



# Spit and Polish

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

*Hon Editor and Editorial Address—*

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## EDITORIAL

This is another bumper issue.

There have been quite a few events, so these have been reported on, and they certainly swell the size of SPIT AND POLISH. Thank you, contributors.

- EDITOR

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## UP THE PARRAMATTA RIVER

Recently I was asked to assist and perhaps give some ancient atmosphere to an occasion at Parramatta with one of the small Renaults. It appears that there has been some disputed rivalry between the Parramatta and Balmain Bowling Clubs as to which is the older club, but on Saturday, 15th September, the Parramatta Club invited the Balmain Club to their home grounds and the latter team decided to find their way up the Parramatta River by steamer, as was the means of transport some ages back.

Transport from the landing place to the Club House was by members' modern cars, but the host president met the visiting president by means of my veteran car.

Due to tide and mudbanks etc., navigation had to cease just past the new Silverwater Bridge, but as our Balmain friends passed under the bridge, an advance party from Parramatta attacked the unsuspecting visitors with flour bombs etc. Within minutes a crop of bright blue blazers and bowling outfits were transformed into a sickly greyish group of bewildered bowlers.

As their boat nosed into the wharf, it was apparent that these youngsters had enjoyed the surprise attack as much as the donors.

In due course, the two presidents met - Balmain carrying a shotgun, Parramatta brandishing a newly-purchased tomahawk.

The ride into Parramatta was uneventful, except at Rosehill when we passed two pink Galahs on the river bank. The Balmain skipper suggested that the biggest flock of galahs had just got off the boat.

A welcoming ceremony at the Clubhouse then took place and the Balmain President was asked to plant a tree to mark the occasion.

Anxious to oblige, he set to with spade and determination, but mysteriously unearthed two veteran bowls which bore the inscription "PARRAMATTA BOWLING CLUB 1868". (I fancy that was the date).

This was supposed to once and for all prove that Parramatta was the elder club and he was then accused of misrepresentations, false pretences etc.

At this stage I had to depart, but I understand the visiting president was then committed to a set of stocks (specially made for the occasion), and left securely locked in same whilst the rest adjourned to the bar and drank his good health.

I once read where our southern neighbours have as their veteran car club motto "Dementia Prodest" which translated means "You don't have to be mad, but it helps". Well, I don't know whether to stay with the "Veterans" or join the "Bowlers".

However, the Parramatta and Balmain boys enjoyed this occasion

immensely and the presence of a veteran car was appreciated by a donation of two guineas towards our Club's activities.

- J. GARWOOD

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### WARWICK TOURING TRIAL

I have always had a secret desire to participate in an interstate rally, driving all the way there and back, of course. So for the past few months a goodly supply of midnight oil was spent in rebuilding the Fiat. I had to be really sure it would be reliable. Every major component was dismantled, inspected and put back again with many new or newly machined mating parts. The rear of the body was next removed and rebuilt to conform as closely as possible with a picture of the same model car. Finally a new hood completed the ensemble. Everything went fairly well according to plan, the Rowe household was at concert pitch, but alas at the eleventh hour fate struck a bitter blow - on the Friday before leaving my right eye collected three pieces of steel, from whence I know not, necessitating a few hours in hospital. Come Saturday my focus was all hocus pocus, so the take-off was postponed. However Sunday morning saw us away at 5.45 with luggage for two weeks in one suitcase and an army kit bag strapped on each side of the Fiat. There was not room for another handkerchief. Next time you are packing the family boot for the annual vacation remember - you do not really need it all. 9.45 saw us rolling to the starting line for the Newcastle Tour and those who participated will agree with me that this was the best Newcastle rally yet.

On Monday as the Sydney cars turned south for home the little Fiat faced north.

After much discussion we decided to travel to Queensland via the New England Highway and return via the Pacific Highway.

Overnight accommodation was not prearranged, which meant we could travel at the pace which suited our mood and spend time here and there as we pleased. Old friends were visited and a most delightful couple of hours was spent with Bob Sullings of Quirindi admiring and examining all details of his truly beautifully restored 1911 Buick.

