

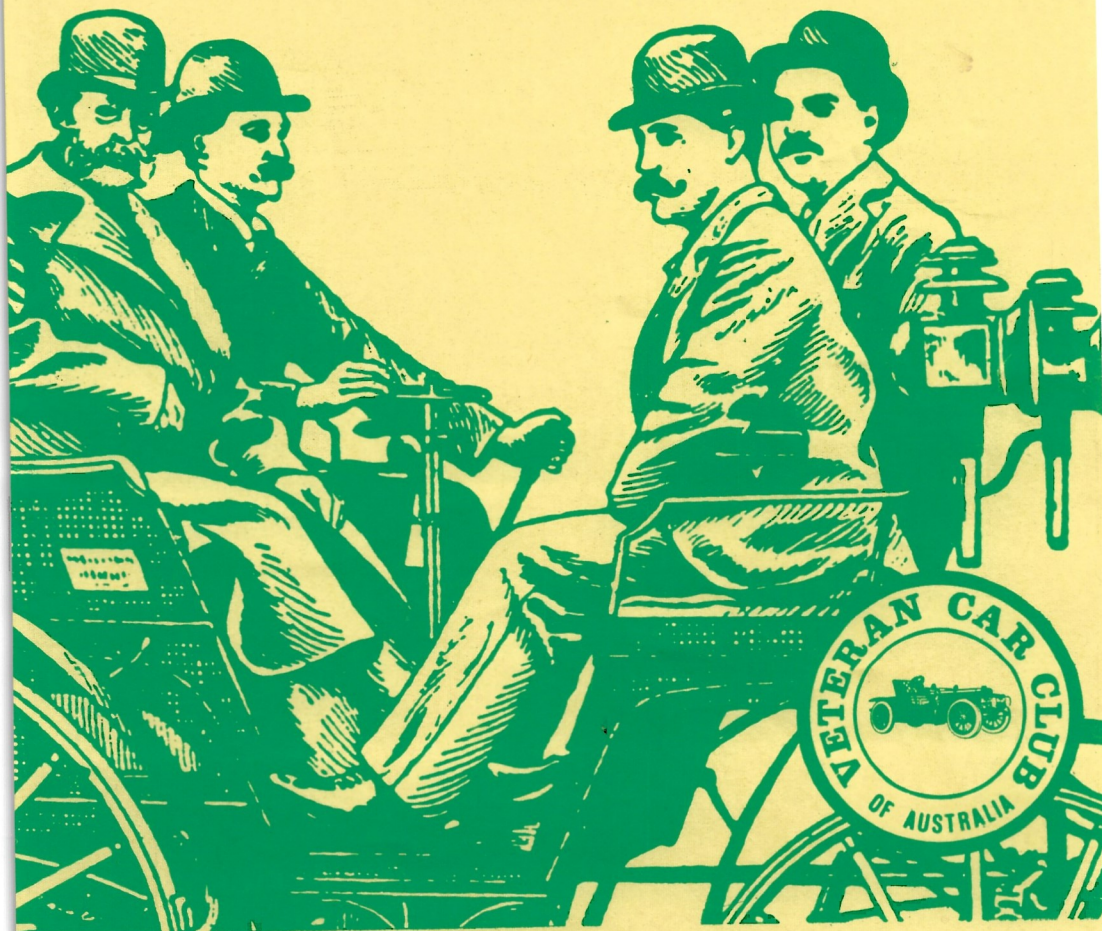
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

# SPIT AND POLISH

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May, 1986 Vol. XXVII No. 10



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 XXV11 No. 10

May 1986

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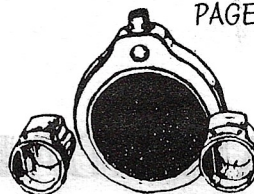
Other Veteran Car Clubs have permission to copy.

