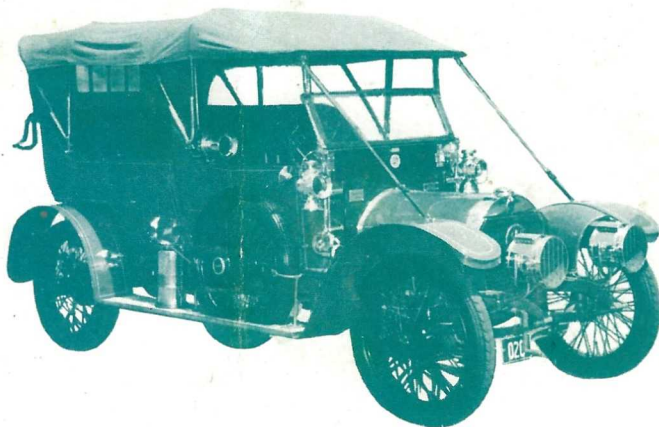
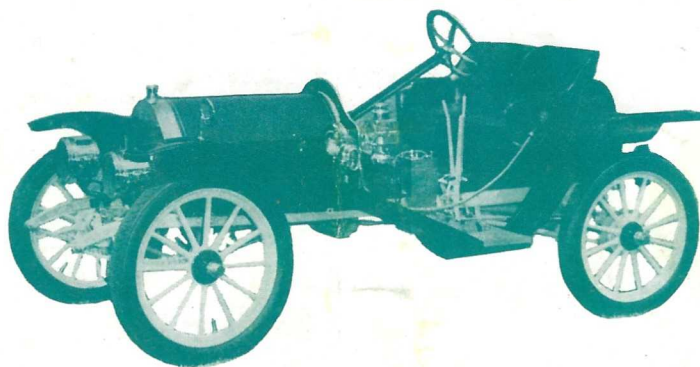


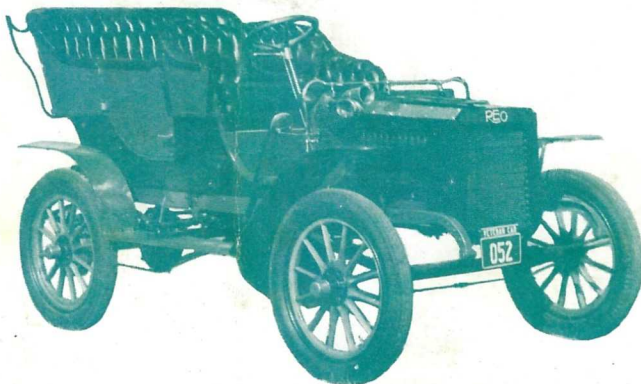
# SPIRIT AND POLISH



1910  
ARMSTRONG WHITWORTH



1909 HUPMOBILE



1906 REO



# 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.

Vol. X No. 11

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**Hon. Editor and Editorial Address—**

J. B. SIMPSON,  
13 Garland Avenue,  
Epping. 2121. Phone: 869-1350.  
May, 1969

E D I T O R I A L

While our Club is making a serious attempt to acquire an area, away from the city, for the staging of Club events, and for a general meeting ground for 'picnics', it is interesting to read that another club is doing just the same thing.

We refer to the Hills District Car Club. Their needs, obviously, differ from ours, and consequently they need a bigger and different type of area.

Apparently they have recently acquired a 160 acre site at Hampton, near Jenolan Caves, on which they propose to construct a large motor sport complex. The name of this area is to be the Hills Motor Park. The first stage is to be the construction of a hill climb, several gymkhana grounds, an auto-cross course, plus approximately 30 miles of dirt roads, suitable for short rallies.

The property is situated to the rear of the Hampton Half Way House (anyone know it?) and is ideally situated in a valley, which becomes a natural amphitheatre with large areas for the safe accommodation of spectators.

It seems that car clubs all over the state will be provided for, and this can be availed of in a few years' time to the extent that the long range plans include a short dirt circuit, a "Rallycross" course and even a Grand Prix racing circuit.

