



Spit and Polish

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

Hon Editor and Editorial Address—

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EDITORIAL

SPIT AND POLISH seems to have become quite a big issue this time.

The only Editorial note I would like to make is that I would appreciate any advertisements, etc. that are intended for the September issue to be given to me not later than the meeting night, as I will be away the first two weeks of September.

Written advertisements will be accepted for the September issue until Friday, 11th September. Make sure that these are quite clear as I will not be able to inspect them before they go for duplication.

- EDITOR

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THE FIFTIETH ANNIVERSARY OF THE FIRST OFFICIAL AIR MAIL IN AUSTRALIA.

On Saturday, July 18th, cars of the Veteran Car Club of New South Wales took part in the celebration of the Fiftieth Anniversary of the First Official Airmail in Australia.

There was the arrival of the Anniversary Flight, on this occasion two Victa Air Tourers had followed the route of M. Guillaux.

In his Bleriot Monoplane, M. Guillaux had taken two days to travel from Melbourne to Sydney carrying 2,500 mail items. The comparative flight took 38 minutes in a Boeing 707 (City of Canberra) of Qantas, piloted by Captain Probert.

V.C.C. cars conveyed a Vice Regal party, and Citizens of Sydney dressed in period costumes. M. Guillaux was represented by Mr. Walton piloting one of the Victa Air Tourers. The Citizens of Sydney gave him a warm welcome, and the mail was received into a Ford T Utility and Ford T Tourer. In correct official fashion, Victor Jacobs demanded a signature before handing over the mail.

The Official Programme included speeches by Sir Eric Woodward, by Senator Henty, Minister for Civil Aviation, and by Mr. Hume, the Postmaster General.

The cars and drivers taking part were:

The Rolls Royce Laundaulet driven by Greg Dailey, carrying the official party; the Delahaye of Mr. A. Garthon; the Daimler of Mr. W. Hardman; the Martini of Mr. C. Parker; the Armstrong Whitworth of Mr. J. McGowen; the B.S.A. of Mr. R. Craze; the Humberette of Mr. J. Sykes; the Ford T Tourer of Mr. V. Jacobs, and the Ford T Utility of Mr. B. Roberts.

Although the re-enactment was rather protracted from the spectators' point of view, it was an important and impressive occasion which highlighted one of the basic aims of the Veteran Car movement.

Those members taking part were treated to a Smorgasborg Lunch at the Overseas Terminal.

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There was further discussion concerning the C.A.M.S. capitation fee and it is likely that a meeting with C.A.M.S. will occur by the time of the next monthly meeting.

In addition, the President, Mr. George Green, reported on the scheduled meeting recently held in Melbourne. A report of this meeting will be presented in SPIT AND POLISH separately.

There was further discussion concerning the Tour for overseas personnel who have extended their visit to Australia after the New Zealand International Rally.

Len Sheen gave further news of forthcoming events, including a run from Gunnedah to Boggabri on September 5th, and the forthcoming Vaocluse Lions Club outing.

We sought permission for the cars to carry a banner with the following wording:

"The Veteran Car Club and Lions Club of Vaocluse
Annual Outing for the Senior Citizens of our City."

It was considered that this was not advertising, and the meeting unanimously accepted the proposal.

Reg. Jones reported on behalf of the Investigation Committee. They had had a meeting, and had considered outstanding Dating Certificates. There had been no fresh cars investigated.

There was some discussion concerning the relatively unsatisfactory position concerning Steam and Electric cars within the existing dating forms' framework, and with the help of Mr. J. Jones and Mr. R. Jones, suitable alterations will be prepared.

Letters were received from Mr. D. Cole, from Mt. Colah, concerning a 2-cylinder Renault of 1906 driving a saw bench and also a note from the V.C.C. of Great Britain telling of a visit of the Masser's.

Mr. A. Hawke tendered his resignation from the Club and this was accepted.

The Social Secretary discussed with the meeting the locale of the Annual Christmas Dinner and so far no definite arrangements have been made, one of the problems being that children are not acceptable on licensed premises.

There will be investigation of the alternative suggestion that the Amenities Room be obtained so that the function can be an entirely private one.

This meeting entered into some discussion, raised by Ken Moss, concerning the possibility of linking the Veteran Motor Cycle Club with our Club. This has been done in other States. The discussion showed that there could be considerable difficulties connected with licensing and insurance. Mr. George Green indicated it would also require a constitutional change.

Ron Craze made the valuable suggestion that the Club invite the Motor Cyclists to a greater number of its activities and outings.

The meeting also moved immediately that they be asked to the next event - the "Swap Day".

At this meeting also, Len Sheen finalised the question of the Concourse eligibility and judging and the voting interpreted the members' feelings that they sought both a handicap to be placed on the year's previous winners, and that these previous winners be eligible as judges for the next year.

