

SPIT AND POLISH

OFFICIAL NEWS BULLETIN OF AND FOR
THE



Phone: WX 1608

EDITORIAL OFFICE
26 MADELINE STREET,
HUNTERS HILL, N.S.W.

NO. 1. JUNE 1959.

EDITORIAL NOTES.

Dear Member,

The 5th. Annual General Meeting 1958-59 is just over - we are now in 1959-60 - possibly the most momentous year since the Club's inception in 1954. This year, thanks to the generosity of Messrs. H.C. Sleigh and the tireless efforts of several of the Club's officers, we move into OUR own Club Rooms, with facilities to house our library under the care of the new Librarian, Ray Hill. Furniture, pictures and other Club treasures will come out of cold storage to make the new Headquarters a place to be proud of. When we move in, you are asked to come along in force - full force - to show your appreciation to those who have made it possible.

The new Hon. Secretary, Frank McGowen, will be advising you in his monthly notice of the officers who have been elected to conduct and steer your Club through this great year - don't throw spanners in the works - try an oilcan instead and help your officers. Remember! you elected them - the job is honorary and they give up much of their leisure hours for your benefit - also remember that a well-deserved pat makes the tail wag!

EVENTS.

The Queensland Centenary Rally - Brisbane, Southport, Broadbeach and back, will be held on 15th/16th August, 1959. This Rally is sponsored by H.C. Sleigh (Qld.) Pty. Ltd., is an invitation rally and the following 19 entrants have nominated from N.S.W. :-

C. Bryson,	Empire	A. G. Leresche,	Hupmobile
D. Barker,	Ford T.	F. McGowen,	Armstrong-
W. Barker,	Metz		Whitworth
W. East,	Studebaker	B. McIntyre-Smith,	Hosier
L. Erratt,	Spyker	G. Roberts,	Calthorpe
A. Frost,	Ford T.	L. Sheen,	Humber
G. W. Green,	Rolls Royce	J. Vanstone,	Metallurgique
G. W. Green,	Rolls Royce	G. Williams,	Renault
G. W. Green,	Hispano Suiza	E. Yabsley,	Talbot
G. W. Green,	Prince Henry	E. Yabsley,	Rochet
	Vauxhall		

At the Annual General Meeting, Chairman of Events Committee, G.W. Green, spoke about a Reliability Run from Sydney to Melbourne, towards the end of the year. The Dunlop Rubber Company wish to re-enact their first trial held in 1905. No doubt the Chairman will have more to say about this when he has worked out details.

The following members took part in a procession and display of Veteran Cars at the Carnival held in connection with the opening of the new Youth Centre at North Ryde, on Saturday, May 30th. 1959.

Jack Butcher,	R. C. H.	G. W. Green,	Armstrong-
J. Dance,	Talbot		Siddeley
G. W. Green,	Rolls Royce	A. G. Leresche,	Hupmobile
G. W. Green,	Franklin	K. Moss,	Panhard
G. W. Green,	Rolls Royce		Levassor
G. W. Green	Prince Henry	F. McGowen	Armstrong
	Vauxhall		Whitworth
		L. Sheen	Humber

This event was organised by Club Member, J. Dance, who is taking a very active part in this New Youth Centre. Unfortunately (but through no fault of Mr. Dance, as he was away on the official dais with other organisers) the afternoon's enjoyment was marred by the large crowd of spectators who got over and under the barriers that had been erected around the cars on display and literally swarmed in and over these beautifully polished and presented veterans. The members were obliged to stick beside their treasured vehicles and try and maintain order themselves and eventually, to save further damage, had to start up their veterans and run for home and safety.

CONGRATULATIONS AND THANKS.

TO our hardworked past Hon. Secretary, Jock McGowen for the pewter tankard presented to him by the President to show the members' appreciation of his twelve months services. I can assure you, Jock, the members did not print the wording on the glass bottom!

TO the Count of Penrith, that 81-year old veteran member, Lance O'Meagher, for that coveted badge he received from the Veteran Motorists Association to honour his 50th. non-accident year of driving!

TO new Lady Member, Mrs. Joy Klein. Husband Frank informed the meeting that he was transferring his Austro-Daimler touring car for her use as he has acquired a F.I.A.T. for himself.

TO our popular member, George Green, Chairman of Events Committee, for winning the Newton Goldman Trophy. This fine Trophy is presented each year by Newton to that member who, during the past Club year, was considered most responsible "For winning the Good Will of the Public". George Green has done more than that - he has deservedly won the goodwill of all his fellow members.

TO Len Masser for his offer with rear axle bits, for yet another Hupmobile Model 20 the Editor has discovered. This is not the first time that Len has helped out in a critical moment - many members owe sincere thanks to him.