After that list of courses, purposes, desires, long range plans etc. how do we feel about our modest little plot? Our 'prospective' little plot! The Hills Motor Park (did you read clearly the third paragraph of this article?) "have recently acquired" a site. They will be in a position to rent various parts of their park to clubs who may desire the use of a specific area. We do not see how our Club can ever get to that stage, unless it be for a concourse day for some particular club. Of course, we have a few assets - we can always borrow Mossie's barbeque - or can we? - but the most valuable asset will be a combination of sufferers from that dread disease, veteranitis (who take pleasure in using their veterans as often as they can), and that most valuable of club assets - the members who have the well being of the Club at heart.

The next General Meeting of the Club will be held on TUESDAY, 27TH MAY, 1969 at Drummoyne Rugby Union Club, 169 Victoria Road, Drummoyne.



REPORT OF APRIL MEETING

The Chair welcomed a visitor - Col. Collingridge, of Cootamundra Historic Society.

The Treasurer reported a credit balance of \$1184.

A letter from Bob Baxter was read, giving a few words on the area in which he is situated, and thoughts which led us to believe that he will indeed be lucky if he sees such a vehicle as a veteran, or even a vintage. For those who may desire it or need it, his address is 12 Ridley Park, Singapore, 10.

Events Committee reported on the Bundanoon Tour and Western Tour (18th May). A letter was read regarding a question from the Combined Services R.S.L. Youth Club, concerning "Kirinari", Box Road, Sylvania. This concerned Aboriginal Recognition Week. They will have some activity there on 12th July and wished to advise that any members who could put in an appearance on that afternoon with their veterans, would be welcome.

Investigation Committee stated that Colin Bardell's '14 Bellsize and Joe Webster's '16 Ford had been examined.

The Social Secretary announced that the Presentation Night Dance had been very well attended. Eighty signalled their intention of attending, and 120 turned up, thus completely filling the hall.

The following new (full) members have been signed on:

J.K. Webster '16 Ford,  
C.W. Bardell '14 Bellsize,  
P.W. Butler '12 Metz 22.

The Registrar announced having attended to Jim Weir's Buick. He also announced the imminent arrival of David Mannhart's '13 Hurtu from New Zealand. The owner was present and gave the meeting some details of the vehicle, including the essential dimensions, to wit, 14 h.p., 4 cyl. 2.1 litre. It was built by the Hurtu Sewing Machine Co., who manufactured those necessary domestic implements from 1896 to 1913, in French Alsace (was this Alsace Lorraine? Ed.)

The P.R.O. made a presentation to Brian Parkinson for his success with the design for the magazine cover competition.

A letter was received from Kelvin Perdriau stating that he is about to take a trip to Europe, calling at the Daimler Benz factory, and would be pleased to obtain any Benz information which members may desire.

Bill Maunsell advised that his Renault is for sale. He has offered it to the Club and has had no takers. He has now enquired, through Peter Kable, whether or not he should write to the Club specifically for 'permission' to dispose of it. Lionel Jones had a few words to say, to the effect that an offer had been made to the Club to allow any interested member to acquire it, as is required, and as no action was forthcoming, he did not see that the Club now had any power over the member to request any further action from him.

George Green brought up the subject of the Building Fund. As we seem to have very little chance of putting up a building, some of the Management Committee have made enquiries and have, in consequence, suggested the

acquisition of an area up to 10 acres on the outskirts of the metropolitan area. They have located what seems to be a suitable block, some 6½ miles from the Cross Roads, at Ingleburn. It is at present in the green belt zone, but will be released therefrom in 1980. The rates amount to \$10 p.a., and the cost is \$7000. Vic Jacobs spoke against the acquisition of land, which is a business proposition on account of its capital value increase over a period, whereas a building used properly, can be income producing. Ross Marshall adhered to the thought of an investment rather than a meeting ground. Moved by Greg. Daley that the block be purchased. Seconded by John Burke. It was suggested that the Events Committee organise a run to the area. Alex. McLeod said that a circular would be posted to members advising them to view the block in their own time, and thus be prepared to put some constructive opinions to the next meeting.

Following on a previous meeting, George Green was granted Life Membership of the Club.

The Secretary read a letter received from a firm in the city regarding the availability of:

Brass Bulb Horns @ \$6 each,  
Brass Lamps (square) @ \$10 each. (Made in India).

Obtainable from Munro Trade Action,  
396a Kent Street, Sydney, Tel. 29-2951.

We have received from Keith Carden a letter with a pathetic/tragic flavour to it! We give it unabridged, in its original pure rich form:

"What has happened to all the right-handed side lights? (We sense this as a pathetic thought. Ed.)

