



# Spit and Polish

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

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## EDITORIAL

The few weeks past probably are the busiest in the Events Calendar.

In the metropolitan area there has been a rapid succession of events with the Brighton Rally, the Waratah Festival and the Prince Henry Hospital Open Day.

For the more adventurous, there was also the Newcastle run.

Some would say there had been a good attendance of cars - others would say it was poor. Whatever way this is viewed, it is well to keep perspective. To many, veteran motoring has to give place to family and business responsibilities. Others prefer the restoring of the vehicle which they can do in their own time rather than the commitment to a specific time and place as occurs in one of the events.

Whatever way you see things, I think it has been a good month for veteran motoring and I congratulate all the participants.

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## THE FRANKLIN STORY

- By George Green

It was about the month of August 1912 that Mark Foys, the agents for Franklin cars, delivered one 38 H.P., 6-cylinder air-cooled model D. Torpedo Franklin car to Mr. Thompson of Windsor. The car proved a great success and was well known in the Windsor district for its speed and dust-raising qualities. At the outbreak of World War I in 1914, Mr. Thompson enlisted and was drafted overseas, so the Franklin was locked up in the garage for the duration. Unfortunately tragedy struck at the Thompson family, during the final stages of the war Mr. Thompson was killed in action in 1918.

The car then became the property of Mr. Thompson's brother. Late in 1919 the Franklin was wheeled out of the garage, dust removed, and after seeing that petrol was in the correct place, a couple of swings on the stirring stick and a song of power burst forth.

Mr. Thompson used the car regularly until 1921, when he unfortunately met with an accident. He was thrown from a horse, injuring a leg which resulted in him being unable to drive the car.

Back into the garage it went, where it stayed for 30 years; spiders, fowls and sundry bugs took over.

In 1951 Windsor experienced one of its worst floods on record, and Mr. Thompson's mother, who was a wonderful old lady, was cut off in her home by the flood. A young constable, E.C. Williams, rescued Mrs. Thompson, taking her to safety in a boat. In appreciation of his act she presented the Franklin car to him. He was highly delighted until one look inside the garage, when he thought he had acquired a liability, not an asset. However, the constable contacted the two young Hope brothers who lived in the district and had shown an interest in old cars, and he made a deal selling the car to them for £10.

The Hope brothers then dragged the Franklin out of the garage. What a sight! Tyres rotten, hood not so bad, dust, spiders' webs, rats' nests and fowl roosts all over the upholstery. However, to their surprise, after cleaning down and using over a gallon of neatsfoot oil, with much rubbing the leather responded well and did not require renewing. The body was in quite good order, being aluminium and the original imported one.

Motor was solid; it just would not turn. This required pulling down, the pistons being cast iron had rusted to the bores but with much coaxing it was all freed up, thoroughly cleaned and reassembled, new boots fitted and for the next three years the car served the Hope brothers well.

In 1954 they sold it to the Ampol Petroleum Company, who bought it on behalf of the late Jack Davey, who for a bet attempted to drive the old car from Sydney to Melbourne. He succeeded, but only just, removing most of the teeth off 2nd gear.

The car was then returned to Sydney and purchased in 1955 by a Mr. Gardiner of Blakehurst who intended to restore it, but unfortunately he died.

The writer then approached Mrs. Gardiner and after several visits she decided to sell the Franklin to me.

On 10th April, 1956 Allan Foy and friends came with me to collect the prize. On looking the car over we decided to attempt to drive it to a garage in Ashfield, although she only boasted low and top gear.

On checking petrol and oil, Allan did some light exercise on the stirring stick, reporting that there seemed to be some compression on four of the six cylinders but nothing happened - ignition not switched on. The Franklin has a Bosch dual ignition system, battery for starting, magneto running.

The switch was turned to battery and the motor immediately started on the charge in her - to everyone's amazement. Running like a chaff cutter and plenty of blue smoke, Allan took over and after a very hectic drive, arrived safely at Ashfield - a distance of about 5 miles.

When the engine was pulled down we found it was a wonder the car ran. We could find very little that did not need attention.