*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,  
MAY 22, 1986.*





## *President's Message*



Each member I spoke to after the Blue Mountains Rally voted it the best they have attended. The accommodation was good and the food matched the accommodation. Roley and Jan Coulcher's organisation of the weekend was spot on with no questions to interfere with the trip up to and back from the mountains and one supreme day of events down in Megalong Valley. Add to this the efforts of both the Thomson and Martin families who worked non-stop on Saturday and Sunday to organise 400 meals. How can we thank you enough? THANK YOU ONE AND ALL!!

To cap off Katoomba, there are now 12 starters frantically preparing their cars for the 8-day run to Merimbula with a similar number of members from the VCCA (Vic). By now we should have all returned safe and sound, I hope.

I know that the Hall leaves some members cold, but I must report outstanding progress and we should be able to use it for the 1986 Annual General Meeting in June.

Are you interested to stand for Committee this year? It should be an interesting and satisfying year for all those who wish to participate. We will be operating under the format laid down for Incorporated Clubs and it will require some new approaches to running this great Club.

Sadly we mourn the passing of another long-standing member in Bill East. Bill was our oldest member and in the early days rarely did a rally pass without Bill, Reta and Studebaker. Our deepest sympathies are extended to Reta and Bill (Junior) on this sad occasion.

- BOB BAXTER  
President

★ ★ ★ ★ ★ ★ ★ ★ ★ ★



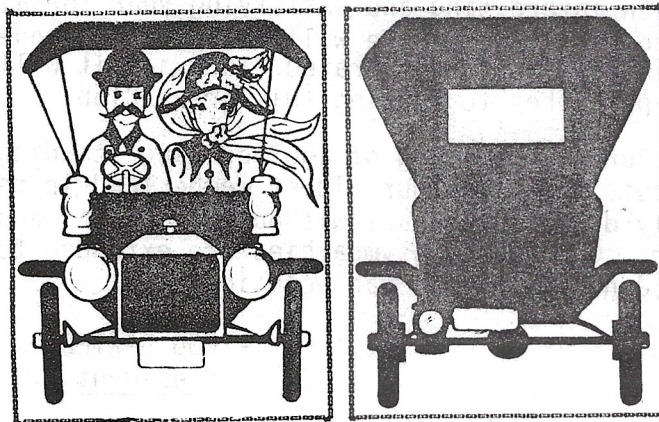
# CALENDAR OF EVENTS



1986

- May 31 (SATURDAY) PRESENTATION DINNER
- June 29 PICNIC RUN. (Details page 6)
- Sept. 14-19 THIRD NATIONAL 1 & 2 CYLINDER RALLY
- Oct. 12 (SUNDAY) 1986 British Display & Swap  
Day - Hawkesbury Agricultural  
Showground.  
(More details later.)

OCT. 18 GOU. HOUSE (SAT)





PRESENTATION NIGHT 1986

'Informal'

SATURDAY NIGHT, MAY 31, 1986

at

RON & EDNA COX'S

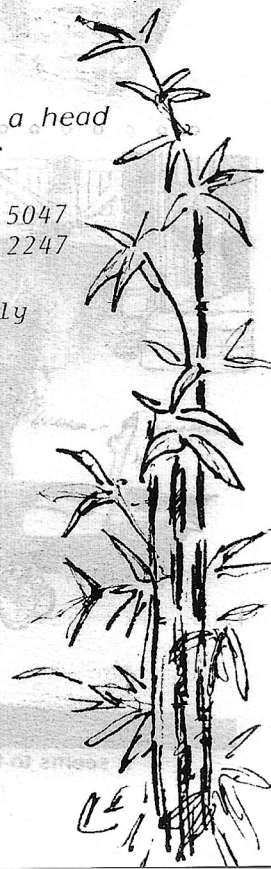
134 Homebush Road Strathfield

7.30 p.m.

