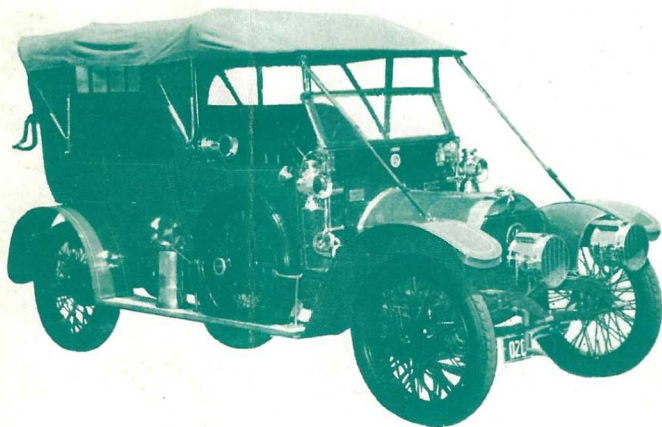
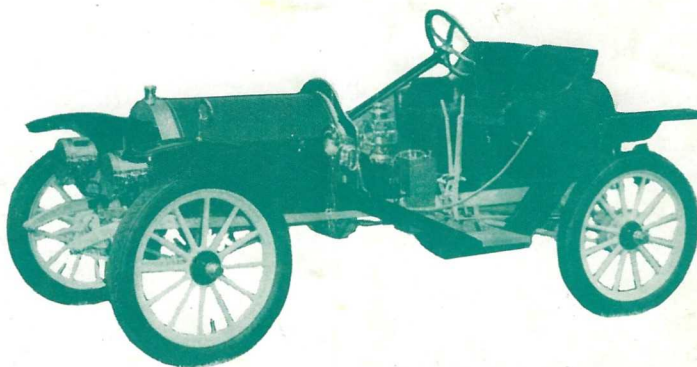


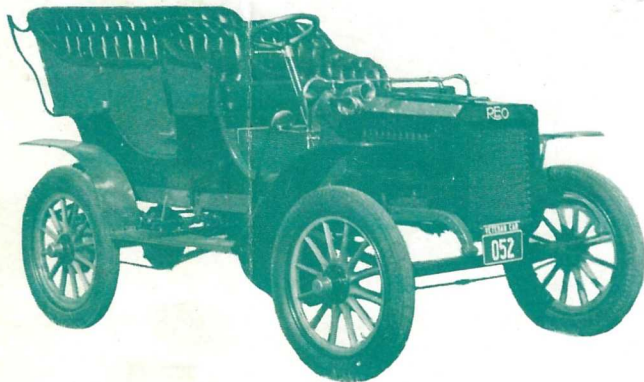
# SPLIT AND POLISH



1910  
ARMSTRONG WHITWORTH



1909 HUPMOBILE



1906 REO



# SPIT AND POLISH

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

Registered at the G.P.O. Sydney for transmission by post as a periodical

**Patron:**

His Excellency the Governor of New South Wales,  
SIR RODEN CUTLER, V.C., K.C.M.G., C.B.E.

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## EDITORIAL

### Taking Things For Granted

How many of us ever give a thought to, a bit of imagination to, or sympathy towards lack of sight. Sight, like most of our other physical possessions, or attributes, or even deficiencies sometimes, is obviously taken for granted. Some physical attributes include a good chest, muscles and staying power, and a possible finale of centre forward. Some of the deficiencies include a low I.Q., in which case, of course, one is a sitter for the dread disease - veteranitis.

We have all seen at some stage a polio victim, walking with apparent difficulty due to a permanently damaged leg. But most of the people we see in some state of deficiency, even in a wheel chair, all managed to cope in their own way with their own cross which they have to bear. And all seem well resigned to which-ever cross they do bear.

Notwithstanding any other views on these matters, we feel that one could never become really accustomed to lack of sight. It makes so many achievements difficult, and quite a few things impossible. One frustration would appear to be a lack of knowledge of "colour". As people born without sight have not seen colour, we assume that they do not have any conception of what we call "colour". So that when they visualise what anyone is talking of, or describing, do they see it in black and white, or merely black and a dull grey?

While on this thought, we must detail what was to us an extraordinary observation. This is not hearsay, but concerns a relation of a friend of the family, who, obviously shall remain anonymous. She makes her way from a station on the North Shore line, through Wynyard to Jamieson Street every day with her guide dog. She was handed a woollen scarf a few years ago so that she could feel the texture. It was a machine knit. She fingered it and observed to our friend that "this piece is blue, and this piece is a bit darker". Our friend was completely taken aback, but felt it discreet to make no relevant comment. The girl's diagnosis of the colours was correct, of course.

(Editorial continued on P.3...

The next meeting of the Club will be held at Drummoyne Rugby Union Club, 169 Victoria Road, Drummoyne, on TUESDAY, 25TH NOVEMBER, 1969. We remind members that there will be no meeting in December.



REPORT OF THE OCTOBER MEETING

The President was in the chair.

He welcomed three visitors - Kevin Lacey, Stan Potts and Dick Tumbridge.

A letter from V.C.C.A. (Q'd) was read to the meeting, in which they warned us of the existence of a trickster moving round among members and purporting to be able to obtain wanted parts. It seems that in some cases he was able to obtain cash for or on account of the required parts. We have been advised that he is very plausible, and Bob Newman readily endorsed the thought, having had the fellow call on him. But no! Rrrrobert McNewman parted with no baubees. It was moved that a circular be sent to all members to put them on guard, should this individual call on them. Ken Moss made the suggestion that expense could be minimised if members attending this monthly meeting were omitted from this circular.

Vic. Jacobs spoke on the Lions' outing to be tendered to the blind citizens. Amongst other things, he stated that due to a policy of the Water Board, the venue of the outing was to be changed to Bobbin Head.

George Roberts (Investigations) stated that enquiry had started on a Hudson, circa 1917, of one de Bruncker, and a 1912 Rolls Royce replica of Jack Jeffery.

Two applications for membership had been received, namely, Full Member - Geoff. Smith of Dubbo, with a 1917 T Model Ford, Associate Member - Kevin Lacey.

The Registrar pointed out that with the Annual Inspection for roadworthiness coming up, he would advise members to check their vehicles, and to pay particular attention to such things as split pins, king pins floating incorrectly, shackle plates loose on the shackle pins and like defects.

George Roberts stated that the No. 3 Bulletin for the International Rally was about to be published and held up, for members' observation, a handful of sheets (approx. 10), of about 24" length and 8" width, which carried all the details of the bulletin. He commented on the quantity of detail embraced therein. He advised that the Rally is almost certain to start from the Showground.

