

# SPIT AND POLISH

MARCH 2021



Journal of the VETERAN CAR CLUB OF AUSTRALIA (NSW) Inc.





Whenever I try to eat healthy a chocolate bar looks at me and snickers.

Journal of the Veteran Car Club of Australia (NSW) Inc.

# SPIT AND POLISH

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Spit and Polish is the official journal of the Veteran Car Club of Australia (NSW) Inc. It is published 11 times annually (monthly except for December). All articles, letters, advertisements and pictures should be sent to the editor, preferably by email to:

spitandpolisheditor@gmail.com or else by regular mail to 430 Calf Farm Road Mount Hunter NSW 2570. The deadline for the receipt of items is the first Thursday of the month.

Articles and letters appearing in "Spit and Polish" reflect the opinion of the author. They may not be the opinion of the editor or the committee nor are they any indication of club policy.

The club is dedicated to the preservation, restoration and use of veteran motor vehicles, that is self propelled vehicles manufactured prior to 1 January 1919 .

More information is available on our web site: <https://www.vccansw.com/> The club normally meets every fourth Thursday of the month at 134 Queens Road Canada Bay NSW 2046 at 8:00 pm.

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**NOTE:** Additional material, such as photographs, that couldn't fit in this issue of "Spit and Polish" have been uploaded to the forum in the members' section of the club web site.

<https://www.vccansw.com/forum/members-forum/spit-and-polish-march-2021-extras>

### **Veteran Car Club of Australia (NSW) Inc.**

#### Current Prices:

Dating Certificate	\$ 15.00
100 Year Badges	\$ 30.00
Brass Dating Plaques	\$ 80.00
Lapel Badges	\$ 8.00
Cloth Badges	\$ 5.00

All plus Postage and Packing if required

Despite the high cost of living it remains popular.

## Veteran Car Club of Australia (NSW) Inc. - Club Management and Contact Details

**Address:** 134 Queens Road, Canada Bay, 2046

**Web site:** <https://www.vccansw.com/>

**Joint Patrons:** Her Excellency The Honourable Margaret Beazley AC QC Governor of New South Wales and Mr. Dennis Wilson

### Management Committee :

**President:** Doug Fulford 4654 5432  
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**Committee Member:** Anrdea Holden  
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Neil Martin 9632 5047, 0417 236 495

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Ian Streatfield 9457 8449, 0488 248 177

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### Appointments:

**Librarian:** David McCredie 9653 2592

**Legal Advisor:** Andrew Aitken 8987 0000

**CMC Delegate:** Phil Virgona

**TAVCCA Delegates:** John Burke, Doug Fulford

**Editor:** Doug Fulford  
[spitandpolisheditor@gmail.com](mailto:spitandpolisheditor@gmail.com)

### Newcastle Branch:

**Chairman:** John Burke

**Secretary:** Graeme Newman



## Cover Cars

### Front Cover



The front cover shows Penelope Keith on the set of *“Penelope Keith and the Fast Lady”*, a documentary about the pioneer motorist and race driver, Dorothy Levitt. The 1902 De Dion belongs to VCCA member Andrew Howe-Davies.

### Inside Front Cover



The inside rear cover features a picture of Andrew’s car when fairly new. One of the ladies in the rear seat is Agustina del Carmen Otero Iglesias, better known as La Belle Otero. She was a Spanish actress, dancer and courtesan with a reputation for great beauty and was famous for her numerous lovers.



### Inside Rear Cover



This is a nice spot to stop for a photo on one of the runs planned for our 2022 National 1 and 2 Cylinder Rally. If you can guess the location from this shot you are very clever but please don’t tell Robert or I’ll get in trouble. Just in case you were wondering, it is the editor’s 1915 EC6 Studebaker looking almost part of the mural in the background.



### Rear Cover

Andrew Howe-Davies is pictured with Penelope Keith and his 1902 De Dion Bouton. Andrew may have been able to choose the car but Nicola got to choose the colour as she was not going to be seen dead in a Magnolia car. Would you?

I like cooking my family and my pets. Use commas, they save lives.

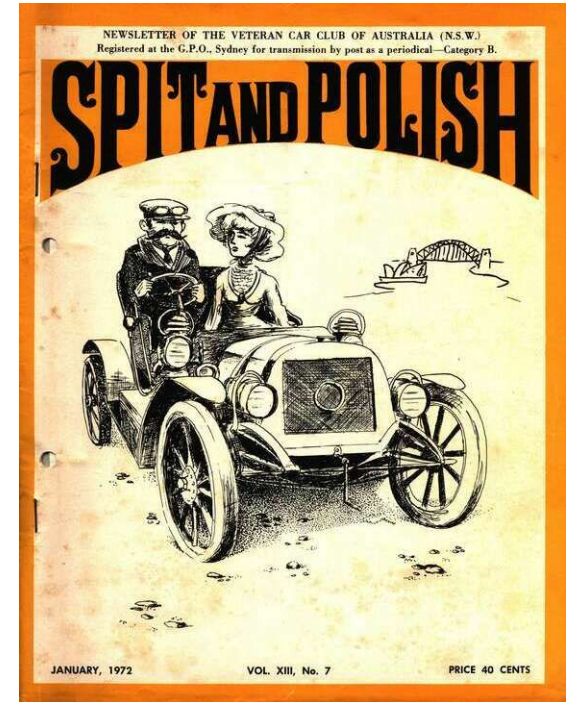
## President's Musings

did was to read articles that the late, great Vic Jacobs wrote, especially the ones about his east to west crossing of the continent. His sense of humour is almost intoxicating and gives you a great insight into the nature of the man. I have therefore compiled a follow up to last month's article (Vic Jacobs, Henrietta and the Fronty Ford) with one titled Vic Jacobs ... In His Own Words – Mostly. It starts on page 16 of this issue.

It was also fascinating to see the many changes of format and cover design etc that "Spit and Polish" has gone through over the years. At various times it has been foolscap, quarto, A4 and A5 among others. One cover design that I rather liked was one used in the early part of 1972. I don't know who the talented artist was – perhaps someone can enlighten me. The driver seems steely faced and determined. The passenger has turned towards him and appears to be saying something. That suggests to me that we should have a caption contest. Send your suggestions to the editor at:

[spitandpolisheditor@gmail.com](mailto:spitandpolisheditor@gmail.com)

I was interested to note that back in 1973 they had a "Spit and Polish Panel" which at the time



Front cover of the January 1972 edition of "Spit and Polish"

consisted of Bob Baxter, Peter Kable, Eric Lang and Jim Simpson. Certainly getting more members involved in producing our magazine would be great. Any volunteers?



Doug Fulford (President)

A big thank you to Malcolm Baxter for donating his father's collection of "Spit and Polish" magazines to Les Johnson and me. They are a fascinating record of the history of our club, and as Les will tell you, can assist in tracing the history of your veteran. One of the first things I



I also happened across the following in the "Opinion" section of the October 1972 edition:

*"We have, at last, reached a most important milestone in the history of our club. On 26th October, 1972, will be the commissioning of the VCCA club house."*

Of course that was the original hall and not the purpose built facility that we enjoy today. The author went on to say:

*"At last, the major portion of our library will have a permanent home and these books will become available for our members to read."*

Let us hope that as the coronavirus situation improves that we can get back on track to having the material in our library not only safely stored but once again available for our members to read.