Unfortunately, for the majority of the trip the weather was cold and showery, making veteran motoring a little unpleasant.

Overnight accommodation for the Fiat was usually arranged in a B.M.C. Dealer's showroom, while we took second place in a nearby Motel. Each morning there were press interviews and the local townsfolk gathered round to see if the Fiat really did go. Three days after leaving Newcastle we arrived at Ipswich which was the starting point for the Touring Trial. Friday was spent servicing, cleaning and polishing the brass ready for the Saturday start.

Some thirty cars and three motor cycles lined up for the 8.00 a.m. start. A magnificent array of machinery. Phil Gregory in his T. Model Ford and myself being the only interstate entrants. The route chosen was for the first day, Gatton, Toowoomba for lunch, Warwick and for the second day Warwick through Cunningham's Gap to Boonah for lunch and finish at Ipswich. The total distance was 205 miles, which is considered Australia's longest veteran car run. The run is similar to our Blue Mountains run. The steepest hill is known as the Toll Bar on the Toowoomba Range. Here many spectators gathered to see the veterans tackle the steep range and were surprised by the excellent hill-climbing prowess of the cars. A few of the cars boiled, but the Fiat performed beautifully without a puff of steam.

At Picnic Point a delightful smorgasbord lunch was served in panoramic surroundings. After lunch the cars proceeded on to Warwick for the overnight stay. The cars were arranged around the Motel courtyard for public inspection, horn blowing and brass fingering.

A pleasant evening and dinner with informal entertainment was arranged at the local R.S.L. Hall. This gave us an opportunity to meet the Queensland members and discuss their cars.

Sunday morning dawned bright and clear with the first car leaving at 9.00 a.m. cheered on by the Warwick townsfolk. We proceeded through Cunningham's Gap to the lunch stop at Boonah. Thence to the finish at Queen's Park, Ipswich. No sub-events were held during this rally as it was a test of mobility, reliability, driving skill and team work on the part of the crew.

Two 1915 Model T Fords were among the first three place-getters. Neville Dorman of Toowoomba was the outright winner. Dave Fiechtner also of Toowoomba came second with his 1912 Cadillac and Phil Gregory of Gosford was third.

This rally, the warm friendliness and the hospitality of the Queensland Club members will always be a treasured memory.

Mid-morning Monday found us heading for the Gold Coast. After three days sightseeing we crossed the border and headed homewards. Unfortunately, at this stage our daughter became violently ill with a virus infection so at Grafton my wife and daughter flew home leaving me to face the last 500 miles alone. By this time I was used to the odd characters who madly swerved in front and violently braked in order to take photographs. Also comments of "Stick with it, mate!" - and others not always complimentary.

Sunday morning found me enjoying the pleasant company of the Yabsley family of Kempsey (guess wot, Masser - I had no trouble recognising Mrs. Yabsley). Reference: Revs. and Backfires, March issue.

Ed's DeDion and Little Rocket are truly fine examples of painstaking restoration. The Talbot, attractive as ever, was standing ready for a Sunday outing.

The following day saw me with Bob and Mrs. Newman of Tuggerah. Bob came to my rescue when a tube stem failed near his home and his assistance and hospitality was most welcome. A pleasant evening in his home was spent discussing the trip and veteran cars.

Next day saw me home safe and sound after a wonderful two weeks of veteran motoring. The little Fiat performed beautifully all the way, averaging 35 m.p.g. and 35 m.p.h. for a total distance of 1650 miles. My only roadside difficulties were two valve stem failures and dirt in the carburettor.

The T Ford way may be the sure way (Vic. Jacobs) but in the Fiat its F-U-N.

- ALAN ROWE

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GOOD OIL FROM THE NATIONAL CAPITOL

Since the last edition of SPIT AND POLISH we have completed an obligation to the "Festival of the Snows" by taking three vehicles to Cooma for their procession and display on 2nd October, 1963.

