

SPIT AND POLISH

CAR OF THE MONTH



ROSS MARSHALL'S 1911 BRUSH



SPIT AND POLISH

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

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

Patron:

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

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April 1970

Vol. XI No. 10

Price 12 Cents

MEETING NOTICE:

The next meeting of the Club will be held at the
Library Hall, Great North Road, Five Dock, on
THURSDAY, 30TH APRIL, 1970, at 8 p.m.

REPORT OF MARCH MEETING

On most matters which are capable of varying impact on people there is, of course, the usual differences of opinion. We are aware of the view held by some people on the presentation of Meeting Reports. Some feel that they should be a little flippant here and there, and not be too stodgy anyway.

Our personal view on this - and an editor must have an opinion - is that we are putting to paper the observations and statements, sometimes questions, of various members who addressed the meeting. We feel that we are not making a copy of the actual minutes of the meeting, but more correctly, giving a running summary of what transpired. Now this is vastly different, as the Report often reports in lighter vein, while the Minutes record the stark facts of subject matter, which are there for reference at times of doubt regarding the powers of members or committee, and to ensure that the subject matter of motions is carried into effect in accordance with what some previous meeting desired or demanded.

We feel that our presentation is for the benefit of those who were not at the meeting, and by this means they are put into the picture. They are very unlikely to take the trouble to peruse the minutes, so the Report is, we hope, filling a need. To this extent we feel that it should have a degree of decorum to it.

But the March meeting!!!

It is doubtful if this Club has ever had such a meeting. Our first impact: "Where is everyone?", our second impact: "Why are the seats not set out ready?", our third: "What happened?"

It was soon made very evident what had happened! There were some Rally cars not yet unloaded from the ship at No. 7 Darling Harbour - and all action was to stop at midnight, according to a combination of wharf regulations and wharfies' feelings. As many members as practicable were

advised, but naturally some were missed out.

The President was in the chair, in a most unusual setting. He had a small table to himself, none of his official entourage being with him. However, he was accompanied by his son David, sitting behind a pile of Rally Souvenir Magazines.

There were three visitors. Two were Alex. and Bob (Snr.) Selley, Alex. being a West Australian competitor (1915 Grant), while Bob was his father who had made his way across the continent at the same time. The other was Ron Tulloch (a cousin of our late member John Tulloch) who is interested in veteran vehicles.

The President opened the meeting, which comprised approximately three dozen souls. He pointed out that there was before the meeting a Special Resolution concerning the appointment of Committees (as per February SPIT AND POLISH). Moved by Allan Foy that the presentation of the resolution be adjourned to the next meeting.

The President explained what had transpired on the wharf and what action had been taken. Volunteers were, shall we say, not called for, but requested to attend the wharf.

He announced that the Events Committee had arranged a run for 10th May. Participants are to meet at The Crossroads at 10.30, when a run will be made to Cataract Dam. (With or without cloudburst was not mentioned!)

Sally B. and Peter K. arrived late, the former disappointed that she had had to forsake a visit to the R.A.S. in connection with a horse in which she possessed an interest. All this in order to attend an abandoned meeting! As we have no artist on the staff we are unable to show members the expression on her face!

Vic. Jacobs said that a request had been made for as many non-competing members as were able, to attend Warwick Farm at the start of the Rally, as it was felt that with a crowd such as was anticipated, there would be a great need for marshalls (we can almost see Ross patting himself on the back!) The call was responded to by John Naylor (long time, no see), John Temple and the Editor. Vic. is a wily old bird! When he had the volunteers in the bag he advised them that their presence was required at 0600 hrs. (Suggested gear: Hats, F.S.; Boots, F.S.; Leggings; Water Bottle; Cut lunch. Ed.) And that we were to report to Graeme Simpson. (One of us, at least, should have no difficulty in remembering that name. Ed.)

And that, members, was the March "Meeting".

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(It will be noted that our next meeting, on THURSDAY, 30TH APRIL, will be the fifth Thursday in April.)

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THE INTERNATIONAL RALLY

Unfortunately, the greatest amount of activity we had was attending the start as an "acting deputy sub-assistant lance/marshall". However, we consoled ourselves in some meagre way by thinking that no wheel is dependent upon any specific spoke, and any cog on a pinion in the gear box is just as necessary as his fellows on either side of him. But we became a bit deflated when we realised that a teaspoonful of oil, which includes many drips!, would not have any appreciable effect on the running of an engine, if withdrawn from the sump!