Catered Chinese Buffet meal - \$18.00 a head  
including wine - B.Y.O. other

Bookings: Lyn Martin 632.5047  
Noelene Thomson 651.2247

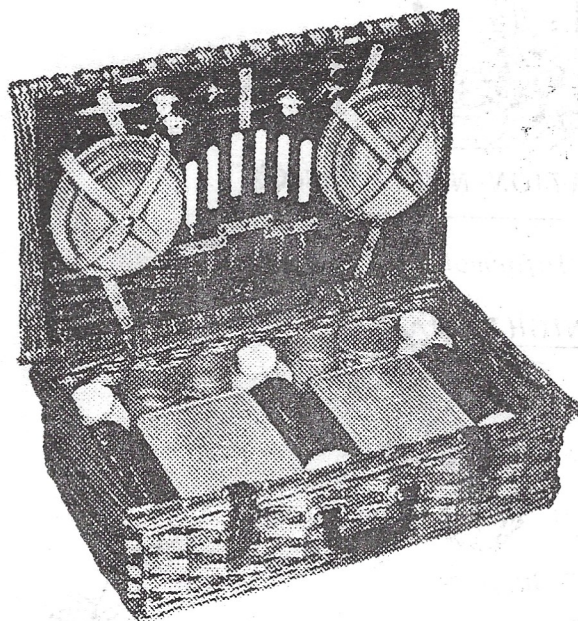
NOTE: Limited numbers - book early





"P - I - C - N - I - C  
R - U - N"

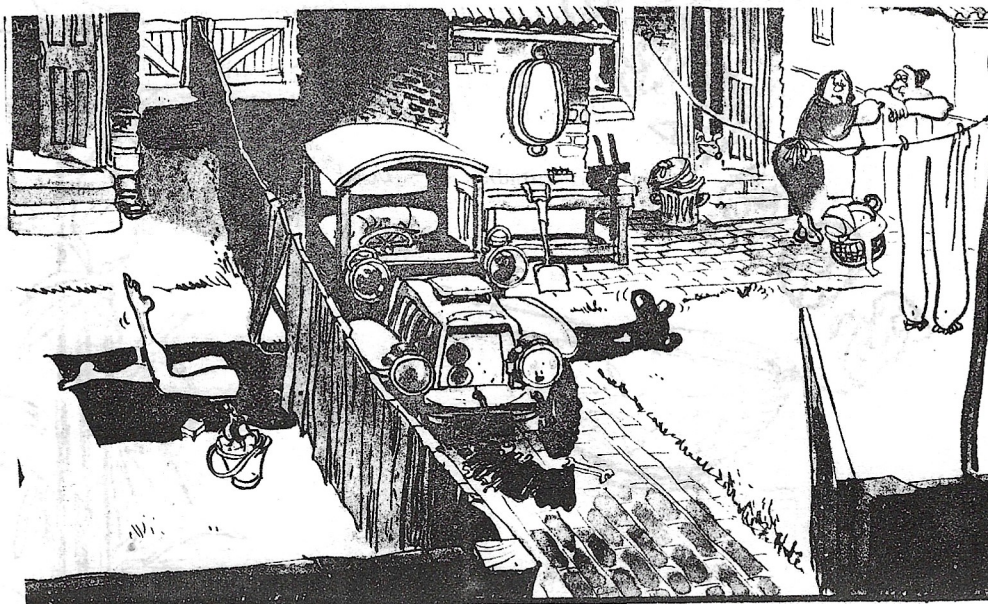
SUNDAY, JUNE 29, '86



Short run from Rodd  
Park, Russell Lea to  
Georges River Reserve,  
Picnic Point.

No questions -  
No times -  
No prizes -

Just a family day, so  
pack the picnic basket  
and come.



It seems to take up all his time ... Still, it keeps him out of mischief.

(Acknowledgement - BRASS NOTES, April 1986)

BLUE MOUNTAINS TOUR - APRIL 25/26/27

At the Auburn Botanical Gardens, George Sevenoaks officially started each entry in our annual Blue Mountains Tour on Anzac Day, Friday, April 25. The new format instigated last year of a non-competitive run up the main roads (with choice of 2 routes this time) was again a success. Yes, the traffic was heavy when the expressways gave way to single lane traffic - but everyone arrived in good time.

