

# SPIT AND POLISH

The journal of the VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC.



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AUGUST - SEPTEMBER, 1987

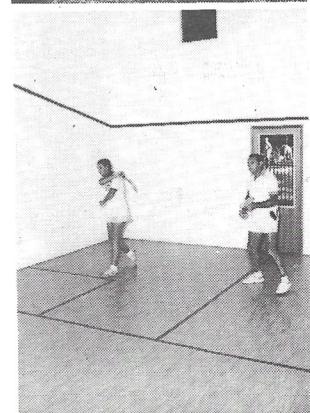
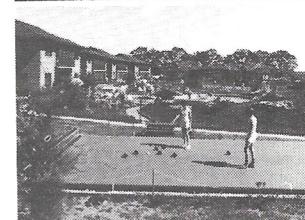
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Luxurious 11 square apartments, 2 air-conditioned bedrooms, 2 bathrooms, 2 colour televisions, piped music, a superb kitchen with dishwasher, microwave, 14 c.f. fridge and complete with appliances, dinnerware, linen, etc. for a family of 6.

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Weather is good at Port Macquarie, in fact, it is great all year round.

Tariff from \$390 p.w. (mid-year rate) for up to six people.

As there are 2 bedrooms and 2 bathrooms in each luxury apartment, perhaps you would like to share a holiday with your friends - share the cost and double the fun. Absolutely perfect for that mini Rally.

There is more to tell you about this wonderful resort and, as James Packard might have said in these circumstances.....

*"Ask the family who has been there!"*

Colour brochure available by telephoning Victor or Adele Jacobs - Sydney Office - (02) 922 2999

PATRON:  
His Excellency  
The Governor of N.S.W.  
Air Marshal Sir James Anthony Rowland  
KBE, DFC, AFC, K.St.J.



## SPIT AND POLISH

Newsletter of the Veteran Car Club of Australia (N.S.W.) Inc.

Volume XXIV No. 2

August/September 1987

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Other Veteran Car Clubs have permission to copy

### NOTICE OF MONTHLY MEETINGS

The Monthly General Meetings of the Association for August, September and October will be held at 8.00 p.m. on:

THURSDAY NIGHT	AUGUST 27, 1987	SLIDE & FILM NIGHT
THURSDAY NIGHT	SEPTEMBER 24, 1987	TRADE PRESENTATION
THURSDAY NIGHT	OCTOBER 22, 1987	

at the Club premises, 134 Queens Road, Five Dock.

The business of the meetings will be:

- to receive and act on reports from Committee of Management
- to raise issues for the attention of the Committee of Management
- to discuss matters relevant to the interests and activities of the Association.

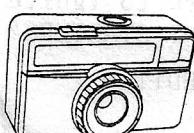
There will be a Special General Meeting in November to deal with aspects of finance and management.

K.J. QUARMBY - HON. SECRETARY

#### COVER PHOTO:

A younger JEFF VANSTONE cleans and polishes his METALLURGIQUE in 1958 - note the registration number. The Metallurgique was a concours winner over many years and was the seventh car for which a Dating Certificate was issued (1908). The date of issue was 25th July, 1963.

GEORGE A. ROBERTS



## EDITORIAL



As I sit here and write this, my first editorial, I reflect (no doubt as many of my predecessors have) on what am I doing here. My business background is marketing, I'm not particularly literate, I don't read much except for business journals and a few motoring books. I guess marketing is all about communication and SPIT & POLISH is all about communicating between members, so perhaps the two are not so far apart.

I have derived a great deal of pleasure from membership of the V.C.C.A. (N.S.W.) Inc. since I joined two years ago and knowing that if you take, you should also be prepared to give, my efforts here are going to be a fair trade for the hours of pleasure.

I have had, and no doubt will continue to have, much messing about with "Midget", the Rolls, "Jean Frances", the Brush, and "Mabel", the Franklin, in the company of any enthusiastic crowd of similarly-inclined "messers" - members of our club.

I hadn't realised the amount of work which goes into the preparation of SPIT & POLISH and previous editors are to be revered for setting such high standards - thanks a lot - but I'll do my best! There is no doubt that SPIT & POLISH is a most important part of our club - it is a means of communication between us the members, binding us together in a common cause "The Promotion of the Restoration and Preservation of Veteran Cars". It is even more important to country members and those who can't attend our monthly meetings.

It was a very hard decision taken at the last Management Committee to temporarily make SPIT & POLISH a bi-monthly publication in order to conserve our operating cash as we pass through a difficult period in the club's development. The Management Committee agree that it will not be a popular decision and stresses that it will be temporary. From my viewpoint I pledge to work to keep the magazine a focal point of club communication and interest.

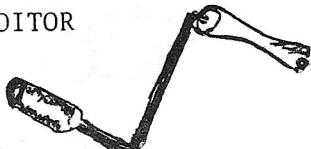
THIS ISSUE IS AUGUST/SEPTEMBER; THE NEXT WILL BE OCTOBER/NOVEMBER, which I aim to get to you about October 19. I will be using the additional time between issues to improve the quality of our magazine's content and, as usual, will be asking you to contribute items of interest.

