

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

SPIT AND POLISH

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May, 1984 Vol. XXV No. 10



PATRON:

His Excellency,
The Governor of N.S.W.,
Air Marshal

Sir James Anthony Rowland,
KBE, DFC, AFC, K.St.J.



Spit & Polish

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

Volume XXV No. 10

May 1984

TABLE OF CONTENTS

Editorial Comment	Page 2
President's Message	3
Next Event - 2nd Annual Veteran & Vintage Vehicle Display and Picnic Day - 1st July 1984	4
Calendar of Events	5
Last Event	6
Blue Mountains Tour Results	6
F.I.V.A. Bi-Centennial International Motor Rally 1988	9
Barossa Rally Post Script	12
Membership Update	13
Letter to the Editor	14
M - I - N - D - S - T - R - E - T - C - H - E - R	15
The Incorporation of the Neptune Oil Co. Pty. Ltd. in New South Wales	16
A Use for Condemned Criminals	17
Advertisements	19
<u>Other Veteran Car Clubs have permission to copy.</u>	

The next Monthly General Meeting of the V.C.C.A. (N.S.W.)
will be held in the Clubrooms at 8.00 p.m. on THURSDAY,
24TH MAY, 1984.

Editorial Comment



As this issue goes to press, preparations for the Presentation Dinner are well under way and when the postman delivers SPIT AND POLISH, the awards and winners of the club's trophies announced. Those who didn't attend the dinner will find all the results on page

Congratulations to all successful members and encouragement to everyone to try harder next year.

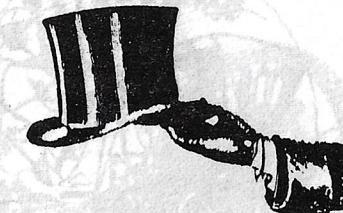
Awarding the first Literary Prize was a hard task. There are the members who are regular contributors and make our magazine what it is, like Bert Drive Burke and Jimmy Simpson and George Roberts and others. However, I had decided to award this prize for one article of particular merit, well written and topical. The choice narrowed to Ray Hill for "Restorations or Frustration", Vic Jacobs for History of Lions/Rotary Annual November Veteran Car Outing, Martin McCarthy for "Barossa National '84" and the winner, who wrote "Sunday morning, in the pre-dawn light on Serpentine Road, in Hyde Park, the atmosphere was filled with nostalgia as the early arrivals either drove or were traile to the start, many with candle burning to indicate their presence to other road users, rather than to see where they were heading or the state of the road ahead."

Yes, George Roberts received the Literary Award for his article, or rather letter, from Brighton Metropole, Monday, 8th November, 1983. I felt George let us all share in that wonderful Brighton Run which must be the dream of us all to attend at least once. Also many members have referred to the article to me in conversation, which made me realise its reader appeal.

Pen to paper....who will win the Literary Award next year?

- SANDY ROBERTS

President's Message



The financial year is fast coming to an end and it is time for us all to think about what costs are involved in the actual running of our club's affairs. Club dues have been held at their present level of \$13.00 for 8 years. This has primarily been the result of certain activities by members, events, ads. in magazine etc., however inflation over the last couple of years has made huge inroads into what was a profit. This was mostly caused by postage, which has risen approximately 30%, which in turn makes life difficult for our Treasurer.

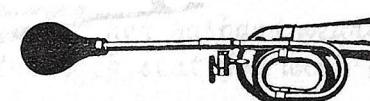
This large increase in postage has reached the point where it is nearly costing double the cost per member for our magazine as it did 3 years ago. Coupled with this are increased capitation fees to the Federal body. As with all clubs, business and organisations we must operate on the right side of the balance line and with this in mind I feel we must face the situation that given our present dues related to our present costs, we are on the wrong side of the line.

- BARRY T. THEW

COPY REQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH, 134 QUEENS ROAD, FIVE DOCK. 2046





NEXT EVENT



The 2nd Annual Veteran and Vintage Vehicle Display and Picnic Day will be held at Greens Motor Museum on **SUNDAY, 1ST JULY, 1984**. Gates open 8.30 a.m.

