

**SPIT**

**AND**

**POLISH**



**NEWS**

**N.S.W.**



OFFICE BEARERS1961/62.

The Veteran Car Club of Australia, (N.S.W.), founded 1954.

President:	Mr. George Green
Secretary:	Mr. Jack Dance
Treasurer:	Mr. Jack Garwood
Vice Presidents:	Mr. Alan Rose-Bray Mr. George Roberts
Events Committee	Mr. Alby Frost (Chairman) Mr. Ken Moss Mr. George Burton Mr. George Roberts
Investigation & Dating Committee:	Mr. Len Masser Mr. Wal Barker (Newcastle)
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Trustees:	Mr. Alan Rose-Bray Mr. George Roberts

SPIT AND POLISH

Volume 111 No. 2

September 1961

EDITORIAL

Dear Member,

The response to our first effort was very good and we received some nice comments from members, some of which are published for your reading.

We still require more articles to fill up the magazine and you as the members are the ones to supply these articles, you have seen enough to date to form your own opinions as to the types of articles we want, so now how about it?

Interest in our Club continues to rise and we note that many of the newer members are showing up at the meetings, but alas we also note a shortage of the older members, those die hards who are always prepared to leave the running of the Club to others, and quite often criticise the results.

The events committee are the ones who put in the work and really get the brickbats, but then when they ask for entries to be in by a certain date for an event, the response is poor, so poor that Alby, Ken and George get on the 'phone and ring up the blokes to ask for their entries, this is easy to overcome isn't it?

New cars are still being found, and in the Canberra area some very interesting pieces of machinery have turned up, Orange has produced a 1912 "A" Vauxhall and 1907 or 1908 chain drive, low tension ignition FIAT.

The interstate boys are very keen to swap and buy, but we seem to be contented with what we have, or at least that is how it appears, there is a shortage of 'Wanted' items this month.

Members have no doubt heard that the Antique and Classic Car Club have obtained low cost registration as we did. They use a white number plate with R E D letters and it carries the heading of A.C.C.C.. We understand that this Club receives cars up to about 1930.

There was some discussion on our number plates at the last meeting and members are reminded that the Club views the unauthorised use of our precious plates very seriously. If you have any doubt please ring a member of the Committee.

The introduction of the Roster of Members is very welcome and Allan Foy our registrar is to be commended on a fine job, with yearly amendments this book should prove invaluable to members, particularly those in the Country.

Our Calendar of Events is again with us and it is a most convenient method to remember the events, you know the members get just about everything done for them, all they have to do is polish the brass and show up at the events.

There were two errors in the last issue, one was the inclusion of George Roberts in the Events Committee whereas we all know he should be in the Dating Committee. The other was the page 22 article on Monaco, it shows the Rolls Royce as being a 1903, our President, George Green assures me that this should be 1905, the date 1903 appeared on the sample sheet that was forwarded to me so it appears as though the fault lies elsewhere.

This brings me to an important point, the Editor will accept no responsibility for incorrect items that are sent in by others, we will always quote the name of the sender so you can throw your rocks at the right person.

Finally, support your Committee, they deserve it, and turn up to Meetings and Events.

Best wishes,

Jock McGowen.

Hon. Editor.  
"Spit and Polish"

LETTERS TO THE EDITOR

Broadway Motors.  
3rd August, 1961.

Dear Jock,

I am writing to compliment you on your edition of "Spit and Polish". No doubt you have had showers of praise showered upon you since they were distributed last week, and I believe in the old saying, "that when credit is due, give it to the man who would have got the blame."

Being a member of many Clubs which do put out bulletins, I can only say that this first edition of yours is one of the best presented I have seen. Hearty congratulations and keep up the good work.

As you are calling for information to incorporate in your future editions, I have typed out an article which I have made up from the many Ford books I have collected. I hope you can use it and trust it is one of many sent in to you by your co-members of the Club.

Kindest regards,  
Yours sincerely,

Vic.  
(Victor Jacobs.) V.C.C.A.(NSW)

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THE OLDEST ? ?

Did you see in a West Australian paper the other day about an 1896 BENZ, this is believed to be the oldest in West Australia.

The car was found at Katanning, about 200 miles south-east of Perth, it is being restored and will be presented to the Perth Museum.

Perhaps our Perth friends may like to give us details of this historic car.

5.

LETTERS TO THE EDITOR

7th August, 1961

Dear Jock,

I must enthusiastically compliment you on the first issue of "Spit and Polish" in its new make-up. It is really attractive and far better than the foolscap sheets we use.

If I may say so there is infinitely more polish and practically no spit in this first issue and you have set a standard that every other Club including our own, should try to match.

We are only sorry that this will be issued alternate months but hope you will soon be able to make it a monthly appearance.

Kindest regards and repeated compliments.

Yours faithfully,

THE VETERAN CAR CLUB OF AUSTRALIA (VIC) NEWSLETTER

Norm

N.K. STRACK,  
Hon. Editor.

COUNTRY of ORIGIN and YEAR of MANUFACTURE of 178 CLUB VEHICLES									
Information from Club Records by Alan Foy (Registrar).									
YEAR	GREAT BRITAIN	U.S.A.	FRANCE	BELGIUM	GERMANY	HOLLAND	ITALY	AUSTRIA	TOTAL
1900			2						2
1901		1							1
1902		1							1
1903		1	3						4
1904		1	3			1			5
1905			1						1
1906		2	1						3
1907	4	1	2						7
1908	1	1	1						3
1909	6	3	7				1		17
1910	3	3	5		2				13
1911	7	6	3	1	3		2		23
1912	7	11	6	1			1		26
1913	12	12	4		3			1	32
1914	5	5	4		3				18
1915	3	8	3						16
1916		6							6
1917		1						1	1
TOTALS	48	62	41	2	8	1	8	1	171

THE 1905 DE DION BOUTON

By George Green,  
President VOCA (N.S.W.)

