

# SPIT AND POLISH

OFFICIAL NEWS BULLETIN OF AND FOR  
THE



Phone: WX 1608

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EDITORIAL OFFICE

26 MADELINE STREET,  
HUNTERS HILL, N.S.W.



Merry Christmas  
and  
Happy New Year



#### EDITORIAL NOTES

As 1959 draws to a close, the Club and all its Members can look back on a very memorable year, and one that has advanced Veteran Motoring considerably. Many new Members have joined our Club, and in doing so have brought to light, and new life, some very interesting cars, which we hope will give much pleasure to the finders, and honour in the future to the ever-growing Veteran movement. The Annual Katoomba Rally, this year was an invitation one which attracted a large field of entrants from all States; this is an excellent idea for it helps to cement friendships between Clubs, and no Club or institution is so perfect that it can't learn something of advantage from another. Then there was the Queensland Centenary Rally, also an invitation one, it brought together a greater number of Veteran cars and Veteran enthusiasts than has ever been before - all States were well represented, including Tasmania.

There was the Annual Brighton Rally from Brookvale to Bondi, The Trek, quite a large number of events to aid charity, Swap Day, and processions through the streets of Sydney. Somebody unknown to us must be guarding Veteran interests, for nearly all the events of the year have been blessed by fine, sunny weather. The Club has also been blessed with a fairy godmother in the form of Messrs. H. C. Sleight, who have taken us under their spell, and in doing so have made it possible for so many of us to participate in the big Rallies in an unburdened state of mind. The year 1959 has also given us new Headquarters right in the heart of the City, surely a great convenience, and in June this year Spit And Polish was created, and the Editor wishes all its readers, both here in Australia and overseas, a very Happy Christmas, and Good Health and Prosperity in the New Year.

#### LETTERS FROM READERS

The Editor, V.C.C.A. "Spit And Polish",  
Dear Mr. Leresche,

Just a line to say how much I enjoyed reading the first edition of "Spit And Polish" and thank you for sending it. It will take its place on the magazine table in our library, where I trust it will be found by your daughter for whom I am still waiting. I think it will not be long now before she comes in here to see us.

I expect your Club already receives our publication - The Veteran Car Club Gazette - but if not I will see that one is sent. I should be glad to receive your publication on each occasion of its being published, if you would be so kind as to arrange matters.

The V.C.C. of Great Britain, Yours sincerely,  
Portman Square, D. C. Morrison,  
London. Secretary.

The Editor, V.C.C.A. "Spit And Polish",  
Dear Mr. Leresche,

It is indeed a pleasure and honour to receive the first two issues of the Official News Bulletin of The Veteran Car Club of Australia. We will be glad to exchange publications and I am sending you forthwith, the Spring and Summer issues 1959 of "The Bulb Horn", this is published in four issues yearly, namely, Spring, Summer, Fall and Winter.

At present we enjoy similar arrangements with the V.C.C. of South Africa "The Klaxon", the V.C.C. of Great Britain "The V.C.C. Gazette", The Pioneer Automobile Club of The Netherlands, and others.

It is permissible for you to crib bits from "The Bulb Horn", provided credit is given, and we ask the same permission from you in regard to cribbing bits from "Spit And Polish".

Page 5. Vol. 1, I think the poem "Do You Just Belong" by Anne Morgan of the "Diff" most appropriate and feel sure our Editor, Mr. MacIlvain would like to publish it. Perhaps you may have occasion to correspond with him. The copies of "Spit And Polish" will be sent to him first, then they will be sent to our Librarian for the archives of V.M.C.C.A.

We congratulate you for the attractive and interesting Bulletin and wish you many successful years of publication, you are to be commended for taking on the task of Editor.

The V.M.C.C. of America,  
Larz Anderson Park,  
Mass. U.S.A.

Yours sincerely,  
J. Byron Hull,  
Secretary.

## DID YOU KNOW

That Mr. & Mrs. George Green left recently on a flying trip to England, to spend Christmas with daughter Sandra and her husband; no doubt he will come back with a lot of good information on the Veteran movement in England. We wish them all the best.

