



Spit and Polish

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

Hon Editor and Editorial Address—

Dr. GEOFFREY LEHMANN,
66 Pacific Highway,
St. Leonards. Phone: 43-6363

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EDITORIAL

This SPIT AND POLISH has been greatly complicated by the Postal Strike. I have to thank Alby Frost and Len Sheen for their extensive coverage on the Canberra Tour.

- EDITOR

CANBERRA TOUR

By Albert Frost

After arriving back from the Canberra Tour held on Easter week-end, I feel that on behalf of our members who participated, we must express our gratitude to the boys at Canberra who arranged the Tour. We cannot single out any individual person; high praise must go to all these members for their willingness in helping us during our visit to the Capital City.

The picture can be appreciated from a few examples of help and generosity given to us by the V.C.C.A. (Canberra): Jack Dance arrived with radiator trouble. Being Good Friday he did not expect immediate help but lo and behold, the Canberra boys came to light, removed, repaired and refitted the radiator almost instantaneously. Les Deimel's Maxwell, during the tour on Saturday, developed noise in the transmission. To everyone's surprise, these members took his car away, removed the transmission, dismantled, reamed out the faulty bush, reassembled and fitted it to the car and he was back in the tour, all within 3 hours.

The social evening was a success. We were guests of Canberra City Bowling Club. To our amazement there were no poker machines, but that was soon forgotten when the dance band warmed up. It is the only Club we can recall at which guests are served double helpings of supper. All this was arranged by Allan Higginson, who was the Master of Ceremonies for the night.

I feel I must mention here the help given to us by the officials of "The Mall" at which our cars and trailers were garaged.

The Sunday tour was conducted, again in warm sunshine; this time it was BAR-B-Q to Cotter River, which is some 14 miles out from the city. Special mention must be given to the lunch supplied free on both days. After touring and inspecting places of interest, Saturday's lunch, held in the Methodist Memorial Hall, consisted of salad, beautifully laid out on tables with ample supplies of iced soft drinks and tea or coffee, with dessert to follow. Sunday's lunch was also delightful. Ask our members how many steak and sausage helpings were forced upon them, and I mean FORCED. At one stage we were being pushed into line to do justice to the supply of meats.

Members - to keep the records correct - the lady I ordered out of my car (who unbeknown to us was the judge inspecting our cars) did not blacken my eye. I received it chopping wood for our barbeque on Sunday night. Ken Moss, George Burton, Lionel Jones and Bill Spraggon witnessed the accident. Ask them - they still deny seeing it happen. Mates for you!

The accommodation was very good. Five families stayed in cabins at Tourist's Camp, the balance at Kingston Motel which was quite comfy. "Canberra Times" paper featured a story of traffic entering the city at the rate of 100 vehicles every 10 minutes. All accommodation was booked out. The public turned out in thousands to witness the first rally of veteran cars to be held in Canberra. We received a very enthusiastic welcome during our stay. Ask Ken Moss, especially when the Caddy stopped in the centre of traffic on Thursday afternoon, causing havoc amongst the shoppers.

Special mention also must be given to the members' women folk; it was no trouble for them to supply extra accommodation, run us into the city on any errand that we required.

Incidentally, Phil Gregory's Renault was voted the most popular car and he received a lovely electric clock.

To sum it all up, it was the best Veteran Car week-end motoring ever enjoyed by all who attended this tour.

POINTS OF HUMOUR:

Lionel Jones, who was the old dear who befriended you at the Bowling Club? You have been told before never to speak to strange women.

Noticed Olive Burton carrying a broom. Heard another member ask was she on a test flight.

Anyone wishing to buy a car trailer see Ron Craze; it can be altered to suit various wheel bases without any trouble.

Rumour has it Armstrong Whitworth was not towing a Cadillac, the Caddy was chained on to stop the Armstrong Whitworth bolting.

Sep Hall states that the Beatles were not driving his Rolls; he does not know any Beatles.

Ron Craze denies that he dropped a depth charge (56 lb. bag full of sand) off his trailer to stop Phil Gregory's Jaguar passing him. Phil thought he was at Avoca Beach when the bag burst.

Who said Eileen and Laurie Sykes could not fit in the Humberette? Must admit it caused attention at Cotter River. First time the public had ever seen a veteran car bulging at the seams.

For any photographic information re veteran cars flying over Canberra, contact Ken Moss the double exposure expert.

POINTS OF INTEREST:

Speech by J. Dance at Bowling Club on behalf of V.C.C.A. N.S.W. was interesting and sincere.

