

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.

EDITORIAL NOTES

Dear Member,

At the monthly meeting held at the new Headquarters on 24th. Sept. last, there was a much better roll up of Members, and quite a few faces that had been absent for some time were there, together with six new Members, who put applications in for Membership. The Chairman of Events, Mr. George Green gave an outline of the then forthcoming Brighton Rally, and the Annual Trek.

Full details of The Waratah Spring Festival Procession to be held on Saturday October 10th, next, and the Bowral Festival of Flowers and Picnic Race Meeting to take place on October 24-25th, next were also discussed. George Green has gone to a good deal of trouble to organise these events, and a lot of thought has been put into the organising to ensure that everything will run smoothly for those taking part, and it is hoped that as many Members as possible will take part with their veteran cars.

As for the Brighton Rally, this Annual event, the 6th, was held on Sunday 27th. September last in perfect veteran car weather. Some 49 cars faced the Official Starter, Mr. George Sevenoaks, and at 9.15 a.m. he started flagging them away at 2 minute intervals, the first car to leave was President Alan Rose-Bray in his single cylinder Brush Car. Mr. Dick Mortimer as Clerk Of Course carried out his duties in his usual efficient manner, and The Sporting Car Club Members handled the controls. These control Officers were not only extremely efficient, and most courteous, but dressed in neat white overalls were very conspicuous and a great help to competitors, who sometimes had to nudge their way through the public to get into a control, with only a few seconds to spare to be on time.

The Scarborough Park control with its 30 to 40 minute stop was a shambles and it was difficult to get into one's allotted place without endangering the public, who were all over the ground in a completely uncontrolled manner. However the finish at Bondi on The Queen Elizabeth Drive was excellent. The Police together with the various officials did a splendid job, and the public were kept well behind the barriers; this gave the competitors an easy mind in leaving their veterans to proceed to The Kings Theatre, where Messrs. H.C. Sleigh had provided a most enjoyable afternoon tea, after which Mr. Allan Swan presented the Medallions and Pennants.

Prizes for The Concours d'Elegance, and Road Safety together with Waverley Centenary souvenirs will be presented by The Waverley Council on 30th Nov. next in The Charles Hall, Waverley at 8.00 p.m., all Members are invited.

CONGRATULATIONS AND THANKS

To Ray Hill, who with his beautifully restored 1911 Hupmobile long chassis roadster, won The Concours d'Elegance in The Brighton Rally, this is the second time that Ray and his Hupmobile have carried off these honours.

To Jack Butcher driving his R.C.H. Car who strictly observed all traffic regulations, and lost the least number of points in the timed road section in the Brighton Rally. This being a strict Club policy, Jack has not only won a very nice prize, but has set a good example to all Members.

CONGRATULATIONS AND THANKS

To George Green for entering those 10 well restored and interesting veteran cars to the thinning ranks of The Brighton Rally, George supplied a fifth of the total entries. It is hoped that a number of Members faces are red.

To Messrs. H.C. Sleigh, and all their willing Staff for their help and sponsorship of The Brighton Rally, and for providing such excellent parking facilities at their Matraville Terminal for the various cars, not forgetting the convivial luncheon at The Terminal, and that very refreshing and excellent afternoon tea and good cheer at the finish.
All competitors join in these thanks to you Sirs.

To Royce Gregory for that beautifully re-restored 1906 Overland car, Royce informs me that he has completely reconditioned this very interesting car. It was a complete Gregory affair, Mrs. Gregory acted as navigator, and his sons as passengers, but this in no way dampened his usual high spirits.

FOR YOUR INFORMATION

Last month mention was made of a long list of Canadian Ford T motor numbers, also a list of cars shipped from Canada to The World generally, these were sent to the Editor by George Roberts, and the following are the dates applicable to The V. C. C. A. Members.

July 31. 1913	1500	} Engine or Motor Nos.
July 31. 1914	16500	
July 31. 1915	37500	
July 31. 1916	70000	
July 31. 1917	121000	

WORLD EXPORT OF CARS FROM CANADA

1904-05	117	1910-11	2805
1905-06	99	1911-12	6388
1906-07	327	1912-13	11584
1907-08	324	1913-14	15657
1908-09	486	1914-15	18771
1909-10	1280	1915-16	32646
		1916-17	50043

Many thanks George for your trouble and thought, no doubt many Ford T owners will be most interested.