TO our Hon. Treasurer, Jack Garwood, who at the last Annual Meeting was elected unopposed for the sixth consecutive time, to look after our ever-increasing finances. Also for the excellent Treasurers Annual Report he compiled and sent out to all members.

TO Wal Barker, who has not missed a monthly meeting of the Club and has attended every Club Rally, picnic and event, during the last 12 months. This member travels 100 miles from Newcastle (not in the Metz, certainly!) to attend - and after - 100 miles back home through the dead of night. A remarkable performance!

THE PRESIDENT'S MESSAGE.

I know you will be both pleased and surprised to receive this first issue of our Monthly Newsletter. We want it to express all the items of news and interest that concern the club members. As time passes it should develop into a fully fledged club Magazine. Give the editor, Larry Leresche all the support you can, let him know what you require in the way of parts or technical know-how, give him a story concerning your veteran car, how you located it and restored it, provide him with photographs if you can. I am sure, that given the support which I know is possible, this long awaited Newsletter will become an excellent forum for the interchange of ideas and news, and add to the joys of Veteran Motoring.

(Alan Rose-Bray)
President.

DID YOU KNOW

THAT Col and Paula Bryson, who last year bought a home at Miranda, are now building a garage 40 ft. x 18 ft. to stable their four veteran and one vintage cars. Looks as if their caravan and late model Vauxhall will still have to be housed under "that little old Banksia tree"! They are keen members of both the Veteran and Vintage Car Clubs.

THAT our President, Alan Rose-Bray, has found yet another Brush car. I understand it is almost complete and, Alan understands, is the car that Francis Birtles drove across Australia. How lucky can you be! He also has tucked away in hiding, waiting to be restored, a very complete Empire Roadster, also a 1909 De Dion, as well as a fully restored Brush Roadster.

THAT there are now 13 Renault cars in the Club, owned by various members. If you are interested, or in doubt, full particulars can be supplied in the next issue of "SPIT AND POLISH".

THAT the Club has temporarily lost, or is about to lose, five members - Mr. and Mrs. Adrian Garrett are away in England on a business trip and are staying in Sheffield; Mr. Bill Nicholson and his wife are also away in England, having recently sold his engineering business in Kogarah; Mr. J. Dance with his wife and daughter plan to soon leave by car and caravan for an extended trip of six months around Australia (no doubt when he returns, his caravan will be full up of headlamps, tail lamps, etc. brass horns etc. etc. etcetera); Miss Ann Leresche who, by the time this edition goes to press, will be practically pushing that last article into the overnight bag, preparatory to her departure on the "Aurelia" on July 20th. for a working holiday in England and the Continent. The Editor envies her, for she has just been made a member of the Veteran Car Club of Great Britain and will be able to see their new headquarters, their fine Library and, I hope, meet that so well-known in the veteran car world, Author, Research Historian, Librarian and Dating Authority, Dennis C. Field, A.M.I.E.E.

THAT one of the Club's Vice-Presidents, Mr. John P. McLean has, it is understood, sold his business and will be leaving to open up a much larger enterprise in our sunny North Coast District. We wish him every success and his mother - better health!

TO OUR SPONSORS.

The President and all members of this Club have asked me, through the medium of "Spit And Polish," to express their gratitude to Messrs. H. C. Sleigh Pty. Ltd. for the sponsorship of our various Rallies during the Club's past year 1958-59.

This goes farther than the monetary side of the sponsorship which, as you all know, is very considerable, for the members have learned to look forward to meeting those very congenial and co-operative executives from other States, who so generously devote their time and energies to attending personally.

Take our last Katoomba Rally, Mr. Colin B. Dunlop from Melbourne, Mr. J. D. Hillier and Mr. Allan A. Swan from Sydney and Mr. Colin Leigh-Murray from Queensland, all thought fit to give up their leisure and travel five and six hundred miles to be with us in person. They not only did everything possible to see that their side of the sponsorship ran smoothly, but they joined with us in person at our meal breaks, at the dinner at night and the gay festivities that followed. I can assure you, Sirs, the members of this Club, not only appreciate your help, but look forward to these Rallies, for the friendly association with your officers and all those working under them, who so willingly render help or otherwise carry out their varied duties to make our Club Rallies the great success they are.

LETTERS FROM READERS.

Any opinions expressed by the writers are not necessarily those of the Club (Ed.)

"Dear Larry,

Is there any chance of the registration matter being fixed up before the Queensland Centenary Rally. Personally, since there are so many processions and carnivals here, in which I like to join, I am anxious that the matter be finalised one way or another.

Surely the Club could get an Insurance Company to sponsor them in the matter of Third Party - otherwise we ought to spar up now and quarrel about the matter again on renewal.

I haven't heard anything about the issue of medallions for the competitors in the Katoomba Rally and am wondering whether you have any news of these. Also, I would like to know what decision the Club has reached about wearing badges on modern cars.