The run was not without incident; Murdoch McDonald suspects a cracked block in the Siddeley-Deasy, the Talbot suffered recurring petrol blockages every 10-15 miles, and the lovely F.N. just completed and having its first run disgraced Allan Higginson - slipped its timing due to a jammed magneto. However, the trailer/float was close behind and we arrived on time to take part in the procession, having retimed the F.N. All the 'bugs' should be out of the F.N. by now.

Our Family Picnic Day on Sunday 27th October was a great success, although could have been better attended. Emphasis was on entertaining the younger generation, with which most of us are blessed. Of course, Santa is next on our list.

Major topic of interest at our recent meetings has been the proposed Rally at Canberra next Easter. Preliminary arrangements are in hand and a pleasant weekend seems to be developing. Keep the date in mind; accommodation is very limited and the early acceptors may be the only ones to make the grade. Here's hoping some of our local members can sport a few new/old cars off their production lines before this weekend.

- Bill McDonald

Publicity Officer,  
V.C.C.A., A.C.T.,  
CANBERRA. 9th November, 1963.

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MEETING - 24TH OCTOBER

The monthly meeting followed the usual lines, although the business was somewhat shorter than usual.

The Management Committee notified of the appointment of G. Roberts as C.A.M.S. representative, with A. Foy as his deputy.

The Events Committee reported on events and requested further support for the Kewarra Festival. L. Sheen was quite serious when he asked for cars to transport the Festival Queens.

The Committee for the Governor Phillip Special Hospital asked for a race between members, to be held on March 21st. The Committee made no mention of cars.

Rotary of Cronulla asked for cars for a procession on January 18th.

The Events Committee also reported on difficulties in finding accommodation in Canberra at Easter. The Canberra members have offered to accommodate the visitors privately. This is a fine gesture on their part.

The Events Committee's notice regarding the forthcoming events is dealt with separately.

New members welcomed are W. Hardman and G. Collins.

G. Roberts spoke at length concerning a Benz car which had caused some interest in the dating. This car had previously been submitted to the Club, and was considered to be a vehicle of the 20's. The owner had submitted information to the Benz factory, who suggested that the car was 1913. However, it would appear as though the information submitted was inadequate. G. Roberts has catalogues of Benz cars to 1914, and the vehicle in question is certainly not of that era, there being no similarity in the pictures. There are differences in the electrics and engines.

J. Smith, Publicity Officer, again asked for photos and stories to partake in the features arranged with the Sydney Morning Herald and Kelloggs.

The Social Secretary again asked members to keep in mind the Dinner on December 7th.

A vote of thanks was passed to our President, Mr. G. Green, for his participation at the Motor Show, with quite a few cars. Mr. Green apologizes for the cars appearing under his name and not that of the Club - the error was that of the organisers of the Motor Show.

The meeting concluded with supper and a film.

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NEW MEMBERS: W.E. Hardman, 200 Grand Parade, Kogarah. - Oakland 1914.  
Geoffrey D. Collins, 4 Chapman Ave., Chatswood.  
- Fiat 12/15 Tourer 1911.

ASSOCIATE MEMBERS:

M.B. Chapman,  
115 Clontarf Street, Seaforth.

R. Ferguson, Barrenjoey Rd., Palm Beach.

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## DATES TO REMEMBER - 1963

Sunday	November 24th	Millers Brighton Rally
Saturday	November 30th	Curranulla Carnival Dunningham Park, Cronulla. Apex Club.
Saturday	December 7th	Christmas Dinner
Sunday	December 8th	Compulsory Inspection for number plates - Centennial Park Top Road.

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1964

January 25th, 26th and 27th Anniversary Weekend Mid-Coast Rally Gosford.

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

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175TH ANNIVERSARY WARATAH SPRING FESTIVAL - 12TH OCTOBER, 1963

The day dawned bright and sunny and brought out a goodly number of Veteran Cars and crews - 33 in all - looking their best with all brass work gleaming and paint shining.

