



# SPIT AND POLISH

OFFICIAL NEWS BULLETIN OF AND FOR  
THE



N.S.W.



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## EDITORIAL NOTES

Two new Rallies were brought up at last month's general meeting - one to Cessnock, to be fully sponsored by courtesy of Messrs. McWilliams Wines, and the other to Newcastle, promoted by the local Trade and Business houses of that City with support from The Mayfield Lions Club; this latter Rally would also be financially supported. The meeting suggested that the Management Committee go more fully into these matters, and report back at a later date.

The addition of two more annual rallies, making 4 in all, would fill a long felt want, as for the last 5 years the Club has only had two annual rallies.

When one considers the time and cost of thoroughly reconditioning a veteran car - from 12 months to 2 years in time, and a very conservative estimate of from £100 to £500 in cost, plus the fact that 90% of members' cars are fitted with Club licence plates which only allows a member to use his car with these plates on official Club events - then two annual rallies are not sufficient encouragement for members to spend the time and money on THOROUGHLY reconditioning their veteran car.

One unfortunate aspect of these two extra rallies is - the distance, 260 miles for the Cessnock run, and 210 for the Newcastle run with 75% each way of steady and long climbing. This is hard on both driver and car of the small class, especially the single cylinder cars and the small twins.

Would it be a suggestion worth trying to develop, that there should be several more rallies in the year particularly suited to the small and medium cars, the distance to be approximately 50 miles each way? These then could be held on an ordinary week-end and not a three day affair, or even more one day rallies such as the Brighton which would obviate the overnight accommodation difficulties. These one day rallies surely would not require sponsorship as the member would only need a few gallons of petrol, which would incur no greater expence than running his modern car for a similar day's run.

To encourage the idea an annual aggregate points score could be awarded, and the Editor would be happy to donate a trophy for this.

## NEW MEMBERS

Two new members were admitted to the Club at the last meeting, namely Laurie Sykes as a full member with a 1904 Pope-Tribune, and James John Veness as an associate member. All members wish them a happy and instructive time with the Club's activities.

LETTERS FROM READERS

The Editor, "Spit And Polish"

Dear Sir,

The following article which may be of interest to you for inclusion in Spit And Polish appeared in "The Motor" Vol. 24. No.621 dated 11th November 1913, page 85. It is headed "Calthorpe Records", and continues:-

Amazing speed at Brooklands - Saturday 18th October, Calthorpe Minor beat the previous cycle-car records for the Kilometer by averaging 77.4 miles per hour, and for the Mile by averaging 76.84 miles per hour.

On Thursday 23rd October 1913 the following records were also beaten at Brooklands.

Hours.	Miles.	Yds.	M.P.H.	Miles.	Hours.	Min.	Sec.	M.P.H.
4	263	878	65.87	250	3	51	8	64.89
5	330	919	66.10	300	4	30	38	66.51
6	393	450	65.54	350	5	18	27	65.94
				400	6	6	37	65.46

These astonishing performances on top of the consistent reliability in trials, and the ease with which the Calthorpe Minor won every Hill Climb competition this season, proves it to be the fastest and most reliable small car on the market.

You will probably recall, Larry, the incident in 1956 returning from Ballarat to Melbourne when my little car was averaging 55 m.p.h. alongside an official Golden Fleece car in which you and John Caskey were passengers. Since that occasion I have restricted its speed to a maximum of 25-30 m.p.h.

Thank you for the reference to the registration certificate in the last edition of Spit And Polish. I would appreciate a copy of Spit And Polish to send to the original owner, who is, by the way "Mrs." not Mr. Price.  
 49 Blake Street,  
 Dover Heights.

Yours faithfully,  
 George A. Roberts.

ITEMS OF INTEREST

It is regretted that Mr. R. G. Doyle who wrote that so-well-known book "The World's Automobiles" has recently passed away. This is a great loss to the Veteran movement throughout the world, but his well compiled record of veteran cars owned by most Club libraries will always remain as a monument to his great knowledge and painstaking research.

A recent visitor to Sydney was Air Chief Marshal Sir Alec Coryton K.C.B., K.B.E., M.V.O., D.F.C. who is an ardent member of The Veteran Car Club of Great Britain. His two best known cars are a 1902 De Dion Bouton and a 1903 Napoleon, both of which are yearly entrants in the London Brighton Run. The De Dion was rebuilt in 1949-50 and has since travelled over 20,000 miles in various rallies all over England. Sir Alec does not believe in trailing any of his veteran cars either to or from rallies, but always drives them, no matter in what part of England they are held.

SOCIAL EVENTS

As advised at the last general meeting, tickets for the V.C.C.A. Annual Presentation Ball are now available. This Ball is to be held on Saturday night, the 8th April, in the Rainbow Room of the Hotel Australia, from 8.30 p.m. to 1.00 a.m. Cost of tickets, 25/6 each.

It would be of great assistance if members could make advance bookings by completing the form below page 4 and posting same with a covering cheque to Mrs. P. Bryson, 21 Raglan Road, Miranda.

If more convenient, members might prefer to contact Mrs. Bryson during the course of the Wollongong Rally. However, bookings must be in by the 31st March.

By all means, make up a party of your friends. A good evening is assured and the more the merrier.