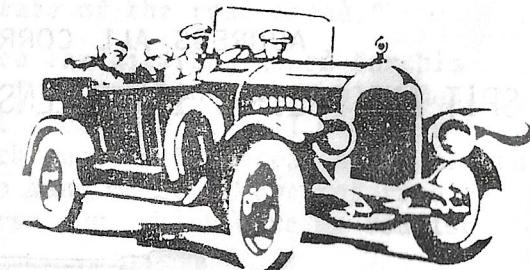
The display area will be open to all vehicles manufactured prior to January 1, 1931. Admission to the grounds will be \$3.00 per car, and plenty of parking will be available.

Trophies will be presented by the management of the museum for:

- (1) The Most Appealing Veteran Car.
- (2) The Most Appealing Vintage Car.
- (3) The Most Appealing Motorcycle.

The event is being organised jointly by the Veteran Car Club of Australia (NSW), the Vintage Vehicle Club of Australia 1919-1930 and Mr. F. Illich of Greens Motor Museum.

Further information may be obtained from either Barry Thew on 638.1155 or Ben Bronk on 624.8224.



CALENDAR OF EVENTS

1984

July	1	Sunday - VETERAN & VINTAGE DISPLAY DAY - GREEN'S MOTOR MUSEUM, LEPPINGTON. Details page 4.
Aug.	26-29	Centenary of Coolangatta Q'ld Rally, starting Coolangatta, N.S.W. Details: Mrs. Kathy Gewohn, P.O. Box 313, Nowra, N.S.W. (044) 213960
Sept.	16-22	1 & 2 CYL. HUB RALLY - PORT MACQUARIE
Sept.	28-	NEWCASTLE TOUR - details page
Oct.	1	
Dec.	2	CHILDREN'S CHRISTMAS PARTY
Dec.	7	CHRISTMAS DINNER - OATLANDS HOUSE

1985

May 6-16 CENTENARY RALLY

A husband was finally teaching his nagging wife to drive. She snarled up the traffic trying to make a turn at an intersection. Turning to her husband in desperation, she cried, "What'll I do now?"

"I don't know," replied her husband wearily, "but I'm sure if you climb into the back seat you will figure it out."

LAST EVENT:

April's event proved to be pleasant veteran motoring weather for our visit to garages of Les Johnson, Austin Grelman and Max Roberts.

Les Johnson displayed various Aston-Martin cars under restoration and a beautiful new Rolls Royce Silver Ghost Radiator.

Austin and Judy Grelman have not been rallying since the mid-60's but their Crossley has steadily improved and been joined by a Shelsley Crossley that is also under re-restoration.

The 1904 single-cylinder Vauxhall was closely inspected, along with a straight eight Bugatti engine in the Gordon garage of Sandy and Max Roberts.

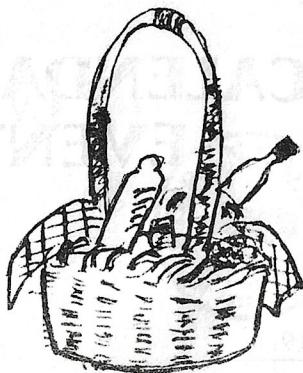
It was nice to see Jim Redman sporting a recently-acquired 1913 R.R. and John and Jill Corby out in the Cadillac, also Cardens, Cox, Wards and Jones.

The day ended with a singalong around the pianola - good fun - even for the children. Thanks to all who attended.

- MAX ROBERTS

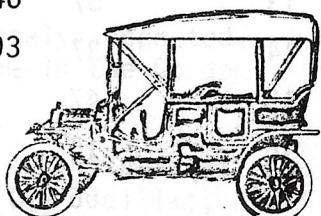
BLUE MOUNTAINS TOUR RESULTS

Position	Car No.	Entrant	Points	Lost
1	32	Jack Godfrey	64	Outright + 4-cylinder
2	25	Bill Hardman	82	2nd Outright
3	19	Jeff Vanstone	89	