Ray Hill introduced to the meeting the question of possibly realigning some of the existing trophies. This would have to be done with the consent of the donors. He felt that there should be chosen "The Veteran Car of the Year". However, it was observed that the realigning of existing trophies would prove a particularly difficult matter and a great deal more discussion would be necessary before any major change could be made.

The question of trophies does not alter the Events Committee's decision to award Medallions of Merit for cars that maintain an exceedingly high standard of preservation and restoration.

This meeting was able to welcome, in person, Mr. B. Lewis from Hong Kong.

Concerning the January Tour, the daily mileages suggested were:

45 miles the first day
73 miles the second day. - and
104 miles the third day.

As this may prove somewhat excessive for small cars, an alternative shorter route will be arranged for them. The Events Committee will report fully on this.

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ASSOCIATE MEMBER: Mrs. Z. Guthrie

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BARRY THEW'S 1916 HUPMOBILE (MODEL N)

By P. Kable

Barry, a new member to the Club, has acquired a most interesting and remarkably well-preserved car. It was purchased from a North Sydney resident who was attempting to restore it; very little constructive work was done.

Briefly, the car is a turtle-back roadster bodied car, having a large motor nearly four litres in capacity, a three-speed gear box and bevel drive diff. Ignition is by magneto. It has an electric starter and headlights and the wheels have detachable rims. The car, to say the least, is a monster - very heavy and nearly fifteen feet in length.

The "Hup" is a veteran car restorer's dream, as it is ninety-nine per cent complete. It appears to have been kept under cover all of its life. Other members can only dream about their cars being complete.

Very little replacement will be necessary mainly the replacement of wearing parts, king pins, bearings etc. A little bit of "tinkering" would probably have the motor running as good as ever.

The car has been pulled apart and Barry is starting from the bottom and is capably rebuilding it. As the car has not been in Barry's possession for very long, exactly what the condition of all internal mechanical parts is not known, but everything that has been examined is in very sound condition.

Any information on this model Hup, especially with a roadster body, would be appreciated by Barry as data photographs particularly are rarer than the Hup itself.

Incidentally, the magneto is driven from the front of the motor, not the back, and appears to be an unusual and probably significant feature.

It should not be very long before there is a well-restored Hupmobile roadster on the road, and I know everyone will be looking forward to seeing it.

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GEORGE GREEN REPORTS ON VICTORIAN NEWS.....

At the Annual General Meeting of the Veteran Car Club of Australia, Victoria, held at the South Melbourne Town Hall, President N.K. Strack relinquished the reins of President and Mr. T. McManamy was elected as the Victorian branch's new President. Congratulations, Tom - New South Wales wishes you and the V.C.C.A. Victoria continued success.

I would like to express a few words of appreciation through SPIT AND POLISH about Norman Strack, a man who in my humble opinion has done as much, if not more, for the Veteran Car movement in Australia than anyone else. Naturally as President of the V.C.C.A., Victoria, for many years, he has found it impossible to please all; on the Federal front we have had differences of opinion but at all times these have been resolved satisfactorily.

Norman has placed the Veteran Car above all other issues. His aim has always been to encourage the finding of cars, then the restoration and preservation of them.

His Victorian Newsletter is the envy of all other States and I understand he is going to continue as editor. We are all prone to be ready to criticise, unfortunately seldom constructive criticism, but to lead and deal with the complex cross section of the community that makes up Veteran Car owners is no easy task. Norman has done a wonderful job and the Veteran Car movement in Australia is indebted to him. The Veteran Car Club of Australia says thank you Mr. Norman K. Strack for services rendered.

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THE LATE MR. A.E. ROBERTS

Vice-President George Roberts' father passed away on 24th July, 1964, at the age of 86. We all extend our deepest sympathy to George and his family. The late Mr. Roberts witnessed the birth of the motor car industry in Australia; he conducted a business in Ipswich, Queensland. Firstly, catering for horse-drawn vehicles, then in 1908 he obtained the agency for Ford, Fiat, Mitchell and Scripps Booth cars.

Having an interest in cars, he subscribed to many magazines over the years and fortunately most of them were left and preserved, and it is through these books that our Dating Committee per favour of George Roberts has obtained invaluable information; so our Club has profited by the foresight of the late Mr. Roberts.

He will always be remembered by his wonderful contribution to our Dating Committee records.

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LATE MRS. W. BARKER

Many of the Veteran Car Club members will be shocked to learn of the sudden death of Mrs. W. Barker.

The deepest sympathy is extended Wal., Don and family.

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"Editor, SPIT AND POLISH.

I wonder if you would mind publishing a short letter of thanks to two members of the Veteran Car Club for their assistance to this Museum in the next issue of SPIT AND POLISH.

The Museum of Applied Arts and Sciences are extremely grateful to George Roberts and Ken Moss who came to our aid after our rather frustrating and despairing efforts to fit tyres and tubes to our Bleriot Monoplane had failed.