A man in U.S.A. buys and sells nameplates, badges, makers script, and similar articles, and has successfully reproduced some 1700 such items.

Here now is an opportunity to replace that missing emblem from your veteran car. Anyone interested please contact the Editor.

Quite a few Members have been in trouble in the past with damaged spokes and half rims on their wood artillery wheels, and various firms and so-called wheelwrights have been approached with unsatisfactory results. On the other hand some Members have had excellent wheel work done by H.J. Bishop & Son, 70 Railway Parade, Burwood, he is a bit long-winded and takes his time on this sort of work, but when finished it is a worthwhile job.

A man with £30,000 securities asked his Bank for an overdraft of £500 for three months as he was going away on holiday, but would leave his Rolls Royce as collateral for the overdraft. On his return he repaid the £500 plus 50/- interest, and on being asked by the Bank Manager why, with all the securities he held he wanted the £500 overdraft, he replied that he did not know of anywhere else he could have parked his car for three months at a cost of £2.10. 0.

THE PRESIDENT'S MESSAGE

With the ever-increasing standard of restoration evident, Members should ensure that whatever restoration work is carried out is authentic. The aim should be to restore the vehicle to the condition it was in when it left the factory. Once this aim is departed from restoration loses its meaning. Similarly in the finishing touches: the paint work should be brushed on and carried out in colours authentic to the era.

Upholstery colours should be chosen similarly and striping should be restrained.

Guard against any tendency to over-restore a vehicle. Don't use brass where it wasn't used originally, don't buff sand castings to a mirror finish, don't make cylinder blocks appear as if stove enamelled if the original was a painted sand casting. The idea is not to make a veteran car an eye-catcher from the public's point of view, but to make it a joy to behold to the true knowledgeable Veteran enthusiast who appreciates what the car should be.

BITS AND PIECES

The following is taken from Wheels, Australia's top Motoring Magazine.

I have recently unearthed bits and pieces of an old Metallurgique-- about 1912 model, I think, and I am very interested in getting in touch with anyone in Australia who currently owns one. Perhaps they may be able to help with some of the restoration problems involved.

R.B. Scott, 4 The Rise, Mount Pleasant, Christchurch, N.Z.

A prospective new Member has located a 1913 Ford T, but the engine block bears the serial No.463910, which George Roberts informs him is that of 1923 vintage. No doubt the block was renewed about the year 1923. Would anyone knowing of an earlier block with serial No. about 1500 please get in touch with either George Roberts, or the owner of this car Mr. H.G. Donovan. 8 Dovedale Street, Grafton, N.S.W.

Member J.J.H. Andrew requires a lamp door to suit a Lucas King of The Road side light No.720, this will complete a very nice pair of these lamps that he requires for one of his cars. Telephone J.J. 3364.

Lorry O'Neil requires an American type generator for his 1912 Hupmobile car. This is a round type generator, the bottom part was generally made of steel, and the upper part, the water container was brass, can anyone help this Member if so telephone Y.B. 3900.

Your President, Alan Rose-Bray and Librarian, Ray Hill, are anxious to build up and improve the Club Library, and you are asked to donate, or loan, any publication, books, catalogues, or material of any kind that would be helpful in any way to other Members. Remember that the library of a veteran car movement is a place where a Member should be able to go for information on his or her car or cars, and it should be the backbone of a young and growing Club such as yours; will you give this matter your careful thought and help. Thank you.

PLEASE notify Editor, SPIT AND POLISH, of your requirements, swaps or anything that you may have for sale that another Member may require - also information about that car you are restoring, photographs of your car are needed, for particulars please telephone the Editor, W.X. 1608.

E V E N T S

The 2nd Annual Trek held on the October holiday week end last was well attended in spite of the bad weather. Rain commenced shortly after all had arrived at Mr. George Green's Goulburn Property, and never let us for the whole long week end; naturally the various sports and events that had been planned had to be abandoned, however that did not dampen the Members in any way and all sorts of fun and games were the order of the day with excellent food and terrific barbecue steaks.