Position	Car No.	Entrant	Points	Lost
4	36	John Wards	98	
5	17	Bill Spraggon	118	2-cylinder
6	54	Ken Quarmby	125	
7	48	Ken Moss	127	
8	39	Peter Wards	131	
8	62	Ron Hart	131	Motorcycle
10	3	Stan Rumble	137	1-cylinder
11	21	Ian Millburn	138	
12	22	Bob Baxter	139	
13	57	Neil Johnston	151	
14	37	Alan Rowe	155	
15	47	Graham Newman	156	
16	15	George King	166	
17	56	N. Morgan	169	M/C
18	63	Neil Martin	177	
19	34	Reg Jones	181	
20	18	John Pickup	184	
21	31	Don Steer	192	
22	45	Malcolm Johns	197	
23	20	Max Chapman	203	
24	44	Peter Nissen	206	
25	35	Neville Preston	216	
26	46	Dick Tunbridge	222	
27	11	Roly Coulcher	224	
28	49	Keith Carden	229	
29	14	Cliff Ward	232	

Position	Car No.	Entrant	Points	Lost
30	16	Len Sheen	246	
31	61	Don Liddle	252	M/C
32	28	Jack Dance	255	
33	24	Ian Steer	259	
34	12	Lyndon Benham	286	
35	50	Bob Newman	295	
36	23	Bill Pearce	324	
37	10	Bill McCarthy	339	
38	1	John Simmons	343	
39	64	Peter Martin	346	
40	4	Peter Hill	403	



NAVIGATORS TROPHY	JAN COULCHER
ROSE BRAY SHIELD CONCOURSE	W. McCARTHY
LEN SHEEN JUNIOR CONCOURSE	J. STEER
SANDY HOLMES 1-CYLINDER	S. RUMBLE
FRANK KLEIN 2-CYLINDER	1905 Reo
	W. SPRAGGON 1908 Renault

GEORGE GREEN 4-CYLINDER	J. GODFREY	1914 Ford
BROADWAY MOTORS 6 & 8 CYL.	P. NISSEN	1915 Cadillac
MOTORCYCLES	R. HART	1904 CCMC
W. COGGINS 2ND OUTRIGHT	W. HARDMAN	1909 Daimler
LEN MASSER OUTRIGHT WINNER	J. GODFREY	1914 Ford
JOHN BURKE DEDICATION OFFICIAL	G. SEVENOAKS	
GOODWILL TO PUBLIC	W. MAUNSELL	

* * * * *



F.I.V.A.

AUSTRALIAN BICENTENNIAL INTERNATIONAL

MOTOR RALLY, MARCH 1988

FOR VETERAN AND VINTAGE CARS AND MOTOR CYCLES

An interim itinerary has been put together in an attempt to give all entrants a reasonable run, with plenty of time to look around. There are three basic routes:

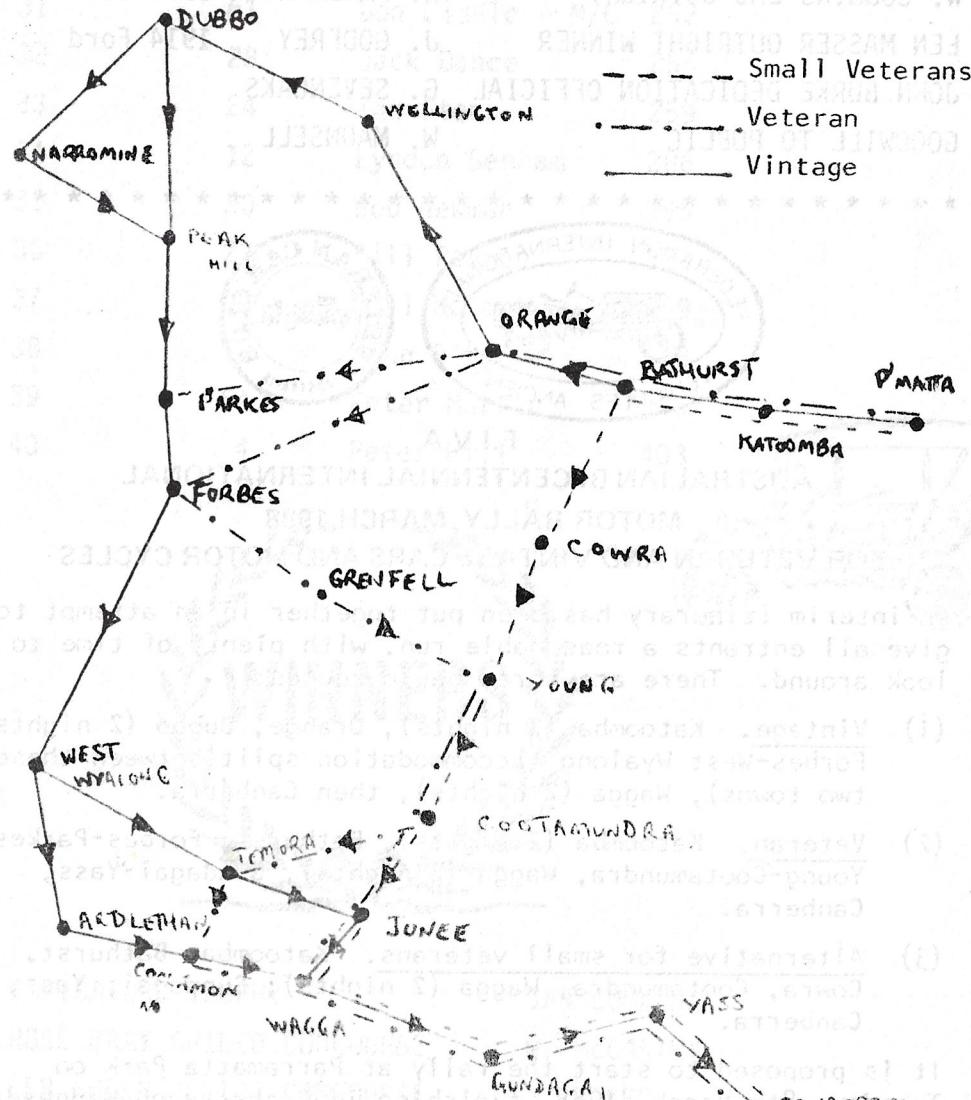
- (1) Vintage. Katoomba (2 nights), Orange, Dubbo (2 nights), Forbes-West Wyalong (accommodation split between these two towns), Wagga (2 nights), then Canberra.
- (2) Veteran. Katoomba (2 nights), Bathurst, Forbes-Parkes, Young-Cootamundra, Wagga (2 nights), Gundagai-Yass, Canberra.
- (3) Alternative for small veterans. Katoomba, Bathurst, Cowra, Cootamundra, Wagga (2 nights), Gundagai, Yass, Canberra.

It is proposed to start the rally at Parramatta Park on Tuesday, 8th March, 1988, finishing in Canberra on Wednesday, 16th March.

The alternative route for small veterans gives them a very easy run, the longest day being 74 miles on reasonably flat

country, but it is pointed out that any entrant may nominate any desired route. The accompanying diagrams give an idea of routes and distances. Any suggestions in regard to rally would be welcomed. Contact Terry Cook or Martin McCarthy.

1988 INTERNATIONAL RALLY - PROPOSED ROUTES



(P.S. Get your entry in early!)

1988 INTERNATIONAL RALLY - DATES & PROPOSED ROUTES

SMALL VETERANS

Tues. 8	Katoomba	50 miles
Wed. 9	Bathurst	64 "
Thu. 10	Cowra	53 "
Fri. 11	Cootamundra	74 "
Sat. 12	Wagga	53 "
Sun. 13	Wagga	-
Mon. 14	Gundagai	52 "
Tues. 15	Yass	65 "
Wed. 16	Canberra	35 "

Total: 446

VETERANS

Tues. 8	Katoomba	50 miles
Wed. 9	Katoomba	- "
	(Optional Bathurst)	
Thu. 10	Bathurst	64 "
	(Optional Orange)	
Fri. 11	(Parkes)	100 "
	Forbes	107 "
	(Young)	89 "
	Cootamundra	100 "
Sat. 12	(Wagga)	84 "
	Wagga	53 "
	Wagga	-
Mon. 14	Gundagai	52 "
Tues. 15	Gundagai	52 "
Wed. 16	Canberra	97 "

Total: (536)

523

P.T.O.