After many months of toil, with the aid of Allan Foy, a friend Col. Richards, and a complete engine and gear box rebuilt, the Franklin took the road again in October 1956, sound in wind and limb, the original wooden chassis being as good as the day it was built. Our efforts were rewarded when we visited the Melbourne Olympic Rally in November 1956 and collected the Concourse d'Elegance prize.

DETAILS OF FRANKLIN CAR

Year of Manufacture	1912.
Model	D. Torpedo
6 Cylinders, Air-Cooled	Approximate capacity 6 Litres
Chassis	Wood
Clutch	Multi Disc in oil.
Gear Box	3 Speed
Suspension	Full elliptic front and rear.
Ignition	Bosch Dual Battery and Magneto
Drive	Shaft with no locating arms for rear axle.
Chassis No.	21003

Thanks go to Mr. D. Hope, who acquired the original instruction and spare parts list from Mrs. Thompson, and kindly passed them on to me. The following is an extract from the instruction book, quote:

"TO RECTIFY USED ENGINE OIL"

Oil drawn from the engine base during cleaning may be used again by putting it through a cleaning process: Put the oil in a large transparent receptacle, and allow it to stand in a warm place for anything from four to six weeks, at which time you will find that the upper three quarters of the contents of the receptacle will be clear and can be siphoned off to use again. This is the only method we have found which leaves the oil in condition to use again. There is no filtering process which will remove the foreign matter, which lies suspended in the oil as it comes from the motor base." Unquote.

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1962 BRIGHTON RALLY

This year's rally attracted only 36 cars but there were 36 crews that had a wonderful day's veteran motoring around the 36 mile route.

The day was overcast and a strong breeze sprung up in the afternoon, but not a drop of rain fell and the wind was not as gusty as last year's rally day.

Vaucluse House was an ideal luncheon-stop, where everybody had ample time to "chin wag" and to inspect this old historic house with its many treasures of early Australia.

The course taken was not an easy one for the smaller cars, but every car completed the run without any serious mishap.

Baby Clem (Clement Bayard) stalled on a pedestrian crossing in William Street; Doug. Trounson in his 1912 Argyll went through to victory for being the most courteous driver of the day and won for himself "The Lodge Spark Plug" trophy.

This is the first year this fine trophy has been donated and, in doing so, Lodge Plugs (Aust.) Pty. Ltd. wish, not only its winner, but every member of the Club successful veteran motoring in the future. Winning this trophy was no mere feat as all the drivers were displaying their best Sunday driving manners.

George Sevenoaks sent the cars on their way as usual, and the many course Officials, besides being "sneaky", were very efficient and did a marvellous job and must be highly praised for conducting a first-class rally.

- Jack Smith,  
Public Relations Officer.

POINTS SCORE OF THE ANNUAL BRIGHTON RALLY 1962.

This year's winner was Doug. Trounson. The Lodge Plug Trophy will be presented at the next meeting and it is hoped that this will be an annual prize.

		<u>Points Lost</u>
1.	D. Trounson	10
2.	G. Roberts	15
3.	L. Masser	20
4.	A. Foy	25
	G. Green R.R.	25
	K. Nutt	25
5.	J. Vanstone	30
	L. Sheen	30
	S. Rumble	30
	P. Dave P.H.N.	30
6.	B. Roberts	45
7.	G. Green	55
8.	J. Smith	60
	J. Garwood	60
	G. Kerr	60
9.	L. Leresche	65
	P. Gregory	65
	G. Howard	65
10.	R. Jones	70
11.	K. Lober	75
	R. Craze	75
	G. Burton	75
12.	J. Masser	80
13.	G. Green R.R.	85
14.	J. Green C.B.	90
	J. Dance	90
	L. Jones	90
	G. Green D.D.	90
	R. Farrel	90

(Cont'd. P.4)

POINT SCORE BRIGHTON RALLY CONTINUED:

15.	V. Jacobs	95
16.	A. Craze	105
17.	J. Myers	110
18.	A. Garthon	125
19.	K. Moss	130
	A. Frost - Not reported at finish.	

