



# Spit and Polish

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

Vol. VI No. 1

## EDITORIAL

Hon Editor and Editorial Address—

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In this issue, we wish to draw your attention to the 1965 International Vintage Car Rally. There are only a couple more months for you to make up your mind if you will be able to go to this.

There has been some discussion suggesting that a further Rally be held in the eastern States of Australia so as to tie up with this event. However, there has been no official decision. If such an event occurred, it would probably take place in about May.

For the beginning of the coming year, we have had a very wet welcome.

My attention was drawn to the fact that I gave credit of the Amaroo Outing to the wrong sponsoring club. I wish to apologise to the Vintage Motor Club for this error and I will try to do them justice in the future.

In the next issue we should have some evidence of the work of your new Committee.

- EDITOR

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## THE 1965 INTERNATIONAL VINTAGE CAR RALLY

This Rally will be held by the International Federation of Veteran Car Clubs in New Zealand next year.

Although this Rally will not be suitable for any except the more powerful Veterans, it is of interest to members, as quite a few have Vintage interests as well.

At this stage, a substantial amount of literature has become available concerning this Rally, and the most relevant details have been collected here.

In the first place, the classes of vehicles that are eligible are listed as below:

### Classes:

The Entries will be divided into the following classes on the basis of Engine size and a formula will take into account age, vehicle type etc. in the assessment of performances for purposes of comparison.

Class 1 - Motorcycles under 600 c.c.

Class 2 - Motorcycles 600 c.c. and over.

Class 3 - Motorcycles and side chair combinations under 600 c.c.

Class 4 - Motorcycles and side chair combinations 600 c.c. and over.

Class 5 - Other 3-wheelers.

(All above classes are ineligible for competition in the International Rally of the International Federation of Veteran Car Clubs and thus for the premier award.)

Class 6 - All Veteran cars (up to and including 1918) having 1, 2 or 3 cylinders.

- Class 7 - Veteran cars having 4 or more cylinders under 1500 c.c.
- Class 8 - Veteran cars having 4 or more cylinders 1500 c.c. and under 3000 c.c.
- Class 9 - Veteran cars having 4 or more cylinders 3000 c.c. and over.
- Class 10 Vintage cars (1919 to 1930 inclusive), under 1100 c.c.
- Class 11 Vintage cars 1100 c.c. and under 2000 c.c.
- Class 12 Vintage cars 2000 c.c. and under 3000 c.c.
- Class 13 Vintage cars 3000 c.c. and over.

Our President, Mr. George Green, is handling the arrangements locally. He estimates that the cost for a couple with a car to attend would approximate £500, and he has released the following information concerning charges and arrangements:-

Costs:

At present freight costs for the cars are at the rate of 104/- per shipping ton of 40 cubic feet, each way, and the economy class air fare is £79 from Sydney to Christchurch, £88 from Melbourne, return in each case.

Naturally, when discussing transport arrangements, the first questions asked are, "How many cars?" and, "How many people?" We would therefore be grateful if you would let us have by return mail an estimate of the possible number of entrants from your Club. We realise that it is very early yet for people to make up their minds on the subject, but it is vitally important that the shipping arrangements should be got under way now, so your co-operation, perhaps to the extent of a guess, is earnestly requested.

The organisers advise that no competition licences will be required, only the entrant's normal State driving licence, on sighting which the New Zealand authorities will issue a Tourist Licence.

Insurance costs must be added in when estimating the cost of the trip, and charges have been quoted as 17/6 per £100, wharf to wharf, on the owner's valuation if considered reasonable.

The Vintage Car Club of New Zealand has released the following information concerning the Rally:-

Preliminary Details:

- (1) The Tour will commence from Christchurch, principal city of the South Island, on Saturday, May 6th, 1965 and finishes at Christchurch again, with a final Dinner and Prize-giving function on the evening of Friday, March 19th, 1965.
- (2) During the intervening 14 days, some 1,300 miles of motoring will have been covered in eleven stages, with 3 rest days, in which all manner of sight-seeing, shooting expeditions, gold-mining expeditions, etc. can be arranged.
- (3) The Route involves the following overnight stopping places:-
  - Mt. Cook National Park (2 nights), where climbing etc. can be arranged;
  - Lake Wanaka (2 nights), with a visit to Haast during the second day;
  - Queenstown on Lake Wakatipu (2 nights), where all manner of trips etc. can be arranged, as can be done at Lake Te Anau (2 nights), and Milford Sound (one night);
  - To Invercargill (1 night), for a short burst on the Teretonga racing circuit, followed by a night each in Dunedin and Timaru, and so back to Christchurch.
- (4) At each Main Centre there will be opportunity to meet other N.Z. members who are not actually competing in the Rally, and to sample their cars.
- (5) All stages of the Tour will be timed-trials, with numerous tests en route.
- (6) Each National Club, or group of Clubs, is invited to nominate a team of 3 cars for a Teams award, in addition to individual placings.
- (7) All entries, however, will be accepted individually from drivers of motor cars constructed prior to December 31st 1930, who are members of any bona fide Veteran, Vintage, Antique or Classic Car Club throughout the world.