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The Social Secretary would like to thank those members who supported the theatre party to "My Fair Lady" earlier this month and trusts that you all thoroughly enjoyed the show. Members will be pleased to know that the proceeds from this theatre party netted the Club a nice little profit of £9. 5. 0, so once again, many thanks for your valued support in making this social event such a success.

Apologies to those members who wished to attend this show but were disappointed due to lack of tickets. It was impossible to obtain over the number allocated by the theatre due to the heavy bookings for this very popular show.

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FOR SALE AND WANTED

Overland 1911 Model 38, no body. Price £25.

Contact: Bill Nicholson,  
16 Fleming Street,  
Beverley Hills. LY. 7135.

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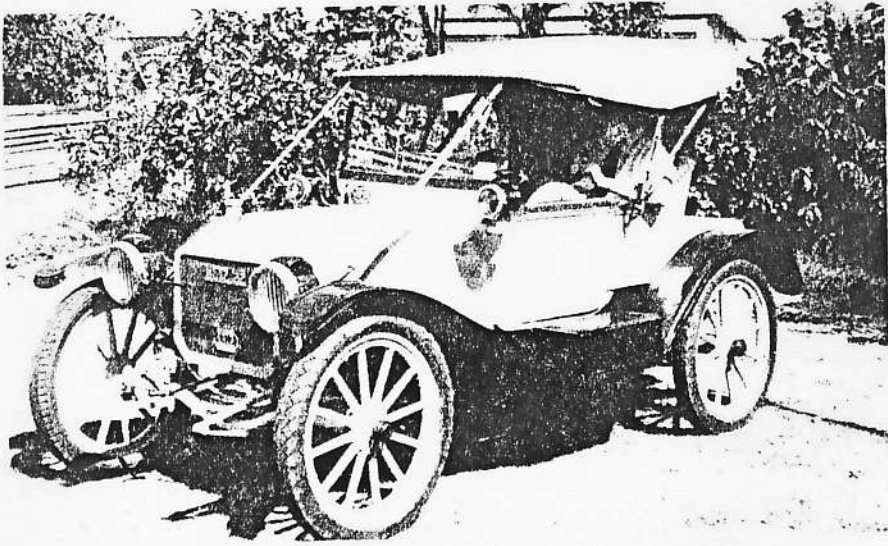
Wanted: Brass folding windscreen, also body to suit 1911 Ford T

Contact: Victor Jacobs,  
MA 6666 Business hours.  
FY 6868 Private

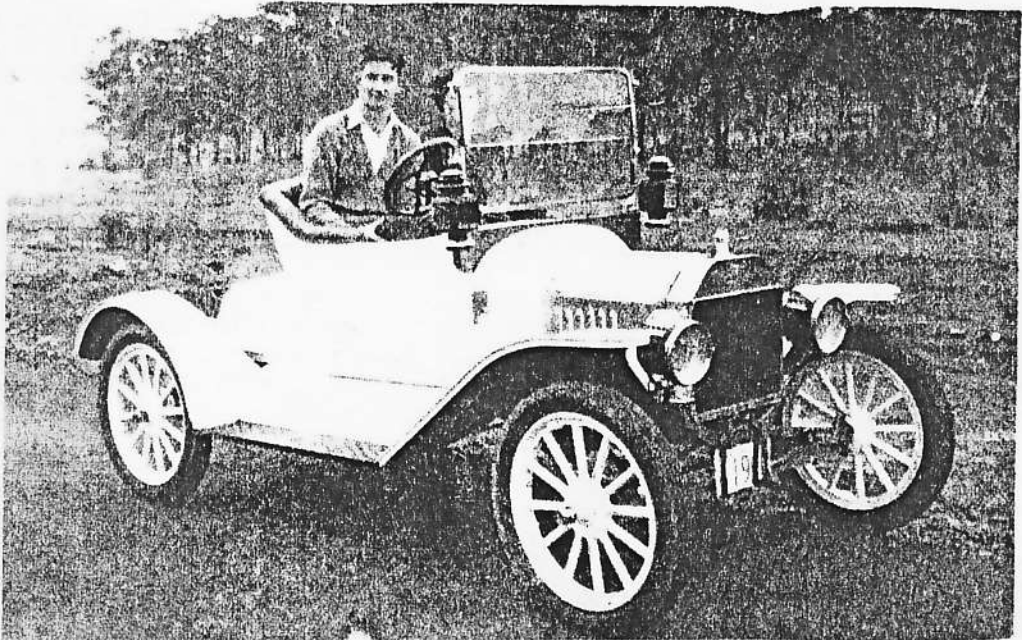
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CAN WE HELP YOU

Any member requiring new exhaust pipes made, or any other type of tube bending done, would be well to get in touch with Messrs. Kellion Bros. of 120 Victoria Road, Marrickville, telephone LA 2025. This firm have recently put in a special department to handle this work, and can handle odd jobs without any delay at a reasonable cost.



1912 Metz owned by Wal Barker of Newcastle.



Don Barker of Newcastle in his 1915 Ford T Roadster.

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To Social Secretary, V.C.C.A.

Please find enclosed my cheque to the value of £\_\_\_\_\_ for \_\_\_\_\_ tickets for the V.C.C.A. Annual Presentation Ball to be held in the Rainbow Room of the Hotel Australia on Saturday, 8th April, 1961.

(Name) \_\_\_\_\_  
(Please Print)

Member's Address:- \_\_\_\_\_