When I set out in November 1956 for the Melbourne Olympic Rally with my Franklin on one truck and Len Masser's De Dion and Jack Garwood's Renault on another, I did not realise that I would finish up finding the 4 cylinder De Dion Bouton known affectionately to Club Members as "The Surrey with the Fringe on Top".

A friend in Albury sighted the Franklin and advised me that he knew of a good old Veteran Car in the town. Arrangements were made to inspect it on our return trip from Melbourne.

On our return to Albury on the way back to Sydney I looked up my friend Joe Vile and he took us to a local panel beater's shop owned by Mick Hill. After some discussion we were allowed to inspect the car.

We had to remove much junk in the form of old mudguards etc. from the Veteran. The first thing we saw were two dumirons with a radiator slung between, we then saw a four cylinder motor with automatic inlet valves - at this stage my blood pressure was rising fast, and a look at the hub cap confirmed my wildest dreams -- a De Dion Bouton.

The body was fair only with rusted steel and rotten wood work, and the motor was in a sad shape, most copper pipes were flattened, the magneto was missing and damage was visible everywhere. The front wheels were wrecked but the back wheels were still in good condition.

The matter of purchase was discussed with Mr. Hill, but the answer was "No". After months of negotiation through my friend Joe Vile the answer was still "Not for sale".

The next move was made by Len and Jean Masser on a trip to Adelaide, Len in true Veteran fashion talked Mr. Hill into parting with this desirable car. Not wishing to allow a change of heart I had a truck pick up my prize the very next day. When the car arrived in Sydney Len Masser checked his De Dion records and dated the car as a 1905, a rare prize indeed.

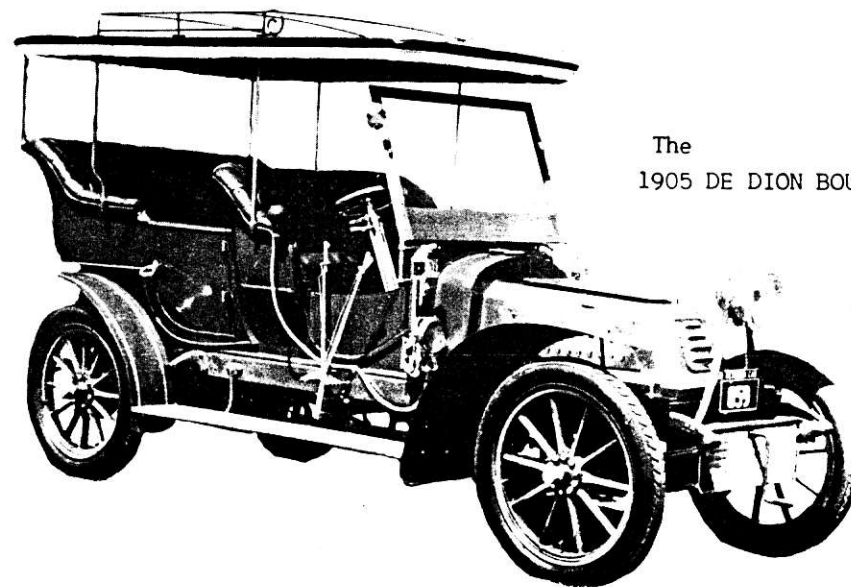
The body was removed and sent to a body builder for complete rebuilding. The engine was dismantled and it was a sorry state- all bearings were shot and the crankshaft was bent- it appeared as though its last years were run on three cylinders, as No. 1 induction pipe was choked with rag.

The gearbox and transmission, mounted at the rear in De Dion fashion were in surprisingly good shape except for the universal joints which required new carbon blocks. The clutch complete with 345 carbon inserts had to be renewed.

Len Masser rebushed the water pump and I had the king pins rebushed, the wheel bearings which are plain bearings were in fair order and were not renewed.

The front wheels were duly rebuilt by Mr. Bishop and finally the chassis was completed - I personally assembled the motor and at last the great day arrived - would it go ? ?

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The  
1905 DE DION BOUTON.

After much cranking we got a few half hearted puffs - but it would not go. With the aid of George Roberts the trouble was located - the timing gear on the crankshaft was put back with the timing mark 180. deg. out of place.

This was corrected and she went on the second pull, amidst much smoke and noise.

After several weeks of trial and error adjusting of the carburettor and the manufacture of no less than eleven different sets of inlet valve springs, the motor ran with no load.

The body was finished and fitted the day before the 1958 Katoomba Rally but alas when we road-tested, the car had no power. Dick Mortimer found the timing to be one tooth out, this was corrected and we started the following morning for Katoomba.

Unfortunately we lost a cotter pin out of one inlet valve and just finished the trip on three cylinders. This fault was rectified and yet another set of inlet valve springs made -- the car now runs quite well and she has been christened "Josephine".

Len Massers preliminary dating has been confirmed by the V.C.C. G.B., it is a CIRCA 1905 Model and is the first 4 cylinder model built by De Dion and is the only known A.D. model in existence in the world.

A brief specification is:

- 4 cylinders with automatic inlet valves
- 15 horsepower
- Force feed lubrication by pump through a drilled crankshaft
- Bore 90 m.m. stroke 110 m.m.
- Transmission 3 speed and reverse, quadrant sliding type.

