



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

How many members noticed that last issue was incorrectly numbered?

This month's closing date is prior to the Katoomba Rally, at which I hope you will have seen me by the time you received this issue. This is my first rally and quite a few of you have been saying "About time!"

The recent discussion concerning the winners of Concourse events being eligible for the next three years prompted me to include a copy of the Rules of the Judging which I understand are used by the Veteran Car Club of Great Britain. I received this by way of the Vintage Car Club of New Zealand.

The only other matter I would like to mention is that it is now almost three months since I received any article of any length, and my supply is now very low.

- GEOFFREY LEHMANN

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RULES FOR THE JUDGING OF CONCOURS D'ELEGANCE PRODUCED BY THE VETERAN CAR CLUB OF GREAT BRITAIN

Allocation of Points:

1. Cleanliness of:-
 - (a) Brasswork (other than lamps and engine) 20
 - (b) Upholstery 20
 - (c) Coachwork and paintwork (polish and general appearance, Penalty 10 Marks for cellulose) 20
2. Cleanliness and originality of lamps:-

(Penalty 5 Marks for lack of paraffin and wick in Oil Lamps. Electrics must work - Acetylene need not).

(Bonus 5 Marks for meritorious attempts to comply with Road Traffic Act reflector requirements etc. so as to blend well with original state of Car).
3. Engine:-

Free of surplus oil other than that arising from recent running. 20

Castings of crankcase, etc. clean but not engine turned except where original. 20
4. Gearbox and Transmission-clean and free from surplus grease. 20
5. Chassis-clean and free from over-adornment of paintwork. 20
6. Ancillary Equipment (toolbox, tools, oil can, stepney spare wheel or cover, petrol can etc. 20
7. Originality-overall to conform with car as originally used, includes instruments, greasing arrangement, hood and wings. 20

TOTAL

200

Penalties.

Non entry into Rally or trailing to the event.	<u>Penalty</u>	50
(Minimum distance to be travelled by road - 10 Miles)		
Non period items excluding safety devices such as lights or brake modifications.	<u>Penalty Per Item</u>	5

Notice for Guidance of Judges.

General.

Remember it is desired to assess relative merit between the overall appearance of various types and makes of car and merely because some cars were originally produced in relatively uninteresting and standard form does not mean that they should not have an equal opportunity to gain an award in competition with an extraordinary and very interesting vehicle. Credit should be given for attempts to maintain the original running appearance and debits for over-ornamentation not in keeping with the original production standard.

Engine.

Should be clean and free from oil leaks - all wiring neatly fastened and in sound condition. Deduct marks for rounded nuts, badly made and fitted clips, especially the absence of split pins, any repairs if well done, cylinder block, welded, etc., should not lose points.

Chassis.

Must be clean in places not easily seen. Check for loose rivets and fixings on steering and spring hangers. Must be well painted; a dull black should count as much as fancy colours which are not original. DeDions, Renaults and other (mass produced) chassis were nearly all finished in dull black with no additional decorative paintwork. Not too much slack in the steering.

Body.

Bonus marks if body is original. If re-upholstered but generally to original standards a few marks only should be deducted. Marks should not be lost for paintwork or leather showing age if it is sound and well cared for. Penalty marks for sprayed paint instead of hand brushed.

Note: Do not impose penalty for rexine; some of the cheaper standard models were produced with a type of rexine - "American Cloth" - at the turn of the century.

Maintenance.

All moving joints should show signs of recent lubrication with surplus cleaned off. All electrical fittings, lamps, horn, etc. should be in full working order except for acetylene. Batteries should be clean and preferably housed in the standard polished wooden box.

General Appearance.

Special note should be made as to whether the owner has tried to keep the car as it left the works and not overdone the painting and decorating. Any brass-work added just for show should be discounted. The fixing of plaques need not incur penalty except where they spoil the appearance or could be a possible safety hazard. Tools should be clean and well stored on the vehicle. Above all remember that the object of the Veteran Car Club is to preserve the cars in original condition, not to make them into circus objects.

Special Note: Where it is known that the entrant is a novice, bonus points may be awarded for special meritorious effort. Bonus points may also be added for cars which have been driven long distances to the Rally and yet are still in good condition.

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1913 ROLLS ROYCE 40/50 H.P.