Allan Foy who was driving the Franklin had bad luck with one of the big ends of this car, and he and others helped pull the offending connecting rod out, and the car was driven home on 5 cylinders.

Another enthusiastic Member, Kevin Ryan, drove his 1909 Ford T all the way from Newcastle and was the only one to negotiate the creek crossing coming home, all the others had to make an 8 mile detour round the mountains to avoid the creek which had risen considerably, there was much spluttering and cheering as made the opposite bank.

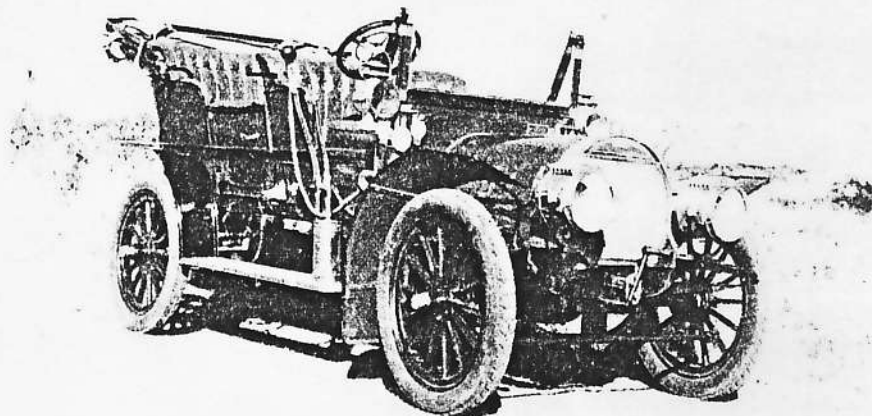
Other Members that braved the weather were, Jack Butcher and Wife, Len Sheen and Family, Stan Donney and Family, Mr. and Mrs. Bill East, Mr. and Mrs. Frank McGowen, Dick Heher, Mr. and Mrs. George Green, Stan Rumble with his large sized Renault complete with family and dog, Mr. and Mrs. Len Masser and Hup., George Roberts and family, Mr. and Mrs. Alby Frost, Royce Gregory and family, Mr. and Mrs. Jim Simpson and our old stalwart Ken Moss with all the family, plus truck, luggage and eats.

All were invited to a dance in a near-by wool shed on Saturday night where some 400 people attended, together with some very attractive ladies, and some of the young bloods of the Club arrived back at the camp round 3 a.m. on Sunday morning.

If the Editor has missed any of the high-lights of this Trek, please forgive him for he was one of the ones that funk'd it and stayed at home, mainly to finish this edition of Spit And Polish.

Some 17 Members took their cars to Brisbane for the Queensland Centenary Rally, and the Hon. Treasurer, Jack Garwood, is wanting all those who have not submitted their car and travelling expenses to please do so immediately; the Editor understands that only 7 of all these entrants have submitted their accounts. Whether you were sponsored or not please attend to this matter to enable the Treasurer to balance his accounts, and in doing so please send them direct to S. J. Garwood, 34 Westfield Street, Earlwood.

Finally the Editor regrets having to cut down this edition again, but owing to the total absence of letters or correspondence of any kind from YOU it has been found necessary. Don't forget that this paper wants news and information from you, it is desirous of helping Members also in securing bits and pieces that a number of you must be requiring to complete your restorations. Don't delay, put that bit of information down now on paper and post it to - The Editor, Spit And Polish, 26 Madeline Street, Hunter's Hill, n.S.W., when it will have immediate attention.



This 1904 SPYKER touring car is owned by Lionel L. Erratt, the President of The Veteran Car Club of Gunnedah, N.S.W. It has a 4 cylinder 14/18 h.p. engine with cylinder blocks cast in pairs, with bore and stroke of 90 x 110 mm. Connecting rod bearings are bronze and the crankshaft is carried on 3 ball bearings, and with it's T head cylinder blocks two cam shafts are employed. Ignition is by Bosch high tension magneto, and a commutator is fitted for alternative battery ignition. There are 3 forward gears and reverse actuated by the progressive type gear change, both gear and hand brake levers are outside the chassis on the off-side.

