quite "cut up" had the McCarthy family turned up in, say, a 38 Class job! Rather difficult to manoeuvre in the narrow streets, anyway.

After all that we have heard of the breed over the last few months from Investigations, there was one Studebaker there - the East's. The Stude. does not turn up to many events lately, but this was a charitable event. Good on you, Bill and Mrs. East.

Jack Hochstadt, we feel, could have given his nervous system a far better chance by sitting on a case with a D.B. Shotgun across his knees. The way that some people will lay their hands on other people's property is most disappointing. And the age of many of them should have put them past such acts. Firstly, we imagine, they are not car owners themselves, and secondly they probably have no respect for other people's property, anyway.

We did not discuss it with Laurie, but we imagine that the umbrella which the Pope carries can be dropped to the rear through a 90° arc, and thus stand in as a parachute brake should sudden deceleration be necessary. What a consoling thought to have such a safety device under one's control, presumably by operating a lever! And with so many rich herbs under the bonnet. Oh! and what a radiator!

Among the visitors one could discern the usual curious interest, and genuine enthusiasm. The enthusiastic young individual, one is always ready to help with information, and on one occasion we were able to enlighten a couple of dear elderly ladies on some points of general interest which, till then, were unknown to them, and they went on their way smilingly happy! A point had been elucidated, they were informed. Something had been achieved; the Club had made someone happy.

Volunteer workers always receive our admiration. From our own committees down. Those workers on the barbecue, in that heat, on the tea, the chocolate wheels, even the gate, all did a good job, in the centre of which we found our Percy Stewart, not driving an air-cooled job this time, but doing a good job, nevertheless.

The Frontenac Ford must be a noisy job when it has the bit in its teeth. The demand over the P.A. system, that the vehicle cease its perambulations round the ground, unheeded. Very noisy, these sports versions.

When at a carnival one should set out to see all the sights. Most items have to be paid for, and rightly so, in these cases. However, one was enabled to indulge in some part time bird watching! After all, are we not, in keeping with our Club's ideals, entitled to appreciate good chassis, shapely bodies, bodies with unusual, if apparently useless, attachments. Some bodies catch the eye and make heads turn. This was shown by the fact that the Metallurgique won a trophy for her owner - Jeff. Vanstone.

For some people, Sunday must have been the first sighting of a Jackson. Good to see some different makes appearing now and then.

"But one star differeth from another star in glory." We found one Star that has a great power for making things uncomfortable for those sitting in it, following a long session in the sun. After all, it is more pleasant to buy a barbecued 'rump' steak than to go into production on one's own. So the girl spread rugs over the offending vinyl, and looked round on

the assembled company with a smile of satisfaction. "No seat warming for me," she thought. We saw Hilda moving round the area, accompanied by her "shadow", and felt grateful for her sake that on this occasion she had no need to count the heads, and hold the money bag, to say nothing of having to organise the whole programme. Must have been quite a relaxing day, Hilda.

"WHAT A LOAD OF JUNK"

- COLIN PARKER

The other day I was doing just a few more finishing touches to my veteran tourer and, I might add, those finishing touches seem to go on ad infinitum, I found myself looking for somewhere on the car to put the jack and the tool kit and other absolute essentials that seem to go with owning and maintaining a veteran. Under the front seat lies the petrol tank and so I looked further back and placed them under the back seat which has only limited storage. There is no other storage on the car at all to put things and my Colleen and I are people who require many pockets and places to put lots of things. Even the rear doors haven't pockets.

The Early Motorists apparently had no need for storage space such as the 'glove box' as we know it today. I decided to do a little research into the matter, so I entered the Trusty Landrover with pad and pencil to take an honest look at what the dash-board shelves and glove box contained. It was an average day in the life of the Landrover and crikey, what a revelation! I noted:-

Two empty Mirinda bottles, one empty Ecks bottle, one only chamois in container, about 70¢ in small change (mostly those irritating one cent pieces) three sets of sun glasses, an N.R.M.A. card (expired), a packet of fuses, one blue comb, an aluminium cup, some turtle car wash, a small coil plastic coated wire, several keys, valve caps, one blunt pencil and three Biro's, one large and two small screwdrivers, an alarm clock that automatically goes off at seven and gives me a fright, one battery torch and one dynamo torch, a paint brush clogged with tyre black, an all-purpose can opener, set of new points in container, tyre gauge, small roll of black insulation tape, a soap container with half-used cake of Pears soap, an empty Coke bottle, two shifting spanners, a box of matches, more keys, a mantle for Port-o-gas lamp, current N.R.M.A. membership card and several beer bottle caps with Macs Rockhampton and Swan on them.