SILVER GHOST

I thought readers would be interested in my Veteran Rolls Royce, the restoration of which is well under way.

I think it was 1959 when I purchased it from Mr. N. Holt of Cowra. He had mentioned owning an old Rolls Royce when he purchased a newer model from me. I later pursued the subject further, thus obtaining this very fine

veteran. It was a sorry sight, half on its side by a wool shed. I made two trips up there before I decided to buy it. By a strange bit of luck the owner still had the mascot and hand book in the homestead.

I have (since driving it home) completely checked the chassis but have not replaced any parts except a new front spring and a set of new plugs. You will note that the car is 1913 and I was able to buy a new complete front spring from fellow member, George Green. I have secured a seven-passenger touring body taken from an old Cadillac and this has been adapted to suit. It will be painted white with red upholstery.

Quite a lot of the past history of the Rolls has been revealed: This chassis was delivered complete with a Landaulet body on 5th April, 1913, to Lord Rhonda of Rhonda Valley fame, who was Minister for Food during the 1914-18 War. He sold the car in 1922 to Mr. Pudsey-Dawson of Bookham, Surrey. He bought the car for the specific purpose of taking it to Australia. Before leaving England he had the saloon type body removed and a seven-passenger touring body fitted which was taken off a 1922 40/50 Silver Ghost which had belonged to Prince Alexander of Greece. This unfortunate Prince had been bitten by a Monkey and died of blood poisoning, hence the sale of his car.

Also, before his departure for Australia, Mr. Pudsey-Dawson made inquiries re the amount of duty to be paid on such a car and was informed that it would be approximately £60 Aust. They planned to travel across U.S.A. before coming to Australia. Together with his sister they shipped the car to New York on the Laconia in September, 1929. They went from New York to Alberta in Canada and continued on across the prairies and the Rockies to Vancouver. From there they drove to San Francisco and shipped the car to Sydney.

I have met Mr. Pudsey-Dawson and his sister who made the trip out with him, and in a later letter to me she quotes:

"We camped out a lot and cooked our food en route, and the only trouble we had was with tyres. We only took two spares thinking we could get new ones in most places, but they were an unusual size and quite unprocurable. After Calgary in Canada, the roads were very rough and each night my brother spent a very long time actually sewing one tyre inside the other and moving them around each day. It was quite a job and took hours of hard work. Tyre size was 895/135, now cut down to 20".

I have photos of the car leaving England, one taken in the Canadian Rockies, and one at a Motel in California (Santa Rosa).

When the Custom folk saw the car they estimated the duty at £600. This was a bit too hot for our owner friend, and to quote his own words:

"I went straight up to Nock & Kirbys and bought an axe and chopped the body off at the front seat, put the axe through the tyres and battery, then had the crane lift the wreck onto the wharf, and the bill then was only £70."

He also tipped the old body into the water over the side of the ship, the "Murcur".

He secured new tyres from Dunlops and drove to Dapto with the magneto only, and sitting on a butter box. The car had been converted to a utility. In 1947 he sold the car to a Mr. Maple Brown of Hartley Vale, who sold it to Nigel Holt of Cowra.

So, in her lifetime, this veteran has had quite a variety of owners and bodies. She started with the Landaulet, later had a touring body, and later degenerated to a farm utility, before its restoration. I understand it has never been very far from going order.

The identification particulars are as follows:-

Rolls Royce 40/50 Silver Ghost. Chassis No.2316.
Manufactured 1912, Delivered 5/4/1913.

- GEORGE SEVENOAKS.

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MONTHLY MEETING

We were blessed with air-conditioning for the Monthly Meeting on Thursday, 28th February. After the receipt of apologies and the Treasurer's Report, the correspondence was received.

There was news of an interesting joint meeting of various car clubs to be held in the future. The clubs involved would be various individual makes, besides the Antique and Classic Club, and so on. This proposed meeting met with considerable enthusiasm and it is probable that the event will be held at Warwick Farm.

The Royal Agricultural Society has requested eight or ten cars to be carefully selected, showing the range of development in motor transport. These exhibits will form part of their pageant of Transport to be held at the forthcoming Royal Agricultural Show.