Can one obtain the comments of the scrutineers on the deficiencies of a car during the inspection in the Concourse d'Elégance so that these could be rectified as, in my case, being so far away, many of them may be unknown to me.

Yours sincerely,

(SIGNED) LIONEL ERRATT.

27 Henry Street, GUNNEDAH. N.S.W.

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EDITOR'S NOTES.

Regarding the registration matter - the President and Mr. Sep. Hall our Hon. Legal Adviser, both interviewed the officials of the N.S.W. Transport Department and after lengthy proceedings were successful in being granted permission to have special Veteran Car Number plates struck. The Club owes much to these gentlemen for this concession. Matters were put in hand immediately and 100 pairs of these special plates have been made - delivered - and paid for, but - and this is the difficult and contentious point - neither the learned wiles of our Hon. Legal Adviser, nor the plausibility of our President, made even a dent in those very hard headed people known as the Insurance Companies. They were adamant that FULL price be paid for Comprehensive Insurance on these plates, in spite of the fact that Veteran Car Clubs in other States received a concession. Both Mr. Hall and the

President redoubled their efforts and have at last broken through the armour plating of the Insurance Companies - full details will appear in next edition of "Spit And Polish". At the next Club Meeting, give these officers a big hand - they have more than earned it.

Regarding the new Club badges, this matter was thrashed out at a recent Club meeting and it was decided that these badges could be attached to a member's private modern car, as well as on his veteran car, if he so desired, and a number of members have availed themselves of this privilege.

As for the points score in the Concours d'Elegance held during the Katoomba Rally, the Editor hopes to be in possession of this list in time for publication in the next issue of "Spit And Polish" - he also agrees that to know where points were won or lost would be of great assistance to all those intending to enter in future Concours competitions - the winning of which is a very coveted prize. The last Concours was won by Ray Hill, with his beautifully restored 1911 Hupmobile long wheelbase roadster, followed closely in their order by George Williams, Renault, Bill Nicholson's, Ford T., Col. Bryson's, Empire Eagle Roadster, and Alan Rose-Bray's Brush Roadster.

About the Medallions - these were presented by H.C. Sleigh Pty. Ltd. to entrants at the Trophy-giving night held at 115 York Street on 2nd April last. Any competitor, who has not received his medallion, should apply to the Hon. Secretary, P.O. Box 63, Marrickville, enclosing 8d. in stamps to cover postage and packing.

The following is taken from The Gazette published by The Veteran Car Club of Great Britain - Vol. 4, No. 64, Spring 1959, under the heading :-

VETERANS ROUND THE WORLD.

AUSTRALIA : It appears that a deadlock has been reached in the formation of the proposed Association of Veteran Car Clubs of Australia. It was made clear that the other States would not join as long as the body in New South Wales called itself "The Veteran Car Club of Australia", but a motion before a meeting of the N.S.W. Club to change its name was defeated by 60 votes to 40. It is hoped our Australian friends will resolve this problem.

"DO YOU JUST BELONG".

Are you an active member, the kind that would be missed.
Or are you just contented that your name is on the list?
Do you attend the meetings, and mingle with the crowd,
Or do you stay at home and crab both long and loud?
Do you take an active part to help the Club along,
Or are you satisfied to be the kind that "just belong"?
Do you ever go to visit a member who is sick.
Or leave the work to just a few and talk about the clique?
There is quite a programme scheduled that means success if done,
And it can be accomplished with the help of everyone.
To attend the meetings regularly, and help with hand and heart,
Don't be just a member, but take an active part.
Think this over, member, are we right, or are we wrong,
Are you an active member, or -- do you "just belong"?

With many thanks to Anne Morgan of the
"DIFF".

BITS AND PIECES.

Some parts wanted by Ron Craze for a 1909 twin cylinder 8 h.p. Renault he has recently acquired.

Ron will be pleased to give you full particulars and be very grateful for any help or information you can offer - 'phone L.J.1959.