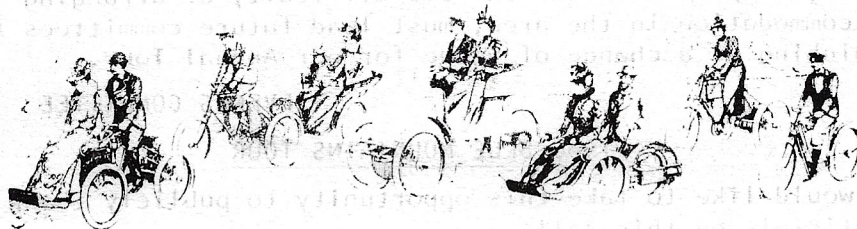
Blackheath, even though a little further than Leura, our more recent accommodation township, proved no hardship and the motels most satisfactory. Friday afternoon was at leisure and dinner available at Redleaf Motel.

Saturday and all cars to be at Megalong Valley by 10.00 a.m. for a Gymkhana. The scenery and drive down was delightful and the events challenging to the drivers and entertaining for the spectators. Welcome B-B-Q lunch was well catered. Coming out of the valley proved a test for many veterans in the afternoon, not only the time section and secret control but the ascent.

That night dinner again at Redleaf with more members present and an interesting talk on the history of the roads of the Blue Mountains was most informative.

Sunday - time to head down the mountains - strange how the cars get back to Auburn so much more quickly - downhill !! Salad lunch all waiting as the cars arrived to end a well-organised and succesful rally.

- SANDY ROBERTS





SURVEY RESULTS

During the Blue Mountains Tour, entrants were asked to complete a survey sheet indicating their preferences for different types of outings. The sheets will be passed on to the next Events Committee. The following are the results.

	YES	NO	N/A
Do you prefer to go on -			
Picnics	28	2	3
Short Leg Tours	24	5	4
Long Leg Tours	27	4	2
City Tours	3	24	6
Competition Runs	9	16	8
Gymkhanas	16	10	7
Arranged visits to Historic Sites &c	27	3	3
Campouts	13	14	6
Do you prefer these outings on -			
Saturday	15	9	9
Sunday	25	4	4
One-Day	23	3	7
Two-Day Weekend	30	1	2
7-10 Days	16	10	7
Do you prefer to have one outing -			
Per month	10	13	9
Every 6-8 weeks	22	3	7

o o o o o o o o

One comment worth mentioning, particularly in view of the traffic experienced, is -

'Blue Moutnains road on busy weekends must be avoided at least until one lane/two lane/one lane bottleneck problems are eliminated'.

This, coupled with the extreme difficulty of arranging accommodation in the area, must lead future committees to thinking of a change of venue for our Annual Tour.

- EVENTS COMMITTEE

1986 BLUE MOUNTAINS TOUR

I would like to take this opportunity to publicly thank our officials on this rally.

The catering crew worked extremely hard under trying conditions on both days, but I don't think anyone went hungry.

Thanks to those who worked on the gymkhana. They seemed to enjoy themselves so much, they didn't want to be relieved.

Special thanks must go to Warren Irish, Cyril Stanbridge and Mel Pope. They followed the fields, assisted where possible in breakdowns and generally herded the 'lost' sheep.

There were others too who generally helped where they were needed.

Lastly - thanks to the entrants. All the work in the world can be to no avail without their enthusiastic participation.

- ROLEY COULCHER  
Rally Director

#### BLUE MOUNTAINS TOUR - WHAT I SAW...

The T-Ford/Rolls Royce owner who had to leave his "T" and crank his own Rolls Royce - T-Ford owners note.