We also learnt, with some regret, that the Commonwealth Bank will not be sponsoring a Rally this year. For the past two years, the Commonwealth Bank Rally has been one of our most enjoyable and satisfactory outings. However, if I remember rightly, the Events Committee already have something scheduled for around about that time.

A motion was placed before the meeting concerning the exclusion from eligibility to compete in Concourse events for a period of three years, of winners of these events. There was some opposition to this motion and one gained the impression that more thought was required before deciding the issue. However, in view of the nearness of the Katoomba Rally, the issue was decided at this meeting, and the motion was carried. I cannot help but feel that we will hear more about this later.

George Roberts reported on the activities of the Investigations Department, particularly on John Bourke's Buick, whilst the Events Committee reported on the recent outing at Clontarf.

The preliminary instructions for the Katoomba Rally were also given. There will be approximately 69 cars and 10 motor cycles attending, and period costumes have been requested. The trophies to be presented by Vic. Jacobs for the best costumes were shown at the meeting. The Club is particularly grateful to him for this very nice gift.

The Social Secretary asked that members be reminded concerning the Annual Ball to be held at Princes. She wished to correct the notice given that dress was Formal; dress will be Informal.

The Registrar notified that numbers 101 to 150 were now available. He urged members seeking registration in the Katoomba Rally to act immediately, otherwise the registration probably would not be available.

New members and associate members were welcomed and they are listed elsewhere in this Newsletter.

During the meeting, a presentation was made by the President to Mr. Swan, now retiring from H.C. Sleigh.

The meeting closed in time for liberal refreshment, and judging from the noise, everyone was having a good time.

- JACK DANCE

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RETIREMENT OF MR. SWAN FROM H.C. SLEIGH

Our President, Mr. George Green, welcomed Mr. Swan on the eve of his retirement from H.C. Sleigh. Mr. Green spoke of Mr. Swan as being a tower of strength in many rallies since the first Katoomba Rally in 1956. The sponsorship by H.C. Sleigh has been one of Mr. Swan's activities which has been of great value to the Club. Mr. Green wished Mr. and Mrs. Swan good health and best wishes. A token of appreciation was presented from the Club.

Mr. Swan spoke of his present association with the Veteran Car Club of Australia (N.S.W.) from its very early days to its growth to strength

and considerable size. He recalled his pleasant association with members and many amusing incidents occurring over the years. In the immediate future Mr. and Mrs. Swan will be going on a trip to the near East. Later, they have a pleasant retirement planned for themselves.

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LIST OF NEW MEMBERS:

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|-----------------------------|--|
| John P. Burke | 1914 Buick Roadster |
| G. Giltrapp, of Coolangatta | 1903 Panhard Levassor rear-entrance tonneau. |

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NEW ASSOCIATE MEMBERS:

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|---|--|
| John Robert Wilson, and
John Reginald Wilson | both of 24 Edmondson Street,
Campbell, A.C.T. |
| S. McDonald | 5 Nathin Street, Deakin, A.C.T. |

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"GEHRIG NEWSLETTER - OCTOBER, 1962.

(Contributed by Ken Moss)

We find that many people do not know how to determine the rim size of a tire. If you are one of the people who does not know this formula, we suggest that you keep this newsletter for future reference. It is really very simple - you just take the last number and double it and subtract from the first number.

FOR EXAMPLE: a 36 x 5, Double the five, which is ten, and subtract from 36, and you have twenty-six, which is the rim diameter.

the 32 x 4 would be 4 times 2 equals 8. 8 subtracted from 32 would be 24, which is the rim diameter.

We have added four new sizes to our line this year. They are the following sizes: 32 x 4, 34 x 4, 36 x 5, and 37 x 5. On all of the sizes in our line we are now able to give two week delivery after receipt of order. You will note that we do have the 28 x 3 on our price sheet, however, this size will not be in production until mid-November.

Yours for Comfortable Motoring,

Robert L. Gehrig, President

GEHRIG RUBBER MFG. CORP."

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REVS. AND BACKFIRES

By Len Masser.

I'm afraid the "rev.-counter" is showing a very low reading and the muffler is blown out this month. Like the man said, I'm not my usual 40%.

LUMP IN THROAT DEPT.: I knew that the members of the V.C.C.A. were a fine bunch, but I never realised how good until I had a bad prang a few weeks ago. The 'phone ran hot with calls wishing me a speedy recovery. If anyone wants a 220 Mercedes with a jinx on it, I know where there is one, but rough, man, rough.