- (8) The entry will be divided up into classes in accordance with engine size, and the age of cars will be taken into account in final placings.
- (9) No limits are set on the number of overseas entries that will be accepted, and available first-class accommodation will be reserved for overseas entries until approximately the end of August 1964. Entries received later than this may have to be prepared to "rough it" with the New Zealand entries, but will be warmly welcomed all the same.
- (10) Really first-class accommodation can cost approximately £5 Stg. per person, per day, and all entrants should budget for an expenditure of approximately this figure to cover everything. Fuel will probably be supplied.
- Most N.Z. competitors will be "roughing it", and by so doing will be making the main accommodation available to visitors.
- (11) Booking the shipment of cars should be started now, and your local Automobile Association is the most likely organisation to arrange these details. At all Main Ports at which overseas vessels are handled, our local Branches will arrange to receive the cars off the ship and to store them, pending the Competitors' arrival. We can also arrange to drive or rail cars from the port of arrival to Christchurch. However, if early investigations are made, it should be possible to arrange direct shipment to Lyttelton, where the same storing and receiving service will be available.
- We are advised that the Australian Clubs are proposing a joint Committee to arrange shipping etc. "en bloc" for all Competitors from the whole country, which can make substantial savings in the freight costs; a similar arrangement could apply, with advantage, from North America, Europe and South Africa. Any co-ordinating help we can give will be gladly given.
- If your Automobile Association can't assist with triptyque and other formalities, the next best approach is your Trading Bank. Any reputable Travel Agent will be able to arrange your personal travel if you are not accompanying your car.
- (12) Everything will be done to ensure that you can meet as many local members as possible, see as many of New Zealand's famous beauty spots as possible, and get as much pleasant and not over-organised motoring over as varied terrain as can be arranged. All rest breaks will allow devotees of shooting, fishing, climbing, tramping, gold panning, riding or just plain "rubber necking" to indulge to their heart's content - quite apart from bags of real motoring.
- (13) Always write to us by AIR MAIL - Surface Mail takes a long time!

It is suggested that if you are interested, you contact Mr. George Green locally, or the Vintage Car Club of New Zealand, Box 2546, Christchurch, New Zealand.

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#### ANNUAL GENERAL MEETING REPORT

The Annual General Meeting was held at the H.C. Sleigh Amenities Room on May 27th last.

The reports of the President, George Green, and the auditors, were received and these will be printed and distributed.

Our Past Treasurer, Mr. L. Jones, expressed his gratitude for the co-operation he has received in his term of offices and a vote of thanks was passed to him.

At this meeting, it again became apparent that having the Annual General Meeting in May provides difficulties both to the auditors and to the Committee, and in the course of the near future, movement will be made to change the end of the Club year to June.

The Election proceeded normally. There had been a reasonable response to the postal nominations. Most of the Forms were completed correctly.

George Green was again re-elected President, and again Jack Dance was elected to position of Secretary.

The Vice-Presidents chosen are George Roberts and Ken Moss. The Treasurer is Ray Hill.

The Committee members are:

L. Sheen, R. Farrell, A. Foy, J. Tulloch, R. Jones.

The meeting welcomed Mr. B. Jackson and Mr. W. McDonald of the A.C.T. Club. Mr. McDonald conveyed the apologies of President Mr. Higgison and other A.C.T. officials. He told of the first twelve months' progress in the A.C.T. They are hoping to have more cars on the road shortly. Most of their members have interest in two vehicles.

Acting for the A.C.T. Club, W. McDonald and B. Jackson presented the Medallions to those who attended the Easter Tour at Canberra.

Also at this meeting, A. Garthon presented the Hurstville Rotary Trophy to Reg. Jones for the Warwick Farm outing.

There was some discussion at this meeting concerning the question of Tours rather than Rallies in the future. A degree of confusion was apparent due to the lack of definition of terms. It would seem that a Tour would consist of going to a place, and in doing this, the driver would not have his attention diverted from his task of driving for purposes of observation, or any other activity.

It was maintained that this provided the greater pleasure, made for greater harmony in the vehicle, and also for greater safety. This subject is to be discussed further.

A. Frost introduced the subject and he was supported by Victor Jacobs. On the other hand, Len Sheen pointed out that the events without Rally type events have been poorly attended.

The other matter of interest at the Club, concerning the voting of a Concourse, has yet to be decided.

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#### LIST OF NEW MEMBERS AND ASSOCIATE MEMBERS

New Members: Michael Bendeick, 167 Rydale Rd., Denistone. 1901 Chalmers Tourer.  
John H.M. Coles, 18 Burlington Rd., Homebush. S.C.A.T.  
Rodney H. Guthrie, 84 Shirley Rd., Wollstonecraft. 1913-14 Ford T.  
Robert McCarthy, 87 Kingston St., Haberfield. Dodge 1916.