For my 1912 Clement Bayard, I have a selection - two Ducellier (both different types), one P. & H., and one Lucas - all left-handed!

Despairing that I would ever get a pair, I recently did some horse-swapping with Vic. Jacobs for a pair of square T Ford sidelights, whooping with joy as we pulled them out of the boot of his car one evening. But alas, you wouldn't want to know, when I arrived home and studied my 'prize' in kitchen light, they were both left-hand. (And here we have the other adjectival thought - not the adjectival thoughts that Keith must have had, but our own - what a tragic error. Ed.)

Now that Indian sidelights are available, this will make my Clement Bayard an international car:

Made in France,  
Re-built in Australia,  
It will carry an American body,  
English headlights,  
Indian sidelights,  
Japanese horn.

- K.E. Carden."

Seriously, we can feel how frustrated Keith must feel.

Jocularly, Keith, you could fit one upside down, of course, or you could fit it to show a light to the rear (useful when reversing!) You could always fit a candleholder - doesn't matter where their handle finishes!

You seem to have a wrong side to you, somehow. Try shopping for a left-handed bean cutter and see how you make out. Or a left-handed screw-driver - that'll rock them! Ed.

\* \* \* \* \*

We understand that the judge in a limerick contest said that there was no difficulty, really. They just put to one side all the unprintable limericks, and gave the prize to the only one that remained.

The limerick printed herewith must, therefore, have been a winner at some stage. Its a winner now, we feel!

There was a young lady named Etta,  
Who fancied herself in a sweater,  
Three reasons she had:  
To keep warm was not bad,  
But the other two reasons were better.

\* \* \* \* \*

Desire and fashion control the supply of many things, while expediency controls others.

We understand that in 1919, Australia had a horse population of 2,527,000, while at the same time there were only 98,000 motor cars. (The report from which we took this read: "motor cars" not "motor vehicles").

At the present stage there is a motor car 'population' of 3½ million, while the horses have diminished to 470,000. (Difficult to know whether or not this includes racehorses, which, from the breeding point of view are horses, whereas we feel that the report would refer to beasts of burden!)

\* \* \* \* \*

ARCHAEOLOGY, MODERN VERSION. DIGGING BELOW THE  
SURFACE OF THE EARTH TO RESURRECT AND RESTORE  
SOMETHING FROM A BYGONE ERA.

Some of the not-so-young in the Club will recall the struggles with mechanical behemoths, conducted mainly by Sir Henry Segrave and Sir Malcolm Campbell, with Parry Thomas winning and losing along with them.

Parry Thomas, a Welshman, made his last attempt on the world speed record in March 1927, aboard his own creation, by name 'Babs'. This was a chain driven, white painted, 27 litre, 12 cylinder job. (If we are able to find some details of the vehicle, we shall report them in a later issue of SPIT AND POLISH. Ed.)

The attempt was made on the Pendine Sands, Wales.

At this stage, the world record stood at 174 m.p.h., and he was travelling at nearly 180 m.p.h. on his third run, when a chain broke, swung up over the back of the car, and beheaded Thomas. The car somersaulted several times, burst into flames, and righted itself, to continue for several hundred yards. Many of the villagers were near the area, and were horrified,



of course, to have witnessed the spectacle, and to be watching as the burning wreck slowly circled the beach with one wheel missing, and with Thomas slumped over the side.

The locals buried the burnt out wreck in the sands, and for years refused to reveal the site. It was eventually sealed in with concrete when the area became an army weapons research centre.

Welsh motor historians had been trying for two years to have the car exhumed and restored, to be placed in a motor museum at Pendine, where Thomas is buried. They have succeeded at last, and volunteers assisted in smashing through thick concrete slabs and digging a deep pit in the sand to reveal the car, which was on its side. It was still in exceptionally good condition apart from patches of corrosion. One tyre was still at full pressure, and the wheel could be spun. Some of the dashboard dials were still covered with their glass, and were readable.

The car will be given a new chassis and will be rebuilt, of course, before being placed in the museum.

\* \* \* \* \*

Amongst the records of past doings, a member has unearthed a folded card approx. 6½" x 5" with the Club badge on it, and the Club name across the top. In type, across the front, are the words: "The Ten Best Ways to Kill the Club." We can find no date on it, so we have no idea when it appeared originally. These sentiments have been expressed in various journals on many occasions, and do not necessarily represent the views of the Editor. However, we could not be held in too bad esteem were we to use the old words: "If the cap fits, well then, wear it!"