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THIRD TOUR OF NEWCASTLE RALLY AND GYMKHANA

- By Don Barker

The Third Tour of Newcastle Rally and Gymkhana was held in fine weather on the long weekend 29th September - 1st October.

Cars began arriving in Newcastle early Saturday afternoon and after a little cleaning and polishing they were left on exhibition to the public in a new car showroom while members were ferried to their hotel by Mayfield Lions' Club officials, organisers of this annual event.

Following dinner, members were invited to Tattersall's Club, where an enjoyable social evening was spent by those who attended.

Sunday dawned bright and clear and members were soon busily engaged in preparing their cars for the rally. The rally itself is only a short one, being approximately 28 miles through city and suburbs, beaches and lakeside, giving visitors a short but impressive tour of Newcastle, plus a glimpse of Lake Macquarie. The rally finished with morning tea and a friendly natter with all cars safely set back from the public. An appetising lunch followed and then the eagerly awaited gymkhana with fast-moving novel events to test the skills of drivers and navigators. There was never a lull as cars were running through events at least two at a time and there was always something or someone to watch.

The road section of the rally has quite a few hilly miles; one short steep section of approximately one mile being through King Edward Park, the venue of past N.S.W. Championship Hill Climbs. Drivers were asked to estimate their time to ascend this windy circuit; Ken Moss and Lionel Jones receiving trophies for their efforts in this direction. Later at a check point in Warner's Bay drivers were called upon to answer parking distance questions as well as recalling the number of traffic lights and stop signs passed en route. Stan Rumble was the only driver to answer all questions correctly, thereby collecting a trophy. Navigators were also questioned, with Joan Moss the trophy winner.

At the last check point, drivers attempted to advance their vehicles six feet, with points lost for attempts over or under. Ken Nutt proved tops with exactly six feet, and carried off the trophy as he did with the Concourse d'Elegance on behalf of his immaculate Hupmobile. For this, Ken received the beautiful "Harrison Trophy" to hold until next year's rally, plus a smaller replica to keep.

Several members unable to attend with their veterans made the trip in modern cars. These included Jack Garwood who looked at home with figures whilst aiding the organisers to tally the point scores. Len Willock looked equally at home behind the wheel of Vic. Jacob's Model T in a number of the gymkhana events, whilst Bill Spraggan gained valuable rally experience as navigator for Ray Thomas in Eric Barlow's F.N.

While the gymkhana was in progress, rally officials were busily engaged in tallying points to assess the winner of the road section of the rally. This resulted in a popular win for Jock McGowan in his Armstrong Whitworth. Jock was presented with the "Barlow Trophy", a silver tea service. Don Barker (Model T), was second and Len Sheen (Humber), third.

First event in the Gymkhana was a timed parking test requiring navigators to guide their blindfolded drivers into one garage and then reverse and turn at right angles into another, then drive out and to the left over the starting line. Winner - Len Sheen.

Second event involved threading needles and Ken Moss didn't realise until almost too late that all the needles weren't in a straight line, and Len Masser looked elegant in the N.B.N. Channel 3 News threading the needles with fingers aspread (afternoon tea style).

Event No. 3 had drivers guiding their wheels over six spaced balloons tied along a string on the ground. The balloons were most evasive, even to the larger tyred cars and only Ray Thomas (F.N.) and Hunter Thomas (Model T) succeeded in bursting all balloons.

Highlights and winners of the other events were as follows:-

Carrying the Billy-Can Around the Peg - Bob Newman (Talbot) proved to be master again and won the trophy for the third year.

Slow Drive - Winner - Ken Moss (Cadillac). This event astounded all, as Ken was considered incapable of driving any car slowly.

Driving Between the Cups - Winner - Ken Moss (Cadillac). Ken returned to normal to win this event in quick time with his big car.

Driving up to a Mark - Winner - Jock McGowan (Armstrong Whitworth). This event looked most impressive from a spectator's point of view seeing cars grind to a halt four at a time.

After the last event, members took spectators' children for joy rides in an effort to further swell the charity coffers.