Peter Kable has kindly given me another story about Vic Jacobs. When Vic was planning to drive his T Ford from Sydney to Melbourne and back he bet some of his workers he would make it when they questioned whether he could? Every day he would send a post card telling

### President's Musings (continued)

them where he was and how well he was going. (at such and such only xxx miles to go). In those days mail actually arrived in a day. On his last day coming home he was in Mittagong. Knowing he would arrive the next day before the post card arrived he went to the railway station just as the train was leaving and ran down the platform passing the card to the Guard asking him to post it when the train reached Sydney.

Next day he arrived at Broadway Motors held out his hand and received the betting money. He then proceeded to his home in the eastern suburbs and as he went through Centennial Park - the crankshaft broke!!!

Hopefully Vivian's Clement-Bayard will be back on the road in time for the Cobram and Charleville rallies. The whitmetal has been done but the caps have had to go back as the only positions and orientations they can be installed in makes the dippers back to front. That should be fixed within a week. The original Clement-Bayard carburettor, which had a very badly worn butterfly and shaft has been rebuilt. It will be interesting to see how the car performs with the original carburettor rather



Vivian Fulford's 1911 Clement-Bayard

than the Schebler carburettor from an outfit that it was running from before Bob Hobson, the previous owner, acquired it. The main worry is the oil pump which doesn't seem to be pumping oil like it should. That may well be why the engine failed in the first place. There is no

external connection so no sight glass and no real way of installing one so it's important that we get the pump rebuilt and reliable. It was interesting to discover that Vivian's car and Les Johnson's 1911 Clement-Bayard have consecutive chassis numbers.

Actually the day we pulled the engine down ready to go for whitemetal I had Alan Miller come round to give me a hand. Then Frank and Virginia Mackie turned up and later Peter Small. At times I could barely see! The cam shaft runs in a split bush which Alan turned up for me. There will be an article on that in a future edition.

If you have some news, be it acquiring a car, restoration or repair work, consider sending in a short note and maybe a picture or two to the editor. Hopefully we can help and encourage each other.

Thanks to Tom Killingback and Andrea Holden for the work they did installing the videoconferencing equipment in the club rooms. The first chance we had to test it was the February club meeting. As we still don't have a fixed NBN connection we had to use 4G as a

### **President's Musings (continued)**

backup. Despite one drop out during the meeting it mostly proved adequate. 14 members logged on remotely and were able to participate fully in the meeting which was most gratifying.

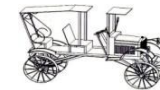
Andrea also gave a very interesting presentation on the UNSW Sun Swift Solar Race Team and the new car that they are developing. It is designed to compete in the Bridgestone World Solar Challenge which is judged on the car's economy in the event and it's degree of practicality. Unfortunately the 2021 event has been cancelled due to the coronavirus situation.

If you were at or logged in to the February club meeting you will know that I have resigned the positions of president and editor. I would prefer not to elaborate on the reasons but would like to make the following plea. Please remember that all our office bearers are volunteers who are giving up their time for free and doing their best for the club as they see fit. You may not agree with their approach. You are entitled to your own opinion and constructive criticism is fine, especially when requested in a survey. But going beyond that can be very hurtful to people who are trying to do their best for the club. We

don't have lots of people volunteering to take on such roles on behalf of club members, so let's not do anything to discourage members from doing so.

And finally, thanks to Steve Fleming for assisting with the production of this edition of "Spit and Polish".

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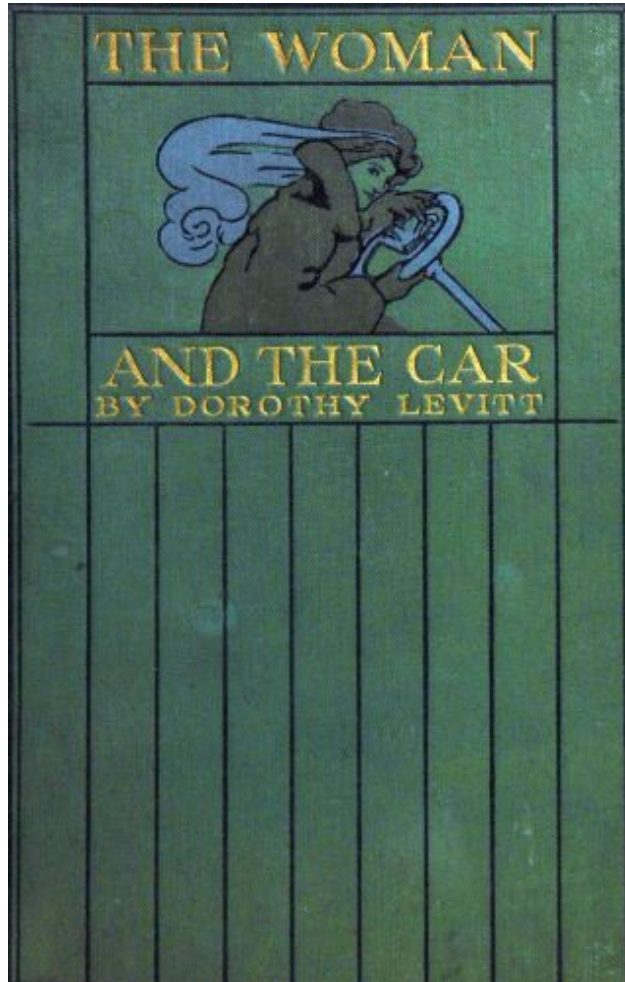
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Ph: 6852 3001

Email: [mcfeeters@motormuseum.net.au](mailto:mcfeeters@motormuseum.net.au)



## Dorothy Levitt – Motorist Extraordinaire








Until recently history has mostly been written by men and has, for the most part, under represented the role of women. This is perhaps even more so when it comes to the history of motoring. How many people realise that the motoring age really began when Bertha Benz (the subject, hopefully, of a future article) became the first person to drive an automobile for any considerable distance. Or that she had to sneak out of the house in order to do so? Or that she had financed Karl for years before they were married and that when she married him by law her wealth became his?

I only became aware of another amazing early female motorist named Dorothy Levitt when John Fryirs gave my wife a copy of her book, *“The Woman and the Car”* sub-titled *“A chatty little handbook for all women who motor or who want to motor”*. It was published in 1909 and based on a series of articles she had written for her motoring column in *The Graphic*, an illustrated weekly newspaper. Whilst it was not the first book targeted at the woman motorist, it was certainly the most widely circulated.

But Dorothy Levitt was much more than just a motoring journalist and author. She was

## THE WOMAN AND THE CAR

A CHATTY LITTLE HANDBOOK  
FOR ALL WOMEN WHO MOTOR  
OR WHO WANT TO MOTOR  
BY DOROTHY LEVITT    
EDITED WITH INTRODUCTORY  
ARTICLES BY C. BYNG-HALL  
ILLUSTRATED BY PHOTOGRAPHS  
SPECIALLY TAKEN   

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LONDON: JOHN LANE, THE BODLEY HEAD  
NEW YORK: JOHN LANE COMPANY, MCMIX

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Tavistock Street, Covent Garden, London

arguably the first female British racing driver, at one time held the world water speed record and the female land speed record. She was also a pioneer of female independence. There are claims that she taught Queen Alexandra and the royal princesses to drive.