The original body, made by B. A. S. C. of Longacre, London, has been repaired, and refinished in Maroon, and the new buttoned and pleated upholstery has been faithfully copied from the original.

This car was found in a shed at Coonabarabran, N.S.W., where it had been lying since about 1929, its N.S.W. registration number was 10266, it has now been completely restored without any modification, and with its genial and proud owner made the first appearance in a Club event at the Katoomba Rally last March, and behaved very well except for slight magneto trouble which has been rectified. It later appeared in The Queensland Centenary Rally where it acquitted itself in fine style in the 4 cylinder class losing only 140 points in the whole Rally.

There are very few known SPYKER cars in existence, the one in The British Car Club made famous by the well known film "Genevieve", one in the Dutch Club, one in the Museum in Holland, and two later and larger ones in Australia, one in Queensland owned by Allan Dunshea, and one here in N.S.W. owned by Jack Jeffrey. If there are any other Spyker cars in Clubs in other parts of the world, the owner, Lionel Erratt would be glad to hear from the owners with a view of mutual correspondence.

The Editor would be glad to have photos about the same size as the above, printed in black and white on glossy paper, with a three quarter elevation and absence of background as pictured above. These are needed for future publications of this News Magazine. Please help.

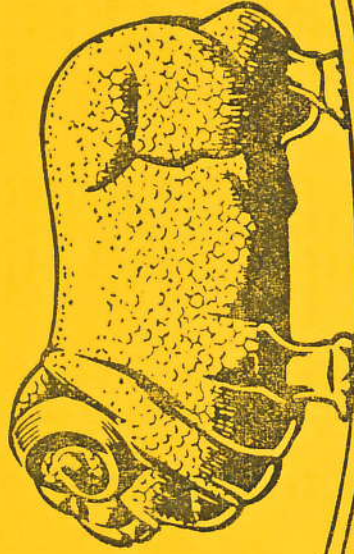
THE VETERAN CAR CLUB OF QUEENSLAND

invites EVERYONE to be present at the

Saturday, 15th August, 1959

Place	Miles	Time
Exhibition Gnds. (Start)		9.00 a.m.-10.30 a.m.
Stones Corner	4	9.20 a.m.-10.50 a.m.
Mt. Gravatt	8	10.00 a.m.- 2.00 p.m.
Beenleigh	24	1.15 p.m.- 3.00 p.m.
Oxenford	39	2.20 p.m.- 4.00 p.m.
Southport	51	3.00 p.m.- 4.30 p.m.
Broadbeach	55	3.20 p.m.- 5.30 p.m.

The first car leaves No. 1 Oval, Exhibition Grounds, at 9.00 a.m. with the remainder following at one minute intervals. Cars will travel via Gregory Terrace, Brookes Street, Ann Street, James Street, McLachlan Street, Kemp Place, Story Bridge, Main Street, to the 'Gabba, then via Logan Road to Mt. Gravatt Showgrounds where several Sub-Events will be conducted and lunch served. After lunch cars will travel to Southport and Broadbeach.



GOLDEN FLEECE

"CENTENARY"

Sunday, 16th August, 1959

Place	Miles	Time
Lennox Hotel, Broadbeach		11.00 a.m.-1.30 p.m.
Southport	5	11.20 a.m.-1.50 p.m.
Oxenford	16	12.15 p.m.-2.20 p.m.
Beenleigh	31½	1.30 p.m.-3.10 p.m.
Mt. Gravatt	47	2.50 p.m.-3.55 p.m.
Exhibition Gnds. No. 2 Oval	55	3.30 p.m.-4.40 p.m.

Veterans will take part in a Sub-Event, then leave Lennox Hotel at 11.00 a.m. for the return journey to Brisbane. Immediately the last car has checked into control all trophies will be presented and you will have a wonderful opportunity of seeing the Australia-wide assembly of Veteran Cars at close hand.

Cars are scheduled to reach or pass the places named between the times shown.