My mind is made up - firstly, never again will I criticize my wife's cluttered handbag and, secondly, a big clean-up is due in the Landrover.

But the vision that worries me most is the picture of the Napier heading for Melbourne in 1970 with a tandem-wheeled trailer on the back to manage all of our gear!

S O C I A L

Congratulations to Grandma and Grandpa Jacobs on their first grand-daughter.

To Jack and Shirley Butcher we wish them every happiness with their new little daughter Julie Gai.

Congratulations to John Wards, also David Jacobs, with their wonderful results in their examinations and to any other hard worker whom I didn't hear about.

Sorry to hear Bob and Ann Baxter are leaving us for Singapore for the next two years - hope you find time to keep in touch, Bob. Best of luck to you and the family.

Glad to hear John Tulloch is going to walk down the aisle with daughter Roslyn on 22nd February. All the best, John, also to Roslyn every happiness.

Len has been flying again but found the cement ground didn't bounce so I have him quietened down with his arm in plaster - worse than a new baby in the house.

Don't forget the PRESENTATION DANCE on 19th April, Progress Hall, Kogarah. \$1.00 per head - bring your own basket supper and liquor.

- HILDA SHEEN,
Social Secretary.

* * * * *

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FOR SALE OR SWAP. 1914 (?) 30 h.p. Daimler sleeve valve engine parts, gearbox and chassis.

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5 "T" Ford hubs with spokes (no felloes)

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FOR SALE. 1938 38-80 Nash Sedan. 12 months' registration, \$300.

- R. NEWMAN,
Tuggerah.

WANTED. 1 Buick 23" wheel and rim (440 x 23)

1 Chalmers 1910 Diff. (For spare)

1 Chalmers 1910 Engine (For spare)

Vintage hub caps and badges that I haven't got in my collection.

WILL SWAP:

3 Practical Auto Instruction by Manly and Brookes 1917.

Bundle of "The Sydney Mail" 1925-26 Newspapers.

Pair brass Independence side-lights.

1 Dietz brass side-light.

137 hub caps, petrol caps and name badges, e.g. Vauxhall 20/60,

Packard, Cadillac, Donnet Zedel, Erskine, Willys' Knight, Marmon etc.

- M. BENDEICH,
167 Ryedale Rd.,
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AVAILABLE. 1915 Studebaker Motor No. 21755.

- L. STEWART,
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Steering box and column, and gearbox for 1909 Swift 1 cylinder.

- JOHN GRIFFITHS,
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Rear door, off side 1915-18 Dodge.

- KEITH BATZLOFF,
James St., Oakey, Q.
4401.

Delco ignition switch, round 3/4" diam.

Push button type, for 1913 Cadillac.

- DAVID FEICHTNER,
Main Warwick Rd.,
Drayton, Q., 4350.

Brass Acety. h'lamps, 1 pair (Ford T Style),

side lights, kero, square (brass),

tail lamp (brass) kero,

acetylene generator (brass),

3 x 28 tyres

- RON JELLETT,
89 Rosslyn Ave.,
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Motor, 4 cyl., s.v. Delahaye, Type 32, 1913.

- R. HANCOCK,
26 Wilkins Rd.,
Elizabeth Downs, S.A.

WANTED. Veteran car. Preferably in running order. - E. LANG,
750-0024

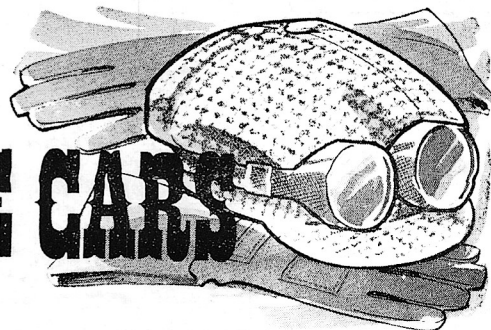
FOR SALE. 1 5.00 x 22 Dunlop Tyre and Tube, new
Chassis, T Ford, 1912
3 4.50 x 20 tyres
1 set Gymbals, T Ford
1 pair h'lamps, brass, B. & L. New York Model 67.
- DON COOK,
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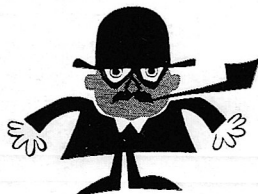


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That's why they have been in business for so long, so whether you want that new Ford vehicle, or an A1 used car of any make, call in and see Vic at Broadway Motors.