Max Roberts spoke of the important coming events, to wit, the Annual Inspection on 23rd November, and the outing for Blind Citizens on 30th November.

Peter Kable advised those insured with O.H. O'Brien to be sure to advise them prior to renewal date, of any No Claim Bonus to which they may be entitled, as this firm seems to take no action in this regard unless so advised.

\* \* \* \* \*

Dates to remember:

Sun. 23 November Annual Inspection for Roadworthiness. This year Vic. Jacobs has followed his usual kindly practice of permitting our inspection sadists to make use of his premises at the Service City, 338 Botany Road, Alexandria (rear of 21 O'Riordan Street.) (Cont'd. P.3.....)

Dates to remember continued:

- Sun. 30 November The Lions' Club outing for the Blind. Details will be supplied at a later date by the Lions' Club themselves.
- Sat. 6 December Christmas Dinner Dance.
- Sat. 13 December Children's Christmas Party - of course!

A note for new members. The monthly meetings are held on the fourth Tuesday. It will be seen that for December this brings us pretty close of Christmas, so that you should keep in mind that there is no meeting in December.

E D I T O R I A L (Continued)

Our first contact with this girl was many years ago when she and our daughter were approximately 7 or 8 years of age. In the half dark of dusk, on a buffalo lawn, they played chasings. Admittedly she could hear the footfalls of the one she chased, but the unevenness of the area worried me at the time. But she did not fluff one footstep that she took. Naturally, our lass did not duck round posts, fences etc.

This same lass gave a good demonstration quite recently of the desire and capacity that blind citizens possess, of "being one of us". Her mother, who has been widowed for quite a few years, had suggestions put to her about having a holiday, which it was generally conceded that she required. She was loath to leave her daughter to manage on her own. But the daughter insisted that her mother have the break. She did so, and the first thing the daughter did was to run the broom, vacuum cleaner and duster all over the house! And did not knock over or damage a thing!

So that, do the blind need our sympathy? No! but one feels that they do deserve some help from us in some way to lighten what we fully endowed citizens feel is a nasty weight to carry round, and one which must cause a vacuum of sorts in their lives.

The Vaucluse Lions' Club will be doing a good job on 30th November, in which our Club can give (we hope) very material assistance.

We were pleased to see that George Roberts was present at the October meeting. We asked about the situation with Mrs. Roberts, and George stated that she is on the right track at last. It seems that her case was a difficult one, and some diagnoses were not as simple as they seemed at first. It is with great please that we make this unqualified and unsolicited report, and we sincerely hope that her improvement will continue.

\* \* \* \* \*



THANK GOODNESS THERE'S A T-MODEL FORD, PART II

by R.V. Warden

(in sympathy for V.J.)

Though I have to admit it myself, and furthermore am loath to admit same, however, since reading V.J.'s article on Page 5 of SPIT AND POLISH - October model - I have run out of both Doctors, Specialists, and cash, in an all-out effort to get the stitch out of my side, and apologize sincerely to the many suffering from the same malady, that I am unable to pass on to them any cure or name the Medico who would have the answer to our problem.

My first impulse was to ask myself what exactly prompted such a flow of the local dialect from the end of a battling Biro, and came to the speedy conclusion that a man with a canary-coloured piece of automata, shuddering along in a roughly average northerly direction, ensconced in a nest of thoroughly good hailstones with constant additions of - well, you could name it "aqua on the Rocks" - can bring forth fits of controlled jealousy and a runaway imagination when thoughts keep flashing through his cranium of a silver, immaculate streak of 30/98 moving smoothly easily and with elegant grace, resplendent with hood, side curtains and contented occupation forces.

It was not without some trepidation, however, that after listening to just such a report, together with some hours at the tedious job of thumbing through cheque butts, I was convince of the necessity of cashing a cheque in a sneaky sort of way - just in and out of the Bank - and trusting to luck that the Manager was out at the time or if in, did not spot the teller passing such a fistful of spondoozal across the counter to me, one of his honoured customers. That, of course, is based on the attention I get from him whenever I am waylaid by the sound of his voice. For I had heard that I would be a customer to delight the heart of every Service Station Proprietor from the Bridge to Toronto.

Imagine my surprise, and the long faces of those S.S. Proprietors, when Sydney to Toronto was no problem to the 30/98 on one filling, with some to spare.

Now I know that V.J. was trying to be honest with his mates and only quoted wat had been said to him, but his driver surely must have been driving all the time on full choke, and had "burned up" everything on the road, at every set of lights, "which isn't cricket, old chap" - but withal the 30/98 could adequately do it anyhow - even though borrowed.

There is a similarity, however, some things have in common, that the 30/98 has with V.J.'s "T". They both have four wheels on the roadway when travelling, although the "T"'s wheels like to flex that transverse spring for often no reason whatsoever - maybe its a rubber-saving device.

They both have a horn, a motor, diff. etc. and a perfectly good and accessible stirring stick out front. Why the "T" has, it is hard to work out - maybe its for show - at least this could be the impression that a host of perspiring "grunter-pushers" get who are rounded up and put to work each time V.J. and his "T" wish to get moving.

Of course, we all agree in a most amicable frame of mind, that it was bad taste on the 30/98's part to burn its wiring out, but then having certain people let the battery cable rub against the tail shaft and not put a weather eye on the ammeter was something that even an R.R. is not expecting or prepared for.

(Continued over page, P.5.....)

And in conclusion, just a word on space and comfort.

A wife, three nips and baggage for the week-end presented no problem for the writer-driver, but then we were not using a container cargo system just for a couple of days, and on the matter of bucket seats and comfort, this can be considered in a simple way with simple reasoning.

All will accept the indisputable fact that the more you load on to the top of any "base" the more pressure you produce between that "base" and its place of contact. Furthermore, even the base of all matter spreads with pressure from above.

In this calorie-conscious age it is unfortunate that there are still some really nice people who go on filling, as often as they can, that little hole under their nose, without a thought for what could be termed the calorie explosion. This, together with a "grand derriere" can be a problem for any normal seat to accommodate, let alone a bucket seat, and our sympathy goes to those who thus suffer and in such utter silence - those silent sufferers of our soft age.

\* \* \* \* \*

#### CHILDREN'S CHRISTMAS PARTY

The Children's Christmas Party will be held at the Brush Park Boy Scout Hall, chr. Marsden Road and Lawson Streets, Dundas on Saturday, 13th December, 1969, commencing 2.00 p.m.

Remember, this is not a Veteran outing; it is an afternoon for the children. They are not interested in veteran cars, but in the party atmosphere instead. If you have children of your own, take them along, but please advise the Events Committee of numbers, ages and sex (if you have not already done so!)