The car was imported by Lanes Motors MELBOURNE in 1905 for Chief Justice Harding who sold it to Mr. R. Schmidt of YACKANDANDAH in 1907. In 1911 the car was sold to Mr. Gier of BURRUMBUTTOCK who kept it in good condition until 1924 when it was put on blocks.

Mr. Gier used the car as a mail car and hire car and sometimes carried as many as eight people. Two young men bought the car from Mr. Gier in 1949 used it in a local procession in Wodonga then left it to rot in a yard. Mick Hill then bought it with the full intention of restoring it and then - well you know the rest of the story.

## NEWCASTLE NEWS

By Wal Barker, V.C.C.A. (NSW)

Eric Barlow will have his 1908 Renault Roadster on the road for the forthcoming Newcastle Rally.

Ron Hepworth has hopes of making an appearance at the Newcastle Rally with the Straker Squire.

Hunter Thomas has both his 1916 "T" Model Ford Roadster and his 1914 "T" Model Ford Tourer ready for the road.

Greg Knodler of Singleton has his 1913 Hillman almost ready for the road and is now looking for 4 only 24" wheels to suit his F.N.

An "unknown" Newcastle member has found a BERLIET which we understand will be a rival for John Caskey and his "COMMODIOUS CARRIAGE". It will soon be ready for the road.

Wal reports that the METZ will be running for the Newcastle Rally "AS IS".

Don Barker has located the trouble in his 1914 FORD "T" MODEL and will be running in the Newcastle Rally.

Members will recall Don had trouble at Wollongong and had to withdraw.

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## NEWS FROM ITALY

We have received Volume 1 No. 1 of "La Manovella", which is the official journal of the Veteran Car Club of Italy.

We are forwarding a copy of our Journal in return and trust we are to be regularly supplied with this interesting journal.

The Editor would be most grateful to any member who speaks Italian to offer his services as a translator.

"LIZZIE"

by Vic Jacobs, VCCA (NSW)

Up to the time that Henry Ford conceived the idea of a car for the people in the early 1900's, the automobile had been an expensive article and a plaything for the rich.

On announcing his T Model, Henry Ford said:-

"I will build a motor car for the multitude, large enough for the family and simple enough for the individual to care for. It will be constructed of the best materials, by the best men, on the simplest designs that modern engineering can devise. The price will be so low that any man making a good salary can own one and enjoy with his family the hours of pleasure in God's great open spaces."

The T Model was born on the 1st October, 1908. It was simply built and those who can remember the Model T days, tell how they took the car apart with a monkey wrench and pliers, carried the used or damaged parts in a sack to the nearest Ford dealer, where it would be filled with new parts in exchange for the old with a slight difference to pay - then home to put the whole business together again. More T Models were rebuilt in that manner, in barns, sheds and under the shady tree, than were ever sent to garages.

The Model T was the right car at the right time at the right price - it filled the bill as nothing else did and was successful from the very beginning. Until progress caught up with it, passed it and made it obsolete, it reigned supreme. It is impossible for members of this generation to know what the Model T meant to the lives of our forefathers. It was a mechanical animal such as never existed before and will never be seen again. It changed the folkways of the whole world.

It was inevitable that the Model T Ford, which was so integral a part of American life for more than 20 years, would be celebrated in song and story. In the days before the First World War no vaudeville show was complete without at least one comedian telling

Ford jokes, which were supposed to be sure-fire with any audience. As time went on, enterprising publishers collected these and other Ford jokes into books and pamphlets, which were printed on cheap paper to be sold at a low price. Some of these stories are printed here for your amusement:-

A farmer was tearing down an old tin roof from his barn when a neighbour asked him what he intended to do with the iron. The neighbour then suggested that he send it to the Ford Motor Company. The farmer acted on the suggestion and duly crated the iron and sent it to Detroit. A few days later he received a letter from the Ford Motor Company:

"Your car", they wrote, "is one of the worst wrecks we have ever seen, but we'll have it fixed for you in a week or so".

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The owner of a garage was interviewing an applicant who wanted a job as a mechanic. He asked him what experience he had had. The applicant replied, "Why I'm the guy who used to put part number 453 on all the T Models at the Ford factory."

Garage owner: "How did you happen to lose your job?"

Applicant: "I dropped my monkey wrench one day and by the time I had picked it up I was 16 cars behind."

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Question: Why is the T Model Ford the family car?

Answer: Because it has a muffler for Father, a hood for Mother, and plenty of rattles for the kids.

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When Henry Ford bought his first Rolls Royce in London, much comment was made about his spurning the humble Model T. The manager of the Ford London Branch thereupon inserted this advertisement in the newspapers:-

"The Ford Company Ltd., regrets that owing to a rush of prior orders it was unable to supply Henry Ford with a machine. Under the circumstances, there was nothing for Mr. Ford to do but purchase what he considered the next best car, a Rolls-Royce."

PAST EVENTSGymkhana 20th August

This event was run in association with the Thornleigh Car Club, and despite early heavy rain the day proved most successful and those members who attended were pleased with the day.

The following Veteran Cars attended:

Pope Tribune	L. Sykes
Metallurgique	J. Vanstone
Empire Eagle	C. Bryson
Cadillac	K. Moss
Humber	A. Frost
Renault	S. Rumble
Delahaye	A. Garthon
Rolls Royce	G. Green
Rolls Royce	G. Green - driven by Allen Foy
Buick	A. Craze
Hupmobile	L. Jones
B.S.A.	R. Craze
Humber	L. Sheen
Ford	V. Jacobs
Argyll	D. Irounson
Minerva	S. Hall
Talbot	R. Newman
Talbot	J. Dance
Fiat	R. Farrel
Vauxhall	G. Green - driven by R. Heyer

This was a good roll up, and no doubt others, including the Editor were afraid to get their cars dirty, and were duly sorry that they missed an enjoyable day of Veteran Motoring.