Some members and crews dressed in period costume, which added colour to the procession. Would like to see more crews dressed in the era of their cars, as it was very much enjoyed by the crowd of more than 500,000 people, which lined the full route of the procession from the start at the Mitchell Library, to the finish at Woolloomooloo.

CAMPSIE, BELMORE, LAKEMBA KEWARRA FESTIVAL - 2ND NOVEMBER, 1963

This also was a bright sunny day attended by 15 cars. The first twelve cars carried the Festival Queens from Campsie to Lakemba to the Carnival where the winning girls received their awards.

Kewarra Festival Queen was carried by Jeff Vanstone (Lucky fellow) in the 1908 Metallurgique.

The following is a list of cars:-

J. Dance	1908	Talbot
L. Jones	1909	Hupmobile
B. Baxter	1913	Studebaker
J. Garwood	1913	Renault
P. Garwood	1912	Renault
R. Jones	1912	Oakland
J. Vanstone	1908	Metallurgique
L. Sykes	1913	Humberette
L. Sheen	1912	Humber
G. Green	1910	Rolls Royce
V. Jacobs	1912	Ford
G. Daley	1908	F.N.
M. McCarthy	1912	Rolls Royce
P. Davis	1914	Hispano Suiza
P. McKeown	1909	Austin

BLACKHEATH RHODODENDRON FESTIVAL - 9TH & 10TH NOVEMBER, 1963

This weekend was attended by ten Veterans and was a very enjoyable weekend. The Blackheath people could not do enough for us, it also was a goodwill mission for our coming Katoomba Rally, as we have been promised the use of Mr. Bricknell's bus depot for our cars on this rally.

The procession was a very successful one, being attended by many floats, with marching girls and bands. A big crowd gave the Veterans a noisy reception - also some Veterans gave the crowd a noisy time with horns and whistles. This is a list of cars that attended:-

W. Dudley	1910	N.A.G.
V. Jacobs	1912	Ford
L. Sheen	1912	Humber
F. Russell	1914	Hupmobile
L. Sykes	1913	Humberette
A. Rowe	1912	Fiat
R. Farrell	1913	Fiat
J. Dance	1908	Talbot
R. Jones	1912	Oakland
J. Tulloch	1912	Rolls Royce

Full marks go to Reg. Jones who drove up and back in the one day. All drivers had their families along.

- LEN SHEEN

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Got some smoke signals t'other day informing me that Alby (Father) Frost secured some bits comprising transmission etc. from the Yewnited States for his 1904 Olds. Bit of shrewd horse-dealing went on there. He thrashed me into submission for a couple of odd Dietz lamps and did a swap, with a few doubloons, for the above-mentioned pieces of iron. In passing, this latest piece of farm machinery is quite a rare bit. Not a curved dash Olds., but a single-cylinder upright radiator model, with a bore and stroke  $5\frac{1}{2}$ " x 6". Could put your head down the barrel. Taking it by and large the Frost family seem to be in the news..... Daughter, Diane, recently represented New South Wales in the Irish Dancing Championships. You've bred a foin broth of a girl there Your Eminence.

I do like to fossick around fellow members' sheds when they decide to move to another house. Went out to John Corby's estate one evening with the Moss person and had the good luck to crack it for a one-lunger Minerva Mo'bike, pedal-assisted and all that. John was really passing it out that night because not only did I score, but Mossy collected a four-cylinder Henderson. He's got a shoe-shaped wicker-worked sidecar stashed away that will probably go on it one day. Wet feet, a few Scotches and paspalum gum all over our pants, but a happy evening was spent by all. John is designing his new house around the Buick, and is mad keen to get a T Ford, so if you hear of any bits going begging or a clue to a T, let him know. Happy building to this quiet couple. Nice people!

The word goes around that I won't be able to mention the female of the species shortly. Tis said that a popular lady (sorry, girl) member is going to do a column on the comings and goings of the fair sex in our mob. Most of 'em have a go at your Uncle Len, but I have a fit of the vapours when I think of what these girls have to put up with. Husbands and boy friends, definitely round the bend. Take a sidelong glance at a few. Don't look now, but George Roberts - Whew! And Stan Rumble - Yowee! Take f'rinstance Jim Cooper, comes home and says: "I bought a beautiful Minerva." How can any dame see anything beautiful in a great heap of juggling ironwork? Me! I love women. Like wow!