If you have no interested participants of your own, or yours have outgrown the party atmosphere, the Events Committee will still be very pleased to have you there. You may even be able to help in some way. In any case, it keeps you young to see children enjoying themselves.

\* \* \* \* \*

The following anecdote, taken from "Beaded Wheels", the N.Z. journal, had us rather chuckling to ourselves when we read it. It is headed: "Petrol Pan".

Three nuns were motoring one day and had the misfortune to run out of petrol. One of them remembered that they had passed a filling station a couple of miles back, and she walked back to it. Learning that she required petrol, the proprietor asked the whereabouts of the car.

"Oh, its a couple of miles down the road," she replied.

"Have you brought a can?"

"No, I have not got one," she said.

"Neither have I," said the garage man.

"Whatever shall I do?" asked the nun.

"Well, the only thing that I can lend you to put it in is the article under the bed."

"It will be a bit embarrassing," said the nun, "but it will get



us out of a difficulty. I'll accept your offer."

Arrived back at the car, the nun sets to pouring the petrol into the tank, when another car with two men in it drew up. They looked on in amazement till one said: "I never reckoned much on your religion, but, by Jove, I certainly admire your faith!"

\* \* \* \* \*

#### KARL BENZ - A SHORT PERSONAL TALK ABOUT HIS FIRST VEHICLE

It is fairly usual nowadays to hear a virtual blowing of trumpets when anything different is manufactured and tested. Sometimes a few lines in an obscure part of a paper will carry the news. So it was with Benz. The first public announcement of the original running of his first vehicle is found in the following words, printed in the Neue Badische Landeszeitung:

"A velocipede driven by Ligroin gas, built by the Rheinische Gasmotorenfabrik of Benz et Cie ..... was tested early this morning on the Ringstrasse, during which it operated satisfactorily."

A few unobtrusive words that heralded a new era. That was a short 'test run', which was completely overshadowed by the first run of any magnitude, which, strangely was quite unofficial.

It seems that Karl B's two sons, Eugen and Richard, conspired between themselves to have a run in the vehicle. In this deed they were assisted by their mother who, by so doing, must surely show up as the original dyed-in-the-wool, up to her neck in it veteran enthusiast! She must have been the first, for was this not the first vehicle? And from pictures available of the funny little thing it was a veteran right from the start - prematurely old, as one might say. Now these two boys, at that time, were aged 15 and 13, and, as they purloined the vehicle while their paternal parent slept, we must concede them the doubtful honour of being the original joyriders, only these two returned the vehicle after their escapade. An astonishing thing is the fact that the boys covered a distance of 70 miles.

It can be expected that Pop Benz would have gone off 'pop', instead of which he found that the boys supplied him with material for some constructive thinking. Firstly it showed him that such a means of transport was definitely a practical idea, and secondly, that in order to be really useful, it would need an additional gear of lower ratio in order to negotiate hills.

Incidentally, many will remember that this vehicle was a three-wheeler.

FOOTNOTE: Ligroin is shown in the dictionary as 'a volatile inflammable liquid used as a solvent in chemistry and pharmacy and to a limited extent as an illuminant' (one of the petroleum fractions).

\* \* \* \* \*

THE NEWCASTLE TOUR

The nature of this particular tour is such that one has no notion of who is to be there till one arrives. We miss the pleasure of seeing vehicles and mates - male and female - at the starting grid, and the obvious satisfaction of seeing who's who and what's what. In our case it is a matter of taking a bet or a conjecture on who will be the ones to rush past us, seemingly in blind haste to be the first at the finishing point. It would have been difficult to go anywhere but straight to the 'bus depot, as the Tour Committee made it quite clear.

We called in on Bob Newman and his wife and family, en route up, and, would you believe it? we were in time once again for a cup of tea!

We were aware, of course, of a darkening sky behind us, but meteorologically, everything held in place.

At the 'bus depot, the first familiar face we espied was that of George Adams. And, here we go again, the ladies' committee with a nice hot cuppa, and a bubbling over feeling of making us thoroughly welcome. Another familiar face was that of the old Revs. and Backfires! For the sake of the nostalgia which would be stirred in him, I was for calling on him to "shut up and sit down, Masser", as he has stated that he is used to that cry. But concrete is so cold. Anyway, he was doing a good job of welcoming committee work, so it seemed a shame to spoil it.

We were taken, bags and "baggage" to the Toronto Hotel by John Cowan. The silence of that Holden, following on the relative mechanical noisiness of The Besa for so many hours, seemed quite ridiculous in comparison. And comparison is sometimes odious, other times humorous.

We had not been long at the hotel when the weather that we had seen to be chasing us, actually caught up with us. Quite heavy rain and a terrific wind squall. There was even a heavy sea running in the hotel's pool. Papers, leaves, and odd litter, were swept along the side path of the hotel, across the road, and onto the railway line. Quite a sea running in the lake, also. We learnt that the weather behind us finished in a heavy hailstorm, and one car arrived at the hotel with unmelted hail still between its bonnet and guards. A couple of cars received small dents in the body. There was a get-together and natter in the Macquarie lounge of the Toronto Hotel on Saturday evening. Part of the time was devoted to a sub-event, being in the nature of a sorting out of car names, the letters of which had been jumbled unmercifully. Quite a few were seemingly impossible to unscramble. Difficult or not, though, the member 'way out in front' was Laurie Sykes. Incidentally, he would seem to be a devotee of Gracie Fields. You should ask him sometime about 'the biggest aspidistra in the world'. In fact, it was so big that it took two containers to hold it!!

Sunday morning looked anything but happy. Some got their steeds from the 'bus depot and put them at the hotel, ready. While breakfast was in progress 'the rains came'. We got the Besa covered, but not till after she had caught the beginning of the rain. But no damage was done. Just a bit wet to sit on for awhile after, but who cared? However, as it was out of the medical question to have Mum sitting in wetness, she was transferred to Chrissie, under the control of David Short, while we ourselves had the pleasure of treating George Adams' daughter, Susan, to a day out in the Besa, while using her navigational prowess.



The day's run went off to a wet start, and conditions at the morning tea stop at Freeman's Waterholes were such that the proprietor of the Oak Milk and Snack Bar permitted us to gather under what shelter there was, but which was already fairly well taxed with others who had no affiliation with us.

We enjoyed a barbeque lunch at "Anambah", the big restoration job of Mr. Bird. We noticed some differences since our last call, twelve months ago. The whole atmosphere there makes us disgruntled again, with domestic surroundings of bricks and mortar and concrete, and the seemingly endless bitumen roads.

