

SPIT AND POLISH

OFFICIAL NEWS BULLETIN OF AND FOR
THE



N.S.W.

Hon. Editor:

A. G. LERESCHE

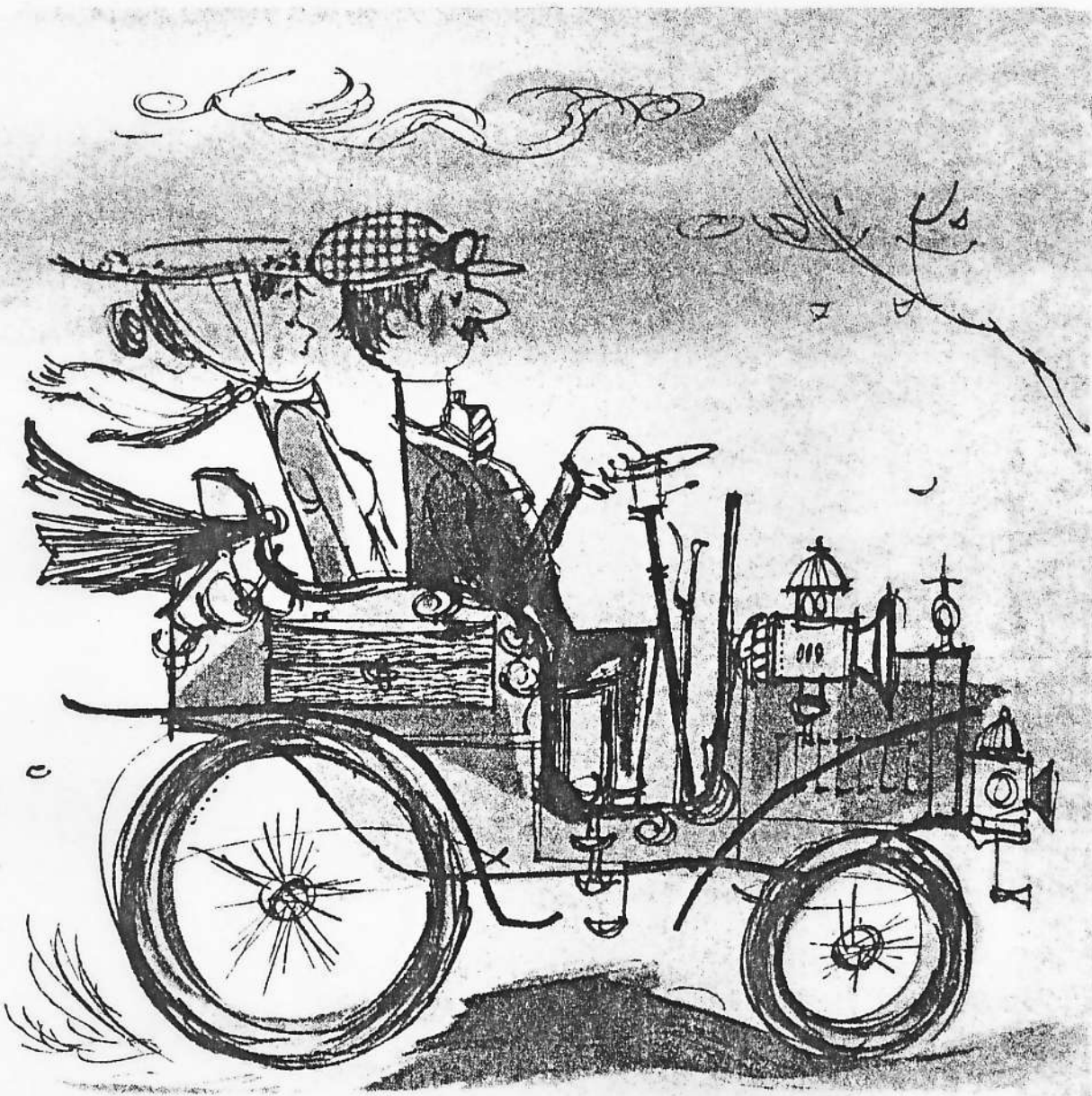
Phone: WX 1608

Editorial Office

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



Merry Christmas
and
Happy New Year



THE PRESIDENT'S CHRISTMAS MESSAGE

It seems such a short time since penning the Christmas Message for our first Christmas Issue of "Spit and Polish" yet in this apparently short period our Club has grown considerably both in numbers and in something which is not easy to measure but is so very evident not only in our own Club but apparently in other Veteran Car Clubs. I refer to the wonderful spirit of friendliness and co-operation that has built up. Journey where you will, members of Veteran Car Clubs make you immediately "at home" and their friendliness is one of sheer sincerity and genuine interest.