### Dorothy Levitt – Motorist Extraordinaire (continued)

She recommended that women should "carry a little hand-mirror in a convenient place when driving" so they may "hold the mirror aloft from time to time in order to see behind while driving in traffic", thus anticipating the rear-view mirror before it was introduced by manufacturers from around 1914.



Dorothy Levitt

In 1905 she drove from London to Liverpool and back without the aid of a mechanic but accompanied by an official observer, her pet Pomeranian dog "Dodo", plus a revolver. At 07:00 on March 29 1905 she departed from the De-Dion showroom in Great Marlborough

Street London, and arrived at the Adelphi Hotel in Liverpool at 18:10, having completed the 205 miles in 11 hours.. The UK press labelled her "The Fastest Girl on Earth" and "The Champion Lady Motorist of the World." It is this trip that is commemorated in the BBC documentary, "Penelope Keith and the Fast Lady". Penelope's co-star is Andrew Howe-Davies' 19xx De Dion Bouton. Some of the long shots, I am led to believe, actually feature Andrew driving the car looking "most fetching" in the same coat that Ms Keith was using.

Her life after 1910 is largely undocumented until her death in 1922 aged only 39 of morphine poisoning while suffering from heart disease and an attack of measles.

Levitt was born Dorothy Elizabeth Levi on 5th January 1882. It seems that she was a fairly accomplished horse rider as she later wrote "remaining astride a galloping horse while it negotiated jumps in a steeplechase as easier than retaining a seat in a car being driven at speed." It seems that she may have fled home to escape an arranged marriage to a much older man. She got a secretarial job with the Napier company in 1902 where she attracted the

attention of Selwyn Edge.

Selwyn Edge was an Australian born businessman, racing driver, cyclist and record-breaker. He is principally associated with selling and racing De Dion-Bouton, Gladiator; Clément-Panhard, and Napier cars. He was well aware of the publicity that Camille du Gast had received driving race cars in France. Having spotted Levitt, "a beautiful secretary with long legs and eyes like pools" among the Napier staff, he determined that he should enter her into a race. Presumably he saw other qualities in her as well.. He employed her as his personal secretary but first he had to arrange to have her taught to drive. This job fell to one of his sales staff despite the man's reluctance as it was to be done on Sundays – his one day off. Thankfully Dorothy proved to be a quick learner and soon impressed him with her ability to handle a car.

In April 1903 Levitt became the first English woman to compete in a motor race driving a Clément-Gladadiator. She didn't win a prize but she most certainly exceeded Edge's expectations and she was determined to do better.



**You have heated seats in your car because the rear defroster was already taken.**

## Dorothy Levitt – Motorist Extraordinaire (continued)

In May she drove a 16 HP Gladiator in the 400 mile Glasgow to London trial. She only lost 6 points out of 1000 because of a tyre problem. She made her debut in speed competitions at the Southport Speed Trials in October, where she won the class for cars priced between £400 and £550.



*Dorothy Levitt in the 12 HP Gladiator she drove in a series of reliability trials in 1903*



### Dorothy Levitt – Motorist Extraordinaire (continued)

The driver of a car entered in an official trial was required to undertake any necessary repairs so Edge arranged for Levitt to have a six month apprenticeship with an automobile maker in Paris where she learnt how to build and repair cars.



Dorothy Levitt in S F Edge's Napier powered motor yacht in 1903

In July 1903 Levitt won the inaugural British International Harmsworth International Trophy for motor-boats and set the initial water speed record of 19.3 mph in Edge's Napier powered motor yacht. She followed this up with victories at Cowes and also at Trouville in France.

Levitt was a "scorcher", a motorist who

delighted in exceeding the speed limit and was fined £5 plus costs for driving at a "*terrific pace*" through Hyde Park. The other six motorists (presumably men) fined that day were only fined £2 which may have been because she was a woman but might also have been for her alleged outburst when stopped, "[*she*] ... *would like to drive over every policeman and wished she had run over the sergeant and killed him.*"

In 1904 the De Dion company signed Levitt to drive one of their two works cars in the Hereford 1,000-mile trial. As the sole female entrant she was bound to get publicity but she went the extra mile by appearing the day before in a specially made "*eye-catching motoring outfit*" for the press. Her pomeranian dog, Dodo, snarled whenever another competitor came close. On race day the other competitors had toy dogs strapped to their bonnets in protest at Levitt having received most of the publicity. Levitt showed her sense of humour by sending dog biscuits to all her fellow drivers at the prize giving concert.

But whilst Levitt certainly had an eye for creating publicity that in no way compromised her determination and competitive spirit. She

was in line to win a gold medal until late in the event when her 8 HP De Dion suffered a mechanical failure.

Later that year she entered the inaugural Brighton Speed Trials in a rather brutish car, an 80 HP Napier. She defied many commentators who doubted her ability to handle such a car by beating many professional male drivers, crossing the finishing line at 78.7 mph. She was to better that in the following year's event setting a new world speed record for women of 90.88 mph.

After setting her new world record, Levitt was the subject of a full page profile in the national *Penny Illustrated Paper* that was headlined – *The Sensational Adventures of Miss Dorothy Levitt, – Champion Lady Motorist of the World*. In the article she described her career and spoke of the sensations of travelling at the "awful pace" of world record speeds.

*"Wonderful. One can hardly describe one's sensations. There is a feeling of flying through space. I never think of the danger. That sort of thing won't do. But I know it is omnipresent.*



I dreamt that I knighted an electric fish last night. It was Sir Eel!

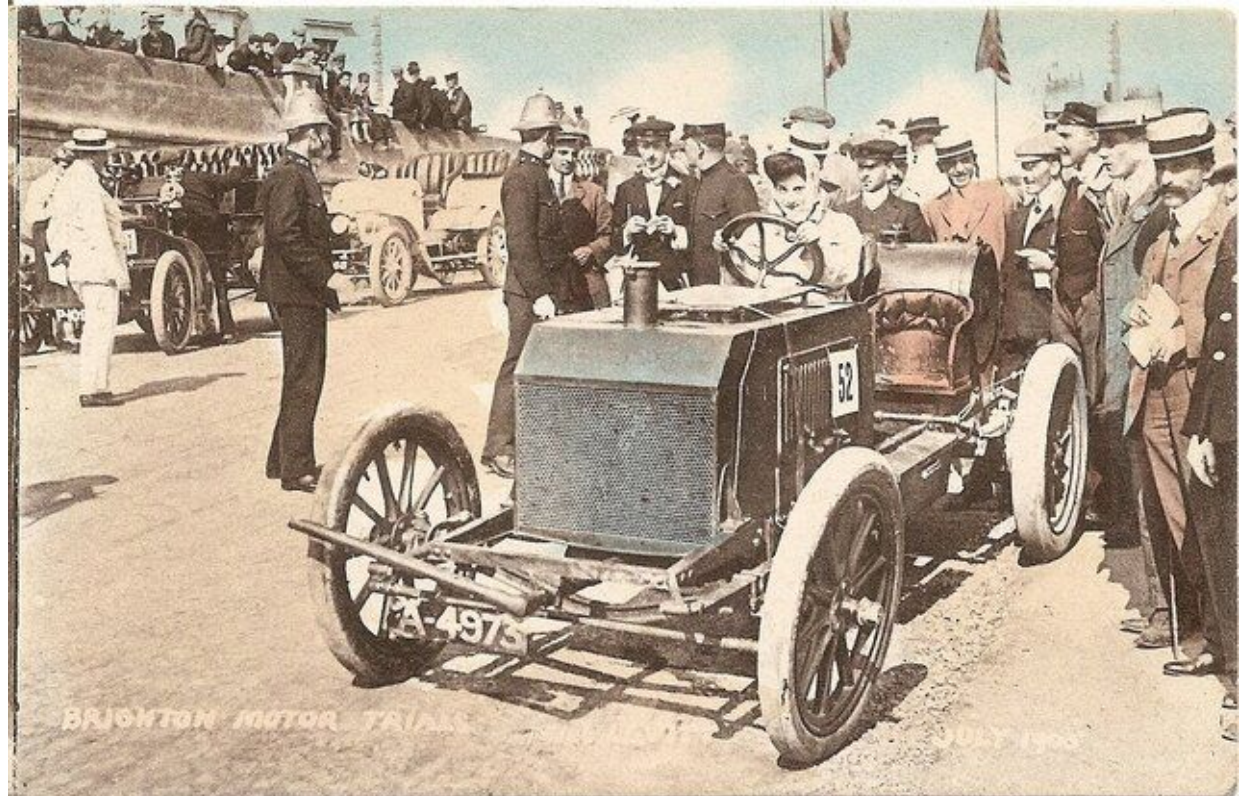
### Dorothy Levitt – Motorist Extraordinaire (continued)