The North Coast resident and T-Ford owner seen sitting in the above Rolls Royce and covering his face in shame when spied by a roving photographer - for a price, Ken Moss will destroy the negative!

The veteran car member who, on Friday, drove up to Katoomba, went back to Sydney, drove back to Leura and arrived back in time for dinner - refused offers too-good-to-refuse and drove back to Sydney. Rumour has it, the smell of onions has something to do with it.

Age/fatherhood/weather - seen disappearing from an after dinner chit-chat wearing his usual attire of shorts, and returned wearing jeans, saying it was the weather - or was it to protect his knees?

The wife who had prayed all the way down the mountain and knew that if prayer and tyres failed, pushing was all that remained?

The ladies doing lunches on Sunday, who prepared the exact number of lunches without even counting - they say practice makes perfect.



A certain never-aging veteran car/motor cyclist seen standing on the side of the road with a veteran motor cyclist, modern day bikies, policeman with book and pen in hand - to whom was the ticket going - or was it a comparison of "machines" ??

- WATCHFUL EYE

[illegible]

LETTER TO V.C.C.A. (N.S.W.)

Just a short note to say thank you to the Club for the warm welcome extended by all members to Keith Edwards and myself at our first Blue Mountains Rally.

The weather was perfect, we met so many new people, received tons of interesting knowledge about the Brush and thoroughly enjoyed the run and the social events.

The Brush really enjoyed the outing and never missed a beat - even though it did throw the chain once just to get our hands dirty!

Could you please send me an entry form for the National 1 and 2 Cylinder Rally and also let me know how I get entry forms for the Newcastle Rally in October.

Keith and I are now going to focus our efforts to get the Franklin engine completed and we will have both cars for the 1987 run.

Once again our thanks to all, especially the Coulchers.

Best wishes,

- BOB LAMOND

Note:

National 1 & 2 Cylinder Rally forms available from Rally Director, Third 1 & 2 Cylinder Rally, 22 Langmore Lane, Berwick, Vic. 3806.

Newcastle Rally forms will be in a later issue of SPIT AND POLISH.

- Editor

### VALE BILL EAST

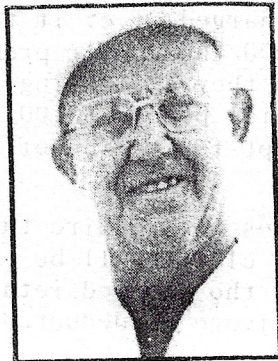
The Club has lost a valuable member in the passing of Bill. His number in the register is 63, so that it is obvious that he had been with us a long time. Although a man of a retiring nature, this had no influence on his warm attitude. Always a friendly man in his own quiet way.

In addition to taking part in many of the Club events, he also entered the Studebaker in numerous Concours trials with a creditable degree of success. He continued to take part until, with the years mounting up, he found that the physical effort of tracing his hands and fingers over every part of the car, including working underneath it, was proving too much for him. Not lack of enthusiasm but of bodily agility. Preparing a car for Concours judging is a tiring and time-consuming act - when one is no longer youthful!

It is to his credit that he took part in the Silver Anniversary Tour with Reta, and must surely have been the oldest participant.

Some of the older members will recall the October Weekend in 1959, when George Green put on a domestic event at his property "Inverary" at Wingello. Wives were billeted in the house, while the male members were given secure cover under a large marquee. Bill was surprised, on waking in the morning, to find a pile of empty beer bottles under the head of his stretcher. He accepted the joke with his usual dry smile. (No cans in those days!)

Let us hope that the Studebaker will not disappear from the Club.



\* \* \* \* \*

*Guess who has been making the press in Port Macquarie? Yes - Bill Spraggon. Wonders if he will be caught for speeding again - yes, he was in 1978, for driving 11 ks. faster than the limit - in the 1908 Renault.*



Letter to the Club from G.I.O.:

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**GOVERNMENT INSURANCE OFFICE OF N.S.W.  
BOX 3999, G.P.O. SYDNEY, N.S.W. 2001**

RE: GIO VETERAN/VINTAGE VEHICLE POLICY

---

Further to my discussions with your Club's Insurance Officer Mr. Victor Jacobs, I have pleasure in providing details of improvements we have made to GIO's Veteran and Vintage Insurance Policy, for inclusion in your Club magazine.