1. Hold back your dues as long as possible, or better still, don't pay at all.
2. Don't bother about getting new members - let the Secretary do it.
3. Never accept an office, as it is easier to criticise than to do things.
4. If asked by the Chairman to give your opinion about some important matter, tell him you have nothing to say. Then, after the meeting, tell everyone how things ought to be done.
5. Don't come to meetings. Or, if you do come - come late.
6. When asked for information, don't give it, but cuss the Club for the incompleteness of its information.
7. Do nothing more than is necessary, but when other members roll up their sleeves and help, complain that the Club is run by a clique.
8. Don't contribute anything to the Club magazine, it's easier just to read it.
9. If you agree with everything at the meeting, make sure to disagree with it outside.
10. When everything else fails, abuse the office-bearers.

\* \* \* \* \*

EARLY HISTORY

We produce here a letter of which we have notice, and which definitely earns a place among the early archives of the veteran movement.

'To the Editor of "Engineering",  
Sir,

28 October 1895

As there has been some discussion in the various papers recently about finding a name for the "new horse" or mechanical carriages, and suggestions have been made such as "automobile cars", "self-moving carriages", "autocars", "automotives", "mechanical carriages" and last, but not least, "horseless carriage", I think that after the exhibition of such vehicles at Tunbridge Wells, where Sir David Salomons so humorously demonstrated that any ordinary vehicle without horses was a "horseless carriage", I will not trespass on your valued space to go further into the merits of the other appellations, but venture to suggest that the words "Motor Car" (or carriage) would be a name giving a clear distinction between the existing ordinary carriages, besides implying a new mode of locomotion.

I am, Sir,

Yours faithfully,

FREDERICK R. SIMMS.

94 Billeter Buildings,  
49 Leadenhall Street, London, E.C.1

Presumably F.R. Simms of car electrics fame.

We produce this letter from "Klaxon", the journal of the Crank-handle Club, Cape Town, South Africa, November 1968 Edition. Apparently it was found in the November 1895 issue of "Engineering".

\* \* \* \* \*

THE INTERNATIONAL RALLY MOCK START 20TH APRIL

For you fellows who were unable to participate in the Mock Start, let us state emphatically that you missed a dinkum autumn morning, followed by a mock spring day! Lovely warm sun, no wind (cold or otherwise) and very easy traffic conditions.

Our first awareness of any Club activity was on Concord Road, where our attention was arrested by a friendly toot on our starboard quarter, and we were waved to by Spraggo, sitting muffled up in a coupe (closed, of course!) in actual warmth, while we drove in an open vehicle in mock warmth!

Incidentally, the driving conditions were so good that we made from approximately Epping Station to the Drive-In in 40 minutes flat, and in so doing, broke all our own records (if any) by arriving at the appointed spot twenty minutes before the appointed time! Laugh that off, you Delaunays, Stars and Talbots - or even T's!

It really did have a comic flavour, turning up at a Drive-In at a time when one should have been miles away, at home, enjoying an early cup of tea in the comfort of one's bed. We have felt a little doubtful about the

wisdom of letting even our neighbours know that we were departing at 7.0 a.m. to go to a Drive-In. However, we rather sense that already they hold personal views on the mentality of a neighbour who drives round in and gloatingly fusses over such a vehicle. (Instead of bearing some degree of sympathy towards one smitten with an incurable 'itis'.)

We had again, all the disquieting experience of being a stranger in a strange land, while groping our way round districts unknown to us. We were doubtful if the Franklin would have fitted under the railway line at the detour on the chase to Chapel Street.

But we saw some nice country. As we approached and eventually reached Campbelltown we saw some lovely country. Driving through Campbelltown we must admit to being a little disappointed at its newly acquired sophistication. Too close to the metropolitan area now. Removes much of its earlier charm. There is even one monolith of a multi-storey building.

Finally, the approach to Camden was through beautiful country.

There was no Martini in attendance. We understand that Bob had been up on the chocks for a few days. However, the loss of attendance by one member was made up twofold by the Oldie McCarthys in their modern vehicle. Apparently there was some trouble with the front suspension. It seems that a support was trailing. As we have had a daughter at home until she married we considered that we were competent to give some help in this sphere. Yes! Our daughter ran an A40. However, the proffered assistance was not needed (pity!) as it was pointed out that the impact of the trouble was more psychological than physical - er, mechanical, that is! And the driver suffered no embarrassment at all!