This famous old aeroplane, which actually flew Australia's first air mail from Melbourne to Sydney, was to be the "star attraction" at the Jubilee celebrations at Kingsford Smith Airport.

The aircraft was given a 'face-lift' by teachers and students from the Aircraft School, Sydney Technical College for this great occasion.

However, until some twelve hours before the big event, the old plane was without tyres and tubes.

Telephones began to ring in several homes at the same time, and consequently, early in the morning of the big day, Saturday, 18th July, with thanks to George Roberts, we collected the tyres from Ken Moss.

Ken had gone to the trouble of grinding all excess rubber from the tyres, thus making them similar to the tyres of the period. Further, he donated these precious rubber components to the Museum, a gesture which was well appreciated and has been acknowledged by this institution.

The tyres, 350 x 18, were fitted to the bicycle type wheels of the undercarriage, pumped up and the plane was wheeled into position with only 60 or so minutes to spare.

From letters and reports received by the Museum, this last minute of fitting the tyres was highly commended, and one ardent admirer remarked that the tyres had lasted remarkably well for a fifty-year old plane.

We further offer our congratulations to members who took part in the celebration with their veteran cars, as we believe that the presence of the "veterans" and personnel, dressed in costume, made this historic occasion an event that will long be remembered by all who were fortunate enough to be present.

Yours sincerely,
Norman Harwood,
Museum of Applied Arts and Sciences."

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FOR SALE: Anyone required WIPERMAN inverted tooth chain, contact:

Mr. Pole, Berry Engineering, 32 Cremorne Rd., Cremorne. 90/6291.

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LAPEL BADGES - available. Price 7/6d. (approx.), contact: Ray Hill.

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SPECIAL GASKETS - contact: Kearney Motor Gaskets,
34 Merton St., Rozelle. WB2209.

FITTING, TURNING, BENDING & PRESSING - available. Contact: Mr. P. Stewart,
71/1000

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WANTED: Veteran Sunbeam car or parts thereof. Contact: Mr. Peter Kent,
49/5545

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DATES TO REMEMBER, 1964

Saturday 5th September Gunnedah-Boggabri Rally, 25 Mile and Finish at Boggabri Show.
Sunday 6th September Children's Day. Hordernian Sports Oval, Wardell Rd., Earlwood.
Sunday 20th September Lions Club of Vacluse. Tour and Barbecue. (Senior Citizens Outing). Vacluse Manly Narrabeen Lunch stop. Back to Vacluse.
6-Hour Weekend, 3rd, 4th, 5th October - Newcastle Rally.
Saturday 10th October Waratah Spring Festival.

EVENTS COMMITTEE: Sheen, Farrell, Moss.

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SWAP DAY ATTENDANCE ST. IVES SHOWGROUND

W. East	Studebaker	1915	S. Rumble	Renault	1911
W. Spraggan	Renault	1908	L. Sykes	Humberette	1913
K. Moss	Cadillac	1912	L. Jones	Hupmobile	1909
G. Daley	F.N.	1908	A. Foy	Reo	1906
A. Colburt	Crossley	1912	G. Green	Rolls Royce	1913
P. McKeown	Austin	1909	R. Marshall	Brush	1910
T. Cook	Alpine R.R.	1911	G. Roberts	Calthorpe	1912
F. Russell	Hupmobile	1914	L. Leresche	Renault	1910
R. Jones	Oakland	1913	J. McGowan	Armstrong-	
J. Vanstone	Metallurgique	1908		Whitworth	1910
A. Garthon	Delahaye	1914	F. Nissen	Humber	1906
W. Horwood	Renault	1912	V. Jacobs	Ford	1912
D. South	Overland	1912	J. Dance	Talbot	1908
R. Newman	Talbot	1914	D. Trounson	Argyll	1912
W. Dudley	N.A.G.	1910	D. Davis	Clement Bayard	1909
L. Sheen	Humber	1912	R. Farrell	Fiat	1913
A. Rowe	Fiat	1912	A. McCleod	Star	1912
J. Pickup	Overland	1910	B. Gillings	Rolls Royce	1910
R. Craze	B.S.A.	1912	G. Burton	Dodge	1915
A. Craze	Buick	1912	J. Butcher	Mitchell	1916

39 cars - a very good attendance. The Events Committee were very pleased with the roll-up of cars.

HANDICAP POINTS SCORE FOR TROPHY WINNERS, 1964.

A. Rowe	40 Points	4-Cyl. Outright Winner
J. McGowan	40 Points	Concours D'Elegance
G. Burton	40 Points	Concours D'Etat
A. Grellman	50 Points	Coggins
S. Rumble	40 Points	6-Cylinder
P. Garwood	50 Points	2-Cylinder
R. Marshall	40 Points	1-Cylinder

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REMEMBER:

Christmas Party (Saturday) December 12th

B.M.C. Canteen - 25/-

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