There was a timed section, for which we had to nominate our speed up a 1:11 climb. For city dwellers it was a refreshing run, with not so much Australian landscape left and right, as Australian bush. And most of it with its new spring flowers, and many red gum tips showing. We still feel tempted to discard veteran motoring and take on bush walking - wait on, what was that? Something wrong along the line there.

Being surrounded by all this bush - even though it was raining - we gained some satisfaction in having the company of a fire engine, with its doughty firechief, the old George Adams himself. But opposed to that, being the slowest vehicle we were followed closely for miles by the Zambuk truck. And what a patient, bright couple those fellows were!

Surely Spraggo has the complete answer to the trailer problem, and a counter against the inclement weather en route up on Saturday. He did not collect hailstones onto the bonnet, or through the hood, as some did, and others felt that they would, respectively.

George Adams has two good advantages with the Garford. No broken screen, and no punctures, which means no slow leaks either, only those through the water pressure system.

We saw the Masser Hupp giving rides to some young fry at "Anambah". But no sign of the de Dion. Perhaps 81 miles is a bit much. A run like that, of course, is for motor cars!

The Godfrey Ford was seen to be giving its customary Detroit reliability service. But what is to happen in later years, Jack? Add a trailer for the luggage.

The Bendeich Chalmers is certainly a consistent entrant in all events. It was one of the many that seemed to shoot past us, and was soon lost to view.

Barry's Hupp seems to be keeping its con. rods intact lately. No more silly business of smashing them in the block.

The Paige of Peter Adams continues to give a good account of itself, and, we should imagine, would be no effort for the Garford to take in tow should that family help ever prove necessary.

The little Hillman looked quite proud with its large expanse of upper radiator brasswork. And did you see its conscientious navigator maintaining the brasswork in the 'bus depot? (The 1 ss from Cranston Rd.)

It is not at many runs that we see the Minerva, but we did this time. We understood some time ago that the B.E. tyres were keeping Sep. poor, but that must have been got over. Why not fit solids, Sep.?

It was a pleasure to see Buicks in the tour. We will always admire them, but as we have driven one of partly the same era for some 40 years, they

have not for us the personal/mechanical interest they must have for others. There was Max Burke with Laurie Macey's and Doug. Marr with the red tourer.

We had a warden with us - not an air raid warden - but Randy Warden, who must have enjoyed himself at the wheel of a 30/98 Vauxhall.

Talk about the old type horizontal stationary gas engine with its slow revs.! If you like a slow beat, listen to the Albion of John Riley idling. Its motive power seemed to be autosuggestion.

We saw the Metz at the 'bus depot, but not on the road. That vernier-type adjustment of the 'gearing' must be an interesting one to use. Every member's car has some attribute of its own, but that friction drive must surely be the most unique attribute.

The F/N must have made easy work of the day's run, as we understand that it did Warwick Farm in approximately six hours' running time.

The greatest distance of travel to location certainly goes to Max Pratt, who worked through from Wollongong.

Len Sheen trailered the Humber there, behind the same old number plate that we know so well, but behind a different vehicle.

The Cowans were a very good fit in the Renault and seemed to be quite secure against the weather. Pleasing to see brothers of their age with a common interest, and able to work side by side.

Of course there was Reg. Jones' Clement Bayard, as usual. What has happened to that lovely Oakland monster, Reg.? She would have literally eaten the Expressway cuttings.

The Detroit machinery is in evidence everywhere, and Peter Kable has one - with a guardian to whom he has entrusted it!

We have a sorry note to strike in reference to one episode over the weekend. Along the grapevine we have heard that two eminently respectable members suffered the indignity of an unfortunate gruelling dealt out to them. The report mentioned the names of the said members, to wit, John Pickup and Bill Spraggon. We find it hard to use words adequately to describe their collective predicament. It is alleged (mind you, we may be misinformed) that three packets of confetti were spilt in, scattered round, and otherwise spread through their room and their personal belongings. Such carnage included their luggage. We were not in the area at the time, but we can well imagine the look of utter bewilderment on their faces, to say nothing of the complete annihilation of their respective self confidence, as they stepped from their room and joined their fellows. It seems that access was obtained to the room via a window. The report mentioned the names of the miscreants, but it was not clear to us. Sounded a bit like Woods or Wadds - we're not sure! Apparently this episode was insufficient to appease their lust for devilment, and we are led to believe that an abortive attempt was made to denude Terry Cook of his hard-won whiskers. One can imagine the terrific impact on the ego of this worthy, which that act caused. Of course he can now go in for a "conversion course" and have it shaped to "thwarted", "over-anxious", "mechanically inclined" or just play "sexy", according to an international fellow who has made a study of "whiskers and their owners".

From a chance remark of Roy Farrell we understand that cockroaches can be known to have an appreciable quantity of grey matter, of a fairly high I.Q., in comparison with some people, anyway. As a matter of fact, the



cockroach, loathesome as it appears to us, happens to be the oldest known insect in the world having survived many attempts up the centuries at annihilation, whereas many insects, through the centuries, have become extinct, according to archaeologists.

Due to the pressure of business, Bob Newman and the beautiful Talbot were not there full time - better one day than none at all.

Some couple of years ago someone 'had a shot at' the Editor for his having failed to watch the petrol gauge of The Besa. We needed succour one afternoon under a road bridge. Remember, you anonymous dart thrower? A couple of us witnessed a similar defeat of a certain very fast (?) Ford, so fast, in fact, that it had sucked its tank dry not very far from Toronto. But, the crowning insult was - who helped the unfortunate driver out of the impasse? Why, Henry Royce! How very appropriate! (Good on you, David!)

We held back David and Diana for a while en route home. But when that Talbot got the O.K., in no time the words "Talbot 1911" on the back of the body became indecipherable, and she was down the hollow, and quite smartly was a silhouette on the crest of the next hill.

And that, unfortunately, is the last of that run for a whole year. But the time will pass soon enough, and we shall find ourselves making preparation again.

We do not like to take all this week-end pleasure for granted, and we wish to record our thanks to those responsible for all the detailed work which this entails. There is no doubt about it, those on the outside can never know what goes on inside, nor the extent of such doings. But we try not to be too complacent over it.

\* \* \* \* \*

## S O C I A L

I heard that David Jacobs is off on a trip to Japan. The Lions Club Exchange Student. He said he will call on Bob Baxter and orders taken for Geisha Girls are now open.

Who were the two members who arrived a week early for meeting??