You will find a questionnaire is included in this issue, which is self-explanatory; the replies to this will not only guide the Management Committee but also myself so that I can give you the articles you want to read. Please fill it out and return it - it's a real chance for you to have your say. Sure, be critical if you want to go - but above all be constructive.

We've got a good management team whose aim is to strengthen the club in every way - please help where possible.

There is a lot of interest in Veteran Cars by the general public and it is up to us all to harness this interest and make it work for the good of our club and its aim, particularly in 1988 with the Bi-Centennial celebrations and the Rally, we are going to be more visible next year than at any other time in the club's history. We need to use this momentum to get more members, more club promotion, more sponsors and advertisers. Got any ideas? Share them with me and the Management Committee members - you might just come up with the spark to ignite the fuel of enthusiasm we have to drive this club to pole position. ANY STARTERS?

KEITH EDWARDS, EDITOR



## P R E S I D E N T ' S   M E S S A G E



The more informal first general meeting of the new club year brought about by the Rules of Incorporation was well attended. It was especially pleasing to have Ron Grant, founder member No. 1 and first President of our club, attending. Chatting afterwards with Ron was like turning the pages back to the early days of our history. I'm hoping Ron will put pen to paper so you can all share in these memories.

As the Editor, Keith Edwards, has mentioned in his Editorial, we on committee had to look at cold hard figures produced by our Treasurer, Bob Lamond. Rising costs cannot be ignored, so we had to face the reality of the present situation and the bi-monthly solution has had to be temporarily adopted for SPIT & POLISH.

The committee is giving serious thought to our day-to-day running expenses and we will come to the members in the near future with our recommendations on our financial situation.

Keep up your good work with those donations which you members are so marvellous in organising and always much appreciated and needed.

New South Wales is the host state on September 19 and 20 this year for the Federal Meeting of the 'Veteran Car Club of Australia'. This means there will be delegates from all states attending, plus all rally directors for the 1988 International Rally who will meet on the Friday. It is customary to entertain these delegates on the Sunday and show them as many cars as possible and meet members from the host state. Come on! Let's motor out in our numbers for the President's City Tour which is the event planned to coincide with this meeting.

Also, there is a prize to be won - all you have to do is drive your veteran car to the start and then complete the run and each driver has an equal chance to win a woollen travel rug. 'Got to be in it to win it!!'

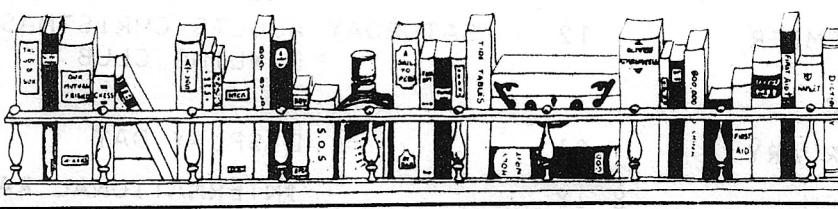
Talking of got to be in it - that is how many members refer to the 'Morpeth Rally', the Newcastle boys organise each year - it's such a good weekend for veteran motorists you shouldn't miss it --- see you there.

- SANDY ROBERTS

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# LIBRARY

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THE LIBRARY WILL BE OPEN FOR MEMBERS' USE ON COMMITTEE MEETING NIGHTS - I.E. SECOND THURSDAY OF EACH MONTH

EDITORIAL REMINDER: Don't forget to get your entry in for the Newcastle Branch Annual Tour at Morpeth, to be held on October 2, 3, 4 and 5. I can really recommend this weekend - I can't go for the four days but am going up on Saturday morning and will return on Monday morning, same as last year. It's a great run - quiet scenic roads with good back-up. The Night Run is an unusual side event too. Come along and support our Novacastrian members. Ed.