The following members appeared in their modern cars:-

Jim Simpson, we are never quite sure with you Jim, in fact half the Thornleigh car Club thought your '24 Buick was in fact a Veteran; Wal Barker and Eric Barlow from Newcastle, your editor, and of course Len and Jean Masser.

Len Masser arrived about 4 hours late. To make it worse he had the barbecue set with him. You know he spent the whole four hours arguing with the bloke at the turn off. Just because the printed instructions said " Turn Left", when in fact it should have been " Turn Right", Masser tried to convince the bloke who owned the garage at the turn off that he should be allowed to drive out his back door. " Hard to convince Masser", they call him.

The rumour that Ken Moss is entering his 1912 Cadillac in the next Warwick Farm meeting is without foundation, the fact that he has balance weights on his front wheels is purely coincidental.

The practice that Shirley Frost got when she hung on the side of the Humber to stop it rolling down the bank, should stand her in good stead at the next side car event at Bathurst.

It is also untrue that Vic Jacobs is fitting a Fordomatic drive to the T Model so he can clean up Jeff Vanstone in the slow running test. You know I reckon Vic's 10 year old son drives the T Model better than he does, but then did you see the size of the steaks he fed him, is it any wonder.

And of course Alby Frost was not amused when Bill Dudley offered to take the sacks home after the sack race, he wanted them to keep his N.A.G. warm -- get the message ?

Lots of ladies had fun driving the Veterans, and come to think of it many men did too, including the editor. It is always pleasant at these events when others drive cars, a comparison is always interesting, after driving Lionel Jones' Hupmobile I am sure that my backbone will never be the same again. Lionel, it will be a terrific car when you finish the springs and get them fitted.

All in all it was a good day and our well known winner again took home the trophy for the day, which was presented by the Thornleigh Car Club - who was it? Jeff Vanstone of course.

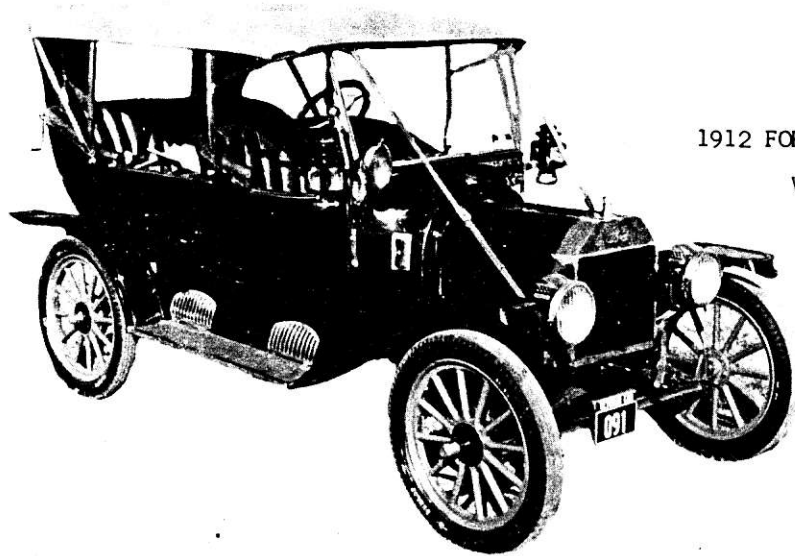
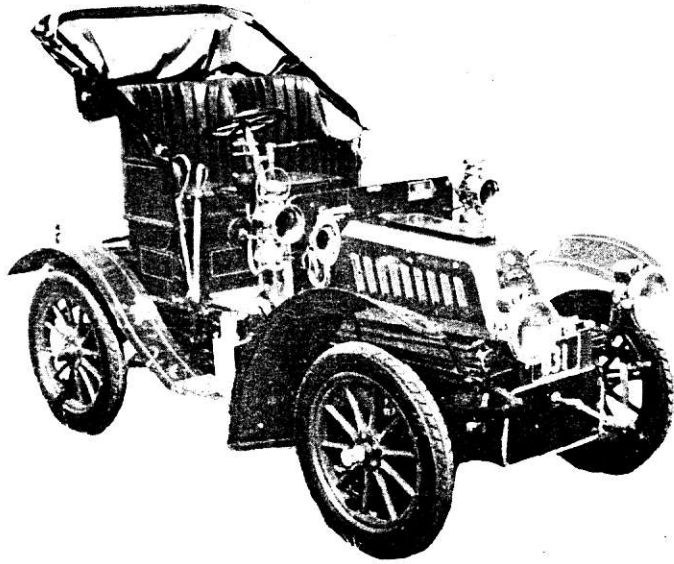
The only complaint was that it was a little far for the small cars, so how about it Events Committee!



CLUB CARS

1903 DE DION BOUTON

Len Masser  
VCCA (NSW)



