

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

SPIT AND POLISH

Registered by Australia Post,
Publication No. NBH 1442

* PRICE 70 Cents

October, 1982 Vol. XXIV No. 4





PATRON:

His Excellency,
The Governor of N.S.W.,
Air Marshal
Sir James Anthony Rowland,
KBE, DFC, AFC, K.St.J.

Spit & Polish

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

Volume XXIV No. 4

October 1982

TABLE OF CONTENTS

Editorial Comment	Page 2
President's Message	4
Registrations	5
Fund-Raising	5
Events Calendar	6
Brief But Important	7
Children's Christmas Party	9
History Corner	10
Highlights from recent Northern Tour	14
M - I - N - D - S - T - R - E - T - C - H - E - R	15
Membership Update	15
The Bedelia	16
Vale Brian Marsland	17
Hit by Comet	18
Advertisements	19
LAMSON ENGINEERING - No. 1 in small parts storage	20

Other Veteran Car Clubs have permission to copy.

The next Monthly General Meeting of the V.C.C.A. (N.S.W.)
will be held in the Clubrooms at 8.00 p.m. on THURSDAY,
28TH OCTOBER, 1982.

Editorial Comment

The talk of the month has been centred around the two car and bike auctions, the first being Greens Motorcade Auction conducted by F.R. Strange - 21/22/23/24th October 1982, and secondly the Parker Collection, 23rd and 24th October. Many rare and wonderful Veteran and Vintage cars and bikes will be sold.

Undoubtedly the biggest sale of these types of vehicles so far in Australia, the size of which will not be seen again this century.

A lot of people will be saddened to hear of the closure of Greens Motorcade, and I for one feel that children viewing the cars and bikes are our restorers and preservers of tomorrow.

Rallies, also, afford many people the opportunity to look at cars, but often they are on the move, whereas in the museum one can take his or her time to view them.

Mr. Frank Illich has informed me that he will re-open the park and there will be cars on display but probably on a smaller scale. Emphasis will also be placed on other things, including the beautifully recreated buildings. A larger refreshment area is also to be built.

I have heard of sudden dashes to the Southern Capital, returning that same night to bid on such and such a car the next morning at Greens. (Drive carefully, fellows).

I hope our members are successful in their bids for cars, bikes and parts, but what is more important, I hope that all the cars and bikes find new homes in Australia.

I have had a few offers to write articles on car restorations but so far few have arrived, so please put pen to paper and tell us about your restoration. I don't believe you all did it for a bet. You did? Well, tell your fellow members about the odds.

- NORM WAKEHAM

* * * * *

COPY REQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:

SPIT & POLISH, 134 QUEENS ROAD, FIVE DOCK, 2046



Somebody's just stolen our car...

but I managed to get the number!

* * * * *

President's Message

For those members unable to attend the monthly meetings, it is worth noting that progress of the club's new premises is proceeding at a good pace and with a little bit of luck and your continued support we should soon be able to gain the use of and benefit from all the hard work.

Neil Johnson is to be thanked for the admirable job he is doing, given the small amount of manpower made available from the members. Other members have been able to provide the club with goods and/or service for which we are very thankful.

On the monetary side, unfortunately, the fund-raisers have not had the support I am sure members could give. Perhaps members could give some thought to a saying "that a little support by many often outweighs a lot of support by a few", to which end the raffle being run at the moment has lacked support.

Enclosed with this magazine is a letter and an application form seeking your support to raise the necessary funds to complete our new premises, and I look forward to hearing from the administrator, Mr. Bill McCarthy, of your overwhelming support for what I trust is our last major hurdle in achieving the aims of our previous and forward-thinking leaders.

Yours truly,

BARRY T. THEW

President.

* * * * *

IMPORTANT

1. ALL cars on Permits to Move must be presented for inspection on either of the listed dates (7/11/82 or 13/11/82).
2. All defects must be corrected prior to the label being issued.
3. Labels will not be issued unless vehicles are presented for inspection.
4. All monies must be paid on or before inspection.
5. If registration is not being renewed, plates must be returned to the club for safe-keeping.