At Camden there was also a Mock Dinner!!

On the return journey we pulled in at Campbelltown again where we were able to throw the Old Girl open for inspection. We had the happy spectacle of Reg. J. and John Burke on their knees and their sides, on a nice paspalum sward, viewing the underside of The Besa. John is obviously interested in B.S.A. while Reg was able to point out various things to him. We need more of these opportunities to view the other fellow's machinery at leisure, with plenty of light. Much more interesting and informative than all the talking about the place. (Sorry you're a professional, Reg! Not exactly in Concourse condition, but she joined in an event, or more correctly, a mock event, which is of far greater importance.)

The run home rather surprised us. Apparently the time chosen was before the traffic really got going, and the time of travel for an old timer from Camden seemed shorter than we had thought possible on a Sunday afternoon.

We cannot but feel - and express - surprise at the relatively small number of vehicles which attended! Sorry to say that, fellars, but we feel that it is justified. Our Events Committee and the Rally Committee work hard and long for us members, and it really does help them when we turn up at events in good numbers. In any case, those who did not turn up (we do not mean those who could not do so) missed a perfect day under excellent driving conditions for veterans. Too early in the morning (how abominably true!) for most traffic, and returned during the "after dinner lull" in the afternoon.

At one stage we were proceeding along (we believe) Hume Highway, when we became conscious of frantic tooting immediately behind us. We pulled



in, eased up, and had the driver of the other vehicle come puffing up to us, spluttering over the fact that we had cast a hubcap from a rear wheel, and that he was unable to do anything about it due to the relatively numerous bits of vehicular traffic, and the presence of a median strip. We thanked him, set to working out how far we should have to go in order to pass through the median strip, when an excited member came puffing up behind us, and with smiles all over his face, presented us with the now physically damaged cap, and between puffs and smiles, told us that he had seen it spinning along the road, and had been able to resurrect it. The beaming face was John Wards! (Or was it John?)

And thus ends a factual report of a mock event.

\* \* \* \* \*

THE BUNDANOON TOUR - 25/26/27 APRIL

We were unable to make this event ourselves, and we are quite convinced that we missed a jolly good weekend. It seems that we must be keeping up our payments to the meteorological people, as we have had very good service for a long time.

As arranged, first contact was made at the Cross Roads at 10.0 on Friday. Morning tea, prepared by the Associate Members, was partaken at the Rotolactor. We understand that Ian S. kept an agitated eye on the clock, as he felt that three o'clock must be watched when near the Rotolactor. John Burke was to take urns etc., but due to his sudden rush to hospital, an emergency crew hastily assembled, consisting of Jerry Stelling and wife, assisted by Eileen Sykes and Jan, and John Pickup, who dragged a mate of his into the fray, and they rushed wholeheartedly into the breach.

A good run to Mittagong, and it took an hour to consume lunch. It is reported that a young McLeod experienced a hangover - his steak was too big for the plate! But he was still ready for the next meal. Where do these young people put all the food they are able to consume?

Bundanoon hove in sight at a reasonable time in the afternoon.

Saturday was organised by A.C.T., who had arranged a run to Fitzroy Falls. As a help to the oldies, this did not get under way till 10.0. Some morning tea was partaken of at the Kiosk, and the party returned to the Guest House at Bundanoon for lunch. During the afternoon a short tour of the district was enjoyed, returning to the Bundanoon Bowling Club. It had been decided, apparently, to make a presentation to the Most Appealing car of the day. First thoughts by the examiners picked out the Preston Clement Talbot, the Marshall Talbot, the Green Midget, the Clayton T Wagonette (A.C.T.) and the David Kay Napier. Final choice fell to the T Wagonette, Pat Clayton being presented with a silver carving tray.

To round off the day, participants tripped (oops!) the light fantastic at "Rosnell" Guest House.

On Monday, most cars had driven away from the area by 10.0

It was a trouble-free weekend for all but two participants. Arthur - yes! it's the old Pres. himself again! But not an axle this time, only the atmosphere generally encompassed in a tube. Yes, we believe that he had the misfortune to have a spare opening made in a tube. It must have

been a terrific hole, or difficulty, or something, for it is reported that it necessitated four vehicles and their respective drivers to plug the hole and insert some new wind.