1912 FORD "T" MODEL

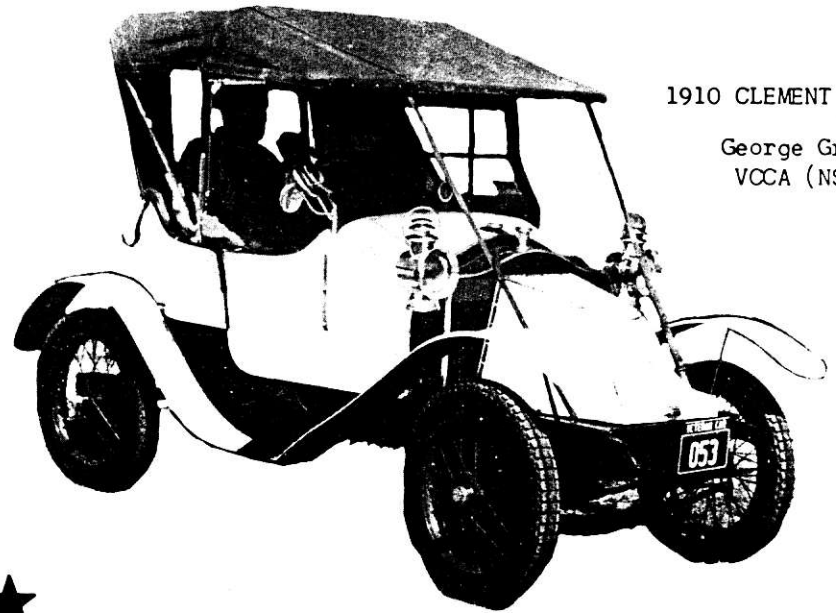
Vic Jacobs  
VCCA (NSW)



CLUB CARS

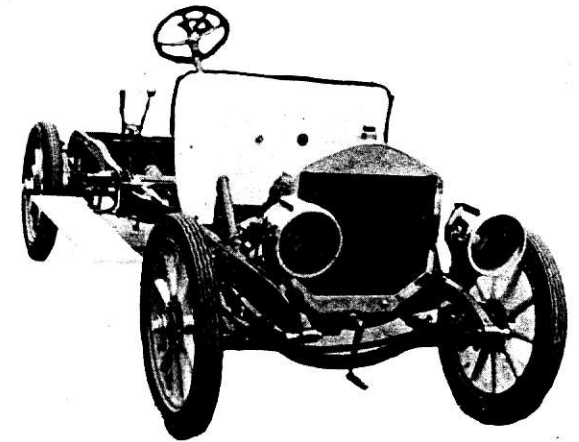
1910 CLEMENT BAYARD

George Green  
VCCA (NSW)



1911 STRAKER SQUIRE

Ron Hepworth  
VCCA (NSW)



"HISTORY"

By Geoff Lehmann, VCCA (NSW)

THE FIRST OF A SERIES OF ARTICLES

Last year, searching through old numbers of The Autocar, my attention was often diverted to letters and comments made on motor topics of that time. I was prompted to reflect on what might have been written in New South Wales in the ordinary Press in the early days of motoring. This article was written from The Sydney Morning Herald of January and February 1910.

As a background, I think it is worth spending a few lines discussing in general what the Sydney Morning Herald was like in 1910. It was a daily paper and the average size was just a little smaller than say the Tuesday number to-day. There was a considerable advertising section, and it tended to be grouped both in the front and at the back of the paper. The advertisements were grouped under such subsections as Amusements, Real Estate, Cycling, Personal. There were also Births, Deaths and, interesting enough, the numbers recorded were in many ways quite comparable to those seen in the "Herald" today.

With regard to the advertisements, some of the most prominent were those advertising special beneficial medical remedies for Backache, for Kidney trouble, for Indigestion, for Baldness and for falling hair. Illustrated advertisements were rather infrequent, and they were usually for some special brand of Tea, or special Kidney Pills, Clements Tonic, False Teeth, Windmills or Stoves. I think the most outstanding was for a Brewery with a Coat of Arms which bore the motto "Beware of Imitation".

Occasionally, also, the large Stores advertised, and I can remember seeing the names of Grace Bros., Anthony Horderns, Bon Marche, David Jones and several other firms which are no longer existent. There were no illustrated motor advertisements. Approximately once a week, the motor firms advertised, and they took up about one third of the page. The advertisements were large, well set out, and the following vehicles were advertised:

Daimler	Austin
Delauney Belleville	F.N.
Halley Commercials	Schacht
Motor Buggies	Talbot
Minerva	Argyll
Standard	Sizaire-Naudin
Star	Napier
Straker-Squire	Skat
Armstrong Whitworth	Humber
B.S.A.	Commer Commercials
Renault	Bellsize
Maxwell	De Dion
Hollsman Motor Buggies	Swift
Gregoire	Cadillac
Vauxhall	Isotta Franchin <sup>a</sup>
Darracq	

Motor accessories were also advertised on these pages. There were quite a variety of tyres available including Dunlop and Michelin.

Sporting events were well reported on. The Turf occupied a major proportion, but there was also Cricket, Boating, Cycling and occasionally, a small article on motoring. The bicycle certainly appeared to attract a great deal more attention than the motor cycle or the motor car. There was a considerable number of Cycling Clubs that conducted regular competitions.

The issue of 5th January 1910 showed an interesting report on an Arrol Johnston motor Wagonette. This vehicle, equipped with solid tyres, had run about 8,000 miles in all kinds of weather over all kinds of roads in The Ballina-Lismore area. The article stated that the steepest pinch had a grade of 1 in 6, and in the 44 mile journey it consumed 3 gallons of Naptha. Its journey had been done in  $1\frac{1}{4}$  hours, carrying 16 passengers and a ton of luggage. There was another report on an attempt to improve the Sydney - Melbourne motor car record. The driver had a 25 h.p. Vinot, which apparently had not previously been seen in Australia. It covered 371 miles to Albury in 12 hours 28 minutes. However, the Albury - Melbourne section of 201 miles took 12 hours 39 minutes. The Cooling System had become filled up with some gauze and overheating was the problem. When the trouble was rectified, the return journey was done in some 8 hours less. At that time, the accepted record for Sydney-Melbourne was 21 hrs 9 mins.. to be continued in next edition.

"FIFTY BOB"

By George Roberts, VCCA (NSW)

The following information on the famous "Boyd Edkins" Vauxhall is taken from "THE MOTOR IN AUSTRALIA" dated 1917.