* * * * *

FUND-RAISING

=====

With the drawing of the Guessing Competition on 28th October (next meeting) there are still a large number of tickets still to be returned.

PLEASE SEND NOW ! NOW ! NOW !

====

- P. WARDS

* * * * *

EVENTS CALENDAR1982

Nov. 7 ANNUAL INSPECTION DAY - Len Sheen's Garage
13 " " " Arthur Garthon's Garage
13/14 Bendigo Swap Meet
14 FISHERS GHOST RUN
28 (Sunday) VIC JACOBS' LIONS CLUB CHARITY DAY
Dec. 1 (Wednesday) ADULTS CHRISTMAS PARTY
5 (Sunday) CHILDREN'S CHRISTMAS PARTY

1983

Jan. 29/30/31 CAMP OUT AT CATTAI
Feb. 26/27 BLUE MOUNTAINS TOUR
Feb. 21)
Mar. 4) National Rally, Tasmania, Around the Apple Isle
Mar. 19/20 Schofields Aerodrome Weekend
Apr. 1/2/3/4 M.I.A. Veteran, Vintage & Classic Car Tour,
Griffith
May Rally "T" (Hub Rally) Parkes, N.S.W.
May 7 VETERAN CAR CLUB (N'CASTLE BRANCH) AUTUMN TOUR
1984
Mar. Early March Vet. Car Club of S.A. Hub Rally
Mar. 31)
Apr. 8) A.C.M.C. 25th Anniversary Hub Rally - 871.1900
1985 To be advised - Hub Rally Christchurch N.Z.

* * * * *

Brief but Important

A few notes on the tour, with the help of George.

Members are advised not to patronise "Gorton's Roadside Tune-up Centre". He don't know a float from a flat tyre.

Gorto and George had no need to map out the tour as Keith Carden, Alan Rowe and Michael Bendeich made their own tour until lunch-time. Keith even filled up at a petrol station in a town he should never have even heard of, and he did it twice. That's really getting lost! Alan did 150 miles when the tour route was only 70 to lunch. Gorto is going to have these lads do the next tour and Stan Rumble check it over.

Len and Hilda Sheen in their Humber took the road back to Old (Old? - or Q'ld?) before lunch, then Len told Hilda that there was water in the petrol, but as he had tried that one years ago she cleaned out the carby herself and they got to the lunch stop a little late.

Did you see that skite Howard Hughes in his whites leaning against a fence while his manservant Santo grovelled under the Ford. Economy-minded, Howard blocked up the fuel pipe to improve the m.p.g. After coaxing the Ford to the Paterson Hotel, Howard and his boys took a light shandy while the petrol level between tank and carby adjusted. This took several hours and Howard wisely decided to wait in the safety of the Inn until the tour caught them up - on the way home. These lads were heard to remark that this was "the best tour they were ever on".

A Paige car driven by Fiddling Chris blew the bung out of the radiator thereby causing the piston clearance to reduce, eventually causing the vehicle to become parked at the side of the road. Upon being towed to Dungog this was repaired by the ancient art of soldering, allowing the Paige car to proceed under its own steam.

Jack Dance and Uncle Fred set off up the steep hill and as it went up and up Tillie began to run out of puff then Tillie got her second wind and over the hill in

fine style they went, didn't they? How do they do it, you ask. Easy. Fred puts the hose from the gas generator up the carby and supercharges her.

Ray Thomas - smart alick - driving backwards round the tour. Only came second. Ha ha !! If Marney could have pointed the Ford frontwards, or put in a bit more petrol, they probably would have won it. Ray, who has had a run of ill health of late, has had a lot of use from the Ford and we congratulate him on 2nd Prize.

Afternoon tea at Court House Hotel in Paterson provided by Mine Hosts and her staff. Tea and cakes and something a little stronger in the bar if required --- after all, it was a warm dry day.

I was selected as back stop on the Night Drive for my local knowledge and the route was told me by the organiser, R.J. Newman. Boy, did we see some funny sights! One local said he hadn't been up so late since the house on the corner burned down. Some local came down to see the start on Sunday still in his pie jams. Oh, the excitement of it all! Only car to get lost was the back stop --- its dark down there when the lights go out.