These changes, whilst not in effect as yet, should become effective within the next month or so. I will be attending the Club meeting to be held on 29th May, 1986 to further elaborate these changes and to answer any questions concerning GIO's Policy.

1. The only type of cover available will be Comprehensive Insurance.
2. Insureds who wish to retain the salvage (following a Total Loss claim) with no deduction from the payout figure can opt for the "Salvage Option Benefit". Those members who have an existing policy and wish to include this benefit can do so by contacting their local GIO Office - an extra premium will be charged, i.e. if they are currently paying \$2.00 per \$1,000 then their premium will become \$4.00 per \$1,000 and if they are paying \$4.00 per \$1,000 then the premium will become \$8.00 per \$1,000. New Business clients can opt for the benefit when applying for cover.

In those cases where the Insured does not require the 'Salvage Option Benefit' Total Loss claims will be settled as previously advised, i.e. the Insured retains the salvage but the value of the salvage is deducted from the amount insured.

3. All Clubs and their members should now deal direct with their local GIO Office.
4. A new computer programme has been implemented for these lines of business and renewal accounts will be sent direct to individual Insureds.

All other previously advised Policy Conditions will still apply, i.e.:

(A) The premium rate is:

- i. for vehicles 30 years of age or older on Club registration - \$2.00 per \$1,000 Sum Insured plus Government Stamp Duty.
- ii. for vehicles manufactured prior to 1940 on full registration - \$4.00 per \$1,000 Sum Insured plus Government Stamp Duty.
- iii. for Commercial Vehicles (i.e. trucks, buses etc.) 30 years of age or older on Club registration - \$4.00 per \$1,000 Sum Insured plus Government Stamp Duty.

(B) Policies can be for any term (not exceeding twelve (12) months) however full annual premiums will apply.

(C) There is no refund of premiums paid.

(D) GIO will not pay for air freight of parts.

(E) No compulsory excess applies however if the vehicle is being driven/ridden by a person under the age of 25 or with less than 2 years' driving/riding experience a \$250 excess will apply.

(F) Vehicles under restoration can be covered for Comprehensive Insurance at a rate of \$2.00 per \$1,000 Sum Insured.

(G) Vehicles must be insured for their full value; whilst we realise that it is sometimes difficult to gauge this figure we suggest that the Sum Insured should represent the price the Insured would reasonably expect to receive for the vehicle should he sell it.



## NEW CAR PRICES

FOR THE INTEREST OF MEMBERS WHO HAVE LOST CONTACT WITH NEW CAR PRICES, THE FOLLOWING IS PART OF A LIST APPEARING IN A MOTORING MAGAZINE OF APRIL 1986 :

Aston Martin Vantage 5.3	\$189,500
Lagonda 5.3	\$269,500
Bentley Mulsanne 6.7	\$190,000
B.M.W. 635 3.5	\$ 86,000
De Tomaso Pantera 5.8	\$154,000
Ferrari Mondial Quattrovalve	\$108,400
Ford Fairmont Ghia (Auto)	\$ 23,371
Holden Commodore Calais 3.0	\$ 23,540
Jaguar XJSC V12 5.3	\$ 83,710
Lamborghini Countach	\$265,000
Lotus Esprit Turbo 2.2	\$105,000
Mercedes 560 S.E.C. 5.6	\$150,000
Morgan 4/4 1600 2 Seat	\$ 40,250
Morgan 200 B.H.P. F.I.	\$ 64,500
Porsche 911 Carrera	\$ 87,611
Range Rover (Auto)	\$ 44,220
Rolls Royce Silver Spirit 6.7	\$195,000
Rolls Royce Silver Spur 6.7 LWB	\$225,000
Volvo 760 GLE 2.8	\$ 45,640
Saab 9000 Turbo 1.6	\$ 50,000

- Compiled by Mel Pope

AUTODICTIONARY:

DOUBLE DECLUTCH      A RELIABLE METHOD OF CAUSING  
TWO DISTINCT CRUNCHING SOUNDS  
IN THE COURSE OF ONE GEAR  
CHANGE.