*The slightest touch of the hand and the car swerves, and swerves are usually fatal. But I am a good gambler, and always willing to take the chance. In going that pace, the hardest thing is to keep in the car. Half the time the wheels don't touch the ground at all, and when they do touch you must be prepared to take the shock and lurch, else out you will go. It is far harder work to sit in the car than to ride a galloping horse over the jumps in a steeplechase. When I made the records I was in the car alone. I prefer it."*

The danger was very real. At those trials the front of the bonnet of her car had come loose. She had to stop suddenly and by the time the car came to a halt there was only one screw still holding – otherwise she might well have been decapitated.

In the open class of the Shelsey Walsh Hill Climb she set the Ladies' Record in a 50 hp Napier, making the climb in 92.4 seconds, 12 seconds faster than the male winner and around three minutes faster than the previous record set by Miss Larkins. Her record stood until 1913,

In 1907 and 1908 she had a hectic race schedule



*Dorothy Levitt in the 80 HP Napier at the Brighton Speed Trials in 1905*

competing successfully in Britain but also increasingly in Europe. She tried to race at the newly opened Brooklands circuit in 1907 but

her entry was refused because she was a woman.

### Dorothy Levitt – Motorist Extraordinaire (continued)

In June 1907 she won a Gold Medal at the Herkomer Trophy Race in Germany, finishing fourth out of 172 competitors. *The Times* noted the poor performance of the British entrants noting “*the single exception was the Napier car driven with skill, courage, and cool judgement by Miss Dorothy Levitt*”.

In 1908 Napier decided to discontinue its involvement in motor racing, so her career as effectively a “works driver” for Napier ended. She took flying lessons on the Antoinette monoplane but never gained her licence although she did give talks and write about flying.

In 1909 her book, “*The Woman and the Car*” was published. She gave many lectures encouraging women to take up motoring. She tried to counter the view that women were not capable with mechanical matters.

*“I am constantly asked by some astonished people “Do you really understand all the horrid machinery of a motor, and could you mend it if it broke down? ... the details of an engine may sound complicated and look “horrid”, but an engine is easily mastered.”*

She recommended that women buy a single cylinder car because such a car was more economical and simpler to work on. She also suggested that women should learn how to maintain and repair their car in the event of trouble and espoused women’s “right to motor”.

She may well have been Selwyn Edge’s mistress for a period. Her book makes no mention of him and it appears that whatever relationship they may have had had not ended well.

Dorothy Levitt’s achievements as a driver alone should have earned her a place in motoring history although they have tended to be overlooked. In contrast, her recognition at the time was increased for a number of reasons. Firstly, she was a woman competing in what was considered by many to be a man’s domain, a true pioneer. Secondly, being both handsome and stylish whether in or out of her automobiles, in competition or not, she didn’t fit the typically prejudicial male view that such a woman must look like and dress like a man. And thirdly, because of her atypical lifestyle for the Edwardian era as an independent,

privileged, bachelor girl, living with friends in the West End waited on by two servants.

Her book, “*The Woman and the Car*” can be freely downloaded from this site: <http://www.gutenberg.org/files/58956/58956-h/58956-h.htm>. Facsimile editions are also readily available and original copies are sometimes offered for sale.

Many thanks to Andrew Howe-Davies for providing material for this article.



*Your next move is to take off the side brake (from *The Woman and the Car*)*



Some people are such treasures you just want to bury them.



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CEO of local mirror company passed away. Please take a moment to reflect.

## Coming Events

### March 2020

Thursday 25 8:00 pm	<b>Monthly Club Meeting</b> Club Rooms 134 Queens Road Canada Bay
Thursday 25 to Sunday 28	<b>RACV 1 &amp; 2 Cylinder Rally</b> Cobram Victoria Enquiries: <i>Callum Walsh</i>

### April 2021

Wednesday 7 to Tuesday 13	<b>TAVCCA National 1 &amp; 2 Cylinder Veteran Vehicle Rally</b> Charleville, Queensland
Friday 9 10:00 am	<b>Southern Highlands Coffee Run</b> Cnr Osborne & Moss Vale Roads Enquiries: <i>Greg Roberts</i>
Thursday 15 7:00 pm	<b>Committee Meeting</b>
Sunday 18 to Wednesday 21	<b>National Brush Rally</b> Cowra NSW Contact: <i>Allan Miller</i>
Tuesday 20 7:30 pm	<b>Newcastle Branch Meeting</b> Westlakes Mining Museum, Teralba
Thursday 22 8:00 pm	<b>Monthly Club Meeting</b> Club Rooms 134 Queens Road Canada Bay

### May 2021

Sunday 2	<b>Sydney North Breakfast Run</b> Location to be advised Enquiries: <i>Louise Yeomans</i>
Friday 14 10:00 am	<b>Southern Highlands Coffee Run</b> Cnr Osborne & Moss Vale Roads Enquiries: <i>Greg Roberts</i>
Saturday 15 to Sunday 16	<b>RACV Pre-1905 Pioneers Run</b> Ballarat, Victoria <i>see page 28</i>
Sunday 16	<b>Drive Your Veteran Day</b> Local runs – details to be advised Contact: <i>Graeme Newman</i>
Tuesday 18 7:30 pm	<b>Newcastle Branch Meeting</b> Westlakes Mining Museum, Teralba
Thursday 20 7:00 pm	<b>Committee Meeting</b>
Thursday 27 8:00 pm	<b>Monthly Club Meeting</b> Club Rooms 134 Queens Road Canada Bay



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I heard the word "ICY" is easy to spell. Looking at it now I see why.