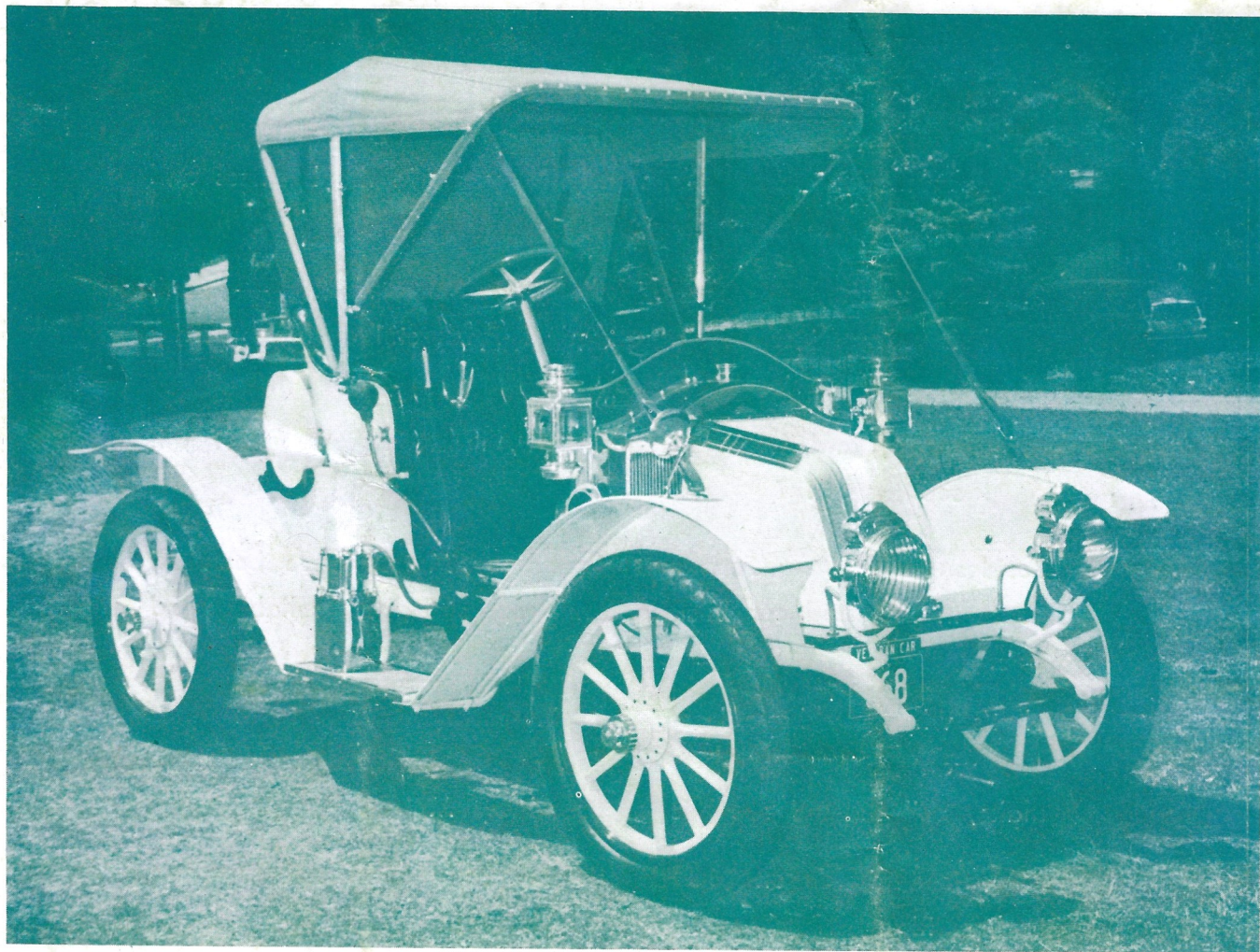
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