Barry Thew also got lost on the Sunday, but says it was only to let the slower cars catch up.

Music after dinner at Morpeth was from the infamous Harp and Clapper of Adams (piano), Duncan (violin) and Ruth Riley (flute). I'm told it was greatly appreciated by all of the crowd, whether Scottish country dancers or no. Perhaps our beloved President was put to bed early - what a shame he missed the music.

The prize-winners were:

Winner	John Simons
2nd	Ray Thomas
3rd	Graham Newman
Hard Luck	Chris Duncan
Navigator	Neryl Adams

A special prize for the blackest feet on the fire engine should go to Gorton Jnr.

Quote of the day by young Talbot driver to attractive passenger:

"Sit close to me so the engine won't knock".

Very wise indeed - note how quietly the Reo runs.

Regards to all,

- BELT DRIVE BURKE

* * * * *

CHILDREN'S CHRISTMAS PARTY

TIME: 10.00 A.M.

DATE: SUNDAY, 5TH DECEMBER, 1982

PLACE: No. 5 PICNIC GROUND
CABARITA PARK, CABARITA RD., CONCORD

THIS WILL BE A B.Y.O. PICNIC DAY WITH ICE CREAM,
SWEETS AND PRESENTS PROVIDED FOR THE CHILDREN.

THERE IS AN OLYMPIC POOL ADJACENT TO THE AREA FOR
THOSE WHO WISH TO USE IT. CLUB B.B.Q. TRAILER WILL
BE AVAILABLE FOR COOKING - TEA AND COFFEE.

PLEASE ADVISE NAME, AGE AND SEX OF THE CHILDREN YOU
WILL BE BRINGING.

CONTACT: MIKE BENEICH 639.5897

ROLY COULCHER 546.4791

* * * * *

History Corner

IN THE BEGINNING - CONSOLIDATION (PART 2)

HISTORY CORNER for September covered activities of the Club towards the end of 1954, stressing the great enthusiasm displayed and the rapid organisational development that took place over a relatively short period.

Whilst such activity and drive were, no doubt, an indication of the loyalty and enthusiasm engendered by the newly-formed Club, traces of affection for the "parent" body, the VSCC, still lingered on, as evidenced by the Minutes of 3rd March, 1955 in which the following motion was recorded (no mover or seconder shown) and then crossed out:

"It was resolved that the Secretary write to the Vintage Club and ask that the VET CLUB entries be accepted en bloc for the Brighton Run."

It was then resolved (R. Hope/McLean) that:

"A Circular be sent to all members advising that the policy of the meeting is that as many possible of the members' cars be entered in the Brighton Run as Club entries, driven by the owners, and that all members who wish to enter of their own accord notify the Secretary to that effect."

At this juncture, it is interesting to note that certain factors regarding the developing independence of the off-spring Club must have been evident to the VSCC. It certainly knew that the "Genevieve Rally" had been conducted entirely without assistance since it had been advised formally, prior to the event, to that effect by the then VECOCA. Again, the fact that the VCCA had its own permanent Club Room was common knowledge and it certainly knew of the CAMS affiliation since both Clubs had representatives on that body.

Nevertheless, the VSCC, in its March Circular to its members had the following to say:

"Brighton Run. On Sunday, April 24th, the Club

will conduct the Brighton Run. The event is restricted to vehicles built prior to 1913, but being an open event, entries are accepted from the non-club members owning suitable vehicles. The start will be from Brown's Wharf, Woolloomooloo at 1 p.m.

Competitors will leave at 2-minute intervals and proceed via Sir John Young's Crescent, Haig Ave., College, Oxford and Flinders Sts., Anzac Pde., Gardeners, Botany and Lords Rds., Ascot Ave., General Holmes Drive, Grand Pde and Malua St. to the finish at Cook's Park, Dolls Point.