The cars then returned to their garage and members to their hotel to freshen up for the usual Sunday evening entertainment, which climaxed with the presentation of trophies and prizes.

Members then made their way to home or hotel, the visitors returning to Sydney at their leisure the following day.

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#### THE FIRST VETERAN CAR RALLY OF THE NORTH WEST

- By Lionel Erratt.

On 8th September the Veteran Car Club of Gunnedah co-operated with the Boggabri Rotary Club as a means of boosting the Boggabri Show. Lionel Erratt of the Veteran Car Club, Gunnedah, has reported on this Rally and it was something new and interesting, extending Veteran Car Club horizons considerably.

"BP-COR was persuaded to sponsor the Rally and provided free petrol and oil, and the Rotary Club donated a pennant. To get enough to make it worth while, we had to "lower the flag" a little, and allow cars older than true Edwardians to participate, but only to the "Cranks" was this apparent.

We managed a line-up of seven at the BP-COR Garage, Gunnedah, to commence the run to Boggabri (25 miles distant on a flat Bitumen road), namely in date order:

- (1) My 1904 Spyker.
- (2) My 1910 Clement Bayard.
- (3) Bob Sullings' (Quirindi) 1911 Buick.
- (4) Cam Jacquets' 1913 Overland.
- (5) Ron Palmer's (Boggabri) 1914 Cadillac.
- (6) Bruce Tudgey's 1917 T. Ford.
- (7) Norman Smith's (Boggabri) T. Ford.

Cam Jaquet towed "Emma" from Rowena on a huge trailer behind a 1923 Rolls and this Beautiful Old Lady and its trailer followed the field as a "Recovery Waggon". This latter proved unnecessary as all cars had an uneventful trip.

We "Rallied" outside the Showground and the "Caddy" lead us through the township of Boggabri, where those citizens not at the show paid us the usual acclamatory tribute.



On arrival at the Showground we were all parked in a space kept for us in front of the Secretary's Office, wherein we were regaled with unlimited quantities of "thirst quencher", (the cars having "filled up" before we left Gunnedah). Meanwhile the Rotary Club and the Show Committee erected a suitable barrier around the cars and provided a Guard. After lunch with the Show President (it should rather be described as a sumptuous meal of cold Turkey, Chicken, Duck, Pork - all the salads and all the sweets - all unlimited) each car was assigned a competitor in the "Miss Showgirl" Competition and we circled the ring a few times during the Grand Parade - just outside Jim Shaw's Bullock Team (Jim comes from Boggabri for those of your readers who saw him at the "Royal" last year. He now has 22 bullocks towing the waggon with ease).

BP-COR sent its official photographic team up to take a movie of the whole rally. After the Parade we refuelled at the BP-COR stand on the ground and the Spyker, Clement, Buick and 1917 Ford returned to Gunnedah (without missing a single beat) and "so the inevitable came" - the end of a happy day."

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REVS. AND BACKFIRES.

- By Len Masser.

No libel suits so far from last month's column.....

Jack Hochstadt (that man's name always reminds me of a sneeze) is very reticent about a certain car (SSH) and tells me his ulcer has flared up with the anxiety of whether he gets it or not. How's it coming, Jack?

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Newcastle -- What a weekend! The most apt description of being passed by Mossie was coined on Sunday. Quote: "And then Mossie in his Caddie THUNDERS PAST."

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Jock McGowan most upset at my description of beer at his car. Informs me he is a teetotaler, and to prove it is outright winner of the Newcastle Trial, with a silver TEA SERVICE as the trophy.

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Anybody ever seen a very well-known solicitor and a member of our Club, standing on his head in Tatts. Club at Newcastle? I have. You poor twisted boy!

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Pony-tailed and plaited, those two kids of Roy Farrell are really something. Scrubbed and starched, its a real pleasure to watch them bite their Dad for ten bob.

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Miss Bill Dudley on the runs lately. Tells me the N.A.G. was getting a bit long in the tooth, so he decided to rebore it. Reckon his theme song would be: "How'm I Doin' Hay Hay?" and the exhaust note is Chaff! Chaff! Chaff! (How corny can one get?)