Acknowledgement to 'The Veteran Car in South Australia',  
March 1986.

KIPLING BUYS THE BEST

(An excerpt from a letter to his son from Rudyard Kipling dated October 21, 1914).

".....I enclose herewith cheque for the Singer. I suppose you bought through an agency and couldn't get any discount. I do hope she will be a good and faithful hand maiden unto you. Only remember to look out for the London lighting which gets progressively darker. I shouldn't risk her lovely form in traffic for some time. I'm awfully glad you like her and when next in Brentwood will be charmed to be taken for a ride. I don't think, honestly, that there is a better car on the market. It's her amazing strength, speed and handiness that attracts me. What are you going to call her, Patti? It must be the name of some eminent singer."

(And another, dated October 22, 1914)

".....Yours with receipt for cheque came last night. All the family is most keenly delighted at the news of the car, the Sweet Singer in Warley as one might say. I knew they were as good as they make them. I betted myself that you would work in a baby Claxton some way or other. Look out for your electric light installation. It's beautiful until something goes wrong with the wires, and then you have no alternative to fall back upon. Glad you ain't having a dickey, it isn't smart and tries the tail end of the car too high.

Elsie swears she is going to have first ride in the car when it comes down. Keep out of London traffic as much as you can in the evenings (it's dee bad for new mudguards) and run about the county of Essex a bit. You ought to be able to stretch over half the County.....

P.S. Why not call her Car-uso (he's a great singer). So was David. So was Melba. You might christen her Depeche Melba, which is a foul pun. Don't lend her to chaps who can't drive. Good luck and pleasant drives....."



A SINGER FOR A SONG ?

John Kipling didn't enjoy his Singer for very long, because he enlisted in the Army in the middle of 1915. On 5th July a letter to his father included -

"It is nice to have a month's notice so I can get every little thing ready. I am going to arrange about selling the car. I am going to get the rest of my kit out of the money the Singer will fetch, and then turn the balance over to you. So you ought to make...."

And on 6th July, Rudyard replied -

"....Don't worry about selling the car. Turn her in to the makers and tell 'em to repair her. I'll allow you 100 pounds for her as she stands (you told me she was worth about that much). If you want the 100 I'll pay it into your account. If you don't, I'll let it stand over and put it aside towards a new car when you come back. Of course I'll pay for having the Singer repaired....."

The correspondence doesn't tell us what happened to poor Car-uso that required to be repaired. Was it due to trifling with the London traffic after dark, or did John foolishly lend it to chaps who couldn't drive? John was killed in action and did not return for the new car.

Acknowledgement to 'The Veteran Car in South Australia',  
March 1986.

\* \* \* \* \*

HAVACHAT RALLY :

Due to difficulty in obtaining accommodation, the HAVACHAT RALLY planned for August will have to be abandoned for this year in the hope that accommodation may be arranged in good time for August 1987.

\* \* \* \* \*

EARLY FAVOURITES - AND SOME THAT LASTED

In the history of the American automobile, about 2,200 different makes of cars have appeared. Most of them made a brief debut in the early years of automobile development, and then faded from view. Only a handful of the pioneer cars have survived.

Many makers lacked the money to maintain production. Some turned out inferior products which did not sell at all. A few, which are no longer in existence, helped make automobile history. They shone brightly, and then departed - victims of faulty business methods, of mass production cheap cars, the Depression, and changing American taste.

