Spit and Polish

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

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

Hon. Editor and Editorial Address—
Dr. GEOFFREY LEHMANN,
30 Killarney Street,
Mosman. Phone: 96-3477.

Vol. VIII No. 3 Price 12 Cents September, 1966.

EDITORIAL

This month's SPIT AND POLISH has been assembled in a rush; so I am hoping that there are not too many omissions and errors. I expect to see you at the meeting in October. I would be grateful if you give any copy or matters for SPIT AND POLISH to Secretary, Len Sheen.

- GEOFFREY LEHMANN

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A MESSAGE FROM THE PRESIDENT:

I believe that now is an opportune time to put every member in the picture regarding our position with the Royal Aero Club. At a recent meeting it was approved that we proceed with negotiations with the Aero Club, with the clear understanding that we retain our name and identity. The Management Committee consider this to be by far the best opportunity to acquire a Club-room of our own together with a number of side benefits which the Aero Club have to offer.

Firstly, we would have the exclusive use of a very nice room, carpeted and with comfortable chairs, in which to hold our meetings. A separate room in which to house our library, to which members may retire for a quiet hour's reading of the many books and magazines which our library contains. The amenities of the Aero Club comprise an elegant dining room, bar facilities, a comfortable lounge complete with log fire in the winter, and for our country members, limited motel accommodation. This is as far as the interior amenities are concerned. Outside there is unlimited parking space, an area in which we could hold gymkhanas and such like events, together with barbeque facilities, and we hope, in the not-too-distant future, the Aero Club may make available to us an area in one of the hangars where unrestored veterans may be stored and worked on under ideal conditions.

All this would cost each member an additional $1.50 per annum or 3 cents a week, bringing our annual subscription to $6.50. Negotiations are now in an advanced stage and we hope to finalise in the near future.

- JACK DANCE

MEETING NOTICE

The next General Meeting will be held at the Royal Aero Club rooms, Bankstown, on THURSDAY, 22ND SEPTEMBER, 1966, starting at 8 p.m. sharp. This will be a Noggin and Natter night.

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INVESTIGATIONS REPORT

The Committee has inspected a further vehicle for dating since last meeting. This is Barry Thew's "Hupmobile", which is in the process of restoration. Barry's claimed date of 1916 is supported by the Hup Manual held by the Club Library. This car is mechanically complete with the engine and transmission recently placed into the newly restored chassis. There are enough body panels from which should grow a complete and usable Veteran.

Also on our list we have another 1916 Hupmobile owned by Max Burke of Cessnock, which is awaiting the official stamp of approval to allow its owner full membership.

With the winter restoration period over, we may well stand back and observe the many vital points required for registration that have been missed or skimped over, as these not only ensure an easy path to registration, they also ensure personal safety to all members and decrease the risk of losing or badly mutilating a good veteran through an accident caused by mechanical weakness. With this in mind it is good to look into the standard required.

Examples are:

Brakes capable of stopping the car in 40 ft. from 20 m.p.h. (2 wheel brakes).

Steering no more slack than $\frac{1}{8}$ of a turn at the steering wheel and only up to $\frac{3}{8}$" movement at the top of either front tyre.

Wheels tight, wobble-free and with good tyres.

It is also desirable that some ornamental tail lights start working in case you are left on the road after dark, and on the personal side, a little extra safety glass may save some stitches.

There must be many more points you alone can see, so we hope your conscience will urge you on before the year's end.

(For any queries contact Mr. Roberts at : 74-0226, 7.30 a.m. to 5.00 p.m.
71-6445, After hours.)

- MAX ROBERTS

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MEETING REPORT

The August meeting was held again at the Royal Aero Clubrooms at Bankstown. Although it was a very wet and cold night, the attendance was again above average. This night the Chair was occupied by Vice-President, George Green. Apologies were received from various members including J. Dance. Members regretted to hear that J. Tulloch has been seriously ill.

The minutes were read and passed, and Helen Hardman gave a Treasurer's Report covering both the months of July and August. At the present moment the question of annual subscriptions is somewhat confused, both by the fact that the actual increase is still not yet known and that when it is known, the resolution concerning the increase has to be submitted.

The principal report of the evening was concerning the Federal Annual General Meeting. This was recently attended by J. Dance and L. Sheen in Melbourne and all states except W.A. were represented. At this meeting it was learned that there is now concordance on the international front concerning veteran car clubs; it was also learned that the International Rally, scheduled to be held in Ireland this year, was cancelled owing to the shipping strike. It will be held next year in Ireland. Some confusion occurred due to Victoria calling its rally next April "international". This is now corrected - it is a "national rally".