This famous car is now the proud possession of fellow club member "Sandy" Holmes and has appeared in many rallies.

Mr. P.A. Morris of Bellevue Hill purchased the car from Boyd Edkins and at the time of publication of this article, was the second of many owners.

PARTICULARS AND HISTORY OF A VERY INTERESTING AND FAMOUS CAR  
ORIGINALLY OWNED BY MR. BOYD EDKINS, SYDNEY AND NOW THE  
PROPERTY OF P.A. MORRIS, SYDNEY.

ENGINE - Vauxhall Standard Prince Henry type - 4 cyls, 90 m/m bore, 120 m/m stroke - 3052 c.c. 20.1 h.p., R.A.C. rating.

GEARS - 4 speeds and reverse - 3.61 ratio in back axle.

SPRINGS-  $\frac{1}{2}$  elliptic all round.

WHEELS - Rudge Whitworth wire.

BODY - Light 4-seater of exquisite quality and finish, by Jackson & Jones, Sydney.

PERFORMANCES

November, 1915 - Victoria Park Race, 5 laps. Driven by Boyd Edkins. Average 51 m.p.h. from standing start.

March 18, 1916 - Melbourne-Sydney Record - 575 miles in 16 hrs. 55 mins. Average 34 m.p.h. Driven throughout by Mr. Boyd Edkins.

June, 1916 - Won 1st Prize A.C. of Q'land Hill Climb at One Tree Hill, Brisbane, and second fastest time.

In racing trim this car is capable of 100 miles per hour on the track. In fact, the records established by this Vauxhall model on Brooklands, away back in 1910, are still unbeaten in the 21 h.p. R.A.C. Rating Class.

The Times were then -

Flying  $\frac{1}{2}$  mile L 101.24 m.p.h.  
 Flying Kilometre - 101.403 m.p.h.

Flying Mile - 99.61 m.p.h.

Ten Laps, standing start - 96.32 m.p.h.

The beauty of the car is that although the engine is capable of running at 3400 per minute, it is a very sweet running touring engine, and the car holds the road at speed in a remarkable fashion.

Particulars of Record Run, Melbourne to Sydney. 575 Miles 18/3/16.  
Time 16 hrs. 55 mins.

By a 16/20 VAUXHALL Car, engine 90 x 120, 4 cyl - 3052 c.c., 20.1 R.A.C. rating. Driven throughout by Mr. Boyd Edkins.

Left Melbourne 5 a.m.

Avenel - First puncture, changed wheels.

Albury - Arrived 11 a.m., second puncture, changed wheels and fitted spare tube - filled petrol - departed 11.20 a.m.

Gundagai - Arrived 2.55 p.m. - filled petrol - departed 3.1 p.m.

Goulburn - Arrived 6 p.m. - filled petrol - had cup of tea - departed 6.15 p.m.

Liverpool - Hit brick, burst tyre - changed wheels.

Sydney - Arrived 9.55 p.m.

Highest speed attained - 80 miles per hour.

Albury - Germanton: 81 miles - average 33 m.p.h.

Gundagai - Jugiong: 25 miles - average 43 m.p.h.

Jugiong - Yass: 38 $\frac{1}{2}$  miles - average 43 m.p.h.

Yass - Gunning: 26 miles - average 46 m.p.h.

Gunning - Goulburn: 30 miles - average 44 m.p.h.

Goulburn - Picton: 80 miles (in the dark) 40 m.p.h.

Picton - Sydney: 53 miles (in the dark) 30 m.p.h.

Goulburn - Sydney: 3 hrs. 40 mins. (in dark).

Average for 575 miles - 34 m.p.h. from starting to finishing time

Petrol consumption for 575 miles - 17 miles per gallon.

This time was 2 hrs. 7 mins. faster than previous record by a

car with an engine almost three times bigger, and it is 20 mins.

faster than the Limited Express train.

KEMPSEY MAIL

From Ed Yabsley,  
VCCA (N.S.W.)

EDITOR'S NOTE:

Ed Yabsley is our only member in the Kempsey area, but he makes up for members with his own enthusiasm, coupled with the unending patience of Mary, his wife.

---oOo---

Ed has his 1904 rear entrance TONNEAU De Dion just about completed. The Chassis of this car was found nine miles from Kempsey and many return trips to the area revealed many missing parts.

Believe it or not a missing gear box was located in YABSLEY ST., Coraki - that's good enough for Ripley Ed !

His well known 1910 Clement TALBOT which was found in 1956 at BELLINGEN was a Hire Car until 1916 when it was stored. In 1953 the shed it was stored in was blown away so she lay in the open for three years.

The 1913 BENZ has had a varied career - it was a Hire Car then a private car to 1939 - it was then made a farm utility truck then a paspalum seed picker - it was then broken up - the engine being used for a saw bench, the chassis was sawn in two and finally the whole thing was discarded.

Fortunately for Ed the owner was a "Bower Bird" and kept all the pieces. From this sad ending Ed got himself a car.

The 1900 ROCHET which has appeared at our rallies is believed to be only one in existence. It was imported into Australia in 1902.

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Ed and Mary have promised articles and photos of all their cars - if the articles can't be produced in a hurry Ed, how about some photos ?

---oOo---

GUNNEDAH GOSSIP

By Lionel Erratt, VCCA (NSW)

Editor's Note:

There is a definite shortage of Veteran Cars in the Gunnedah area and the local boys have been forced to extend membership of the local club for cars up to 1925.

We will give brief notes on all these cars and in future issues will confine ourselves to Veteran Vehicles.