Our Xmas Dinner on Saturday, 6th December, at Windsor Gardens, Princess Rooms. Please book your tables and send in your reply forms as soon as possible. \$4.60 per head; 7.45 p.m. sharp. Bookings and money to Hilda Sheen, Social Secretary.

Owing to the death of my brother last week, and our daughter's wedding on 22nd November, I will try and do better next month with more copy.

- HILDA SHEEN,

Social Secretary.

\* \* \* \* \*

# NEWS OF VIEWS

I have listed the following cars which have been photographed and are now in the club album. As you realise, only a fraction of the cars which are restored, or on club registration, are listed. There is a total absence of such well-known cars as Daimlers, Rolls Royce, Buicks and Fords, just to mention a few.

Although off to a slow start, it is my aim to photograph as many members' cars as possible, including my own.

A comprehensive range of colour slides is now to hand. Suitable magazines will be purchased so that slides can be catalogued and made available for showing when required.

Remember, if your car is not listed, contact me at any event or if the car is garaged within reasonable distance of my home at Sylvania I will be glad to visit.

Year	Make	Owner	Registration No.
1901	Oldsmobile	K. Lober	017
1904	De Dion	E. Yabsley	025
1911	Talbot	J. Dance	096
1908	Metallurgique	J. Vanstone	113
1908	Maxwell	L. Deimel	103
1910	Armstrong Whitworth	A.J.C. McGowen	020
1911	Hupmobile	K. Nutt	074
1909	Hupmobile	L. Jones	057
1909	Hupmobile	B. Bronk	126
1908	Brush	R. Marshall	034
1908	Renault	W. Spraggon	068
1912	Cadillac	K. Moss	029
1912	B.S.A.	R. Craze	078
1908	R.N.	G. Daley	033
1910	Overland	J. Pickup	145
1913	F.I.A.T.	R. Farrell	098
1912	Calthorpe	G.A. Roberts	007
1912	Star	G.W. Green	143
1910	Clement Bayard	G.W. Green	053
1906	Humber	F. Nissen	042
1906	Reo	G.W. Green	052
1909	Renault	J.R. Cooper	135
1913	Oakland	R. Jones	037
1914	Talbot	R. Newman	099

The Club Photographer,

W.E. HARDMAN.

(Phone: 522/8926)

\* \* \* \* \*



Letter from Bob Baxter:

12 Ridley Park,  
Singapore 10.  
4/11/69.

Dear Editor:

By writing this letter through your columns I hope it will save me duplicating this mess and posting it to all the members that I should have written to personally.

We are now firmly entrenched in an old Colonial Mansion in the heart of Singapore and enjoying this tropical life with some reservations. At first the extreme humid weather bothered us badly but we have grown accustomed to it now and rather enjoy it. The range of temperatures which may be of interest to the statistically minded type, is from a minimum of 72-75 degrees F. to a maximum of 92-95 degrees F. and every day is blessed with a humidity from 95% to 100%. The monsoon season has just started and that means a slight drop in temperature with an extra drop of rain. It seems to rain every other day and each time the downpour seems to last for half an hour and then the sun and humidity reappear and life carries on as normal.

The receipt of SPIT AND POLISH helps to keep one on an even keel. Before sitting down to read the magazine yesterday I said to Anne, "It is a pity that Len Masser has retired because SPIT AND POLISH sadly misses his column," and she agreed wholeheartedly. It was a pleasant surprise to open the magazine and find his refreshing and newsy articles. P.S. Len, that signed photograph you presented to me before my departure has been suitably framed and now adorns the smallest room in the house.

It would be extremely difficult to keep abreast of club activities if I had to depend on "letters from home". Ross Marshall is an expert in sending two worded cables which are the "precis" of a 4-page letter; Max Roberts cannot write; Il Duce Arthur ends his letter by saying, "and delay your reply as it will save me writing again for a while," signed Big A. Ron Craze wrote: "Please excuse the brevity of this letter because I had to write a cheque for my club fees and it exhausted me." When I first read John Corby's one and only effort I was shocked by his continual use of the letter "B" and this was finally explained in a P.S. "B" stands for Buick. Subsequently my oblivion is nearly complete due to poor lines of communications.

Before leaving Sydney, George Green said to me that if I search hard enough I may find one of those mystical ex-Maharajah Rolls Royces hidden in Malaya. That is very doubtful because there is a very keen Vintage movement who are prepared to pay from \$1,000 to \$2,000 Aust. for anything from an A Ford to an Austin 7 and they are an intrepid bunch of foragers who are being continually frustrated by the fact that the Japanese removed every bit of metal on the peninsula during the war years and any leftovers were melted down by the locals. Subsequently most of the vintage cars that are in the area were brought out here by the British when they resettled after the war. I know of only one veteran in Singapore and it is a desirable but decrepit Model N Ford with several outstanding flaws in its authenticity. The Singapore section of the Malaysian and Singapore Vintage Car Register try to organise an event for each month and these may be graced by the presence of five to twelve cars, all vintage and post vintage thoroughbreds (with some crossbreed strains). The monthly magazine is of exceptional quality and is the essential lifeline of the club because of the far-flung spread of members from Singapore to the Thailand border (500 miles).

Working as an Australian Government Colombo Plan Adviser has its

interesting moments and my two year contract is diminishing rapidly. Work seems to fill in most of my time up here and the spare moments that are available are used to see some of the surrounding countries and their particular habits and customs. I imagined that one just walked into a bar in Singapore and ordered a beer (the local beer is very good) then sat down with his friends to talk - this is not correct. You enter one of these dimly lit bars and before you take two paces some oriental damsen guides you into a corner and acts as your hostess, paramour or what have you? Now this is okay for a little while but it is a confounded nuisance if you want to talk veteran cars or business with some doll draping all over saying "please you buy me a drink mister, so my boss won't be cranky with me?" If you think that is irritating, then have one of the 3,000 taxis in Singapore to take you home. "Take me to 12 Ridley Park" you speak up in clear, slow English.

"Okay - LA" comes the answer.

"You know your way?"

"Yeah - LA."

When you find yourself 3 miles off course and thoroughly bushed in China-Town you blast hell out of the driver in the profanest Australian you know and he drives you straight home with a final "meter reading" that charges like a wounded bull and puts his sweaty hand out and gives you the most ugly oriental toothless grin as he waits for a tip. These drivers are the greatest uneducated con-men to be found on the face of this earth.

If you visit Singapore and stay in one of the so-called first class hotels (medium Motel standard in Australia) you will have to pay standard U.S.A. prices. A double room with breakfast costs approximately \$23 A. per night, but for those who can find time to search around they can find alternative accommodation for about \$12 A. per night.