It is hoped, also, that it will be possible to avoid the clashing of major rallies as will occur in October this year. The April National Tour will be held at Albury, N.S.W., with five days of tours starting from Albury. There will be a farewell evening on the Friday night. So far Victoria has 75 entrants, Secretary Len Sheen has the entry forms.

Other matters mentioned at the Federal meeting concerned the preparation of a suitable letterhead showing the correct Tarrant car. All states are requested to try to move toward developing a unified concept of concourse judging.

The Decal transfers, as shown at the previous meeting, here, have been accepted on a Federal basis. This year the President and Treasurer are to be from the A.C.T. The Lord Montague Trophy is to be lodged each year with the state providing the President and the Treasurer.

Arthur Garthon presented the Events Report. There have been a few requests for cars, in addition he mentioned the Giltrap Memorial Rally to be held 22nd and 23rd October, 1966 from Brisbane to Southport (the Motor Museum). There has also been an invitation from Victoria for November 19th and 20th, with the rally expenses paid for the President and one other car to attend the rally to Sorrento, e.g. 2 cars, 4 members.

The question of pocket badges was again discussed, however as this is likely to be decided at a Federal level, it would be unwise for an individual state to do anything at present.

Frank Klein, one of our founder members, placed his resignation before the club as he no longer has a car. His resignation was not accepted, being a founder member, so he will just be placed on the "inactive list".

Bob Baxter reiterated his Investigation Report as it already appeared in SPIT AND POLISH. He was also able to mention that Arthur Garthon has obtained the custodianship of a 1905 Rover (ex L. O'Neil) and he was also able to recommend a Cadillac as advertised by L. Dove.

Alan Foy reported that the Register was about to go into production.

David Burthon was accepted as a new member. (Unit 10, 10 Essex St., Epping.)

Helen Hardman advised members that she had many square mirrors for sale.

At the close of the evening Len Sheen presented Max Roberts with the 1966 Veteran of the Year Award, which was a handsome Barometer.

The supper arrangements proved quite satisfactory, being held in a different room and we were privileged to enjoy a couple of B.P. films afterwards.

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C O M I N G E V E N T S :

Saturday	24th September	Hornsby Chamber of Commerce Procession 11.30 a.m.
1st, 2nd & 3rd October		Newcastle Run - Hotel Florida, Terrigal
Saturday	8th October	Waratah Festival
Saturday	15th October	East Lindfield Community Hall - cars for Show, Saturday afternoon
Sunday	23rd October	Sydney-Brighton Annual Run - FREE PETROL

The Events Committee seeks your co-operation in making these outings a success. Constructive suggestions are also welcomed.

Events Committee: A. Garthon
R. Marshall
A. McLeod

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"LOOKING BACK"

Any of us who have done battle with a blown tyre mounted on a fixed rim, especially on a dark and stormy night, would very likely concede that the big motoring event of 1906 was the introduction of the detachable rim.

In that year, the first French Grand Prix proper was run, over a circuit near Le Mans, and it was decreed that driving crews should change their own tyres. This ruling must have caused some head-scratching amongst makers entering the event, tyres being in those days a champion time-loser.

So, at the start, four makes lined up with a brand-new device - the detachable rim. Of these makes, Renault and Fiat, in the result, took first and second place respectively. And a new day dawned for the puncture-plagued motorist.

Passing from tyres to gearboxes --- one fine morning in May 1906, Mr. Cecil Edge, feeling an urge to show what the six-cylinder Napier could do, set out from London with a load of passengers --- and no gearbox. A 1,000-mile tour was planned, and as a curtain-raiser, a slow quarter mile was driven at 4.45 m.p.h., and a fast quarter mile at 59.3 m.p.h. How we have progressed in the last 60 years!

A rather more negative event of 1906 concerns the man, David Buick, of whom few people seem even to have heard. Born in Scotland, and taken to the U.S.A. as a baby, David seemed at one stage to be marked down for a big career in the world of motors. In 1906, however, he abandoned the marque he had designed and established only three years earlier, and seemed thereafter to do little more good for himself.

All he bequeathed to the long line of Buicks which followed down the years were his overhead valves, and his strange-sounding Scottish surname.