But - more important than all that, it gave us a deal of pleasure to see so many people off on such a bright couple of weeks, even if we were not joining in. And the vehicles themselves! Better to have seen them and watched them go, than never to have seen them at all!

In that great concourse of people and vehicles it is difficult to recall just everything we saw. At times our admiration of a vehicle chassis was badly - and pleasantly, we admit - interrupted by the graceful sweeping across the picture, of a human chassis of notable size, dimensions, and action (yes! that's it) but we (un)willingly dragged our attention back to the vehicle, for it also was of notable size, dimensions and action (e.g. 1907 Napier, 1915 Delaunay Belleville, to name but two).

The Rally very definitely showed up what we like to feel is one of the greatest talking points of our hobby - the fact that the whole family is involved. It is great to see it. No Mums and children, some in tears of course, waving Dad off. They are all in it, irrespective of age. We saw Jack Godfrey with his, Allan Foy with his, and of course the Clisbys really clinched it.

Our first job was an unofficial one. We were just in time to help the Oldie McCarthys lower the hood of the Martini. So the combined efforts of Bill Mc and "young" Bob reap a just reward, and the Martini blossoms forth on a real man-sized run.

It was certainly a great day for the Irish! Warren would be the first to admit this. We have heard him pass this remark on some earlier occasion. Or it sounded like that, anyway. Hope the Hiss did not apply the thought of a 'hiss' at the radiator cap en route. Apparently she found the conditions at the start a little heating.

Saw Albie Frost in grey dustcoat watching and checking the vehicles. Even saw him checking a Spyker. The driver was most worried at the detail gone in to, specially when Albie lay prone checking the steering!

The Delage seems just the right size for the Berthons - in width, anyway, but how she manages to carry sufficient gear for the two occupants for a fortnight plus, seems a mystery. But then, of course, there is a baggage truck.

Just had time to greet Alan Rowe and navigator as they shot past en route to the final check point.

At one stage of the proceedings we had the pleasure of meeting Mr. Barnett, Sally's father. No wonder she is so willowy. (Is that the word, Peter?) He seemed to us to be quite the right companion for the "fellar" we met some months ago when we went with Peter on a mission to the south side. Remember?

It is a good thing that Buicks are so versatile that they can run on half water. It seems that Jim Weir's boy "helped" Dad by pouring fluid from a one-gallon tin into the Buick's tank. Unfortunately it was not , but H₂O. A lot of valuable time was lost as Jim had perforce to drain the tank and clear it as much as he was able. Apparently the old girl was still suffering a little from "water on the carburettor" until pretty close to the Farm. Bad luck, Jim, but what good is a Weir without water? Answer that one!

We felt that Arthur Garthorn could cast off the responsibilities of the Presidency for awhile - or could he? We saw him in the Delahaye, but having read his dissertation on the desires of owning and driving a Fronty Ford, we wonder if he was really looking forward to a long run in an old French job.

We understand that Reg Jones was forced to show to a crowd at the start that the Clement Bayard can be brought to a sudden and unpremeditated stop in an emergency. It would seem to have been fortuitous that the lad was in front of the car. Had such a happening taken place at the rear of the Clem. when in reverse, we suggest that about all Reg would have been able to see would have been the moon rocket.

It is astonishing all the young fellows who manage to have their holidays at any specific part of the calendar. We had a few words with Greg. Daley in the 1913 Vauxhall. At the time we hoped that his jinx was worked out. The last time we seem to have seen him at close range was following his arrival at Castle Hill Showground - at the trailing end of a tow rope!

We were pleased to see Grandma and Grandpa Adams. It is, we agree, much more dignified for those at the top of three generations to use such a vehicle as the Studebaker instead of a Fire Engine - particularly for that distance. And the Stude. looked very nice, too, being given an air of dignity by being occupied by two oldies.

The old Ron Craze made us weep tears of disappointment when we saw the magic letters (magic to us, anyway!) B.S.A. However, what is not to be is not to be. Serves me right for allowing these crazy old crates to influence me. Should have turned my back on them years ago.