### Coming Events (continued)

June 2021	
Friday 11 10:00 am	<b>Southern Highlands Coffee Run</b> Cnr Osborne & Moss Vale Roads Enquiries: <i>Greg Roberts</i>
Tuesday 15 7:30 pm	<b>Newcastle Branch Meeting</b> Westlakes Mining Museum, Teralba
Thursday 17 7:00 pm	<b>Committee Meeting</b>
Friday 18 to Sunday 20	<b>June Singleton Tour</b> 20 Valley View Place Nulkaba NSW 2325 Enquiries: <i>John Burke</i>
Thursday 24 8:00 pm	<b>Monthly Club Meeting</b> Club Rooms 134 Queens Road Canada Bay

Future Major Events	
October 2021	
Sunday 10 to Saturday 16	<b>RACV National Veteran Vehicle Rally</b> Swan Hill, Victoria Enquiries: <i>Michael and Claudia Holding</i>
Sunday 17 to Friday 22	<b>National Veteran Motorcycle Rally</b> Manjimup, WA
November 2021	
Monday 22 to Friday 26	<b>National Highwheeler Rally</b> Mount Gambier, SA Enquiries: Noel and Sue Holbrook
May 2022	
Sunday 8 to Saturday 14	<b>National 1 and 2 Cylinder Veteran rally</b> South West NSW (location to be revealed) Enquiries: <i>Robert Fordham</i>
September 2022	
Monday 19 to Sunday 25	<b>Lake Perkolilli Red Dust Revival</b> Lake Perkolilli, WA
Sunday 25 to Saturday 1 October	<b>20T2 National Model T Rally</b> Dubbo NSW



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**PRINT**

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### Vic Jacobs ... In His own Words - Mostly

*Last month's article "Vic Jacobs, Henrietta and the Fronty Ford" covered the story of Vic's east to west crossing of the continent in 1973. But what about Vic Jacobs the man? He was a real character, almost larger than life itself and, I would suggest, a lovable larrikin. What better way to get an insight into his character than in his own words. What follows are a series of snippets taken from "Spit and Polish".*

There is nothing more interesting than T-Model Fords!! (George Green has just turned the page as black iron upsets his blood pressure).

I have been asked by so many people: "How long will it take you to get there?" and my reply is that I should be there by December, 1985. (*it was 1973 - editor*)

Bob Hobson and I have worked out a complete list of spare parts, tools and supplies in case of any breakdown or emergencies. Thank goodness the T-Model Ford is a light car, as I would hate to have this job if I was driving a Rolls or one of those big cars owned by the wealthy. After deliberating for 2 hours, Bob and I have compiled the following list to satisfy all emergencies:

One pair of sharp pliers, nine feet of wire and 1 can opener!

For all the aristocrats of the club, those that drive R.R.s, Caddies, Buicks and the like, I am at present accepting bets from those who think we won't be arriving at 5.30 p.m. sharp - telephone bets can be placed by ringing 69.6666.

Sorry to relate to all those that I have bets with that we won't make it - both cars are running like sewing machines.

Well, from the start everything's gone our way - what a grand send-off from Sydney Town Hall as I expected to get there, wait until the T.V. guy came along and just a few friends. Yes, I know you're all hoping that it's the last farewell, but I WILL RETURN. x0

No trouble about finding the right direction to go to Perth as Sally Kable presented me with a small compass which I connected up to the car. I knew after the start that it was due west so religiously followed the compass. After reaching Gosford I knew that something must be wrong and found that with so much BLACK

Iron about, I was "de-polarised" or something, so disconnected it and now am on the right track again.

Walking down the main street of Cowra all 4 of us in our white overalls met a dear old local lady who had one look at us and said "FAB, eh!" (Must think we are part of a commercial.)

Gee it's good when driving in Henrietta and after going thru' a little town what a sigh of relief when you pass those signs, "End of 35 mph limit" - then you can pull the hand throttle down and belt her along at 36 mph!

Woke in Bathurst, cold misty morning, couldn't see 100 yards in front so as Rally Director and with Ian Gay (Asst. Rally Director) we called an emergency meeting and decided that Bob and Reg would drive the Fronty in the morning shift - yes, it's good to be boss.

On leaving Sydney we got to Penrith at 11.30 a.m. when I felt we should pull up and let Henrietta catch up, so parked on the side of the road. Of course a few cars pulled up to see the car and one lady said "Oh I read about you driving from Sydney to Perth - What day did



### Vic Jacobs ... In His Own Words - Mostly (continued)

you leave?" Evidently hasn't got much faith in veteran cars.

In one small town a local said to Bob: "You do this for a living?" - Must think we are actors or something.

In Penong, west of Ceduna, I had the occasion to ring the next town. Picked up the phone and when the exchange answered, I said "Ceduna 187 please". Quick as a flash the switch guy said: 'How are the cars going?' Shows you how everyone knows everything that is going on out here any rate I gave him a good resume and got my call for free, which, as you all know, suited me nicely. (Jim Eisenhower note).

Anyhow, I got to Ivy Tanks, booked in and the chappie gave me a bucket of water. He said "this is for drinking, cleaning your teeth and washing". No such things as showers! I then noticed a big 1 gallon jar on the counter full of dead scorpions at least 6 inches long or the size of a King Prawn. When I said where did these come from, he said, very nonchalantly "Oh around the motel part". Before going to bed I took the rubber hammer from the car (used for changing tyres) and put it under my pillow!

After 270 miles of gravel it turned into a bitumen road at the W.A. border - I was so elated I stopped the car with one foot on the gravel and one on the bitumen, I knelt down and kissed the black tar. I didn't know but there were a couple of road workers nearby and they yelled: "Sissy!"

Went to pay my account at the motel yesterday and asked the manageress if she would take a cheque. She said "We don't take cheques but in your case it'll be all right as you can't get very far!" (Can't have much faith in T Model Fords - must have been speaking to G.G.)

You get a bit blasé driving big mileage. I said to Ian at one stage: "Only 750 miles to Perth". In saying that that I have forgotten that 750 miles is more than Sydney to Brisbane.

Ian who is a farmer in NSW got really cut back to size talking to a farmer at Balladonia, a town 400 miles east of Kalgoorlie. The farmer said to Ian "Oh I've been busy the last couple of days, been looking for a bull out in the back paddock - took me just on two days to find him. When Ian enquired how big the back paddock was, he

said "Oh about 25 miles by 10 miles."

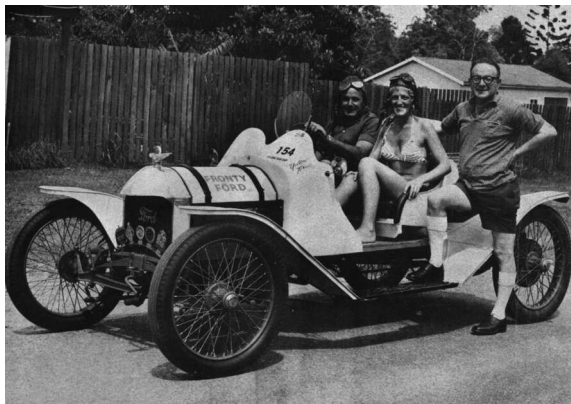
*Vic was a great believer in what he called "T-Ford ingenuity". The following is a snippet from an article he wrote for "Spit and Polish" in 1972 titled "How I should have won the Hard Luck Trophy at Nambour – But there was no trophy !!!!"*

About 20 miles from Woodburn near Ballina the car developed one hell of a shimmy and careered all over the road - how I held it without turning over I will never know, but finally pulled up and found that the steering arm had broken in half. Just a bit of fatigue! What could I do. Out in the bush, with nobody nearby, so I used some "T-Ford ingenuity". Outcame a 3/8 ring spanner - it took the place of the steering arm - a couple of nuts and bolts and a bit of barbed wire off the fence, and away I set sail at five miles an hour. As I gathered more in confidence I got up to ten miles per hour, then fifteen and then on a nice patch of new road into Woodburn, I was finally doing forty miles an hour on a ring spanner. Hope my Life Assurance Company does not hear about that one - bet the Rolls Royce boys could not improvise like that!