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Browsing thru' the club register, I note we have a Senor France of Madrid, Spain. No sign yet of Kruschev or De Gaulle.

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Doesn't Lionel Jones' HUP look well without the windscreen? After the last run I asked his wife, Pauline, about the no-screen act. "Wonderful! I don't have to use a nail file these days, just sand down my fingernails on what's left of the skin on my forehead!"

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Stan Rumble's RENAULT had a fuel blockage outside the Oasis Hotel on the way to Newcastle. Another fuel blockage outside the Oasis Hotel on the way back. Take a tumble, Rumble!

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I see El Presidento Green has been away on a pleasure cruise. They tell me he spent a lot of time in the engine room getting the drum on how to handle that Stanley Steamer of his. Got your ticket yet, George?

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Getting read for the Royal Tour Department. -- Jack Smith did a swift U turn at the Waratah Festival on Saterdee with the result that his king pins did a U bend. The Sizaire is now in a permanent curtsy. Bad luck, Jack!

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The two biggest events in the John Jones Family:  
When he acquired the Baker Electric (That shocks you),  
and now the acquisition of a baby girl (That rocks you).  
Congrats. to you both.  
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Faux Pas of the year:

Three cars to go to David Jones at Parramatta for exhibition. Ron Craze's B.S.A., Ken Moss's Caddie, and Arthur Garthon's Delahaye. Ron Craze knocks up Grace Bros. on Sunday and insists that the Beeza is taken into the store. Much shoulder shrugging - but in she goes.

Red faces in the Craze family when Mossie has to collect it on Monday and take it to D.J.'s.

Crazy man Crazy!

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The Trounsons and that monster that has given a lot of big ends a trouncin' - the Argyle no less, Gor Bless. Heard that... it takes one part of Haggis to one gallon of gas to make it choof. Incidentally, do you notice the resemblance between Mrs. T. and Lauren Bacall?  
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#### MONTHLY MEETING

The meeting was at the usual hour and place on September 27th, 1962.

The normal reports were presented and one item of business mentioned referred to the Victorian Club's decision to withdraw from sponsorship. No doubt more will be heard about this later.

The Registrar notified members that 50 new plates were being prepared. He also frowned on the fact that a number of cars carried rather damaged plates.

The Management Committee paid compliments to the Publicity Officer, Jack Smith, for his recent efforts with the Brighton Rally which was given publicity in both the "Sydney Morning Herald" and on television. Ron Craze of the Events Committee thanked his fellow members, L. Sheen and R. Farrell for their efforts in the organization which contributed to the success of that particular day. The Rally is reported separately.

The Club acknowledged the donation of a trophy from the Lodge Plug Company. This will probably be presented at the next meeting.

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George and Bruce Roberts are very grateful to Vic. Jacobs for his prompt assistance when they broke a differential pinion on the Ford just a few hours before the Brighton Rally. Vic. made a spare available and the car was able to partake on this important occasion.

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W. Dudley tells that he is rebuilding the engine of the N.A.G. He feels quite sure that he will show a certain Metallurgique a clean pair of heels on the hills in the next Wollongong Rally.

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#### WANTED AND FOR SALE

Wanted: Windscreen or parts of one for 1911 "Overland".  
Jeff Dellow, 106 Bardwell Road, Bardwell Park, N.S.W. LX2482.

Wanted: Car. before 1916, 4 seats, restored or "restorable".  
W.L. Willock, 1 Birnam Grove, Strathfield. 642/3987.

(Continued P.8)

WANTED AND FOR SALE (CONTINUED):

Wanted: For A.V. and B.N. De Dion. Gearbox and differential.  
Radiator.  
Front Axle.

Available: 1914 Swift steering column, box and wheel.  
1910 Darracq parts.  
I.H.C. Buggy parts.  
Talbot parts.  
1912 Austin engine and gear box parts.  
Napier parts.  
1905 Humber differential.  
Model T parts.  
Willy's parts.  
1920(?) Packard 6.