And George Burton! We have seen very little of him for quite a few years. Seems still to be worn away to a shadow, poor fellow! But what a host of nostalgia he liberated in us on this day. That delightful V8, with the head of each bank of cylinders showing close up to the louvres on its respective side of the bonnet. Such memories of one's youth. We always admired that gracefully rounded radiator with its many light weight horizontal cooling fins, and the attractive motif, being coat of arms on a shield. What a pity it has been dropped. Or has it been bulldozed over by "progress"?

Another Studebaker, and Bill and Reta East starting off on their 46th year as a team, and now starting off to Melbourne, still as a team. It still seems a strange thing to use a Veteran Car and not to have recourse to the stirring stick. But then Bill is not a stirrer; anyway!

The Prince Henry will surely be just as much a help to Allan on this run in comparison with the Reo (bless her!) as a series of meals cooked by some outsider will be to Leah. Are we right?

Only time for a very few words with Bob and Alma Newman as they moved the Talbot along towards the assembly area. But they were there, of course!

Even Argylls can come in for their share of trouble. We understand that George Campbell had to perform an autopsy on the gear box. Some new bearings were fitted, the first since she was purchased. And he says they're good and firm now. This run should work them in nicely. And George finished the varnish job. We heard about it on the day of the Scavenger Hunt, on Parramatta Road, remember? She reminded us of the Buick in her early days. We never knew whether to wipe the dust off - there was an ample supply of it in those early days - or get out the bucket and chamois and wash it off. No detergents then, of course. But they would probably have torn the inside out of the varnish anyway, as it was so comparatively soft. When it heated up dust stuck to it all the more.

We saw the Fronty standing quite quietly on the grass, but of course champing at the bit the whole time. Some of the young fry were very interested in her. And we hope, and feel, that it was his headgear and not his ears that we saw flapping round as Vic. sped back up the drive from the start.

Good to see the FL having a really good airing this time, with George King at the wheel.

We saw the powerful intercity module - the Delaunay Belleville - with Peter McKeown at the helm. She's like some wrestlers and boxers in that one has no real appreciation of her size till one stands beside her.

Amongst the non-starters we noted John Cowan of Newcastle. Met a couple of Novacastrians and had the offer of a cuppa. Slightly gratifying to find someone else who got as far as the starting line, only to turn back.

On crossing one wide area, came into contact with Jack Butcher. Must say that he does not seem to have lost much weight, yet!

Another poor fellow left behind (we like to see it that way) was Max Chapman and wife. However, our arm was wrung back this time by his navigator, who, we understand, is a "wordy" individual. She took the trouble to summon us from quite an appreciable distance, as they had some coffee waiting for someone to drink it. By then we were ready for something. It was "mit biscuit", but, as Max explained at the time - "mitout schveeten taasten mit schticken gestirrer". "Nein!"

We heard somewhere along the grapevine - think it was Sally Barnett who told us - that Randy Warden had the direst of dire luck. It

seems that a few days prior to the Start, the R.R. developed water trouble on the Market St. bridge (Pymont Bridge). Hasty work was gone into, running into a couple of days of intensive yakka and she was right for the Start. However, when fairly close up to the Farm she developed an intense capacity for boiling, and this, of course, made it dicey to join the Rally. Most unfortunate happening, and deserving of some sympathy, we feel. It is not known if the axe alleged to have been used actually went right through the block or only shattered the top hamper!

All this has been recorded without any mention of one bright fellow who loomed up large in our life on that day. Having been caught up in the last-minute panic of the powers-that-be, in respect of a jamb of vehicles at the Farm, we decided on not taking the car, as the fewer that turned up in the area, the better. Besides, a run all that way along seemed empty - company would have improved it. So we saw Barry Garth, who is to be found each day fairly close to our area. When asking him if he had any clues he stated that he was going, and would be very pleased to take us also. A surprise change took place on the domestic front at this stage, as our own life navigator expressed a desire to go also. It had been considered for a long time that the crowd would be too much for her in her physical state, and, let's face it! her lack of height. However, Barry took both of us - called for us and delivered us back intact. And he even acted as a nurse for our poor old gammy navigator. We could not have fallen into better company!

And we presume that no one saw the S.M.H. that morning. We show here an article that we spied, in the veteran section:

"Vintage and Veteran enthusiasts on International Tour.

The President and members of the 30/40 and Historic Motor Club wish you good motoring, a happy rally and a safe return to your respective homes.