At the conclusion of the Run judging of the vehicles will take place to decide the winners of the following sections: Oldest Vehicle to take Part, Best Preserved, Best Restored and the Vehicle Travelling the Greatest Distance to Compete.

This event is now one of our Annual Open Events and last year it attracted 16 entries and we hope, as the Veteran and Edwardian movement grows, that each year will see a gradual increase. Vintage car owners can support the event by acting as marshalls and, if required, as tender cars."

This Second Brighton Run was planned over the same route with the same average speeds as the original Run and was as equally successful in every way. However, what is not recorded anywhere was a premeditated incident instigated by the office-bearers of the VCCA that had a profound, permanent effect on the relationship between the VSCC and the VCCA.

The founder members, together with the great majority of the VCCA office-holders and Club members, were of the opinion that the nexus between the VSCC and the VCCA should be broken. Whilst it was realised that the VSCC had CAMS endorsement for the Brighton Run, the great bulk of the VCCA members whose cars staged this particular event believed the Run should be accepted by all to be, in every way, a VCCA event. Thus it was that, instead of the cars entered in the Run assembling at the Start Point, Brown's Wharf, Woolloomooloo by 1 p.m. on 24th April, 1955, the full contingent of them assembled, neatly out of sight, in the semi-circular drive behind the Conservatorium of Music, well

before the 1 p.m. start time. At precisely 12.55 p.m. the signal to move was given by the VCCA and the entrants moved en masse to the official Brown's Wharf Start Point, arriving right on the 1 p.m. start time.

Along with the veterans, followed an even greater number of modern cars wondering what was happening. Whilst relief took the place of utter consternation at Brown's Wharf as far as the official of the VSCC were concerned, the lesson was obvious - the power to stage this particular event, or indeed any other event involving veteran cars, rested in the hands of the VCCA. From this event on, the VCCA operated as a separate entity, in every sense of the word.

The entries for the Second Brighton Run and the section winners are set out in the VSCC's April 1955 circular:

"Brighton Run. The following Veteran and Edwardian vehicles took part in the Brighton Run:

1901 Oldsmobile	W.H. Lober
1904 Clement Talbot	D. Hope
1907 Overland	R. Gregory
1907 De Dion Bouton	R.K. Grant (trailered)
1908 Vulcan	J. McLean
1908 F.L.	K.A. Daly
1908 Le Zebre	E.B. Perdriau
1908 Austin	R. Deahm
1908 Argyll	G. Campbell
1908 Albion	W.K. Holmes
1910 Napier	B. Marsland
1910 Austin	Larke Hoskins
1911 Brennabor	R.K. Grant
1912 Argyll	A.J. Myers
1912 Detroit (Electric)	G. Hancock
1912 Vauxhall	W.M. Holmes
1913 Benz	K.H. Perdriau
1913 Sunbeam	R. Turner

Award WinnersThe Oldest Vehicle to Compete:

W.H. Lober, Oldsmobile

The Best Preserved Vehicle:

K.H. Perdriau, Benz

The Best Restored Vehicle:

G. Campbell, Argyll

Mr. Lou Kingsley of Mortdale was present at the Brighton Run and was able to make a colour film of the cars and their drivers. The film will be shown at a General Meeting and all competitors in the event will be invited to the viewing."

Perhaps the Circular quoted verbatim above, which merely lists the competitors and the section winners* omitting any comment, whatsoever, on the undoubted success and popular appeal of the Run, is acknowledgement enough that it was finally realised that the VCCA had come of age and the nexus was broken, at last.

See you at the next meeting,

THE HISTORIAN

* Apparently the award for the Vehicle Travelling the Greatest Distance was not made on this occasion.

* * * * *

GOSSIP NEWS: Congratulations to IAN STEER on his recent engagement. (Finally got rid of him, eh Don?)

A baby boy, 8 lb. 13 oz., has increased the PETER AND ROBYN WARD'S family by "ONE". He has been named JEFFREY CRAIG WARD. Congratulations.