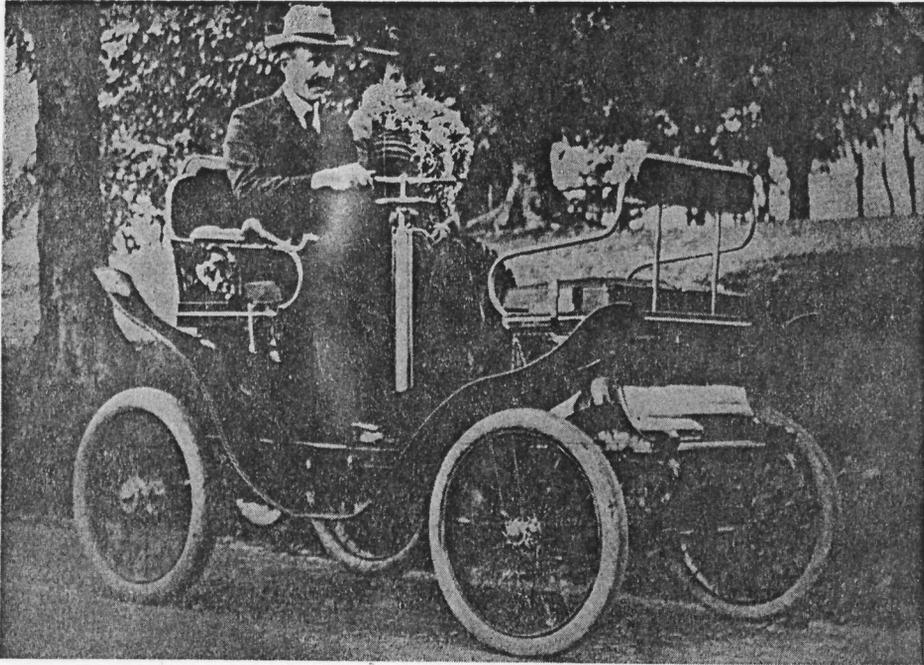
Allan Rose-Bray is in need of a radiator for his 1909 De Dion car. This is a conventional type of radiator - shaped not unlike a small edition of the old model Packard - and not like that bent spaghetti thing that other De Dions in the Club have !

Max Bisley of Mudgee, N.S.W. has a nickel plated Lucas side lamp. (He gives no details as to whether complete with kerosene font and burner, the number on the lamp, or if it is for near or off side. Ed.) Mr. Bisley says he wishes to exchange this for three suitable lamps for his 1910 Overland car, now nearing restoration. May I point out to Mr. Bisley that the "suitable" lamps for his Overland car are the much coveted and extremely hard to find square side and tail lamps. These were standard equipment on most American cars of that date - perhaps he would reconsider and make the offer one suitable lamp?

For exchange two (2) pairs of Buick cylinder blocks about 1912, $3\frac{3}{4}$ " bore, drilled for 6 holding down studs, complete with overhead valves and springs - anyone interested, please contact "Spit and Polish".

Would any member requiring brass fittings and fingers for bows, suitable to make up a hood for single seater car, contact "Spit And Polish". The Editor has a complete hood and fittings and will, in the near future, be having a brass duplicate of all the various parts cast at a suitable foundry. This is for L. Sheen who has no hood. Who wants fittings for single seater hood - they're "cheaper by the dozen"? Contact "Spit And Polish" for full particulars.

PLEASE notify Editor, SPIT AND POLISH, of your requirements, swaps or anything you may have that another member may require - the news letter will gladly include such information.



This being the first edition of Spit and Polish, it is, perhaps, fitting that the above picture should be published here. Firstly, this is the first edition of YOUR paper and carrying a picture of a Veteran car and secondly, this is a photograph of the FIRST four-wheel petrol driven motor car to be imported into N.S.W. for re-sale. The car pictured is an 1899 De Dion Bouton Voiturette imported here by Mr. W.J.C. (Billy) Elliot, who is seen at the controls. It arrived in Sydney on the M.M.S. "Ville de la Ciotat" on the 27th April 1900 and, later, paraded through the streets of Sydney. The car was bought by Mr. A.J. Knowles, a Canadian, who had come to Sydney in connection with the then growing cycle trade. Later, Mr. Knowles took it to America with the idea of establishing agencies. The car remained in U.S.A. but Mr. Knowles returned to Sydney and in 1903 established one of Sydney's earliest Motor Car industries in Bridge Street, where the Adelaide Steamship Coy's offices now are.

It was the Editor's privilege to know Billy Elliot from 1910 to the time when he passed away some few years ago. Mr. Elliot was very successful with the De Dion Bouton agency and, undoubtedly, was the founder of the N.S.W. Motor Industry. Later he added the Regal Underslung car (an American Agency) to his growing business. Unfortunately for our Club no Regal Underslung has turned up - it was a first rate American 4-cylinder car, built on low rakish and sporting lines. The chassis was virtually upside down, i.e. the dumb irons turned up instead of downward and half-elliptic springs and axle attached were carried above the chassis frame and not under, as in general practice.

As for that other motor trade personality, Mr. A.J. Knowles, the Editor was also fortunate in knowing this famous gentleman from about 1910 and had the pleasure of calling on him at his home in Mosman recently, when old times and experiences were the main topic of conversation. He had some valuable and interesting information to impart which it is intended, from time to time, to include in your monthly news Bulletin.

TOP PRESS

Sandy Holmes just discharged from Hospital after operation and leaving Monday 18 June for short holiday with his brother at Balgair