Associate Members: Peter R. Kent, 26 Moree St., Gordon.  
J.R. Hopcroft, 180 Murray Farm Rd., Beecroft.  
Colin Campbell, 4 Charles St., Edgeworth.

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#### CANBERRA NEWS:

The Veteran Car Club of Australia (A.C.T.) has started their own Newsletter. They are seeking a title. SPIT and POLISH will try to make suitable extracts of attempts of interest.

They are writing-up a Club Personality the way they do in Western Australia, and also, they have started to write-up his car.

As this feature is being done in two parts, SPIT and POLISH will wait until the complete write-up is available.

First car to be written-up is: A. Higgison's Fabrique Nationale.

Other items refer to the recent first Annual General Meeting, and to the fact that thousands of miles have been travelled looking for parts, particularly for Ford T's.

There has been a recent discovery of a 1913-14 Calthorpe Minor that is complete except for tyres and upholstery.



# EVENTS REPORT

## MYSTERY DAY - SUNDAY, 17TH MAY, 1964

<u>DRIVER'S NAME</u>	<u>CAR</u>	<u>YEAR</u>	<u>ARRIVAL TIME</u>
A. McLeod	Star	1912	10.57 a.m.
R. Craze	B.S.A.	1912	11. 0
W. Spraggon	Renault	1908	11. 5
F. Russell	Hupmobile	1914	11.10
J. Dance	Talbot	1908	11.15
R. Jones	Oakland	1913	11.16
J. Knight	International	1910	11.17
L. Sykes	Humberette	1913	11.20
R. Newman	Talbot	1914	11.21
J. Naylor	Austro Daimler	1912	11.30
R. Farrell	Fiat	1913	11.31
L. Sheen	Humber	1912	11.33
A. Rowe	Fiat	1912	11.35
J. Vanstone	Metallurgique	1908	11.36
W. East	Studebaker	1916	11.37
J.L. Cooper	Minerva	1912	11.55
D. Davis	Clement Bayard	1911	12.10 p.m.
P. McKeown	Crossley	1912	12.10
P. Davis	Rolls Royce	1912	12.15
A. Grellman	Crossley	1912	12.16
J. Pickup	Overland	19	-----

All drivers arriving before 12.30 p.m. received the 3/- entry fee back if they had the twelve bottle tops with them at the finish and handed them to John and Sylvia Nurthern, the other money left over was the first prize, one pound covered with bottle tops in a chocolate box - hope you found it, Jeff.

Drivers on calling at Starting Points were handed this riddle:

Lunch is 12.30 o'clock where part of Sydney's water comes from, and what gold seekers do, about 20 miles from Sydney G.P.O. Also six bottle tops are needed to complete the day,

with a sealed envelope (with the lunch stop enclosed) which was marked "not to be opened unless lost". All names were put in a hat and the winner drawn out by a small girl. Lucky Jeff Vanstone's name came out, and so won first prize.

## WARWICK FARM RACE DAY - SUNDAY, 7TH JUNE

A very wet day and only 6 Veterans attended -

R. Jones	1913 Oakland
R. Farrell	1913 Fiat
A. McLeod	1913 Star
M. McCarthy	1911 Rolls Royce
T. Cook	1911 Rolls Royce
P. Davis	1914 Hispano Suiza

The two laps of Race Course was enjoyed by all drivers, with the Hispano Suiza coming in first. (Unofficial winner).

### Events Committee

L. Sheen  
R. Farrell  
J. Tulloch

BRASS HORNS are now available to members at £4 each. A large number have not been ordered so first in first served. Send order to Len Sheen, 694 Mowbray Rd., Lane Cove, JB4198, postage 3/- each.

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FOR SALE AND WANTED :-

Olympic Tyres - B.E. 4.40 x 23

Olympic Tyres have advised that they are manufacturing limited stocks of these tyres and they will be available through Beaurepaire Tyre Service, 94-104 Epsom Road, Rosebery.

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FOR SALE: One Aero Magneto in very good order.

B. Inger, 92 Cobham Ave., West Ryde. Phone LA7361 during business hours.

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FORD T EXPERT:

All repairs to Engines - Transmission - Differentials

Norm Curby, MX7575

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WANTED:

Dash Clock for T Ford - will swap other parts if necessary.

Victor Jacobs, FY6868

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WANTED:

Two x Bell-shaped C.A.V. Electric Side Lamps for 1914 Wolseley.

Don Steer, JJ3415

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FOUND:

One red plastic slide box - seems brand new. Found after last meeting.

Apply Secretary, J. Dance, 86/1432.

Jack Dance will take to the next meeting if unclaimed before that time.

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