- JACK CHENERY

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(Anonymous)

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Extract from the Veteran Car Club of Australia (Victoria) Newsletter:

"VINTAGE CAR CLUB OF CANADA

We have received a roster of the members of this Club and the cars they own. These range from a 1900 Renault to a 1959 Bentley, and total up to no less than 380 vehicles, only 51 of which are veteran. These comprise:

1 1900 Renault	1 1910 Pierce M/c.	2 1914 Overland
1 1902 Wolseley	1 1911 Franklin	1 1914 Excelsior M/c.
1 1903 City & Suburban	1 1911 Napier 6	1 1915 Overland

1	1905 Cadillac	1	1911 McLaughlin	1	1915 McLaughlin
1	1905 Humber M/c.	1	1911 Russell-Knight	1	1915 Franklin
2	1907 Cadillac	1	1911 A.C. Sociable	1	1916 Chevrolet
1	1908 Buick	1	1912 S.G.V.	1	1916 Studebaker
3	1910 Franklin	1	1912 Overland	1	1917 Chevrolet
1	1910 Russell	1	1913 Russell	2	1918 McLaughlin
1	1910 E.M.F.	1	1913 Indian M/c.	11	Ford T
2	1910 Cadillac	1	1913 Hupmobile	1	1911 I.H.C.
1	1910 Reo	1	1913 Henderson M/c.		

If anyone would like the address of any of these owners it may be obtained from the Editor, V.C.C.A. Victoria, R.K. Stapleton, 33 Creswick St., E. Brighton, Vic."

Letter from the Veteran Car Club of Australia (Vic.): (to our President)

"The President and Committee of V.C.C.A. (Vic.) extend an invitation to yourself and one other member (2 cars, 4 members) to participate in our 1966 Rally to Sorrento, 19th/20th November, with all Rally expenses paid. Cost of arrival and departure from Victoria to be borne by the entrant.

Hoping you may be able to send representatives to this Rally.

G.A. Harder,
Hon. Secretary.

5 Dawson Ave., Elwood, Melbourne, V."

(Note: President is unable to attend. Any members interested please contact Secretary, Len Sheen, 42/4198).

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LETTER FROM THE VETERAN CAR CLUB OF QUEENSLAND:

"We would like to take this opportunity to invite any of your members to participate in the George Giltrap Memorial Rally, scheduled to take place on 22nd and 23rd October, 1966. The Rally commences Brisbane, travelling approximately 100 miles of good bitumen roads terminating Giltrap's Auto Museum, Coolangatta.

First-class accommodation has been reserved at Coolangatta for the overnight stop. Anyone desirous of attending this Rally we would be only too pleased to send further details.

Yours faithfully,

(Signed) Frank Hack,

Honorary Secretary."

Address: Club Room, 312 Main St., Kangaroo Point, Brisbane, Q'ld.

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A D V E R T I S E M E N T S :

AVAILABLE - New Diffs., crown wheels and pinions. Many models.
- BURWOOD SPARES.

AVAILABLE - Vauxhall 23/60, 1918 or 1920. Aluminium body.
- W.J. MC SWEENEY,
The R, Canowindra.
'phone Gooloogong 3.

WANTED TO EXCHANGE - ALL STATES - Stutz Black Hawk 1929 Convertible complete, good motor but needs full body restoration...FOR... Veteran car suitable for restoration.
- 'Phone Mark Gray, 57/6085
Write Brian Cantwell,
59 Waitara Pde., Hurstville.

EXCHANGE 1910 Hupmobile diff. tail shaft and wheels, one radius rod, steering box column and wheel...FOR... diff. and gear box of 1916-1917 Reo the Fifth car.
- S. COX, 46 Roycox Cres., Dubbo.

WANTED - any parts of 1912 K.R.I.T. - S. COX, 46 Roycox Cres., Dubbo.

FOR SALE OR SWAP -- Waratah Motor Bike & Spares (app.1920) £15;
2 Douglas Motor Bikes & Spares (1920 & 1925) £15;
Pair of Herne Reanen Self-Gen. Lights (Brass) £25;
8 Magnetos & 2 drums of parts £6;
Pair 6" brass headlights £2;
5 Brass Carbies £4;
1 square brass Acetylene Generator 10/-;
1 Pair hood holders 10/-;

Or will swap the items above for:

(1) Monacle Windscreen
(2) Dash clock
(3) Bucket Seats
(4) Five 23" x 440 tyres & rims
(5) Chalmers Radiator or square core large enough to fit into Chalmers Radiator Shell
(6) Any parts of 1911 Chalmers

- MICHAEL J. BENDEICH,
167 Ryedale Rd., Denistone.
WL3954.

AVAILABLE ALL STATES (VIC.) - 2 Wheels ex-Singer 10 Spoke wooden artillary and fixed rims 30 x 3½ tyres plux axle and springs, excellent condition $20.00.

- A.E. EDWARDS,
Lot 5, Allsop's Rd.,
Woori Yallock, Vic.

FOR SALE - "Berleit" 1911 Tourer, mechanically restored, original wheels as new, 810 x 90, four mudguards, various doors, rear seat, various spares. Offers - FRANK CRAZE, Kangaloon Rd., Bowral, 'phone 777.