The Victorian Itala is a beautifully restored race-about. Could be mistaken for Col. Bryson's Empire Eagle; about 24" longer than Col's.

Bob Newman drove his Talbot from Wollongong to Canberra and back.

Glad to see Rita and Bill East's Studebaker there.

Members who attended wish to thank George Green for supplying lunch on Good Friday.

The Humber on my trailer had no trouble going under low bridges, overall it was only 11 ft. high.

THOUGHT OF THE WEEK:

Tours instead of Rallies.

Albert W. Frost.

VETERAN CAR CLUB OF AUSTRALIA (A.C.T.)

1ST CANBERRA TOUR 1964

By Len Sheen

All Sydney and Gosford members made their own ways; some driving Veterans, others with cars on trailers to George Green's property "Inverary" for lunch on Good Friday. After lunch we again took the road to Canberra, where all arrived without mishap on Friday afternoon.

We parked our cars in the Monaro Shopping Mall after being met by the Canberra boys on the outskirts of the city and piloted to the garage where we received 5 gallons of petrol "on the house".

The Saturday Tour was a great success both for Veterans and the public and there was always a big crowd wherever we went. Starting at 10 a.m. we followed at two car lengths apart from the Shopping Mall to the War Memorial for a stop of 1 hour to view the Memorial while Canberra boys kept watch on cars.

Off again in convoy to Mt. Pleasant Lookout which at 2175 ft. gave a good view of the city and the new Lakes. Fifteen minutes later we were off again through Duntroon Military College with parade ground on our right, over Lake Burley Griffen, across Kings Avenue Bridge to Kingston and a salad lunch at the Church hall.

After a break of an hour we drove to Parliament House for an inspection stop of one hour; then over Commonwealth Bridge to the Hall of Anatomy for another inspection. When leaving this stop some of us had fun in the University Grounds where there were Veteran Cars going in all directions. However a police officer on a bike helped us find a way out and back to the Mall for overnight parking.

Saturday night we were all official guests of the Ainslie Bowling Club for a supper dance. A welcome was extended to us by Canberra Veteran Car Club president, Mr. Allan Higginson with our Secretary, Jack Dance replying. A very enjoyable evening was had by all till the early hours of Sunday morning.

On Sunday we were away by 10.30 a.m. for a tour of the "Embassy Area" before continuing on the road to the Cotter Dam, where we had a barbeque lunch in a bush setting, with a pleasant walk to the dam itself - a very pretty sight with water cascading over the top in small riverlets.

At 3.30 p.m. we moved off for Canberra in convoy, making a run around the bottom half of the Lake where a sailing boat race was in progress, and arrived again at the Mall for overnight parking.

The Canberra Events Committee boys are to be congratulated for a very fine Tour which for their first effort was a very fine affair, well organised and run by the hard-working officials on both days. The weather also was with us on all four days which were fine and sunny at 75°.

After farewells on Monday we took off again for our homes 200 miles away, and the two Victorian members with 400 miles to go. It had been a very enjoyable Easter week-end and we are all looking forward to the next Canberra Tour.

P. Gregory received the best presented car prize - an electric clock. M. Grant from Victoria the most courteous driver prize. One top hat member lost all chance of winning when he told the Lady Judge to leave his car alone and to get off the running board. Some members had a busy time telling people to keep sticky fingers off brass work.

Our thanks to Jim Boland, Allan Higginson and helpers who repaired Jack Dance's radiator, Bill Hardman's magneto and Les Diemel's pinion race. Ken Moss had back luck on the way home when at Liverpool he lost a big end (first Veteran to tow a trailer 400 miles), so a big repair job is ahead of him before his trip to America next year. I hear he has booked Cadillac and family on the "Oriana" next April.

Following is a list of cars that attended - 25 in all - a good roll-up of Veterans:-