At the finish of the Mountain Rally last Sunday, Alan Rowe approached me and asked who was the man driving the blue DeDion belonging to one Yabsley? Mary, Mary, next time I think you had better wear a shorty nightie with a strapless top if you wish to be recognised as your usual charming self. Apparently the cap and pants completely fooled the discerning member.

(Keep turning.....)

Blimey! Talk about kids! You should have seen the team in Roy Farrell's Fiat. Should be more of it because that's one day the little-uns like to kick the gong around, and more power to Roy and others like him who give these future members an outing.

Adrian Garrett's paw and maw - all the way from England - sitting up as large as life in the back of the Silver Ghost. No hood, but I guess that they're used to the wet, seeing as how they come from a place where it comes down in large lumps most of the year.

Ray Thomas with Marney his wife, and two of his football team sitting wide-eyed in the S.N. These Newcastle boys should be given a diamond bike or a leather medal for their effort. All the way from Newcastle, up to Katomba, and back to Newcastle! These fellows are not like boids in a gilded cage, they get up and go, man, go!

Another member of the fair sex was piloting the beautiful little single-cylinder Swift - the only interstate entry. Entered by Mrs. J. Shield of Victoria. This immaculate one-lunger was a picture in spotless paint and brass and the owner-driver looked, well, like WOW!

Poor old Geoff. Lehmann. After all the preparation and sweat and blood, damme if the Austin didn't drop the universal joint after just a few miles. If anyone knows of a good head doctor I think Geoff. will be prepared to pour out his frustration and childhood inhibitions with maybe a few swear words intermingled.

Our esteemed Secretary, the Member for Talbot, to whit, Jack Dance, the big dill, mentioned in last month's screed that the Annual Ball was in a private room at Princes and that dress was formal. Nutty as a fruit cake! Dress is informal and the Social Secretary has booked out all of Princes, so jingle, jingle - let the zacks and deeners fall into the lap of Jean Masser. Book before 27th March, the BIG NIGHT is on SATURDAY, 30TH MARCH. 32/6 per head. 'phone 666/8415. Jean and the booking plan are sitting ready, but strangely there are no entries.

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SUBMITTED BY L.A. SYKES - 24 Stuart Street, Blakehurst:

An Ode to a Veteran

The things I hear of Henry's LIZZIE,
Only go to make me dizzie;
I only hope
I get my FOPE,
To go the same without a Rope. - "Tow-Rope Tugger".

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WANTED: FOR a 1914 T Model Ford: Two Headlamps (gas); Two Side Lamps, and One Tail-Light (Oil).

FOR a 1906 Dayton Rambler (Buggy): A complete engine or parts, also any information or data on this particular type of Rambler. It has buggy wheels and tiller steering.

FOR SALE OR EXCHANGE: 1913 Alldays & Onions, 2-Cylinder, partly restored. Would trade for a pre-1915 Ford T.
A 1904 (?) Vauxhall Short Motor (Engine No. A.0988); 1916 Studebaker Radiator (Good order). In Lismore there are a few parts, incl. an engine from a very early Holsman, Belt-driven Buggy (Engine No. 0207).
Bob Trevan, 16 Wyrallah Rd., Lismore, N.S.W.

FOR SALE: 500 x 20, 440 x 23, 30 x 3½ Tyres. Some original tread, some retreads, and some which will take a retread. Reasonable offers accepted.
Robert Balmer, 9 Beemera St., Fairfield, N.S.W.

PLEASE CONTACT SECRETARY FOR DETAILS REGARDING: 1915 Buick two-seater, renovated to running order -Auckland, N.Z. 1914 Wolseley, restoration nearly complete, many spares, price £350, David Larkin, 635/4514. EXCHANGE: One pair brass side-lights, Dietz, (dirty but in good cond.) FOR a "Bent" type w/screen with or without glass - J.P. Pickup, 19 Essex St., Epping, WM3749. WANTED: Diff. for 1916 Buick 6-Cyl. Jack Chenery, Box 337, P.O., Orange, N.S.W.

REMEMBER: Jean Masser - 666/8415 - BOOKINGS FOR YOUR BALL AT PRINCE'S.