This inflation is caused by the influx of an orgy of Americans out this way preparing to tap the known local oil reserves and the ancillary industries that come with oil wells.

Wishing you all the best for the coming festive season.

-- BOB BAXTER

P.S. On your next flight through Singapore give us a ring on 645428 and we will arrange a night out that you will remember for a long time.

\* \* \* \* \*

OF INTEREST ?

By Colin Parker

There she stood in front of me in all of her glory, surrounded by stately gums and blooming Waratah - no - let me re-phrase that - surrounded by stately gums and Waratah in bloom. However, whichever way you prefer it, there she was - the remains of a 1916 Buick. Battered, burnt and neglected, and only 50 miles from Sydney. It is there for the taking at the old Flying Fox timber cutting site midway on the Islands fire trail, Kurrajong.

The country is just so untouched and magnificent, wild life is profuse, the Waratah blooms standing blood-red against the dark green foliage. And in amongst all this is the remains of the Buick and, I'm told, some people actually like them!

The fire trail starts at Kurrajong Heights and winds its driver-testing way down through deep gorges, along grassy clearings, finally crossing little Wheeney Creek and emerging on Comleroy Road some four pints of



driver sweat and ten miles later.

The Buick has the following:

chassis (in 2 pieces); motor (no trimmings); clutch;  
handbrake incl. lever; front mudguards; scuttle (no  
instruments); base of windscreen; complete steering;  
complete front axle incl. wheel hubs, king pins;  
front springs; remains of headlights; remains of front  
wheels; parts of bonnet.

Missing are:

diff; gear box; radiator; carbi. and other engine trimmings;  
rear springs; body; incentive.

\* \* \* \* \*

# CARS ATTENDING C.V.V.T.M.C. WARWICK FARM MEETING

G. Steer	1911 Argyll
D. Steer	1908 Renault
J. Corby	1915 Buick
W. Harman	1914 Oakland
I. Steer	1915 Ford
R. Marshall	1910 Brush
G. Green	1910 Rolls Royce
J. Cooper	1911 Clement Bayard
R. Jones	1908 Clement Bayard
M. Johns	1914 Sunbeam
M. Pratt	1913 Fiat
T. Bent	1913 Metz
D. South	1916 Mitchell
L. Sykes	1910 Star
J. Vanstone	1908 Metallurgique
M. Chapman	1912 Wolseley
M. Pratt	1910 Fiat
M. Bendeich	1910 Chalmers
D. Lindsay	1906 Humber
K. Moss	1912 Cadillac
A. Frost	1910 Humber
G. Green	1911 Rolls Royce
G. Green	1912 Crossley
G. Green	1912 Franklin
G. Green	1905 De Dion
P. Kable	1911 Ford
G. Green	1914 Delauney Belville
J. Simpson	1908 B.S.A.
V. Jacobs	1912 Ford
W. Dudley	1909 NAG
J. McGowen	1911 Armstrong Whitworth
B. Thew	1916 Hupmobile
W. Spraggon	1908 Renault

\* \* \* \* \*

PARTS

The President has supplied us with this list of "Hard-to-get" parts, with the request that we publish it. You will note that veterans seem to have no place here, but some of the vintage machinery owned by members could well need recourse to this list. Len might even find a chain (preferably the silent type) to suit the de Dion - you know, that tall narrow body. We imagine that the dolicos vine would grow rather abundantly in the Lake Macquarie area, and could be used with great effect for camouflage.

"HARD-TO-GET" PARTS (FOR THE "VINTAGE CAR" BUYERS AND OTHERS)Genuine "Morse" Timing Chains

<u>CHAIN NO.</u>	<u>TO SUIT</u>		<u>LIST PRICE</u>	<u>"SPECIAL"</u> <u>PRICE</u>
2585	Whippet 4 & 6 cyl. (After Eng.No. 427362 4 cyl.) (After Eng.No. 96015 6 cyl.) Centre Guide Type Hupmobile 6 cyl.	1926-30    1925-29		
			\$10.95 ea.	\$2.50 ea.
1422	Willys & Ford Jeeps	1940-45	6.12 "	2.75 "
2533	Dodge 4 & 6 cyl. Essex Super 6 Cadillac Gen & Fan	1927-29) 1924-32) 1915-19)	7.75 "	2.50 "
1408	Oakland "6-54" Oldsmobile 30, 30E Chrysler 70, 72, 75 Chandler 6 & 65 Durant 4 cyl.	1923-27) 1925-28) 1924-29) 1926-29) 1926-30)	7.81 "	2.35 "
1006	Hudson Super 6 Packard 6 & 8 cyl. Dodge Senior 6 Cadillac - Camshaft	1923-30) 1923-27) 1927-30) 1915-19)	10.65 "	2.65 "
2568	Chrysler 65, 66, 70 Auburn 6 & 8 cyl. De Soto 6 cyl.	1928-30) 1927-36) 1928-33)	7.15 "	2.35 "
2668	Willys 6 cyl. "6-90" Willys 6 cyl. "99" I.H.C. Trucks Series A, C, D, K	1930-32) 1933 ) 1933-46) )	6.70 "	2.25 "
1808	Studebaker Light 6	1920-30	9.90 "	3.20 "

AVAILABLE AT BENNETT AND BARKELL LTD.

\* \* \* \* \*



ADVERTISEMENT S

We append here details given to Jack Godfrey at Toronto, by 'an outsider', a guest at the hotel. Apparently he owns a property at Tasker's Rd., Rochester East, Victoria, 3561. On this property there is an old trailer made from the chassis and wheels of a 1918 or 1922 (2) T Model. This can be had for the taking.

However, as far as he is concerned any action must be prior to 1st December next, as he has sold the farm and final payment is to be made on that day. Of course, it may still be possible to come to terms with the new owner.

His name: A.E. Collins.

FOR SALE. Prestolite cylinder complete with pressure gauge \$15.00. Please note this is not an acetylene generator.

Veteran screw press \$10.00 handy for straightening axles etc.; could easily be converted to a hydraulic press.

- KEITH CARDEN, 86/5578

EXCHANGE. New Stewart Warner Speedo Angle Drive 2½:1 ratio, complete with Fibre Gear.

FOR - similar drive 1:1 ratio (Jones-Corbin)

OR - Stewart Warner speedo head (must work)

- ERIC LANG,  
193A King Georges Rd.,  
Wiley Park. 750-0024

WANTED ALL STATES. Four-speed gearbox, also Crown Wheel and Pinion for 1912 Darracq.

- JIM LEWIS,  
134 The Promenade,  
Sans Souci, 2219.  
529-7923

FOR SALE. 2 x 5.50 x 20 Tyres. Retreads with plenty of rubber still left.