## Vic Jacobs ... In His Own Words – Mostly (continued)

*While the ring spanner got Vic going again, a more serious problem was just around the corner.*

Five miles out of Coolangatta a big bang developed in the engine. You know in every story there is good news and bad news, and my bad news came first. The metal cap that holds the crankshaft on the third bearing had completely disintegrated in two, plus a valve follower - the good news was that it happened on the Gold Coast! People still do not believe that I broke down at Coolangatta, but I can assure you that the next three days putting that car back again was ample proof to me.



*Vic Jacobs, Ian Gay and a local bikini girl.*

*The accompanying picture is, I think, from a previous excursion in the Fronty Ford, but might be one factor in favour of breaking down on The Gold Coast.*

*One can only imagine what Vic might have written in his tribute in "Spit and Polish". The task fell to his good friend, Bob Baxter.*

The irrepressible Victor is no longer with us in body, but I am sure his spirit will remain in the minds of the majority of our members. I can distinctly remember as a young innocent lad in my first year of teaching in 1955, walking up Broadway and stopping at this car yard to gawk at a pink and off white "Belle-air" Chevrolet with its 'Buck Rogers' fins erupting from the rear fenders and musing that one would have to be millionaire like Jack Davey to own the car. To my shock, this fast-talking salesman with a red bow tie descends upon me to sell me the "Belle-air". It took him about 30 seconds to realise that I did not have the collateral for the deal so without drawing breath or letting my arm go, he quickly down-graded his aim and my ego to try and sell me a 1948 Ford Anglia sedan.

When I joined the club in 1961, I recognised the


man in the red bow tie and irresistible character as Victor, and we quickly became friends. This also led to a long friendship with his older brother Jack. Victor's long-distance runs and his love affair with Fords were his salient points but I am sure he is going to be long remembered in this club for the hard work he put in each year to organise a rally & picnic for many & varied charity groups and through his efforts many a child and adult came away from these days with a great feeling of happiness and satisfaction.

It is sad to think we are not going to have Victor within our circle anymore to cajole and prod us along and to lift us with his friendship.

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I asked what LGBTQ meant but I couldn't get a straight answer.

## Editorial

The one liners in this month's edition of "Spit and Polish" all come from the roadside noticeboard run by the Indian Hills Community



Centre. The noticeboard even has its own Facebook page!

The "Coming Events" section is printed in the centre of the magazine so that you can suspend it from a bulldog clip and use it as a ready reference to what events are coming up. It will be rather tight getting the April edition out as Vivian and I are going to the Cobram and Charleville rallies so any material for that issue would need to be submitted by late March. As usual extra material that wouldn't fit into this issue can be found at:

<https://www.vccansw.com/forum/members-forum/spit-and-polish-march-2021-extras>



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**Updates to Membership Roster**

Allen Dunlop has a new address:  
721 Lennoxton Road, VACY NSW 2421

The new address for Michael and Susan Lowe listed in the February edition was incorrect. The correct address is:  
5 Spencer Road MOSMAN 2088

John and Kelly Burke have a new address  
20 Valley View Place NULKABA NSW 2325  
Mobile phone only 0412 821 945

Max and Joan Burke have a new phone number  
0417 696 719

**New Members**

Welcome to new full member Gary Canton whose details are as follows:

Gary and Tania Canton  
12 Gogol Place WETHERILL PARK NSW 2164  
0407 281 084  
1917 Dodge (ex Reg Wade)



I didn't mean to push all of your buttons. I was just trying to hit mute.

## JUNE TOUR SINGLETON

**18<sup>th</sup> – 20<sup>th</sup> June 2021**

The Newcastle Branch invites Veteran enthusiasts to enter this year's June tour at Singleton.

**The tour will commence on Friday the 18th of June in Cessnock at the home of Max, Joan, John and Kelly Burke. A welcome morning tea will be served before heading off on a scenic tour utilising quiet country roads to Singleton. Saturday we will tour in the Singleton area and return to Cessnock on Sunday.**

**The tour will be accommodated at the CHARBONNIER, Singleton, 02 65722333  
BOOK YOUR OWN ACCOMMODATION (Inform them it is for the VCCA event)**

**Dinner and Breakfast available in the Motel Restaurant**

Please return your entry to,

The Tour Director, John Burke 2 Occident St Cessnock NSW 2325.  
0412 821 945

---

### ENTRY FORM

NAME.....M/Phone.....

Veteran vehicle (year and make).....

Number of passengers Adults..... Children.....

Entry Fee... (\$10.00).....\$10.00

Cheques should be made payable to the Newcastle Branch VCCA

**This event is open to all Veteran Vehicles**

## **June Tour Singleton**

**18 – 20 June 2021**

Veteran vehicle events were few and far between in 2020. The June Tour, organised by our Newcastle Branch, is a great opportunity to get your veteran out of the shed and back on the roads where it belongs. The tour commences on Friday 18<sup>th</sup> June 2021 with morning tea at Max, Joan, Joan and Kelly Burke's home, 20 Valley View Place Nulkaba NSW 2325 .

The Charbonnier has agreed to accept bookings without requiring a deposit. This means that if you or the event are adversely affected by COVID-19 you will not lose your deposit money. So you can book now with confidence.

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## Minutes of the February Club Meeting

**Date:** 25 February 2021

**Attendance:** 46 (Committee: 8, Members: 16 at hall and 14 via zoom, Family: 5, Visitors: Tom Killingback, Chris and Russell Holden)

**Apologies:** Maxwell Boardman, Paul Daley, John Fryirs, Laurie Garrod, Melinda Kovacs, Terry Lyness, Peter, Sue and Harriette Martin, John Radzevicius, Bill Trollope, Phil Virgona and Les Watton.

**Meeting opened at:** 7:55 pm.

**The President's opening remarks:** The President welcomed all members, their families and visitors at the club rooms and those attending remotely. The President remarked that it was an historic event with the meeting being web cast from the club rooms for the first time. The club welcomed the opportunity to give opportunities for country members and other members to participate using the new technology. He thanked Andrea Holden and Tom Killingback for the installation and operation of the equipment. The President welcomed the prospective member, Garry Canton and his wife Tania, the Holdens and Teresita with Warren Wilson. The Cantons have recently purchased Reg Wade's 1917 Dodge.

### Minutes of the previous meeting

Matters arising from minutes: Nil

Corrections to the minutes: Nil

Moved: Graham Weekes Seconded: Neil Martin

### Inwards Correspondence:

#### Other clubs:

Small Torque

Early Auto

Brass Notes

The Vintage

Various other magazines are received online and distributed through Friday's Fact and Fiction

#### Other:

Government House

TAVCCA- draft constitution

Jean Tobler- thank you

Garry Canton – membership application

Citroen Car Club – new treasurer Ian Frost scan details to Robert Fordham and Phil O'Loan

Emails from Laurie Garrod, Sarah Gotley and

Lauren Newman re Spit and Polish

Newcastle minutes

Col Harmer – request for a membership form

### Outwards Correspondence

Andrew Benoit, Phillip Virgona and Martin

McCarthy – library donations

TAVCCA re draft constitution

Garry Canton – membership application

Neil Martin and Bill Trollope – 50-year membership

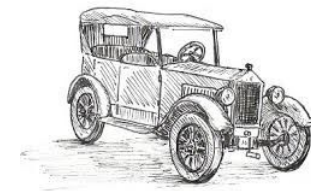
**Emails:** Friday's Fact and Fiction; reminder about club meeting

Moved: Lauren Newman, Seconded: Robert Fordham

### Treasurer's Report

The Treasurer's report was tabled.