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That the new London-Birmingham Motorway, was opened this month to traffic. Speeds of over 130 m.p.h. were reached by private cars and the new non-stop Birmingham to London Coaches cruised comfortably at 75 m.p.h. Break-down calls exceeded 100 in the first nine hours due to petrol shortages, over-heating and tyre troubles. A friend tried it out and got off at the first side turning scared to death at the speeds at which people were travelling.

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That the George Williams family have another son, this makes three sons now and George will have to get busy and look up some more veteran cars for the family to drive when they get older.

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That George Green has found two more veteran cars, one a 6 h.p. 1902 De Dion, and a Stanley Steamer, the latter I think is vintage. It was given its first run recently and George was chased for quite a long way by a motorist who caught him eventually and pulled him up to inform him that the car was boiling.

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That Les. Nichols who joined the Club with a 1909 Brasier car, has found a very fine I.H.C. Buggy, almost complete and in original condition, we congratulate him on this very interesting car and hope he will be able to put it in first class order in time for the next Katoomba Rally.

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That Britain's first Public Mobile Radio-Telephone service opened last week, it enables any member of the public who buys or rents the requisite radio equipment, to make telephone calls from his car to any telephone number in Britain. For the present the "Mobile Subscriber" has the choice of five channels. Channel 1 calls the operator, who sets up the call, and having obtained the wanted number, the operator tells the car to switch to one of the 4 remaining channels where he will find his number waiting for him.

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## HOW TO FIND A VETERAN CAR by George W. Green

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Some twelve months ago I often heard Members and prospective Members say that there were practically no veteran cars left. This is very far from the mark as during the past 12 months about 32 cars have been found in N.S.W. and no less than 40 in Victoria, and I am sure there are many more to be found. The question that is always asked is - how do you get on to these cars? In the City and Suburbs, have a chat with any elderly people that have lived in a Suburb for most of their life, get them around to families that used to have cars years ago, then chase up the original car owners to see if they can tell you the fate of any of these cars. You will run up against plenty of blind leads - meet some difficult people, also some charming ones, and even if you do not turn up a veteran you will have had an enjoyable time.

Country Towns:- First try out most of the garages where they have been established for a long time, for preference. If they can not give you a lead to any likely cars, see if they can tell you where you can find an elderly citizen of the town who has been in business for over 40 years.

Stock and Station Agents are usually good informers also Store Keepers. If there is an old postman seek him out. Remember most of these people know nothing about cars and are vague on the car's age, but no matter how many dud leads you get, keep trying, something will turn up when you least expect it. Don't pay any silly prices and be sure that the car is a Veteran before you part with your cash.

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## THE PRESIDENT'S MESSAGE

With this edition of "Spit And Polish" - our first Christmas issue, I would like to extend to all our members and friends most sincere wishes for a traditional old fashioned Merry Christmas. May it be a period of happy family reunions, a joyous episode long to be remembered. May the spirit and meaning for the Christmas Season remain, and influence us in the coming year, reminding us that there is a spiritual as well as a material side to our existence - and when the New Year finally comes may it usher in for us all a Happy and Prosperous time in which a band of enthusiasts with a common interest in Veteran Cars can pursue its hobby to the full, giving offence to none and pleasure and joy to many, old and young alike.

To one and all, members and friends, I extend a wish for a very Merry Christmas, and a Happy and Prosperous New Year.

Alan Rose-Bray.  
President.

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## SOME THOUGHTS ON THE PRINCIPLES OF DATING CARS

by D.C. Field and George Lanchester  
of The Veteran Car Club of Great Britain.

The Veteran Car Club of Great Britain has now had over 14 years experience of investigating and checking the years of manufacture of Veteran Cars and also the extent to which they have been altered from the manufacturers' specifications. We believe that the following Guiding Principles will help other Veteran Car Clubs.

The Veteran Car Club of Great Britain defines a Veteran Car as one manufactured before 1917. These are divided into two categories.