- MAX WELCH,  
44-8418

FOR SALE. Overland Model 75 with racing body. Wheels, tyres, tubes, transmission complete and in good order. Body incomplete.

- MELBURN POPE,  
Bris. 2-0025 Extn.390  
A.H. 59-5367

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The following Advertisements are all for Colin Parker:

FOR SALE. Due to a shortage of shed space I have the following for sale:

Vintage Sunbeam all brass radiator in good condition. Cap is missing.	\$40
Small all brass radiator of unknown brand. Veteran. Rather battered.	\$15
Pair of nickel plated all brass vintage Buick head lights in excellent condition.	\$20
Pair of Lucas "King of the Road" kero. side lamps No.720. One internal font missing	\$50
Miller brass and steel tail lamp, kero	\$10
Deitz "Royal" tail lamp, kero, steel	\$12
Empire motor complete but unrestored, includes clutch. About 1910.	
Separate barrels, square sump tank	\$50
Prestolite cylinder with gauge	\$10



Colin Parker's Advertisements continued:

Prestolite cylinder complete with key, gauge, and correct Prestolite mounting brackets	\$20
"Dead-easy" double acting running board tyre pump, brass & steel, 1917 Clockwork Taximeter. It was fitted on a 1920 Buick and is in excellent working condition. Looks quaint	\$25
Complete front axle including Sankey wheels from a veteran Humber. About 1910-12. Wheels are quite rusty. Only one hub cap.	\$30
Complete front axle including brass hub caps and B.E. wire wheels from a S.C.A.T. 1910-12. Good condition	\$15
	\$35

Model T Ford Parts

Steel side lamp, complete	\$10
Steel tail lamp, no glass	\$ 5
Headlamp, gimbal mounted, all steel	\$ 3
Vintage Radiator with steel surround. Good condition. Complete with cap	\$20

EXCHANGE ONLY. Complete single cylinder de Dion Bouton engine identical to that on pages 69 and 70 of "James Floor Early Motoring" Book, suggesting it is of 1899-1901 period. Will swap it for any substantial Napier parts of 1909-10.

- COLIN PARKER,  
"Mount Pleasant",  
113 Comleroy Rd.,  
Kurrajong, 2758.  
Tele.K'jung 71-422

\* \* \* \* \*



" S P O K E S   I N   T H E   W H E E L "NEWCASTLE BRANCHEDITORIAL

October 1969

Tenth Anniversary. Some readers may not have realised that this year's Newcastle Tour was the tenth annual. The Newcastle Branch itself is even older and I would like to recall some earlier items of interest in its history.

Only three present branch members had cars entered in the first Newcastle Tour out of a field of sixteen and only one of these took part in the tenth tour, this being Hunter Thomas's Ford.

One of the aims of the tour organisers has been to select as different a venue each year as possible. This is a very difficult task, however it has been achieved in the most part with only a minimum of route overlapping.

A puzzling phenomenon is that the branch has had more cars, restored and unrestored, leave the area over these years than it has at present. It is indeed unfortunate to lose these cars when changing owners, however most have gone to the parent body area and we are pleased to see some of them return each year for the tour.

Among the cars to leave are the following:

1906 Ford; 1908 Renault; 1908 Maxwell; 1909 Ford; 1909 Daimler;  
1911 FN; 1911 Berliet; 1911 Ford; 1912 Crossley; 1913 Metz;  
1913 Fiat; 1915 Ford (two); 1916 Ford.

Winners of all ten tours have been as follow:

1960	Len Sheen	1913 Humber
1961	Ken Moss	1912 Cadillac
1962	Jock McGowen	1910 Armstrong Whitworth
1963	Reg Jones	1913 Oakland
1964	Stan Rumble	1911 Renault
1965	Ray Thomas	1916 Buick
1966	Les Diemel	1908 Maxwell
1967	Stan Rumble	1911 Renault
1968	Greg. Knodler	1913 Hillman
1969	Peter Kable	1911 Ford

- DON BARKER.

NOTICE OF MEETINGS. The November and December meeting nights will NOT be held on the fourth Wednesdays due to special requirements of the Road Safety Council. Instead they will be held on TUESDAY, November 18th and THURSDAY, December 18th. The December meeting will be of the usual Christmas Social format with a minimum of business proceedings.

TENTH ANNUAL NEWCASTLE TOUR - OCTOBER 4, 5, 6

Rain dampened some of the enthusiasm of the start to this anniversary tour, however after morning tea the weather was more kind and a successful day was enjoyed by all (no complaints were received). One of the sub events set brain computers afire with interesting results. Estimated travelling times for the last quarter mile up a hill en route varied from thirty seconds to fifteen minutes!!!

Barbecue arrangements for lunch at elegant old colonial home Annanbah were similar to last year and just as pleasant.

The evenings of Saturday and Sunday were spent at the Hotel Toronto's Macquarie Lounge and were enjoyed by all those present.



Tenth Annual Newcastle Tour Cont'd.:

The outright winner of the day was Peter Kable (1911 Ford) with Terry Cook (1911 Rolls Royce) runner up and Bob Newman (1914 Talbot) third. The following is a list of participants and their point scores:-

1911 Ford	P. Kable	Points lost	28
1911 Rolls Royce	G. Green/T. Cook		36
1914 Talbot	R. Newman		40
1910 Star	L. Sykes		52
1916 Buick	L. Macey/M. Burke		59
1913 Hillman	G. Knodler		62
1914 Metz	D. Moffat		64
1914 Ford	J. Godfrey		65
1914 Ford	H. Thomas		71
1910 Chalmers	M. Bendeich		72
1911 F.N.	C. Broadbent		74
1915 Ford	R. Marshall/P. Wards		77
1910 Rolls Royce	G. Green/D. Short		77
1908 B.S.A.	J. Simpson		82
1916 Hupmobile	B. Thew		83
1908 Clement Bayard	O. Jones/R. Jones		95
1911 Talbot	R. Marshall		97

The following participants' point scores exceeded 100 points lost:

1908 Renault	W. Spraggon
1908 Maxwell	L. Diemel
1911 Hupmobile	L. Masser
1908 Fiat	M. Pratt
1914 Humber	L. Sheen
1913 Fiat	R. Farrell
1913 Fronty Ford	V. Jacobs
1913 Minerva	E.S. Hall

And lastly, local cars whose owners declined to compete:

1917 Garford	B. Adams/G. Adams
1911 Albion	J. Riley
1905 Renault	J. Cowan
1913 Paige	P. Adams
1918 Buick	D. Marr

The winner of the Observation Questionnaire was Laurie Sykes' navigator, and the winner of the Gap Hill Climb estimated travelling time was Michael Bendeich.