VETERAN CAR RALLY

GOLDEN FLEECE CENTENARY VETERAN CAR RALLY

No.	State	Year	Make	No. Cyl.	Owner	Driver	No.	State	Year	Make	No. Cyl.	Owner	Driver
1	Qld.	1900	Tolado (Steam)	2	T. Osborne	Ken Hoff	47	Qld.	1916	Indian (M./Cycle)	2	Falconers G'ge, Garton	Ken Hoff
2	Qld.	1901	Panhard (Levaasor)	2	G. Giltrap	Wal. Barker	48	N.S.W.	1912	Metz 22	4	W. Barker	Mr. Nicholson, M.L.A.
3	N.S.W.	1900	Rockey	1	Ed. Yabsley	G. Giltrap	49	Qld.	1914	Model "T" Ford	4	F. N. McGowan	Jack McGowan
4	S.A.	1903	Pope Tribune	1	N. E. Paech	Falconers G'ge, Garton	50	N.S.W.	1910	Armstrong Whitworth	4	Falconers G'ge, Garton	Bob Falconer
5	N.S.W.	1904	Spyker	4	L. Erratt	Falconers G'ge, Garton	51	Qld.	1912	Triumph (M./Cycle)	1	F. Dallimore & E. A. Barton	Ken McDonald
6	N.S.W.	1903	Oldsmobile	2	R. Turner	Falconers G'ge, Garton	52	Qld.	1914	Triumph (M./Cycle)	1	F. Dallimore & E. A. Barton	F. Dallimore
7	Tas.	1907	De Dion Bouton	1	Markoff Brothers	T. Osborne	53	Qld.	1914	Model "T" Ford	4	C. B. Jaquet	Jack Garrick
8	N.S.W.	1906	Orient Buckboard	1	G. Sims	C. B. Jaquet	54	N.S.W.	1913	Overland	4	W. Whatmore	Warwick Whatmore
9	N.S.W.	1907	Pueget Italiana	1	R. Dix	C. B. Jaquet	55	N.S.W.	1913	Overland	4	G. Giltrap	Gordon Fysh
10	N.S.W.	1909	Renault	2	G. Williams	C. B. Jaquet	56	Qld.	1906	Star	2	Mrs. G. Elkin	Gloria Elkin
11	N.S.W.	1910	Bedellia	2	J. Turner	Jim Turner	57	Qld.	1912	Morris	4	G. Giltrap	Terrance Giltrap
12	Qld.	1905	Cadillac	1	P. Hosking	Percy Hosking	58	Qld.	1910	Dodge	4	G. Giltrap	Ed. Uebergang
13	S.A.	1902	Crestmobile	1	H. Clisby	Harold Clisby	59	Qld.	1910	Hupmobile	4	E. Uebergang	Brian McTaggart
14	S.A.	1904	De Dion Bouton	1	L. Vinnall	L. Vinnall	60	Qld.	1910	Model "T" Ford	4	E. Sims	Reg. Hunt
15	Qld.	1905	Swift	1	M. Longhurst	R. Jamieson	61	Qld.	1915	Buick	4	R. Hunt	Len Sheen
16	S.A.	1905	Argyll	2	R. Jamieson	A. Dix	62	Qld.	1910	Humber	4	L. Sheen	Bill O'Connor
17	Qld.	1908	Berliet	4	A. Dix	Allan Hausler	63	N.S.W.	1912	Humber	4	W. O'Connor	Henry Allen
18	Qld.	1903	Darracq	2	A. Hausler	R. Poyan	64	Qld.	1912	Model "T" Ford	4	R. Campton	Ron Campton
19	Qld.	1909	Renault	4	R. Poyan	Graham Crittenden	65	Qld.	1912	Model "T" Ford	4	A. Dunstee	Col. Bryson
20	Qld.	1908	Stoewer	2	G. Crittenden	P. Wien-Smith	66	Qld.	1906	Reo	2	C. Bryson	Dave Fiechtner
21	S.A.	1904	De Dion Bouton	1	P. Wien-Smith	Selwyn Anderson	67	N.S.W.	1912	Empire Eagle	4	D. Fiechtner	T. R. Guthrie
22	Qld.	1902	Napoleon	2	S. Anderson	T. Jerimiah	68	Qld.	1911	Model "T" Ford	4	Falconers G'ge, Garton	Paul Watts