- (a) True Veterans, i.e. those made before January 1st 1905.
- (b) "Edwardians" i.e. those made in the years 1905-1916 inclusive, mostly during the reign of King Edward VII.

There may be circumstances under which dating is amenable to a certain amount of latitude. As for instance, a particular car is identical mechanically with one made by the same manufacturers late in 1904 and which was on the market in 1904, we accept and date it 1904, even if the car under consideration be proved beyond question to have been made early in 1905, or possibly even later. This is a concession that came into practice when information at the disposal of our Dating Committee was inadequate, and it was deemed to be a legitimate concession and preferable to withholding a dating certificate indefinitely. We do not like it, but it is now too late to alter. It should be noted that this concession is not extended to cars of any years other than 1905, and only applies in the case of mechanically identical models.

Occasionally a Veteran Car is found, of which the body has been removed, or destroyed, or perhaps is only partially destroyed or damaged.

In such cases it is legitimate to provide a new body, or such new parts as are necessary, providing it represents the type and design of body originally marketed by the manufacturers. Coachwork, renewed or repaired should be coachfinished in the manner that was customary at the time it was originally made, i.e. Oil Colour and Coach Varnished.

If a chassis was manufactured in a given year and delivered to a Coachbuilder, but the body was not completed by the Coachbuilder in the same year, it will usually be admitted for dating in the year in which the chassis was built.

When a component is missing, such as a carburettor, radiator, or the ignition mechanism, and if the type originally supplied cannot be obtained, a more modern equivalent of such component will be acceptable.

Any component differing from the original is at the discretion of the Dating Committee, and recorded on the Certificate issued by the Club to the owner of the vehicle, until such time as the offending component be replaced by one of contemporary pattern.

All lamps should be of the type and pattern of the period and should be either brass, black, or nickel plated. Where Regulations demand, cars must be fitted with electric filament bulbs. (All cars must be fitted with near and off-side tail lamps if used on the road after dark). Other accessories such as horns, hooters, and windscreens, where originally fitted should be of the original pattern, but windscreens must be glazed with safety glass.

When overhauling the mechanism of Veteran Cars, parts should be replaced by those of material and design similar to that originally used. For instance, where a car was fitted originally with plain bearings, it is not permissible to substitute ball or roller bearings.

It is not permissible to improve the performance of an engine by fitting light alloy pistons in place of cast iron or steel, nor to fit light alloy connecting rods. Neither is it permissible to reduce weight by drilling the chassis or other components, nor to improve the car's performance by increasing the compression ratio. Such modifications must inevitably be penalised in events organised or authorised by Veteran Car Clubs. It must be obvious that to alter a Veteran Car to improve its performance, makes nonsense of the Veteran Car Movement and the practice is quite inadmissible. Improvements in dimensional accuracy tending to promote durability and give freedom from breakdown, are permissible. It may be true that in the past, engineers and mechanics have modified engines to increase power output for racing and sports enthusiasts, including altering the compression ratio, but it was not countenanced, nor regarded as good practice, as it certainly tended to increase the risk of breakdown. It should be borne in mind that High Octane fuel was not available during the Edwardian period and therefore latitude for increasing compression was very limited.

It is hoped that these guiding principles will be of aid to others in dating and assessing the validity of early automobiles throughout the world.

With acknowledgements to  
The Horseless Carriage "Gazette"

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#### THE BONG BONG PICNIC RACE MEETING

On Saturday 21st November, 1959, seven Veteran Cars, the Austro Daimler (with Frank Klein and Ken Nutt, and father driving), the Talbot driven by George Potter, the Rolls Alpine driven by Dick Hehir, the Rolls Royce Laundaulet (driven by Stan Donney and brother) the Hupmobile driven by Laurie O'Neill, the Renault (driven by Jack Garwood) and the Curved Dash Oldsmobile (driven by Rex Turner) with Alby Frost and wife and family as Director of Ceremonies made the journey to Bowral to participate in the postponed Bong Bong Picnic Race Meeting - What a weekend:

After the procession through the main street of Bowral the Veterans headed by an official police pilot car wended their way to the Racecourse approx. 2½ miles from Bowral where all were provided with a cut lunch, cups of tea and various other brews if required. Here the public appeared to desert the race meeting - temporarily anyhow, and inspect the cars, strangely in such a manner that the cars could be left quite safely unattended, possibly for the first time ever.