---oOo---

Lionel Erratt has the 1904 Spyker which has appeared in earlier issues of "Spit & Polish" and is now busy restoring a 1911 Single Seater Clement Bayard.

Ron Palmer of Boggabri is making one good 1916 Cadillac out of two heaps of wreckage.

Malcolm Aitken of Gunnedah has nearly finished restoring a 1920 Studebaker.

Bruce Tudgey has a 1918 Ford Model "T" and Les Owen a 1911 Ford Model "T", both are working hard to restore their respective cars.

Bob Maguire continues to make progress on his 1903 Reo and Sam Miller has not yet completed his 1914 Detroiter.

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Editor's Note:

Good going Lionel it appears as though you have some potential members up there. How about some photographs of restored or unrestored cars ?

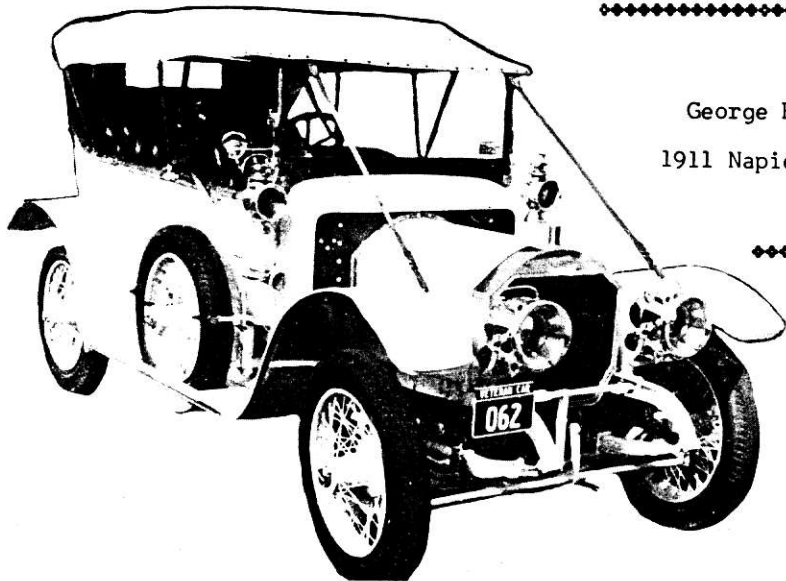
## THE 1911 NAPIER.

by George Burton.  
VCCA ( NSW)

I acquired my 1911 Napier in July 1956, and joined the Club the following September. The car first appeared at the 1957 Katoomba Rally after it had been fully restored.

The records of D. Napier & Son Ltd. of Acton W3 London, show that the car was manufactured in 1911, and arrived in Australia in 1912, going to Mr. McKinnon's property at Dandaloo, which is west of Narromine in N.S.W.

After many years of faithful service, it was put in a shed during the war. It was then taken out of the shed and left to rot in the open. When found the upholstery was dry and rotted and the hood was torn to ribbons by heavy hailstones. Only two panels on the original body were rusted through and required replacement, a tribute to the workmanship of Dalgety & Co., whose brass plates are still attached to the front and rear door steps. The mudguards steering gear and chassis were as good as new, and required only cleaning and painting.



George Burton's  
1911 Napier Tourer

My 1911 Napier is known as "The Colonial Model", and one of its main features is the flywheel fitted to the front of the motor, this was to give extra protection and clearance when travelling over the unmade roads and tracks of the day.

It is fitted with a four cylinder side valve 15 H.P. motor, which has pressure fed main big end bearings, the motor drives through a 21 plate oil immersed clutch, and a three speed gate type gear box. The braking system is transmission foot and the hand brake operates on the rear wheels, both brakes are fitted with cast iron shoes.

A total of 800 hours work was put into the restoration of the car, and every part was stripped, cleaned, examined and replaced if necessary. The engine was bored and the crankcase line bored, the whole job was then completed with new leather upholstery in the original colour and pattern.

The Napier is a very original motor car being complete with carburettor and even grease cups when obtained. The only alteration made when restoring was the wheel size was altered from 28" to 23" and the colour changed from cream to ivory.

The Napier Company is still in existence in London and now make internal combustion engines and aircraft jet engines, the Company ceased making cars during the twenties.

---oOo---

LIBRARY NEWS

Martin McCarthy is making progress in the task of listing all the books in our library, he is most anxious to obtain further volumes for the shelves.

Any member who may have a book or books which would be suitable for our library is asked to donate it to our Club.

Perhaps you may have a print or photo or even a technical drawing which could be copied and donated, these can be photographed or copied in machines and Martin will take care of any article loaned for copying purposes.

LOCAL TRADING POST

NOTE: Now that the Roster of members has been issued, addresses will not be published for members of the VCCA (N.S.W.).

Interstate addresses will still be printed.

WANTED 4 only 24" wheels suit F.N.

Greg Knodler.

WANTED Any parts for series "M" 1904 White Steamer

Eric Barlow.

WANTED Gear Box or parts for 1903 De Dion Bouton.

Bob Atkinson.

WANTED Brass Framed wind screen or parts.

Ray Thomas.

FOR SALE 1914 "T" Model Ford, fully restored and a previous  
concourse winner.

1912 Overland requires upholstery and painting for  
complete restoration.

THE TWO FOR £1,000. 0. 0

Len Willock.

WANTED (This item was omitted from last issue - apologies  
Ed.)

WHEELS and differential parts rear hubs and brake  
drums suit 1912 MINERVA 18 H.P.

Malcolm Cohen.