VINTAGE

Tues. 8	Katoomba	50 miles
Wed. 9	Katoomba	- "
Thu. 10	Orange	98 "
Fri. 11	Dubbo	93 "
Sat. 12	Dubbo	- "
Sun. 13	(Forbes	95) "
	West Wyalong	157 "
Mon. 14	(Wagga	153) "
	Wagga	100 "
Tues. 15	Wagga	- "
Wed. 16	Canberra	150 "
		Total: (639)
		648

- TERRY COOK
MARTIN MC CARTHY
CO-DIRECTORS

* * * * *

BAROSSA RALLY POST SCRIPT

Martin McCarthy covered the rally in detail in our last issued. However, I would like to mention another aspect of the rally. There was a very nicely restored International High Wheeler Buggy which was driven from Melbourne to the Barossa and back. The car was restored by Doug Clarkson and driven by his good friend Ivan Smith.

Have you ever been frustrated because a particular nut won't budge or a casting disintegrates while you're trying to extract a frozen shaft or bang your knuckles when a spanner slips on a rusty rounded nut or get frustrated because a job takes much longer than you thought it would???

Next time this happens to you, spare a thought for the incredible achievement of Doug Clarkson because he restored his car to excellent condition. What's so special about that?? Doug is blind and has been since the age of four.

Can you imagine the problems confronting a man restoring a veteran car which he can only feel? Next time you are in your garage, try closing your eyes and attempt a simple

task on your car, e.g. finding the radiator cap and topping up the radiator with water, and then you will just start to realise the implication.

How did he do it? I understand he spent many hours lying on his back under a similar car feeling every minute part with his fingers while all the time talking into a tape recorder resting on his chest. Admittedly his senses of feel have become very finely tuned. For example, he can pick up most bolts and tell you the size thread type by feel.

You may say that's well and fine, but he must have had his turning done outside. I asked this question of Doug. No - most of the turning he did himself. He rigged up stops on the lathe so he would not wind the tool and saddle into the check. He also made large vernier wheels for the top slide saddle etc. so he could feel the calibrations and know how much he was taking off.

He also made large calibrated drums for his micrometers so he could feel the calibrations and so read his micrometers.

I for one salute Doug Clarkson - he should be an inspiration to us all to get on with our restorations - nothing is impossible.

- NORM WAKEHAM

* * * * *

MEMBERSHIP UPDATE:NEW MEMBERS

FELSTEAD, Miles Franklin, P.O. Box 133, Spit Junction. 2088
Membership No. 782 - F. 1906 Renault Tourer (ex Geo Williams)

GODDARD, Mrs. Kathleen, P.O. Box 47, Newport Beach. 2106
Membership No. 783 - F. 1907 Cottin Desgouttes 2-Seater
Racing Body 11 Litres

CHANGE OF ADDRESS

MC MASTER, J., 8 Harden Crescent, Georges Hall. 2198

RESIGNATION

CLOUGH, P.

* * * * *

Letter to the Editor

A MATTER OF OPINION

Over the last 20 or so years I have been on many Tours, Runs and Rallies but fail to understand why, on the evenings of major and final dinners, a band is hired, whose apparent main aim is to create as many decibels as possible.

I have spoken to numerous participants in Rallies and they were practically unanimous in wanting to sit through dinner in quiet and so be able to talk to their friends, whom - quite often - they don't meet from one Rally to another.

I am not knocking the quality of the music, just the volume. At a recent Rally dinner, quite a number of members left on account of the noise and I saw a couple more pushing pieces of torn serviettes in their ears to save headaches. Shouting very loudly was the only method of communication.

By all means let us have music, but let it be quiet background music whilst the dinner is in progress. When dinner is completed, O.K., turn the volume up and let the dancers go to town, if that is their desire.

- GEORGE ADAMS

Note: I agree that members like to hear each other talk during dinner. Loud music has not been a problem at Sydney Veteran Car Club functions recently.

- Social Secretary



M - I - N - D - S - T - R - E - T - C - H - E - R

Solution to No. 29

WHOSE HE?