Tom Cox, P.O."

Very bright thought, Tom! (You are bound to see this acknowledgment, as everyone reads SPIT AND POLISH.)

Why, Percy Stewart even took his copy to Warwick Farm with him. Would not let it out of his sight!

It would be remiss of anyone making this report of the start of the Rally should he make no mention of the time, thought, action and energy put into the organisation of the event by George Green. We were able, over most of the period, to be aware to a small extent of the terrific calls on George's time. As is usual with most affairs of this nature, as zero hour approached, so the mass of detail concerning such an assembly of humans and cars increased. There were the accommodation details, time tables, lunches and places in which to consume them, spirit and oil, of course, were attended to very neatly, baggage trucks, breakdown trucks (as opposed to the service supplied by the N.R.M.A. and R.A.C.V.) to name but a few details requiring attention. All this could not have been carried through without the able assistance of Val. Cross who, it would now seem to indicate, works in a secretarial capacity for George. When speaking to George on one occasion

close to 'blast off', he revealed that he had been advised that the 1000th letter in connection with the Rally had recently been despatched.

S O C I A L

Presentation Dance, 16th May, Kogarah Progress Hall, \$1.00 per head - basket supper. Tea and coffee provided.

Ring your party to 42-4198 after 23rd April, 1970.

Come along and help to make the night a success.

HILDA SHEEN.

* * * * *

A letter has been received from our Indian correspondent. It deals with a subject very dear to the hearts of the authorities who are concerned with our collective health. We publish it herewith:

"Chief Word Producer,
Magazine Polish Spit,

Honourable Sir,

I take up stylus and scratch for you these words on the papyrus, trusting that your worthy self will publish same for me.

In my country of India we have a sacred river which we call Ganges, in which all the village people swim and bath and wish their saris and loin cloths. You Englishers tell us we pollute the river with all our body washing and clothes cleaning.

Let me say, Honourable Sir, that in the humble opinion of this disciple of Mahatma Gandhi, the pollution of this river is not to be compared in any way with the pollution of the air caused by a Humber (I am led to believe that is the name) which was made up by some Englishers in 1912.

I beg to remain,

Your obedient servant,

CHUNDRA FORDTEE BARGARTH"

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CAR OF THE MONTH

The Brush Motor Car Company of Detroit, Michigan, commenced manufacture of their two-seater runabout in 1907 and the design remained basically unchanged through various models - A, B, C, D, E and F. The company, which became a division of U.S. Motors Co., ceased production in 1913 with the collapse of this combine.

Ross Marshall's Brush is a 1911 Model E (it was thought to be 1908, but was recently dated by Harrah's). It sold for \$450 when new and the advertising at that time stated simply that this was "Everybody's Car".

It is a pretty car and fits the popular concept of a "veteran" - completely open with lots of shiny brass and red paint. It also sounds like a veteran with its big (1-litre) single-cylinder engine chuffing away.

The car is quite interesting mechanically in that it has a wooden chassis and axles with coil spring suspension all round. There is no clutch - the 2-speed gearbox consists of a series of metal plates which take up the drive as the lever is moved slowly into position. The differential is mounted on the chassis and the final drive is by chains to the rear wheels. The brakes are of the internal expanding type on the rear wheels and are operated by a pedal fitted with a ratchet to hold the brakes on - rather disconcerting if you apply the ratchet accidentally and suddenly find everything locked up!

Lubrication of the engine (which rotates anti-clockwise, looking from the front) is by a drip feed, total loss system from a quart tank and sight gauge on the dashboard. The big end bearing (only one!) is of the hinged type and requires tightening from time to time, access being gained via a removable plate on the crankcase. There is no fan or water pump but Ross claims he never has overheating problems. The handsome steering wheel and column (left-hand drive) carry levers for spark and throttle control (the button on the floor which looks like a throttle is an exhaust cut-out) and the only instrument apart from the sight-gauge is a clock. All fittings on the car are brass except the steering column and controls which are nickel plated. The tyre size is 7.60 x 19 (28 x 3).

Ross bought the car (his first veteran) in Harden in 1963, from four fellows who had intended to restore it but had not done anything to it. It was complete except for the lights and hood and after bringing it home on a truck, the car was restored in six months. It had obviously done few miles in its life but the years had taken their toll of the wooden parts particularly.