This club is made up of all types. The doers, the moaners and the knockers. The ones who get my goat are the boys who harp on the myth that the Club is dominated by a clique. Contrary to their ideas, this so-called clique is made up of a team of blokes who turn up to every event or meeting. In fact they are the hard core, and without them the whole doings would wither and die, but these knockers are so narrow-minded they could look thru a keyhole with both eyes. My advice is to come along to some of the outings and you will not only enjoy yourself, but you will see the camaraderie that exists among the true Veteran enthusiasts.

John Tulloch, driving Der Fuhrer's Alpine Rolls in the recent Festival at Blackheath now views the best car in the world with a jaundiced eye. Yup! She stopped, slap bang in the middle of the procession, and they had to lift the bonnet and then couldn't find the troubs. I am moved to verse on the subject (with perhaps a little poetic licence).

Big John Tulloch  
Worked like a bullock  
And cursed that Rolls  
In hollow voice.  
But not a spark  
Nor throbbing bark.  
He walked -  
He had no choice.

Off Colour Bureau. It makes you larf, but it isn't funny. Vic (Get-aboard-a-Ford) Jacobs, has had, of all things, the blasted gout! One visualises an old gent in a bath chair with the offending limb swaddled in miles of bandages, but not so our Victor. (A) He is not old. (B) He is not a gent. (C) He bit the bullet and hobbled around on a walking stick without complaining, like the nice bloke that he is, so we wish him a quick recovery and no recurrence. Lay off the rich tucka, Vic.!

Next is quiet little Joaney Moss. Had a couple of fade-outs lately, so she's going into Macquarie Street for a consultation with one of the heap big medicine men. Getting a check-up on her distributor, pressure lines and an oil viscosity test. In other words, an electro-cardiography, blood pressure and blood count. We all hope that everything turns out as she wishes it. She is so pleasant and so young, looks barely old enough to hold up a strapless bra. The whole Club wishes you all the best, Joan.

And so we continue, Ad Nauseum re that Xmas Dinner at the Ling Nam Night Club, 147a King Street. Big doings. Get your bookings in by 23rd November for the big night of 7th December. Big floor show and all the trimmings. No need to dig out the fish and chips; the dress is informal. Hangovers guaranteed. Love those night clubs. Drive away those childhood inhibitions and frustrations. Eat the luscious chicken and drink the bubbly. Roll up, roll up and let your hair down. Ring Jean Masser - 666/8415 for reservations.

Another lead foot merchant bites the dust. Associate member John Nurthan has just been married to Sylvia Turner. John locked the Morris Minor on the last Katoomba Rally and then, damme, he wrecks the poor thing on his honeymoon. Notwatching the road, or does she use Chanel No. 5, Jack? Ennyow, congrats. to you both from the Club and Yours Trooly.

Not half-baked, but really Dunn. Behind the scenes of this monthly Newsletter moves a luvrly girl by the name of Mrs. Gwen Dunn. She is my sounding-board for this column and her patience and sense of humour often helps me out of difficulties. Why she puts up with a job like this, I'll never know, but she does, and puts her heart and soul into it to get it out on time. This is a service that is really appreciated and so little is known about it. Thanks again, Mrs. Dunn.

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FOR SALE:

1915 Mitchell

Partly restored, body complete. Spares: gearbox, diff. and chassis. Electrics complete. Instruments present.

Price: £190.

Contact: John Corby,  
13 Telfer Rd.,  
CASTLE HILL. 634/2177.

WANTED:

"Delaunay-Belleville" Carburettor,  
or French type Carburettor, Throat size  $1\frac{3}{8}$ ".

Contact: Martin McCarthy,  
10 Tycannah Rd.,  
NORTHBRIDGE. 95/1088.

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