* * * * *

*SOME HIGHLIGHTS (AND UNANSWERED QUESTIONS) FROM
THE RECENT TOUR UP NORTH :*

SUZANNE BENDEICH (not yet 2) has taken up driving! Borrowed Mum's Morgan - let off the hand brake - pulled it out of gear and ran down the hill and into a brick fence. Suzy was O.K. but the car came off second best.

#

Who was the Talbot driver (there were three on the Newcastle run) who took a shower next to SUE WARDS and didn't know he was in the "LADIES" until he walked out?

#

Also, who was the Talbot driver who thought he had a blowout but found, to his dismay, that there was a Torana impaled on the end of his rear spring? A Clement driver who came along remedied the situation with the aid of a crowbar!

#

Whose wife changed beds before her husband came in late? He put on her mauve floral pyjamas and was wandering around outside looking for the bell off the fire engine when he realised his mistake.

#

VOS IT A VINDSCREEN VIPER ?

As a traffic officer was crouched in roadside bushes near Durban, South Africa, waiting to catch speeding motorists, he was bitten by a viper.

* * *

M - I - N - D - S - T - R - E - T - C - H - E - R

Solution to No. 13 WRONG NUMBER

2 9 3

2 3 2

2 9 3

8 1 8

GETTING THE BIRD

No. 14

Recently, while making mortar with sand and cement for the foundations of our new clubhouse, one of the workmen heard a strange noise. A baby bird had fallen into a small rectangular hole in one of the concrete piers. The hole is two metres deep and too narrow for an arm to be squeezed into it. Trying to grasp the bird with two sticks would have injured it but suddenly the man thought of a simple way to get the bird out of the hole.

What did he do?

MEMBERSHIP UPDATE

New Members:

FULLER, Fred - 91 Marsden Rd., St. Marys. 2760 No. 758 (F)

ANDREW, John - 26 Valley Road, Wentworth Falls.

2782 No. 759 (A)

HOAD, Phyllis, 21 Chandler St., Kogarah. 2217 No. 507 (A)

Change of Address:

DUDLEY, W.G., 17 Bondi Rd., North Entrance. 2261

* * * * *

THE BEDELIA

Saw Bob Fitzsimons recently and in conversation he asked about the Le Zebre and Barry Perdriau, and "what has happened to The Bedelia?" He became reminiscent then, and as the Club sound recorder was not available, we give here our impression of 'the interview'.

Bob stated that he found the remains of the vehicle in Balgowlah. It was in the open and was thus prone to receive the salt air from Manly. The body was in a wrecked state, and a tree had grown up through the chassis. It was advanced enough to have to be cut off above the chassis in order to remove the said chassis. (A repeat performance of an R.R. out of Adelaide, for those who remember the story).

One helpful point was that the engine had been removed and had been "put under the house". It was in reasonable condition, but with no magneto. The wheels had rusted away completely, and he had to make new hubs. On completion of the restoration he disposed of it to Rex Turner. The original owner, of course, was Mark Foy. A daughter of Foy used to drive it up and down to the Hydro. On one of these excursions the thing burst into flame, but was not a total loss. Apparently that episode just about settled it's active life.

Bob said that in any case it's brakes were atrocious. It seems that the brake lever, when pulled to the ON position, put pressure onto the rear axle, and moved it forward slightly. In so doing it pushed forward two "brake drums" which engaged a segment of metal with the same radius of curvature as the "brake drums", and lined with some frictional material - probably leather in those days - as it was only a cyclecar.

- JIM SIMPSON

* * * * *

VALE - BRIAN MARSLAND

Brian, a very early member (No. 13), will be remembered not only as an active participant in Club activities driving a huge green Napier, but one who expressed his views at meetings and played his part to the full in the formative years of the Club.

Although his membership terminated on the sale of the Napier, he retained his love for cars and automobilia generally and in later years concentrated not only on collecting and restoring Porsches, but in establishing a Club for enthusiasts of that marque.

Some idea of Brian's enthusiasm can be gleaned from the report of his trip in the Napier to Adelaide and back, in 1954, set out in HISTORY CORNER for September 1982.

A good Club man and a fine ambassador for the Club in its early days, Brian passed away suddenly on 11th September last, aged 54.