Unconsciously perhaps, the Veteran Car Clubs are perpetuating the age-old message of Christmas - "Peace and Goodwill to All Men". May it long continue as something so precious in a world of commercialism.

To one and all I wish you a Merry Christmas and a Happy and Prosperous New Year!

ALAN E.B. ROSE-BRAY

President, The Veteran Car Club of Australia (N.S.W.)

LETTERS FROM READERS

The Editor, SPIT AND POLISH.

Dear Sir,

Through Spit And Polish I would like you to thank Mr. George Brooks for his information on two cylinder Clement Bayards.

The number on my car is Type AC2A Engine No. 17527. I have very little information about the car other than local knowledge where the car came from, where it is claimed the original owner drove it from Sydney to Coonabarabran on his honeymoon in 1911.

The bore and stroke is approximately 100 x 110 m/m, this was only a rough measurement taken when I reconditioned the engine.

On Mr. Brooks information comparing engine numbers it could well be late 1911 or early 1912. Any further information by readers on this car as to its correct date would be appreciated.

15 Linden Way,
Castlecrag. N.S.W.

Yours faithfully,
George W. Green.

The Editor, SPIT AND POLISH.

Dear Sir,

This is just a short note advising you that I am once more the Secretary of this Club, would you please advise your members accordingly.

The V.C.C. of Australia (Queensland),
Box 1459.T.,
G.P.O., Brisbane.

Yours faithfully,
Allan Dunshea, Secretary.

Editor's Note. Would the Queensland Club also please note that Mr. Jack Dance is the Hon. Secretary of The Veteran Car Club Of Australia (N.S.W.) and the Club's official address is 190A Clarence Street, Sydney, N.S.W.

The Editor, SPIT AND POLISH.

To the Members of all Veteran Car Clubs in Australia.

Dear Sir,

The Committee of the Veteran Car Section of The Sporting Car Club of S.A., wish it to be known amongst the Veteran Car enthusiasts of Australia, that they agree wholeheartedly with the principal of the formation of a Veteran Car Club Of Australia, of which divisions are to exist in each State.

We have, however, some difficulties in bringing into effect our part of this plan. These difficulties stem firstly from the history of the Veteran movement itself in S.A. and enthusiasts will recall that the first concerted Veteran effort appeared in Adelaide in 1934, when the Veteran Car Club of S.A. was formed after this run. It soon became apparent, however, that there was not at this time, sufficient volume to sustain a Veteran movement in itself, and so the Club expanded to include all forms of motor sport. In keeping with this, the title was changed to that of The Sporting Car Club Of South Australia.

As such, the Veteran movement was catered for adequately until the early 50's, when the commitments of the Club in regard to all its forms of motor sport, made it apparent that the Veteran interests would be served best by the forming of a Sub-Section solely for that purpose.

This Sub-Section (The Veteran Car Section) is autonomous within the state in its control of Veteran activities, but is still a very integral part of the whole Club for Social Activities, general administration, (including some joint and secretarial facilities) and finance.

In explaining this further, many Members have wide-spread interests in the sport in all its phases, and this present structure caters admirably for all of this.

Difficulties in setting up a body under a separate name are, to a large degree, centred around Club ownership of quite extensive properties including Freehold Club Rooms, Libraries, and extensive internal fitments.

The Club has also developed its own private hill climb course, and is a major shareholder in the company operating the only road racing circuit in this State.

In our anxiety to fit into this proposed Australia-wide plan, we, The Veteran Section have placed our problems before the Club at large, who are, in turn, seeking the advice of their solicitor. We would like to add that the whole affair is being handled in a very friendly way by our parent Club, and it is hoped that in the near future, a satisfactory solution can be arrived at.

Meanwhile, we wish to make it abundantly clear, that our tardiness stems from practical difficulties, and in no way from our disapproval of the general plan.

It would therefore be appreciated if the contents of this letter be made fully known to your Members in order that the aforementioned facts will allow them to fully appreciate our current position.