Apply: Len Clarke, 24 Frazer Street, East Fremantle, W.Aust.

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The following information comes with the compliments of Ron Craze, who "lifted" the book from Ken Moss's veteran vehicle.

COMPARATIVE TYRE SIZES

In Millimetres and Inches.

Extracted from "Motor in Australia" Automobile Guide - April 1917 edition.

<u>Millimetres</u>	<u>Inches</u>	<u>Millimetres</u>	<u>Inches</u>
650 x 65	26 x $2\frac{1}{2}$	840 x 105	33 x $4\frac{1}{4}$
700 x 65	28 x $2\frac{1}{2}$	875 x 105	34 x $4\frac{1}{4}$
750 x 65	29 x $2\frac{1}{2}$	910 x 105	36 x $4\frac{1}{4}$
650 x 70	26 x $2\frac{3}{4}$	915 x 105	36 x $4\frac{1}{4}$
700 x 70	28 x $2\frac{3}{4}$	815 x 110	32 x $4\frac{1}{4}$
750 x 70	29 x $2\frac{3}{4}$	840 x 110	33 x $4\frac{1}{4}$
700 x 75	28 x 3	875 x 110	34 x $4\frac{1}{4}$
750 x 75	29 x 3	910 x 110	36 x $4\frac{1}{4}$
800 x 75	31 x 3	915 x 110	36 x $4\frac{1}{4}$
700 x 80	28 x $3\frac{1}{4}$	815 x 115	32 x $4\frac{1}{2}$
750 x 80	29 x $3\frac{1}{4}$	840 x 115	33 x $4\frac{1}{2}$
800 x 80	31 x $3\frac{1}{4}$	875 x 115	34 x $4\frac{1}{2}$
700 x 85	28 x $3\frac{1}{4}$	910 x 115	36 x $4\frac{1}{2}$
750 x 85	29 x $3\frac{1}{4}$	915 x 115	36 x $4\frac{1}{2}$
800 x 85	31 x $3\frac{1}{4}$	815 x 120	32 x $4\frac{3}{4}$
710 x 90	28 x $3\frac{1}{2}$	820 x 120	32 x $4\frac{3}{4}$
760 x 90	30 x $3\frac{1}{2}$	850 x 120	33 x $4\frac{3}{4}$
810 x 90	32 x $3\frac{1}{2}$	875 x 120	34 x $4\frac{3}{4}$
840 x 90	33 x $3\frac{1}{2}$	880 x 120	35 x $4\frac{3}{4}$
870 x 90	34 x $3\frac{1}{2}$	915 x 120	36 x $4\frac{3}{4}$
910 x 90	36 x $3\frac{1}{2}$	920 x 120	36 x $4\frac{3}{4}$
760 x 95	30 x $3\frac{3}{4}$	1020 x 120	40 x $4\frac{3}{4}$
810 x 95	32 x $3\frac{3}{4}$	920 x 125	36 x 5
840 x 95	33 x $3\frac{3}{4}$	880 x 130	35 x 5
870 x 95	34 x $3\frac{3}{4}$	920 x 130	36 x 5
910 x 95	36 x $3\frac{3}{4}$	820 x 135	32 x $5\frac{1}{4}$
750 x 100	30 x 4	880 x 135	35 x $5\frac{1}{4}$
810 x 100	32 x 4	895 x 135	35 x $5\frac{1}{4}$
870 x 100	34 x 4	920 x 135	36 x $5\frac{1}{4}$
910 x 100	36 x 4	935 x 135	37 x $5\frac{1}{4}$
760 x 105	30 x $4\frac{1}{4}$	935 x 140	37 x $5\frac{1}{2}$
765 x 105	30 x $4\frac{1}{4}$	935 x 145	37 x $5\frac{3}{4}$
810 x 105	32 x $4\frac{1}{4}$	1000 x 150	39 x 6
815 x 105	32 x $4\frac{1}{4}$		

NOTE: It is impossible to give the exact equivalent of millimetres in inches without using small fractions, hence the figures stated above are only approximate.

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