LOCAL TRADING POST

FOR SALE 1 Brass Self Gen. Head Light  
1 Pair Rotax Plated Side Lights Electric  
1 "Low" Steel Acetylene Generator.  
1 "16" Cast Aluminium Steering Wheel 1" Taper Centre.  
1 "Mea" 4 Cylinder Magneto.  
1 "Bosch" 6 Cylinder Magneto.  
1 "American Bosch" 4 Cylinder Magneto.  
1 "Bosch" DU 2 Magneto.  
1 "Bosch" DU 1 Magneto  
1 clockwise, 1 anti clockwise.  
5 Air operated Jacks 15/- each  
1 "Marvel" Carburettor 1 $\frac{1}{4}$ ".  
1 "Zenith" Carburettor 1 $\frac{1}{4}$ ".  
1 "Rayfield" Carburettor 1 $\frac{1}{2}$ ".  
1911 Hudson bits and pieces.  
? Unic bits and pieces.

PRICE "OPEN TO HAGGLE"

Reply - Mr. Ramus, 18 Upward Street, Leichhardt, N.S.W.

FOR SALE 1912 R.C.H. Roadster.

This car is well known to club members - a  
considerable amount of mechanical work has  
been done on this car including a new crown-  
wheel and pinion and the car has been driven  
in many rallies.

Price - £300.

Jack Butcher.

WANTED Differential 1910 Armstrong Whitworth

Jock McGowen

WANTED Rear Axle and Radiator, 1907 Chain Drive Fiat.

Frank McGowen.

LOCAL TRADING POSTWANTED

Bulb Horn suit Armstrong Whitworth similar type as illustrated on George Green's 1905 De Dion in this issue.

Will exchange pair American "7" Brass Headlights with slight rim damage. Less Jets and Mirrors.

Jock McGowen.

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COMING EVENTS

DON'T FORGET !!

September 30th )	
October 1st )	Newcastle Rally
October 2nd )	
October 7th	Waratah Festival
October 8th	Compulsory Inspection
October 14th	Authorised Parade, Marrickville.
November 4th & 5th	2 Day Tour (Accommodation limited)
November 11th	Authorised Parade - Opening Ryde Swimming Pool.
November 19th	Charity Outing.

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 If any member is desirous of appearing at the two authorised parades please contact Alby Frost, Ken Moss or George Burton.

VICTORIAN TRADING POST

by courtesy Norm Strack,  
 President, V.C.C.A. (Vic.)

AVAILABLE

1910 De Dion rear end.  
 Don Mehlert, P.O. Box 159, ORBOST, VIC.

AVAILABLE

31 x 4 tyre and tube with rim £3  
 Two front wheels T Model Ford  
 Mr. Kelly, 16 Grandview Rd., WEST PRESTON, VIC.

AVAILABLE

4 new Olympic 30x3½ tyres and tubes £26. 6. 0.  
 Jim King, VCCAV, 319a Tyles St., PRESTON, VIC.

AVAILABLE

Two pairs De Dion cylinders.  
 David Inglis, VCCAV, Box 784J, MELBOURNE, VIC.

FOR SALE

Vinot et DEGUINGARD chassis complete with Lucas lights.  
 chassis about 1912-14. Price £50. Letters only to  
 A.B. McInnes, VCCAV, 814 Ligar St., BALLARAT, VIC.

AVAILABLE

ARIES Chassis.  
 Tom Anderson, 90 Queenscliff Rd., Newcomb,  
 GEELONG, VIC.

AVAILABLE

4 cylinder METZ engine date not known.  
 Ford T Engine believed 1917.  
 A.L. Ludeman, VCCAV, 'Phone 472078, MELBOURNE.

WANTED

For 1915 Singer small roadster body, radiator shell,  
 diff. and gear box.  
 Ken Hall, VCCAV, 21 Shamrock St., WEST BRUNSWICK.

WANTED

Bosch ZU4 left hand rotation magneto, with double  
 contact breakers for twin ignition.  
 Norm Strack, VCCAV, 'Phone 416845, MELBOURNE.

WANTED

1908-9 De Dion Radiator, not underslung. 1 cyl. model  
 water pump, shaft driven, cone type clutch and tail  
 shaft.  
 Fred Opprecht, VCCAV, 9 Moulder St., DIMBOOLA, VIC.

VICTORIAN NEWS

From Norm Strack  
Pres. V.C.C.A. Vic.

The Annual Election of Office Bearers to the Veteran Car Club of Australia Victoria, resulted in the following:

1961-1962

President	N.K. Strack
Hon. Secretary	P.G. Hosking
Hon. Treasurer	A.L. Ludeman
Rally Director.	T.C. McManamny

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The membership growth of the Victorian Club over the years -

1956	80 members including 1 lady.
1957	159 members including 2 ladies.
1958	225 members including 3 ladies.
1959	300 members including 44 ladies.
1960	350 members including 61 ladies.
1961	388 members including 64 ladies.

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Norm reports that work is proceeding on the Australian Register of Veteran Cars, when this is completed it will be a valuable asset to the Veteran Car movement in Australia.

Spit and Polish is available in single copies free to financial members and associate members of the Veteran Car Club of Australia, (N. S. W.) and to Secretaries of Associated Clubs throughout the world.

Extra copies available at 2/- each, plus postage.

IN CONCLUSION

Spit and Polish circulates to all Veteran Clubs in Australia, New Zealand, South Africa, England, U.S.A., and Belgium.

In return we receive copies of magazines from these Clubs and the Editor hopes that Editors of interstate and overseas journals will write and give their comments on our new journal and also their permission for us to reprint articles from their magazines.

As stated earlier all information contained in Spit and Polish may be printed by any Veteran Car Club journal in the world provided a credit is given to Spit and Polish when an article is used.

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Authorised by  
The Hon. Editor,  
Jock Mc Gowen.