A new chassis was made of hickory (as was the original), a timber which is used today to make trotting gigs. New axles, which are identical (front and rear), were made of Red Tulip oak and a new body was built using the original as a pattern. New wheels were made by cutting down T Model Ford units and fitting the Brush rims and hubs. The original mudguards and running boards are still on the car and the radiator has only ever been cleaned. The bonnet was replaced but all the brass mouldings and Selden Patent plates on the body are original.

The engine was frozen and had to be bored out slightly but the

gear box and differential were perfect and no bearings were replaced. The original horn had been run over and squashed at some stage but Ross was able to restore it. The side lamps are the original type as fitted to the Brush and the colour scheme - red with black mudguards - was one of two available at the time the car was built, the other choice being grey.

Ross estimates the car has only travelled about 1,000 miles since restoration but has been on a number of rallies including Newcastle (twice) and four or five Blue Mountains Rallies. It caught fire on one Newcastle trip and Ross had to stand by and watch it burn until a good Samaritan arrived on the scene with a fire extinguisher. Fortunately the only damage was to the wiring!

The Brush is very light on the controls and very easy to drive, and rides beautifully on its soft suspension. It suffers a lot from vibration, being a single-cylinder, and goes through the "sound barrier" at about 25 m.p.h. Ross reckons that the resultant "double vision" effect is reminiscent of the morning-after-the-night-before, but once past that critical period the car will rocket all the way up to 30 m.p.h.!

The feature of the car that appeals most to me is the way it shakes gently up and down on its supple springs when idling. Anyone for cocktails?

W.K. IRISH

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Tough Guy - Driving a heavy American car apparently makes some fellows, er, is it 'thick skinned'? Did you hear about the fellow from Ryde who dusted himself with VIM? Some of us thought we were tough years ago when we ran ourselves over in the shower with a new nail brush! It is understood that the tingling effect that he received was quite a solid surprise to him, and entailed a dip under the shower again.

New Type Muffler - Did you hear of the single-seater Renault (also from Ryde) which has a new type muffler, invented by its owner? Miraculous, really! Must be made of porous metal, because it was unnecessary to have holes in it. What a bright idea! In apparently filtering the exhaust gases through the metal, he could be assisting in reducing the pollution problem. Probably following the principles of the potato dust extractor!

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

FOR SALE

Ex Hupmobile of 1920's
2 Headlight glasses plus rims
Starter
2 Generators
Carburettor

N.W. KING,
14 Bimbadeen Ave.,
Lugarno. 2210
Tel. 533-4293

- WANTED Model T Ford original literature 1914-1922 Model T Chassis
In exchange for:
1915-1919 Ford Coil Box with coils for the same era.
0-60 m.p.h. American Speedometer (both in good condition).
- DON BARKER,
12 Myall Rd., Waratah.
- FOR SALE De Dion Bouton Crankshaft, Crank case and Block.
- KEITH FRANKS,
Tel. Bus. 651-1029
- FOR SALE 3½" x 30"; 4.40 x 19; 5.00 x 16 Wheels and Tyres.
- MR. HUGHES,
Tel. 80-2560
- FOR SALE Concertina type running board, carrier fixed with winged nuts and adjustable. Bought new in 1926. In good condition.
- H. HOLLIER,
Tel. 632-9431
- WANTED Electric Klaxon 12 v. for preference. - JOHN TEMPLE,
Unit 4/234 Garden Street,
Eastlakes.
- FOR SALE 1 pair P.H. Sidelights - mint condition.
- R. WILSON,
Tel. 97-3215
- FOR SALE T MODEL Ford Tourer 1918. Australian body. Eng. No. C.185016.
Chassis complete and intact. Body complete but dismantled.
This car is complete, including hub caps, horn, excellent radiator and cap, wheels, coils, tyres and tubes, original windscreen in excellent condition, electric headlights, kerosene side and tail lamps. Still bears body manufacturer's embossed sill plates.
- MELBURN POPE,
Tel. 2.0225, Ext. 337 or 390
- FOR SALE Horn - "Schwarze", approx. 10" long. Model 612. Made in U.S.A.
- MR. MARLIN,
Lot 23, Eagle View Rd.,
Minto (near Campbelltown)
Tel. 685-1919