Income has been received through raffles, advertising and rents. Outgoings have been for accounting, printing, cleaning, postage, Sydney Water, fire extinguisher inspection and lodgement fee, CBA safe custody storage of deeds, deposit for video conferencing facilities (\$2,000.00) and





## Minutes of the February Club Meeting (continued)

reimbursement to John Burke for expenses.  
Moved: Bill Betts Seconded: Phil O'Loan

### Magazine

Doug Fulford reported that the magazine went out on time despite some glitches. He would like a volunteer to be a proof reader. The four sides of each page need 5 mm bleed added for the printer to trim the magazine correctly. This can cause the text and photos to realign slightly unintentionally. A survey has been organised to determine what members do and do not like about the magazine and what changes they would like made. Several people have made complaints and it has affected Doug and his family. He again apologised for the jokes in the January edition as he never intended to offend anyone. Doug announced that he is resigning from the positions of editor and president. He will complete the March edition of Spit and Polish and he will then take a break.

### Events

#### Previous events

29 January Northern MaSH run replaced by a visit to the Fulford residence  
12 February Southern MaSH run

13 February Newcastle Branch visited Neil and Maria Hielbrunn  
16 February Newcastle Branch meetings resumed

#### Future events:

26 February Northern MaSH Run – looking forward to better weather  
7 March Sydney North Breakfast Run to Brooklyn Park, Brooklyn  
12 March Southern MaSH run –Greg Roberts arranged to meet at the usual start  
21 March Newcastle Branch – Morphett to Patterson run  
25-28 March RACV 1- & 2-cylinder rally Cobram  
26 March Northern MaSH run – needs an organiser  
7-13 April TAVCCA 1- & 2-cylinder rally Charleville, Queensland  
18 April Newcastle Branch – visit to Alison Homestead Wyong  
16 May National Motoring Heritage Day /Drive Your Veteran Day  
10-16 Oct RACV National Veteran Vehicle Rally Swan Hill, Victoria

National Motoring Heritage Day /Drive Your Veteran Day will be held on 16 May and Graeme is encouraging members to organise or participate in a local event with club members or with other clubs, across the state. He will be contacting people and asks all members to take their veteran out for a drive and to take some photos. The aim is to have 40 to 50 veteran cars and bikes out on the day all over the state.

#### Permits to Move / Registrations

Neil Martin reported that 2 permits were renewed.

#### Library

The generous donation from Martin McCarthy has filled some gaps in the collection of The Automobile, Horseless Carriage Gazette and Veteran and Vintage. All these periodicals have been shelved in consecutive order.

#### Dating

One-hundred-year badges are available from John Burke. All veteran vehicles are eligible for a badge if inspected and confirmed as a veteran by the club. Les Johnson asked if veteran cars not registered through the club but on historic plates are eligible for the 100-year badge. If the car has been dated by

## Minutes of the February Club Meeting (continued)

the VCCA within the last 30 years it is eligible for a 100-year badge. If not, the Dating Committee would need to inspect the car to verify it is a veteran. If the owner wants the car dated, he/she must provide evidence to the Dating Committee. It was suggested that if there are any queries about the 100 year badges and the eligibility of the vehicle, the person needs to contact John Burke.

### Membership:

As some of the members were participating remotely, it was decided to revise process for voting for membership to a show of hands. Garry Canton was voted into full membership of the club. The President congratulated Garry and the membership applauded his election.

The President presented Neil Martin with his 50-year membership badge. Neil spoke about how he became involved in the veteran car club. As newly marrieds of 4 months, he and Lynne were out looking to buy a table when they passed by some veteran cars stopped at a park. Unfortunately, the shop was shut and on their return, they noticed the veterans were still at the park. So, they stopped and looked leading Neil to the conclusion that veteran motoring would

be a great hobby for his family. Their first car was Model T Ford. Neil thanked Lyn for her support over the last 50 years and her input into the club. She deserves at least 75% of the award. The membership applauded his achievements.

### CMC:

Phil Virgona tabled his report. In his absence, the President presented a precis. Shannons Classic will be held this year. There are now 56000 vehicles in NSW on HVS (Historic) rego. In addition, there are 4880 on the Modified scheme. Recently the RMS suffered some computer glitches for renewals but hope these have been resolved now.

### Hall:

Robert Fordham is pleased that all but one tenant has returned to using the hall regularly. He reminded members to continue to use the QR code when checking in as there is the potential of a hefty fine for non-compliance. We all need to play our part.

**Website:** Abbey is continuing to upload content and there are now 10 vehicle profiles on

the website. She will continue updating the website.

### General Business:

#### 1. 1- & 2-Cylinder National Rally 2022 – Robert Fordham

Unofficially, Robert has been informed of a \$7,000 grant from the Paul Butler Bequest. The Expression of Interest Form will be distributed at Charleville on 14 April. As the 1- & 2-cylinder rally at Charleville has been limited to 90 vehicles, it is hoped the EOI will give some indication of numbers to help guide the planning.

#### 2. Techie Talk

Barry Shinfield spoke about the benefits of using **vestconite** to make bearings. It is used to make bushes in big trucks and comes in both hollow and solid bar forms. Barry has used it to make a shackle bush in the same ways as he makes a bronze bush. It does not require lubricating and it is easy to use. However, It is not cheap and can be ordered online from Victoria:

<https://www.vesco.com.au/>

## **Minutes of the February Club Meeting (Continued)**

Barry had an inquiry about fitting modern slipper bearings to veteran cars. He does not suggest it unless the engine has a fully pressurised lubrication system running at least at 25 to 30 pounds per square inch otherwise it does not work. With hindsight, Barry would use cast iron pistons rather than aluminium ones. Using aluminium pistons alters the balance between the weight of the piston and the weight of the corresponding part of the crankshaft. He has noticed a smoother ride in vehicles with cast iron pistons.

### **3. UNSW SunSwift Solar Challenge – Andrea Holden**

Andrea presented a comprehensive overview of the project outlining the roles of students, the supervision model, the sponsorship and the design process with its restraints. The team was disappointed when it was announced that the 2021 Bridgestone World Solar Challenge has been cancelled but have decided on some alternative challenges. A more comprehensive account will be in Spit and Polish. The audience showed its appreciation.

### **4. Raffle**

### **5. General Business**

John Wards expressed his dissatisfaction with the events causing Doug Fulford's resignation. He thanked Doug for his work.

Greg Roberts felt devastated by the announcement of Doug's resignation and asked him to reconsider. He said the membership needed to move forwards, not backwards and he saw Doug as an agent of change. Greg was unhappy about Doug's resignation. He wished Doug and Vivian the best.

Robyn Betts spoke, while acknowledging she wasn't a member and probably not entitled to speak. She also expressed her dissatisfaction and disappointment with Doug's resignation. She was unaware this was happening. Robyn supports the idea of family membership. She considered that the club meetings consisted of a raffle with no report from the committee, meetings were more open before incorporation, decisions were now made in secret. She sees Doug as an agent of change. Robyn concluded people need to be more important than cars.