23	Qld.	1904	De Dion Bouton	1	T. Jerimiah	Bob Anthony	69	Qld.	1912	Cadillac	4	W. East	William East
24	Qld.	1907	Cadillac	4	G. Giltrap	Don Barker	70	Qld.	1912	Model "T" Ford	4	E. Husbonds	Eric Husbonds
25	Qld.	1914	Stellite	4	O. Bailey	George Anderson	71	Qld.	1915	Model "T" Ford	4	Palm Sales Pty. Ltd.	Col. McLeod
26	S.A.	1913	De Dion Bouton	2	K. Walker	Prosper Thomson	72	N.S.W.	1915	Studebaker	6	A. Frost	Albert Frost
27	Qld.	1908	Clement-Bayard	4	G. Giltrap	Ed. Sims	73	Qld.	1910	Stoewer	4	A. Jenkinson	A. Jenkinson
28	S.A.	1914	Humberette	1	E. Sims	Lloyd Hart	74	Qld.	1912	Model "T" Ford	4	T. R. Guthrie	Trevor Guthrie
29	N.S.W.	1905	Reo	4	D. Barker	Wilfred Buchanan	75	N.S.W.	1912	Model "T" Ford	4	G. Park	Geoff. Park
30	N.S.W.	1914	Model "T" Ford	4	L. W. Hart	Larry Leresche	76	Qld.	1911	Hupmobile	4	T. M. Osborne	Tim Osborne
31	S.A.	1914	Studebaker	4	W. Buchanan	Francis Silvester	77	Qld.	1913	Sunbeam	4	A. Sypher	Allan Sypher
32	N.S.W.	1910	Hupmobile	4	F. H. Silvester	David Gillmore	78	Qld.	1910	Waverley	4	E. G. Davis and N. C. Thorley	Neil Thorley
33	N.S.W.	1904	Schacht	2	E. Yabsley	David Lipsham	79	Qld.	1914	Sunbeam	4	S. Cane	Steve Cane
34	N.S.W.	1910	Clement Talbot	4	D. Lipsham	Jeff. Vanstone	80	Qld.	1915	Model "T" Ford	4	G. Green	Richard Heher
35	S.A.	1910	Renault	4	J. Vanstone	Maurice Read	81	Qld.	1913	Hupmobile	4	T. R. Guthrie	D. W. Powell
36	N.S.W.	1908	Metalurgique	4	M. Read	C. Wagener	82	Qld.	1914	Hispano Suiza	4	G. Green	George Green
37	S.A.	1914	Vauxhall	4	C. Wagener	E. Cooper	83	N.S.W.	1913	Sunbeam	4	G. Green	Jim Casos
38	S.A.	1916	Studebaker	4	E. Cooper	Reg. Kestler	84	Qld.	1913	Model "T" Ford	4	J. Casos	Graham Wilkinson
39	S.A.	1914	Fiat	4	R. Kestler	George Giltrap	85	N.S.W.	1913	Prince Henry Vauxhall	4	J. Casos	Don Roberts
40	S.A.	1912	Chalmers	4	G. Giltrap	George Giltrap	86	Qld.	1913	Rolls Royce	4	J. Casos	Ken Roberts
41	Qld.	1904	Darracq	4	G. Roberts	Alex Ludeman	87	Qld.	1914	Overland	4	D. Lange	Des Lange
42	N.S.W.	1912	Cathorpe Minor	2	A. Hale	Laurie Elkin	88	Qld.	1912	Rolls Royce	6		
43	N.S.W.	1913	Hilman	4	A. Hale		89	N.S.W.	1912	Rolls Royce	6		
44	Qld.	1910	F.N.	4	L. Elkin		90	Qld.	1914	Sunbeam	4		
45	Qld.	1912	F.N. (Motor Cycle)	1	L. Elkin								

Should you be desirous of obtaining further information with regard to Veteran Car and Veteran Motoring activities please contact the Hon. Secretary,

VETERAN CAR CLUB OF QUEENSLAND, 15 Myragah Road, Ashgrove, Phone 38 1134

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