A. R-B.

FOUND: Amongst spare "copy" held by your Editor has been found the following "Odd Bit" submitted by the late, revered member, George Green, with the note: "Thought this might rate a mention in SPIT AND POLISH. If you do not think so, put it in the W.P.B. Yours, George G."

Hit by Comet. The Divisional General Manager sent the following memo to the Factory Manager:

On Friday evening at approx. 5.00 p.m. Halley's Comet will be visible in this area, an event which occurs only once in every 75 years. Please have the employees assemble in the area outside the factory, in safety helmets, and I will explain this rare phenomenon to them. In case of rain we will not be able to see anything, so assemble the employees in the canteen and I will show them a film of it.

Factory Manager to Assistant Manager:

By order of the Divisional Assistant Manager, on Friday at 5.00 p.m. Halley's Comet will appear above the area outside the factory. If it rains please assemble the employees in safety helmets and proceed to the canteen where this rare phenomenon will take place, something which occurs only every 75 years.

Assistant Manager to Personnel Officer:

By order of the Divisional General Manager in safety helmet at 5.00 p.m. on Friday the phenomenal Halley's Comet will appear in the canteen. In case of rain in the area outside the factory the Divisional General Manager will give another order, something which occurs once every 75 years.

Personnel Officer to Foreman:

On Friday at 5.00 p.m. the Divisional General Manager will appear in the canteen with Halley's Comet, something which happens every 75 years if it rains. The Divisional General Manager will order the comet into the area outside the factory.

Foreman to Employees:

When it rains on Friday at 5.00 p.m. the phenomenal 75 year old Bill Halley, accompanied by the Divisional General Manager will drive his comet through the area outside the factory to the canteen.

Advertisements

FOR SALE

A range of old but brand new spark plugs has been offered to our club members as follows:

GROUP 1	L85	U18Y	L10
	L14	J6	CS6
	F10	H10	BL13Y
	J8		
GROUP 2	D16	D21	H8
	H147		

Group 1 - Normal retail \$1.58 Sale Price .73¢ + Tax
 " 2 - " " \$2.12 " " .97¢ + Tax