We wish to thank all participants particularly those from outside the Branch area and look forward to welcoming them again at the next tour.

\* \* \* \* \*

MORE TRAFFIC THOUGHTS.

Contained in the parish magazine of a South London church were these "Ten Commandments" of the road:

1. Thou shalt hold only the steering wheel.
2. Thou shalt not make unto thee a God of thy horsepower.
3. Thou shalt not take the centre lane in vain.
4. Remember the driver behind to help him pass thee.
5. Honour thy Father and they Mother and all other passengers.



6. Thou shalt not kill.
7. Thou shalt not commit inebriated driving.
8. Thou shalt not steal - not thy neighbour's eyes with thy headlights, nor his ear with thy horn, nor his enjoyment with thy litter.
9. Thou shalt not bear false witness with thy signals.
10. Thou shalt not covet thy neighbour's right of way.

- Contributed by George Adams.

### C L A S S I F I E D S

WANTED: Ford Chassis 1914-1922

Ford radiator 1926-1927

Ford rear mudguards 1926-1927

Contact Don Barker,  
12 Myall Rd., Waratah.  
'Phone 68.3786

WANTED: To complete restoration of early Beeston Humber. Require everything except 4 Hub caps and differential inspection plate. Will consider swapping. Contact George Adams, 314 Warners Bay Road, Mount Hutton.  
'Phone 48-8140

WANTED: Original Model T Ford Literature. Contact Don Barker -- address as above.

### " S P O K E S   I N   T H E   W H E E L "

November, 1969

#### THIS MONTH ONLY

To make "Spokes in the Wheel" news more current for readers of SPIT AND POLISH, its publication has been advanced to allow it to appear in the same calendar month.

As a result, this issue of SPIT AND POLISH contains "Spokes in the Wheel" for October and November.

- DON BARKER

### EDITORIAL

#### Road Safety

Inspection of club cars for road-worthiness is near at hand once more. Is your car fit? Would it pass an inspection by a department officer at a registry office? If not, then don't expect the club committee to pass it either because their job is to be just as strict (but with more intimate knowledge of original expectation of items under scrutiny).

To avoid disappointment on inspection day, double-check the following points now so that you will have time to make any necessary repairs or adjustments:-

1. King pin and bushes - slight wear between pin and bushes acceptable, but please, no movement of pin in axle eyes etc.
2. Shackle pins and bushes - again slight wear acceptable between pins and bushes but NOT between pins and side plates.
3. Steering - minimum slack everywhere in this department - ball joints, pins, bushes etc.
4. Brakes - sharpen up those brakes both foot and hand - they could be tested as to their efficiency on inspection day.



Road Safety, Cont'd.:

5. Split Pins - make sure all are present and accounted for.

Remember, all these points are safety points mainly for your safety - it's up to you to do the right thing for yourself, your club, your inspection committee and your fellow road users.

- DON BARKER

NOTICE OF NEXT MEETING: Thursday, December 18th is the date of the next meeting to be held at the Driver Training Range, Adamstown, at 8 p.m.

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MORISSET FESTIVAL OF FLOWERS - NOVEMBER 2, 1969

Good weather and a good roll up of club cars mixed together produced a most enjoyable day's veteran motoring. The cars were well appreciated by the public and after leaving this festival venue, several members called back at Len Masser's for an afternoon cuppa and inspection of Masser Garages (or is it Morris Garages? Ed.)

The following cars attended the Festival:

1906 DeDion - Len Masser; 1911 Albion - John Riley; 1911 FN - Chris Broadbent; 1912 SPA - Bob Robinson; 1913 Paige - Peter Adams; 1914 Metz - Don Moffat; 1916 Buick - Laurie Macey; 1918 Buick - Doug Marr.

Several other members attended in modern cars.

\* \* \* \* \*

NOTICE OF NEXT OUTING - INSPECTION DAY

WHEN: Sunday, November 30, 1969  
WHERE: George Adams', Warners Bay Road, Mount Hutton.  
TIME: Inspection Committee will be available from 10.30 a.m.  
LUNCH: Bring your lunch if you wish to picnic in the grounds at George's place.

\* \* \* \* \*

MEMBERS HERE AND THERE

Apparently all members have successfully bribed friend Len from publishing their unmentionables as we don't have any "Revs and Backfires" for you this month. However the bubble must burst soon.

\* \* \* \* \*

Called in to the Mount Hutton vehicle restoration workshops last Saturday to make an up-to-date progress report on the race against time to make ready for April 1970.

There we found George Adams, Peter Adams and John Riley all working together but separately on body work etc. for their respective Studebaker, F.N. and Albion. Looks like a big task to we observers.

\* \* \* \* \*

Acted as courier for Registrar Allan in carrying home to Newcastle number plates for Norm Robinson's 1918 Ford Raceabout. The number, by the way, is "179". Sorry Norm, but this doesn't allow you to put a Holden motor in it.

\* \* \* \* \*



C L A S S I F I E D S

WANTED: FIAT 501 Speedo cable and casing also Dash board clock, also two only 30 x 3½ tubes. Contact - HUNTER THOMAS,  
26 Christo Road, Georgetown.

WANTED: SPARK PLUGS. I have a collection of Spark Plugs and I would like to hear from anyone who has the same interest. I need spark plugs used in any type of motor. New or in any condition. I want different shapes, colours, markings, heat ranges and makes from early types to those in use today.

Contact - HUNTER THOMAS,  
Address as above.

WANTED: For 1927 model T Tudor Sedan - good bonnet and running boards.  
Contact - DON BARKER,  
12 Myall Road, Waratah.  
'Phone: 68-3786

\* \* \* \* \*

PUZZLE

How many names of Veteran or Edwardian cars of British origin can you find hidden in the following letter maze?

Names read from left to right horizontally and top to bottom vertically as shown. The answer will appear in next month's newsletter.

Reference Book - The Worlds Automobiles - G.R. Doyle

A	G	O	N	N	A	P	I	E	R
S	W	C	A	L	C	O	T	T	A
E	K	O	D	T	A	L	B	O	T
L	A	G	O	N	D	A	R	R	I
E	S	D	O	D	E	N	N	I	S
A	L	A	H	U	M	B	E	R	A
S	W	I	F	T	Y	E	S	L	U
T	U	M	B	M	O	R	R	I	S
A	L	L	A	R	D	S	E	F	T
R	O	E	M	G	R	E	X	U	I
T	R	R	I	L	E	Y	O	R	N

- DON BARKER

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