And Vic.! We hate to say this Vic., but it does show that any make of car can be unreliable sometimes! (We make no specific accusations, of course.) It seems that the T fan froze. Now doesn't that show how cool the fan can get, how efficient it is? It froze! Some observer noted that Vic. disappeared. Presumably searching for a new fan, or spindle, or anti-freeze goo, or maybe some coolant (you know the sort - with small bubbles ascending from the sides and bottom of the container). Anyway, by the time that he returned again, Bob Newman, Reg Jones, John Corby and Max Chapman retired. Assume they stood back to give the T some air.

#### Participants:

Max Pratten	1910 F.I.A.T.	Max Chapman	1912 Wolseley
Laurie Sykes	1910 Star	George Green	1914 R.R.
Terry Cook	1910 R.R.	Neville Preston	1913 Clement
Joe Webster	1910 Clement		Talbot
	Bayard	Frank Smith (UK)	1914 Vauxhall
Don Steer	1911 Argyll		(Prince Henry)
Warren Irish	1911 R.R.	Bob Newman	1914 Talbot
Daryl Cawthorn	1911 Napier	Arthur Garthorn	1914 Delahaye
	(Trailer)	Reg Jones	1915 Oakland
Ross Marshall	1911 Talbot	John Corby	1915 Buick
David Kay	1912 Napier	John Wards	1914 T Ford
Vic. Jacobs	1912 T Ford	<u>A.C.T.</u>	
Ron Craze	1912 B.S.A.	Ross Millard	1917 Dodge
Jim Lewis	1912 Buick	Pat Clayton	1915 T Ford
Alex McLeod	1912 Star		Wagonette
Len Sheen	1912 Humber	Murdoch McDonald	1912 Siddeley
David Berthon	1912 Delage		Deasy
John Kay	1913 Austro	John Sullivan	1912 T Ford
	Daimler		

\* \* \* \* \*

#### RESULTS OF 1969 BLUE MOUNTAINS RALLY

##### TROPHY WINNERS

Outright Winners - Len Masser Trophy	- J. Godfrey, 1914 Ford
One-Lunger - Sandy Holmes Trophy	- T. Cook, 1911 Brush
Two-Lunger - F. Klein Trophy	- W. Spraggon, 1908 Renault
Four-Lunger - G.W. Green Trophy	- J. Godfrey, 1914 Ford
Six-Lunger - The Broadway Motors Trophy	- J. Webster, 1912 Franklin
The Allan Rose-Bray Hard Luck Trophy	- K. Pye, 1910 Brush
Special Award - The W.T. Coggins Trophy	- A. Clay, 1911 Napier
Goodwill of Public Trophy	- A. Foy, 1906 Reo
Concours d'Elegance	- B. Thew 1916 Hupmobile
Concours d'Etat	- J. Vanstone, 1908 Metallurgique



WANTED. One only 24 Kelsey rim for Dodge. Any parts for 1921  
Harley outfit.

- BOB MC CARTHY,  
798-6941

FOR SALE AT COST. 1 Prestolite cylinder, with gauge, \$17.00.

- K.E. CARDEN,  
56 Gloucester Rd., Epping.  
86-5578.

FOR SALE - ALL STATES. 1 1914 Fiat - restored - best offer.

- L. ROBINSON,  
16 Woolcock St.,  
Watson, A.C.T.

SWAP OR SELL. 42 Auto books and magazines 1915-42.  
Pump and pressure gauge for fuel tank on veteran car.  
Wilmot Petrol Gauge.  
2 hand-operated Klaxon Horns.  
Large brass Stewart updraft carburettor.  
100 vintage hub caps and badges.  
2 gal. Shell petrol can.  
23" x 500 Buick wheel and rim.  
3 x 23 x 440 straight side tyres and rims.

Will swap for the above or will buy -

1 burner assembly for E & J square sidelight.  
2 burner assemblies for 8" headlights.  
23" x 440 wheel and rim.  
Set of hood fittings for veteran car (tourer).  
2 brass door handles and 4 hinges for veteran car.  
Any hub caps not in my collection.

- M. BENDEICH,  
167 Ryedale Rd.,  
Denistone.  
85-3954