No longer with us are some old-time favourites - the air-cooled Franklin, the Pierce Arrow whose headlights extended from the front fenders, and the Packard, once the most desirable car in the land.

One car, which in its day represented the ultimate in speed and beauty, was the Winton. It was built by Alexander Winton, one of the auto pioneers who had faith in the car's future. He built his first model in 1896, and two more in 1897, and what is more, he built to sell.

To make public conscious of his car, he undertook a number of stunts to promote it. In July-August 1897 he drove a Winton from Cleveland, Ohio, to New York City, a distance of 800 miles over poor or non-existent roads, in just ten days. It was quite an achievement and the publicity received by the Winton car assured its popularity for years to come.

Winton entered every race and hill-climb he could find. For several years he won nearly all of them. Then in 1902, a young automobile maker named Henry Ford built a car he called "999" for the express purpose of beating the Winton. Ford conquered Winton's best car on October 25, 1902. The victory established the Ford as a serious rival and was the beginning of a permanent decline for the Winton.

A car which goes back to the earliest days of American automobile and is still in production is the Oldsmobile. It was named for Ransom E. Olds, who experimented with steam and electric cars before he made gasoline powered cars.

In 1897, Olds developed a car with only one cylinder gasoline engine which was a success. With financial support, he started a company.

However, before production could get started, a fire in March 1901 destroyed the Old factory. The only thing saved was a small car with a curved dashboard which gave it a youthful, jaunty appearance. Olds had designed it to sell for \$650, one of a number of models he planned to bring out that year. There was no money to rebuild the factory, but there was enough for a do-or-die publicity stunt. The car would be driven from Detroit to New York in time for the 1901 Automobile Show.

The car made it! Its endurance record and its good looks, in contrast to the heavy vehicles of the day, brought the Oldsmobile immediate popularity. It is said that orders were taken for 1,000 cars during the Show, an unheard of number at that time.

The Olds Company was saved. The stylish little car became the best seller of its day. Automobile makers learned then that body design was an important factor selling cars.

In 1905, the car was immortalized in a song called "In my Merry Oldsmobile", published by the country's leading music firm, M. Witmark & Sons. It was one of the first of about 600 songs which have been inspired by the automobile over the years, and has remained the best known. With the rapid technological advance of the automobile in the past sixty years, antique models of early manufacturing ventures (such as the Oldsmobile) have become extremely valuable.

While many early cars are still in private hands, there are a goodly number exhibited in museums throughout the country. The Smithsonian Institution in Washington D.C. houses an outstanding American collection.

Acknowledgement to "Veteran Torque", May 1983.

\* \* \* \* \*



# HALLEY'S COMETH!

BIRTH DAZE

When was he born?

1786

.....

[illegible]

# *Advertisements*



## FOR SALE (ALL STATES)

1909 S.P.A. 3½ litre Engine and Radiator (beautiful condition) plus many other parts. \$500.00

ALSO: 1922 BIG SIX STUDEBAKER ENGINE. \$50.00

- GEORGE ADAMS (049) 488.140

## FOR SALE:

RUBBER HORN BULBS. Brand new. \$5.00 each.

- JOHN SIMMONS, 78.2663

## WANTED:

FRONT RADIUS ROD to suit 1915 T FORD.

- BARRY GARTH, 638.2608

## FOR SALE - ALL STATES:

The Sporting Car Club's Motoring History Books. Compiled by George Broos. Latest Book No. 8 - "Motor Car Portraits 1902-1916". \$5.00 each plus postage.

See your Club Secretary for details, or:

JOHN WIEN SMITH,  
C/- Portrush Road,  
BEULAH PARK. S.A. 5067  
(08) 31.6922

## FOR SALE:

1902 OVERLAND T60 TOURER.

Fully restored. Royal blue and black.

Black all-leather upholstery.

Proven rally car - sale due to illness.

\$18,000

JOHN ANDREW, C/- Garry Coxon  
RICHMOND. N.S.W. (045) 71.1878