The less said about the results of visiting the Bookies the better, but it was all good fun. What with draught horses and girl jockeys, even experienced punters like ---- perhaps it is best not to mention names; fared poorly. George Potter, Alan Rose-Bray and Jack Garwood pooled resources, and even backing 50% of the horses in two races "did the lot".

Accommodation at Craigieburn was excellent and the reception arranged at the Country Club was even better. Here a most convivial evening was enjoyed and at approx. 1.30 a.m. the weary veteran motorists retired.

The Town Clerk, President of the Race Meeting and all concerned went out of their way to make the evening a memorable one.

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#### STOP PRESS

We hear that Alan Rose-Bray recently journeyed to Woy Woy to give an address to the local branch of Rotary, the subject being Veteran Cars. A very nice letter of acknowledgment has since been received.

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#### QUIZZ PICTURE

Can any reader identify the make and date of the Christmas picture on the front page of this edition of Spit And Polish, post your guess to the Editor, 26 Madeline Street, Hunter's Hill, N.S.W. - the names of the knowledgeable will be printed in next issue of the Bulletin, together with the answer.

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The Air's District Antique and Classic Car Club recently held their Liverpool-Wallacia Rally, and the Editor received and accepted an invitation to attend. The run, which started at Liverpool proceeded by various back roads to Caddy's Park, Wallacia. It was a most enjoyable trip through very pretty rural districts and, in spite of heavy rains previously, the roads were in good condition.

The Hupmobile was fortunate in having Ken Bolger as navigator, and his knowledge of the district, together with excellent navigation, secured the trophy for outright winner of the antique section for this car.

A very nice medallion for the Concours d'elegance was also awarded to the Hupmobile.

At Caddy's Park, all had a friendly picnic lunch under splendid shade trees and, in spite of quite a large spectator attendance, there was no interference with the cars. The Rally was well organised, the controls were excellent and well manned, and altogether it was a most enjoyable day.

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#### LIBRARY NOTES

An interesting old publication has been donated to the Library called, "The Making Of A Motor Car" by Douglas Leechman. This was handed to our Librarian, Ray Hill at the last monthly meeting by Member Martin McCarthy to whom the Club is very grateful.

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#### BITS AND PIECES

Wanted - four new or used 815 x 105 beaded edge tyres. These are required for 1914 Oakland Car. This car is almost running and with tyres should be mobile within a month. Please contact:

Martin McCarthy,  
10 Tycannah Road,  
Northbridge. Phone XL 1088

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Wanted - Diff. casing with gear box attached for 1912 R.C.H. Car, the gear box is attached immediately in front and to the diff. casing in this model car. Unfortunately it became damaged in the last "Brighton" Rally and if anyone can help it would be much appreciated.

Jack Butcher,  
34 Scott Street,  
Croydon. Phone YU 1597

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Wanted - Carburettor for 2 cylinder 1909 Renault.  
Breeze carburettor for 1911 Hupmobile, and a rear tail light suitable for 1909 Daimler Touring Car.

Laurie O'Neil,  
85 The Boulevard,  
Strathfield. Phone YB 3900

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#### THE LUCK OF THE GAME

A prospective new member who had been hunting all over N.S.W. and some of Queensland recently found a 1909 Coventry Humber car within a mile of where he lives. The mechanical part was almost complete, but minus the steering box, column and wheel. The old owner informed him that this had recently been collected by a scrap merchant, so he made haste to see this person - "Oh! Yes", the dealer told him, "I remember a long thing with a wheel on it - let me see now, it's over in that corner of the yard". After much scrambling over bits and pieces the dealer then remembered that some Japanese had collected a large truck of scrap for export. A further dash to the wharves and after much rummaging about, the complete column, steering box and wheel were found. How lucky can you be!

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