Yours faithfully,
Chris. Morisset,
Hon. Secretary. Veteran Car Section
Sporting Car Club Of South Australia. Inc.

The Editor, SPIT AND POLISH.

Dear Sir,

This is to inform you that the Official Address of the Club is now:-
P.O. Box 1237,
Cape Town. South Africa.

This new address is the official address of the Office of the Chairman, the Hon. Secretary, Hon. Treasurer, and Editor of the Club's journal "Klaxon".

The Crankhandle Club,
P.O. Box 1237,
Cape Town. South Africa.

Yours sincerely,
T. O. J. Hart. Hon. Secretary.

E V E N T SMELBOURNE - SORRENTO RALLY

(by Jack Dance)

Rain, rain, and still more rain, and just to vary things a little, a 40 knot gale right from the Antarctic. Such was the weather for the recent Victorian Invitation Veteran Car Rally.

Some 94 cars and 11 motor cycles lined up in Lansdowne St. opposite the Fitzroy Gardens, for the start. The location was ideal as Lansdowne St. slopes downhill, and as the tankers were stationed at the top, no pushing was necessary, just fuel up and roll down to your allotted position clearly marked with your car Rally number. With such a large field it was necessary to have a different starting set-up to our own. The cars were despatched in groups of five at approximately three minute intervals. The Official Starter, complete with loud hailer, did an excellent job getting the cars away right on their allotted times. The route lay through Prahran, into Dandenong Rd. passing through Oahleigh, Dandenong, Berwick and Cranbourne to the lunch stop at Frankston. All this time the rain varied from heavy to deluge, but fortunately, managed to hold off for an hour or so when we were able to have a quick look at the cars assembled on the Oval. The lunches, served in small cardboard containers, were very nicely done and helped to fortify us for the afternoons drenching.

Leaving Frankston the Nepean Highway was followed through Mornington, Rosebud and Rye to Sorrento. The weather was so bad on arrival at Sorrento that it was impossible to park the cars at the Oval, so everybody made post haste to the overnight stopping place at the Lord Mayor's Camp at Portsea.

After an enjoyable night at the Hotels, the drivers had to face the task of starting damp cold engines the following morning. It speaks volumes for the Veterans when you can truthfully say nobody had any trouble to start their motors. Needless to say they were a somewhat bedraggled procession of cars that left the overnight stop, as both bodywork and particularly brasswork had suffered from the onslaught of the elements.

The weather was a little kinder to us on the return journey which followed the same route as far as Frankston and then proceeded to Melbourne via Mordialloc, Black Rock and St. Kilda to the finish at Como Park. Despite overcast and threatening skies, the crowds turned out in thousands. Had the weather been fine and sunny, the number of people viewing the Veterans would have been staggering.

Como Park, which given good conditions, is an ideal finishing point, was unfortunately too waterlogged for the cars to assemble on, so we just had to park head to tail on the roadway within the Park, where some 10,000 people packed around to view the Veterans, and so ended a memorable weekend.

The organisation, all things considered, was excellent, and the assistance rendered by the employees of H.C. Sleigh was more than praiseworthy.

The standard of the cars throughout was very high, some really beautiful restorations were to be seen. I feel that the representatives from our Club worthily upheld our tradition for excellence, and called for many complimentary remarks from the Members of the Host State Club.

Without a doubt had the weather been good it would have been the best Rally that my wife and I have ever attended, and we are looking forward with keen anticipation to the Rally next year.

The following are the Official Placegetters.

The "Golden Fleece" Veteran Car Invitation Rally 1960DETAILED RESULTSBest Veteran and Veteran of the Year:

First	A.L. Ludeman	1913	Hillman	No. 43	Victoria
Single Cyl.	Mrs. L.E. Vinall	1904	De Dion Bouton	No. 21	S.A.
Four Cyl.	J. Vanstone	1908	Metallurgique	No. 36	N.S.W.

Best Restoration:

1.	R.F. Shield	1913	Aquila Ital.	No. 57	Victoria
2.	L. O'Neil	1903	Oldsmobile	No. 18	N.S.W.
3.	H. Markoff	1915	Rolls Royce	No. 81	Victoria

Best Motorcycle:

1.	E. McGan	1911 F.N.	No. 100	Victoria
2.	C. Parkinson	1909 Triumph	No. 101	Tasmania
3.	O.L. Marchant	1913 Douglas	No. 96	Victoria

Observed sections:

Cars: H.N. Serman F.N. No. 82
(This driver held his nominated speed in all three observed sections).