J.V. SPARES (Prop. Mr. Freeman) - 30 High St., Epping.
 86.3136 or 86.2244

* * * * *

FOR SALE

VINTAGE 1922

MODEL T FORD TRUCK

VERY GOOD CONDITION THROUGHOUT

- MIKE MICOS

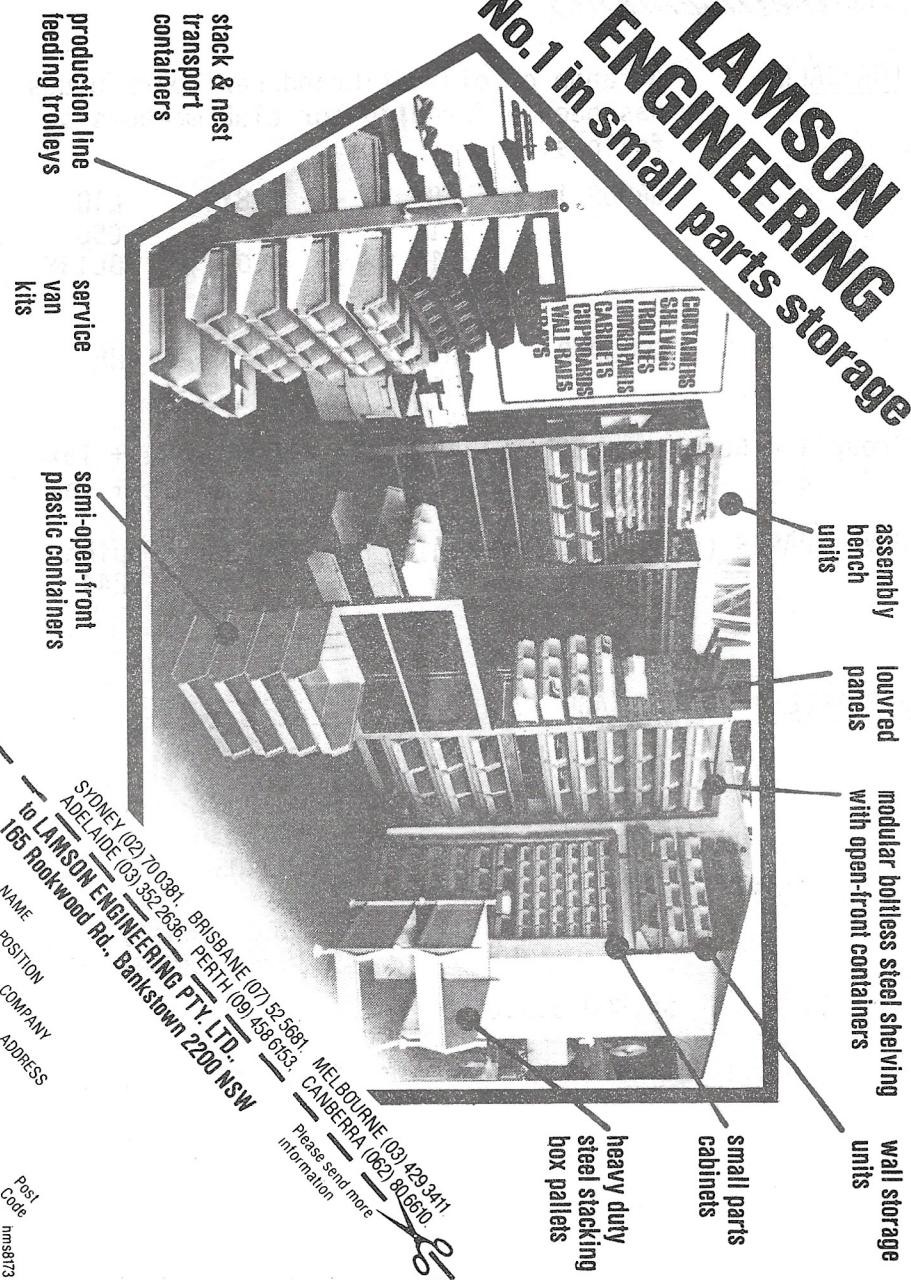
661.5100 (Bus.)
 349.1624 (Home)

\$4,800 o.n.o.

* * * * *

LAMSON ENGINEERING

No. 1 in small parts storage





1st October, 1982

Veteran Car Club of Australia (N.S.W.),
134 Queens Road,
FIVE DOCK NSW 2046

Dear Member,

RE: FINANCING OF NEW ARCHIVES CENTRE (HALL)

At the August 1982 general meeting it was decided that the club would issue debentures to the members to raise sufficient funds to enable the completion of the Archives Centre and hall on our property in Five Dock.

The management committee determined that an amount of \$30,000 would be required to fully finish and fit out our new premises. The committee also decided that the debenture units would be of \$100.00 per unit with an interest of 5% per annum being payable if so desired.

The loan as raised is planned to be repaid within a period of approximately five years.

To assist you with your decision to assist the club it is worth noting that the completed building on our property should have a commercial value of possibly in excess of \$150,000 of which actual construction cost of the building will be in the vicinity of \$60,000. This large saving in expenditure so far has been brought about by the generous support and effort of members to this time.

Any support you can give will be greatly appreciated and I am sure that you will feel quite proud of your involvement in the completed project.

The issue of debentures will be administered by Mr. Bill McCarthy who has volunteered his services for which we are greatly appreciative.

An application form is attached and when completed and together with your cheque made out to V.C.C.A. (NSW) Building fund should be posted to either Mr. W. McCarthy or myself at the addresses listed below at your earliest convenience.

As this is a very personal matter you can be assured the utmost confidentiality will be maintained. Thanking you in advance for your assistance.

Yours sincerely,



BARRY THEW
President V.C.C.A/NSW

MR. B.T. THEW,
62A Spurway Street,
ERMINGTON NSW 2115

Mr. W.H. McCARTHY,
87 Kingston Street,
HABERFIELD NSW 2045