Les Johnson has been reading the old editions of Spit and Polish from Bob Baxter's collection.

He likes the new format of the magazine. He sees the problems as similar to the Overland Club, of not attracting new members and neither car club can afford to lose members. He has always found Doug to be helpful and is sad he is resigning. Les likes the new magazine format and doesn't want another change of formats. He asked Doug to reconsider resigning as editor.

Doug thanked the members for their comments. He also thanked members for participating in the meeting.

**Meeting closed at: 9:30 pm**

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See the link on Club Website



## Newcastle Branch Outing – Martinsville 13/02/2021

*by Graeme Newman with a couple of photos from Peter Cockbain*

The first outing for the Newcastle Branch for 2021 was to the home of Neil and Maria Heilbrunn at Martinsville where they again generously offered to host us for breakfast and a viewing of the Bike Barn.

After all the disruptions during 2020 we had a good response with plenty of people indicating they were attending. Sadly, from a veteran motoring perspective, the weather outlook was less than promising with the forecast during the week consistently indicating showers or rain with only the forecast amount changing.

Lauren and Will arrived on Friday night, keen for a morning in the veteran as was Abbey who had the day off work. Karyn had already arranged to go 'modern' with Wendy as four adults in the Talbot is quite enough.

Given the forecast, we had a bit of a team meeting Friday night and decided that unless it was raining heavily in the morning, we would go in the veteran. Neville had already made what was probably the smart decision, to leave his clean and shiny veteran at home in the shed.

Saturday morning dawned gloomy and overcast with a very good chance of rain, so we agreed we would go in the Talbot, as did my sister Dianne.

We got a little bit of rain on the way, but nothing too significant. At the roundabout between Wyee and Morisset we were pleased to see John Wards approaching in the Benz. When we arrived at Neil and Maria's, Neil met us in the yard and directed us to some spare undercover parking spots which was a nice touch.

Very quickly our numbers swelled, however no more veterans were to appear. It wasn't long before we were called to breakfast, which seemed to be enjoyed by all. As usual there was plenty of chat between those present, catching up with what had been happening since our last gathering at the end of November.

After breakfast most of the men, and a few of the ladies made their way to the 'Bike Barn' to see what had been added since last we visited. There is plenty to look at and Neil's very early,

very original F.N. motorbike was the subject of plenty of conversation.

A few of us also spent a bit of time becoming acquainted with 'Billy' and 'Chester' the goats in residence and the three donkeys, 'Shorty', 'Cinnamon' and 'Nutmeg' also known as 'Shorty & the Spice Girls'.

By about mid-morning the weather was certainly becoming worse and John Wards made a move for home. We took a bit longer to get mobile, and by the time we did it was starting to rain quite heavily. Due to the heavy rain we had a couple of unplanned stops on the way home, dealing with wet ignition systems. During one of our last stops, when the car was running on between one and three cylinders, a significant amount of unburned fuel ignited in the muffler, removing every last rivet and leaving the muffler skin more flat than cylindrical.

Long story short, we got the car going again on between three and four cylinders and whilst there was some thought of calling the N.R.M.A. tilt tray I was more inclined to just drive home, which we did. Sadly, the car's on road

### **Newcastle Branch Outing – Martinsville 13/02/2021 (continued)**

performance did not match its exhaust note, but we made it home without too many more issues.

That afternoon, with some help from Will, the muffler was removed and has since been re-rolled and reassembled with a view to attending the Sydney North Breakfast outing on the 7th March.

Despite a few setbacks on the way home, it was still a good morning out, and one which has provided us with a few memories for the future. Hopefully Lauren and Abbey will be able to deal with unexpected loud noises again in the not too distant future.

I'm sure that all who attended had a very enjoyable morning and very much appreciate the generosity of Neil and Maria in hosting us and providing our breakfast. I also hope that those attending were generous in their donations to the Martinsville R.F.S.

Those attending:

Dianne (Sarah) Gotley & Brett Corrigan 1914 Talbot

John Wards 1916 Benz

Graeme, Lauren & Abbey Newman & Will Garthon 1914 Talbot

Modern:

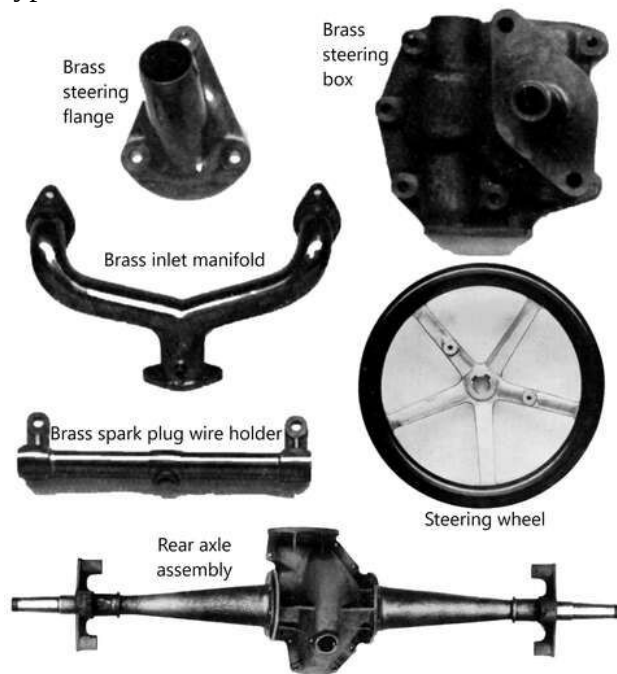
Wendy Rose & Karyn Newman, Betty & David Cherry, Max Burke Jnr, John, Kelly & Matt Burke, Chris Duncan & Catherine Strutt, Allen Dunlop, Jeff & Kay Palmer, Christopher Gotley, Peter Cockbain, Max & Joan Burke, John Brumby, Kim Nolan



**My neighbour said he slipped on my gravel but it was his own dumb asphalt.**

**WANTED: Fabrique Nationale (FN) car and motorbike parts up to 1914.**

Interested in parts, literature, information, photos. Parts in photo are needed for a 1909 FN type 1400.



Andrew Brand. Ph 0414 219 250.

**For Sale and Wanted**

**FOR SALE: BETCO Inner Tubes**

5 off BETCO 815 x 105 inner tubes (3 good with rubber stems, 1 good with brass stem, 1 OK but needs new stem) \$75.00 the lot.



Contact: Jeff Palmer 0427 965 934  
[jasper.1912@bigpond.com](mailto:jasper.1912@bigpond.com)

**AVAILABLE FOR DONATION: Brass Screws**

John Wards very kindly donated a range of brass screws to the club. They are available to members who NEED them. In return we would ask that you make a small donation to the club. There is a range of gauges, lengths and head types.

Contact: Doug Fulford [dougf@people.net.au](mailto:dougf@people.net.au)

**WANTED: Entrants for RACV Pre-1905 Pioneers Run**

**RACV Pre-1905 Pioneers Run**

ENTRIES OPEN SOON

**Ballarat, 15-16 May 2021**

*The true pioneers of early motoring - a sight to behold.*

*Come and be a part of the spectacle*

Based at the Bell Tower Motor Inn, our pioneer suitable runs will be to Learmonth and Smythesdale.

Contact: Greg Smith - 0447 395 233

WOW, what a feeling!