J. Dance	1908 Talbot	Drove
P. Gregory	1908 Renault	Trailer
L. Diemel	1908 Maxwell	Trailer
W. Spraggon	1908 Renault	Trailer
L. Jones	1909 Hupmobile	Trailer
J. McGowen	1910 Armstrong Whitworth	Drove
A. Frost	1910 Humber	Trailer
W. Orr	1910 Itala (Vic.)	Drove
D. Craze	1911 F.N.	Drove
G. Burton	1911 Napier	Trailer
A. Higginson	1911 F.N. (A.C.T.)	-
M. McDonald	1912 Siddeley Deasy (A.C.T.)	-
M. Grant	1912 Ford (Vic.)	Drove
A. Rowe	1912 Fiat	Drove
L. Sheen	1912 Humber	Trailer
R. Jones	1912 Oakland	Drove
K. Moss	1912 Cadillac	Drove
R. Craze	1912 B.S.A.	Trailer
W. Hardman	1912 Daimler	Drove
L. Sykes	1913 Humberette	Trailer
S. Hall	1913 Minerva	Drove
G. Burton	1913 Dodge	Trailer
R. Newman	1914 Talbot	Drove
A. Garthorn	1914 Delahaye	Drove
W. East	1916 Studebaker	Drove

Once again our thanks to the Canberra members for all the attention given us, both on the rally and the transporting of drivers to accommodation. It is voted the best tour yet.

LEN SHEEN
Chairman, Events Committee,
Sydney.

	<u>DATES</u>	<u>TO</u>	<u>REMEMBER</u>
Sunday	19th April		Tour to Warwick Farm and Rotary Gymkhana
Saturday	2nd May		Sydney University Settlement Fete, 1.30 University Grounds, Sydney.
Sunday	17th May		Mystery Day

Events Committee,
L. Sheen
R. Farrell
J. Tulloch

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MEETING REPORT.

A Monthly Meeting was held on Thursday, 26th March, immediately prior to Easter and the Canberra run. As would be expected, the attendance was down, and rather less business and enthusiasm pervaded the scene.

This is the meeting where the problems which arise in the Blue Mountains Rally are usually aired, but surprisingly little was said, and even constructive ideas for the future were offered - the main suggestion being that this Rally start and finish at Parramatta, omitting all the exasperating part of the run. Only Veteran masochists will not agree with this.

There had been a few complaints from a few irritable members of the public because of the arrangements at Centennial Park on the Rally day. This was considered, and it was felt that the Club had not offended the public in any way.

Another event in the future was considered, and this was a special run to be organised by the Lions Club, with the guidance of Vic. Jacobs, for Pensioners. It was to be held in the French's Forest, Narrabeen, and Manly area in September.

Members were asked for information concerning Car Badge No. 1 of Mr. Grant of some years back. This has been located and will be forwarded to him.

Len Masser was missed at this meeting, but Lionel Jones did the honours with the tin. No doubt we will hear from Len from time to time.

After the short meeting members showed an interesting series of slides, particularly the Victorian cars, taken by George Green, and the recent slides of G. Roberts in Queensland.

THE C.V.V.T.M.C. OUTING AT WARWICK FARM.

The weather man gave a very hot reception to the C.V.V.T.M.C. at its Inaugural Meeting on Sunday, 22nd March.

The overall attendance of members from Veteran, Vintage and One Make Clubs shows a great amount of interest exists in the whole realm of motoring, not only in our Veteran period.

In all, some 140 cars were lined up, a large number being Veterans. Readers are quite familiar with these cars - the Vintage Austin, Alvis, Bentley, Bagatti, Haspanosuiza, Spyker, M.G., Riley, and Rolls Royce, with many others, made a wonderful display.

However, one feels that the suggestion that the modern vehicle should be viewed in a separate section is a valid one.

The Winners of the various Sections (Where known) were as follows:

VETERAN:

J. McGowen Armstrong Whitworth, 1911

VINTAGE:

J. Jeffrey Spyker

THOROUGHBRED:

Len Partridge 25/30 Rolls Royce

MODERN:

? Armstrong-Siddley
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EARLY MEDICAL MOTORING.

From Dr. Malcolm Fredman, V.C.C.A. (Vic.), 1 Elanora Court, Aspendale, S.13.,
Vic.:

"For some years I have been compiling material relating to early medical motoring, how doctors were frequently among the earliest motorists and how the new transport affected their professional life.

I would be very pleased and grateful to hear from anyone who believes his veteran car or cycle was originally owned by a doctor, together with any details at all if known."

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WANTED: Gearbox and differential assembly for OVERLAND, any condition.
J.P. Pickup, 19 Essex St., Epping, WM3749.

FOR SALE: Lucas Bulb Horn. Type 34. Phone Stephen Levi, XJ4573, Evening.

FOR SALE: Selection of parts for 1913 Siddley Deasey. Phone Malcolm Cohen, 605/3416.

Car Radiator Badges and Emblems. Contact Harry Pulfer, P.526, L'Crescenta,
CALIFORNIA, U.S.A.