FOR EXCHANGE ALL STATES (N.S.W.) - one Lucas "King of the Road" self generating head lamp, excellent condition, No. 783, for pair of sidelamps and rear lamp, preferably French origin, also available, complete Renault drip feed oiling system, Metallurgique parts, or cash in return for rear axle parts for 1913 8 h.p. Renault. - MAURICE MC KENZIE, "Warrigal", Hillston, N.S.W.

WANTED ALL STATES (W.A.) - Hispano-Suiza 6 cyl. 8 litre engine and gearbox, any condition. Write stating price. Frank Selley, Edney Rd., Maida Vale, W.A.

- De Dion 8 h.p. A.L.R.H. side gearbox casing and selector side plate or complete gearbox (three speed) 8 h.p. carburettor and water pump. Also 1906 10/12 Coventry Humber, complete gearbox or casings, steering box and radiator. - KEITH WINSOR, 30 Sydenham St., East Cannington, W.A.

FOR EXCHANGE ALL STATES (VIC.) Hupmobile 1914 front half of body including windscreen frames and sidelamps for a similar body to suit 1914 Ford T or Ford brass lamps. NORM NANKERVIS, Cohuna, Vic.

WANTED - Burner and Kero holder for P. & H. side lamp No. 345A, nickel plated.

- FRANK CRAZE,
P.O. Box 55, Bowral 'phone 777.

WANTED - F.N. Engine, Radiator or parts for 1912 - type 1600 - 4 cy.l. Will purchase or exchange 4 cyl. Renault Engine and Radiator in going order, for same.

- FRANK CRAZE,
P.O. Box 55, Bowral 'phone 777.

FOR SALE - Small brass carbide light. 3 inch diameter clear glass in front, with red and green glass on the sides. Made by Panther, Birmingham, England.

- G. CORONEL,
34 Campbell St., Waverley. 38/1967.

WANTED - Parts and information for single-cylinder Brush (particularly back axle) single cyl. Oldsmobile, parts in any condition, and also Radiator, front axle, disc wheels and body for 1924 9 h.p. Rover.

- HOWARD HUGHES,
86 Verulam Rd., Lambton, Newcastle.

AVAILABLE - New 4.40 x 23 beaded edge tyres Olympic, available on order at Beaurepaire's Tyre Service, Crows Nest.

WANTED TO EXCHANGE ALL STATES (A.C.T.) 1914 Vauxhall, chassis complete, no radiator. Will swap for parts for a 1912 model 36 Buick.
- ROBERT JACKSON, 85 Phillip Ave., Watson, A.C.T.

WANTED - Bosch ZU4, 4-cylinder American Magneto Round Petrol Tank of approx. 10-gallon capacity. 500 x 24 Dodge Rear Wheels and Rims.
- PETER ADAMS, 68 Cowlishaw St., Redhead, N.S.W.

FOR SALE - Vintage 6-cylinder Chrysler Roadster, complete except for Radiator, $16.00.
- H. HUGHES, 86 Verulam Rd., Lambton, NS.W.

WANTED - Single cylinder Oldsmobile eingine and parts and Brush parts and information, condition is irrelevant. - H. HUGHES, 86 Verulman Rd., Lambton, N.S.W.

FOR SALE - 1917 Model T, 100% original Australian body ¾ restored. 1925 Alvis Tourer almost 100% complete. 1914 New Hudson Motor Cycle single cylinder. Fiat 501 chassis complete and running with some body parts to sell or exchange for quantity of optional extras for Model T Ford and optional brass radiator for Frontenac Ford T. 1920 Laraine Dietrietch partly restored and almost complete. - CHAS. E. PURDUE, 6 Milton St., Lismore, N.S.W.

WANTED - to complete restoration of 1913 Metz, a pair of Gas Headlights. The car is ready for registration and I would like to give it its first run in the Newcastle Tour. - NORM ROBINSON, 335 Turton Rd., New Lambton, N.S.W.

"SPOKES IN THE WHEEL"

Official Newsletter of
THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)
NEWCASTLE BRANCH

The next meeting will be held at the Driver Training Range, Court Rd., Adamstown on 14th September, 1966.

The Tour Committee has been working hard to make sure the 1966 Tour will be a success, and from the results to date it looks as though it will be.

We have quite a few entries already finalised and accommodation requests are starting to fill up the Florida Hotel. For this reason we have taken an option on a few extra rooms at 30/- for bed and breakfast per person per night. Would anyone desiring to take advantage of this cheaper accommodation please let us know immediately.

We have heard through the "grapevine" of some people who are definitely coming but to date we have not received their entries. PLEASE let us have them as soon as possible.

The Hot Rod Show is on over the first weekend in September at the same location as last year. They say it will be "Bigger and Better", so we may see you there.

No further adverts. or story of a member's car were forthcoming, so let's hope that a member puts pen to paper before the next issue.

- NORM ROBINSON.

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