Motorcycles G.E. Trethewey Balmain No.105
(This driver held his nominated speed in two, was late in one section.
All others exceeded nominated speeds in each section).

Driving Tests

<u>1st Test - peg marker:</u>				<u>Loss</u>
1st	T.S. Jeremiah	De Dion Bouton	No.19	0
2nd	L. O'Neil	Hupmobile	No.52	1 N.S.W.
<u>2nd Test - curb marker:</u>				
1st	L.K. Sheen	Humber	No.64	20 N.S.W.
2nd	C. Reilly	Rolls Royce	No.89	23

An Official programme of this well known Victorian Rally is enclosed in this issue of SPIT AND POLISH, it was one of the largest roll ups that has been staged in Australia, it gives the 109 cars and their owners, together with a map of the route followed on the 2 day run. Well done Victoria.

NEW MEMBERS ASSOCIATE

Pedr. L. Davis	159 Bunnerong Road, Kingsford
Maxwell D. Welch	32 Carina Road, Turramurra.
Richard Burt	Gardiner Street, Baradine, N.S.W.
Arthur B. Clay	55 Eyre Street, Malabar.
Ben Bronk	75 Dowling Street, Kensington
H.R. Butcher	277 Burns Bay Road, Lane Cove.

It is regretted that Charles Caskey Junior, one of the two sons of our well known members, Mr. and Mrs. John Caskey, has been seriously ill in hospital, it is understood that he is out of danger now and the Members wish him a speedy recovery and a happy Christmas. No doubt bright and warm sunshine and some trips in his father's magnificent Berliet Car will help a lot.

Paula Bryson's Mother has also been very ill in hospital where she has undergone a serious operation. The members would like to convey their deep sympathy to all concerned, and their thoughts and well wishes go out to them at this time of the year.

ANNUAL CLUB DINNER

This year the Club held their Christmas Dinner at "El Rancho" on Friday evening 9th December, 1960, commencing at 7 p.m. There were 80 odd Members and their friends at this function which had been arranged by the Social Secretary, Paula Bryson. Undoubtedly there had been a lot of "behind the scenes" organisation, for everything went off to split second timing and Mrs. Bryson with her usual flair for planning was responsible for the evening which was enjoyed by members and their friends alike. The menu which consisted of a variety of well chosen dishes was served buffet style, and liquor was available as an extra charge. A number of members had booked tables for themselves and friends, and these, all candle lit, were placed attractively in and around the room next to the dance floor. Finally, President Alan Rose-Bray in his usual inimitable manner said some nice things about the Club in general and passed a vote of thanks to Paula for the successful evening, to which everyone responded heartily.

WANTED TO PURCHASE

A C.A.V. switch box containing separate Volt meter and Amp meter, with six switches mounted in line beneath them. The whole fitted in a wood box measuring roughly 6" square. The Volt and Amp meters are mounted on the sloping top of this box, and it is required for an old model R.R.

Contact: John Andrew,
28 Wallalong Avenue,
Pymble.
JJ. 3364 Private
BU. 3381 Business

1 Renault radiator suitable for 1909 twin cylinder 9 H.P. car, in exchange for 1903 9 H.P. single cylinder De Dion engine complete. Any arrangement suits owner.

Contact: Phil Gregory,
12 Bayview Avenue,
Gosford. N.S.W.
Phone: 22239 Gosford.

FOR SALE

1 only 4.50 x 21 six ply heavy duty cover and tube, in good order £2.10. 0.

Contact: A. G. Leresche,
26 Madeline Street,
Hunters Hill. WX1608.

EDITORIAL NOTES

This being the last issue of Spit And Polish for 1960, the Editor wishes to thank all those who contributed articles and information for publication, not only from N.S.W., but all those from Interstate and Overseas Clubs who so generously gave up their time to contribute their information.

Those articles from Interstate and Overseas have proved of great interest, and it is hoped that they will continue for future publications.

To all of you, the Editor sends greetings of good will and fellowship, for the festive Christmas time and the coming New Year.

There will be no Club Monthly meeting this month and Spit And Polish will not be published in January 1961.