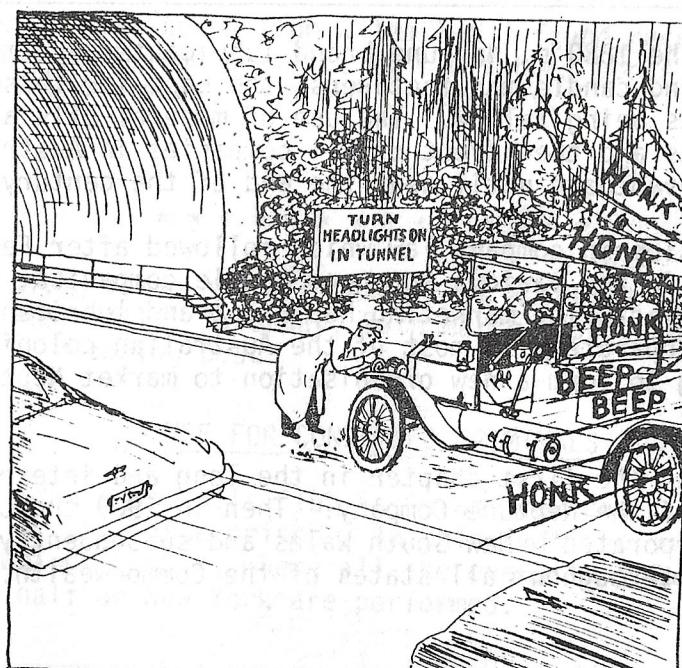
The two words are HEADACHE and HEARTACHE. The two-letter word HE itself could also be an answer.

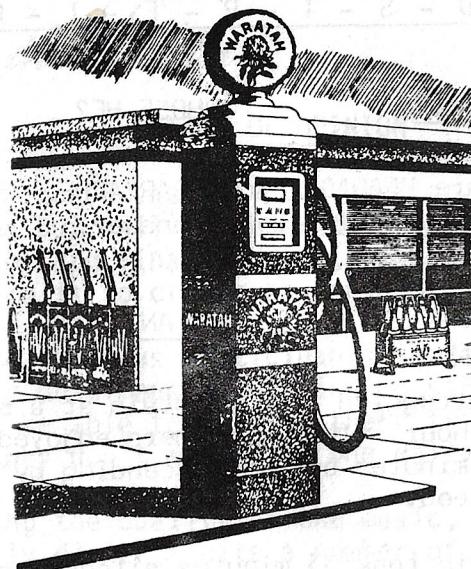
No. 30

UP AND DOWN

A veteran car struggled up a mountain at a speed of 15 kilometres per hour. The passengers enjoyed the view from the top for 15 minutes before descending by the same road at twice the speed.

If the round trip took 33 minutes altogether, how long is the mountain road?





THE INCORPORATION OF THE

NEPTUNE OIL CO. PTY. LTD. IN NEW SOUTH WALES

Back in the 1880's, Neptune brand lubricants were marketed by soap and candle manufacturers, the base for these lubricants being tallow. The use of mineral oils as lubricants and the advent of oil companies in Australia did not eventuate until near the end of the century.

The revision in company law which followed after Federation resulted in the various soap and candle companies, who had been manufacturing marketing Neptune brand lubricants and greases separately in most of the Australian colonies, combining to form a new organisation to market Neptune products.

Thus began the first chapter in the long and interesting history of the Neptune Company. Then in 1909 the Company was incorporated in New South Wales and subsequently extended throughout all states of the Commonwealth.

As late as the year 1902, the only petroleum imported into Australia was Kerosine, and Motor Spirit did not aspire to any importance until the 1912 onwards. The development of the Motor Industry led to a tremendous progressive increase in the consumption of Motor Spirit, but it was not until the end of Word War I that Kerosine was displaced as the leading petroleum product consumed in Australia.

A new chapter in this history of the Neptune Oil Company was written during World War I, when the Company entered the Motor Spirit market, importing 20,000 cases bearing the Waratah brand. However, the flow of Motor Spirit was interrupted through shortage of shipping as a result of the War, but in 1920 regular shipments began to arrive. In less than five years Waratah Motor Spirit became known throughout Australia, being marketed in every state. By 1924 it was being delivered in Sydney and Melbourne by the then modern bulk wagon system.

Neptune were amongst the first marketers of Motor Spirit in Australia in install company-owned Motor Spirit pumps at garages, the first of which was installed in 1924.

These notes were taken from a leaflet I found recently tucked in, would you believe, my old school books, and I thought I would share this bit of history.

- Ed.

* * * * *

The following is an extract taken from MOTORING ILLUSTRATED, No. 160, Vol. XIII, Saturday, 25th March, 1905, under the heading of Motoring Chat:

A USE FOR CONDEMNED CRIMINALS

The Sing Sing Automobile Club is in an American city that contains a very large prison. In this institution is an electrocution chamber, where all the executions for the southern half of New York are performed.

When a criminal is sent there from any of the counties, to be put to death, the prison charges the county one hundred dollars for the service. Last year it paid a dividend of ten per cent upon the sum invested in the execution machinery.

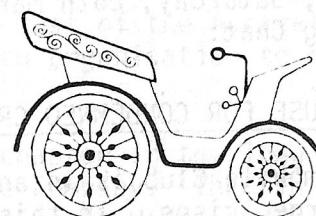
The Automobile Club has made an interesting proposition to the authorities, which is now being considered. It is that the Club purchase, for two hundred dollars apiece, all the condemned murderers and experiment with them, to find out how severe a blow a man can stand from a car going at full speed.

The object of the experiment is humane, insasmuch as various cow-catcher appliances are to be fixed to cars and important data will be obtained.

The convicts will have an interesting time and though they will eventually be killed, they will have the satisfaction of knowing that their lives have been taken in a good cause - the discovery of an effective life-saving appliance.

Comment: God help the innocent, the motorist, the condemned and, in particular, the Club's Legal Eagle.

- GEORGE A ROBERTS.



Thus began the first recorded use of a motor vehicle in a criminal trial. The accused was a man named John D. Lee, who had been condemned to death for the murder of his wife and two children. The trial was held in Salt Lake City, Utah, in 1877. The defense argued that Lee was not guilty of the crime, but the prosecution presented evidence that he had driven a horse-drawn carriage into the back of a police officer, causing him to fall and die. The defense claimed that Lee had driven the carriage to protect his wife and children from an oncoming train. The jury found Lee guilty and he was sentenced to death. The defense appealed the sentence, but the appeal was denied. Lee was executed on October 24, 1877.

Advertisements



WANTED: For 1912 "CLEGG" 12 ROVER - steering rods, steering column support, gearbox cross-shaft, sidelights, taillight.

- JIM MOULE
20 Waratah Street, Oatley.
57.1433

FOR SALE: FIAT ZERO 1914 unrestored motor, gear box and diff. all free to turn. Mechanically complete - body sad. \$3,000 o.n.o.

- LEN SHEEN
1 Cumberland Ave.,
Lane Cove. 2066
427.4198

WANTED: Parts to suit 1900 6 h.p. GARDNER-SERPOLLET

(1) 2 only beaded edge rims to suit 875-105 tyres 26.55 ins. OD 3.22 ins. wide.

(2) 2 only 875-105 tyres and
(3) Combination water and fuel pump

Or: any parts and information or literature to assist with restoration.

- NEIL MARTIN
632.5047

FOR SALE: 1. STANDARD radiator circa 1910. Good condition. \$250.00.

2. BULLNOSE MORRIS radiator. \$165.00.

3. Front guards, 6 wheel equipment, headlights, sidelights suit R.R. GHOST or early PHANTOM. Very good condition \$900.00.

that the CYCLOPS - JIM REDMAN - 33.0511

FOR SALE: Completely restored 1913 MORS, in excellent running order, motor fitted with new pistons, bearings and other parts.

All brass accessories excellent, new hood and genuine leather upholstery. Plus spares.

For full details and photo if required,
write to:

P.W.M. JENKINS
2/330 Weidner Crescent,
ALBURY. N.S.W. 2640

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