# CALENDAR OF EVENTS

AUGUST	30	SUNDAY	INVITATION EVENT - CVVTMC CASTLE HILL SHOWGROUND
SEPTEMBER	20	SUNDAY	PRESIDENT'S CITY TOUR - INTERSTATE DELEGATES ATTENDING 10.00 A.M. START - VCCA CLUB ROOMS. A PRIZE WILL BE DONATED BY OUR PRESIDENT - ALL YOU NEED TO DO IS START AND FINISH THE TOUR - BE THERE! <span style="float: right;">xx</span>
OCTOBER	2, 3, 4, 5		MORPETH ANNUAL TOUR. AS OF AUGUST 12 16 ENTRIES RECEIVED FROM SYDNEY MEMBERS - A VERY GOOD RESPONSE - STILL ROOM FOR MORE!
OCTOBER	18	SUNDAY	HISTORIC TOUR OF PARRAMATTA 10.00 A.M. START - QUEENS WHARF PARK (CHMAS PARRAMATTA MEMORIAL) GEORGE ST., PARRAMATTA.
OCTOBER	25	SUNDAY	ALL BRITISH DISPLAY DAY - INVITATION EVENT - HAWKESBURY SHOWGROUND.
OCTOBER	27	TUESDAY	MACQUARIE TOWNS DISPLAY - INVITATION EVENT - RICHMOND PARK, RICHMOND
OCTOBER	31	SATURDAY	PARRAMATTA PROCESSION
NOVEMBER	7 & 8		REGISTRATIONS DAYS AT VCCA CLUB PARKING AREA: SATURDAY 12.00 P.M. TO 4.00 P.M. SUNDAY 9.00 A.M. TO 12.00 NOON <span style="float: right;">xx</span>
NOVEMBER	15	SUNDAY	FISHERS GHOST TOUR - 9.00 A.M. SEDDON PARK, MACQUARIE FIELDS. MORE DETAILS NEXT SPIT & POLISH
NOVEMBER	21, 22, 23		1 & 2 CYL. BUNDANOON TOUR - DETAILS JOHN SIMMONDS 78 2663 (NOTE CHANGE OF DATE)
NOVEMBER	29	SUNDAY	CHILDREN'S CHRISTMAS PARTY - PUTNEY PARK - 10.00 A.M. START
DECEMBER	12	SATURDAY	ADULTS CHRISTMAS PARTY - HENLEY BOWLING CLUB
<u>1988</u>			
FEBRUARY	21		DISPLAY DAY <span style="float: right;">xx</span>
MARCH	8-18		INTERNATIONAL RALLY TO CANBERRA
APRIL	23, 24, 25		ANNUAL BLUE MOUNTAINS TOUR + CONCOURS <span style="float: right;">xx</span>
<u>1989</u>			
MAY	1-5		NATIONAL 1 & 2 CYLINDER RALLY, SOUTH AUSTRALIA <span style="float: right;">xx</span>

**xx = POINT SCORE OUTING**

**EXPLANATION OF 'POINT SCORE' AS SHOWN IN LAST MAGAZINE: THIS POINT SCORE IS FOR CONCOURS ENTRANTS. TO BE ELIGIBLE THE CAR MUST ATTEND AT LEAST 2 OF 4 NOMINATED EVENTS AND ALSO COMPLETE BLUE MOUNTAINS TOUR**

SWAP MEETINGS :SEPTEMBER

Shepparton, Vic.

Trotting Track, Melbourne Road - September 13  
 Gates open 6.30 a.m.  
 Further information (058) 21 3307

Gunnedah, N.S.W.

Gunnedah Showground - September 12-13  
 Outdoor sites \$5.00  
 Indoor sites \$20.00  
 Further information (067) 92 1344  
 (067) 42 1513

Gawler, S.A.

Gawler Oval Showgrounds - September 13

Liverpool, N.S.W.

Devonshire Road, Kemps Creek - September 20  
 Alternative date for wet weather, September 27

OCTOBER

Strathalbyn, S.A.

Oval - October 25  
 Admission \$1.00  
 Further information (085) 56 5730

GARAGE CRAWL :

Thanks to Bob and Anne Baxter, George and Glad King and John and Anne Simmons for the use of their homes.

Those present were:

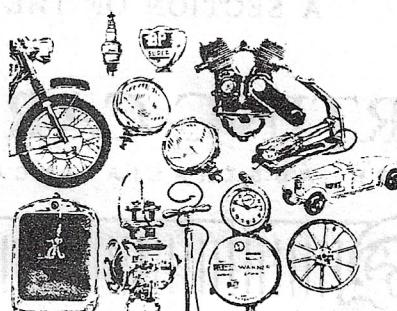
Max Vormester	Modern
Alan Maunsell	Modern
Max & Sandy Roberts	Modern
George Roberts & Marie	Modern
Mike & Pat Sarkis & family	T Ford
Neil & Lyn Martin	T Ford
Peter Martin	
Malcolm & Debbie Johns & family	Modern
Jim & Gail Moule & family	Modern
Alan Rowe	Modern
Dick & Norma Tunbridge	Modern
Norm & Marion Wakeham	Modern
Len & Hilda Sheen	Modern
John & Sue Wards & family	Benz

Another pleasing roll-up of members. All were entertained by Bob Baxter trying to start the Armstrong Whitworth (I believe it started after we left).

George and Glad kept up the entertainment with the centre of attention being George's organ.....pipe organ, that is.

Unfortunately because of approaching darkness we were not able to go to the Simmons' house to see the 'keen' junk but I understand it was very enjoyable as was the afternoon tea.

- JOHN WARDS  
 Events Chairman





# 4<sup>TH</sup> NATIONAL RALLY FOR 1 & 2 CYLINDER VETERAN VEHICLES

**SOUTH AUSTRALIA**

**MONDAY 1st - FRIDAY 5th  
MAY, 1989**

THE CHAIRMAN  
AND MEMBERS OF THE VETERAN CAR CLUB (S.A.)  
EXTEND A CORDIAL INVITATION TO THE OWNERS  
OF ALL ELIGIBLE VEHICLES TO PARTICIPATE IN  
THIS RALLY

The Rally will tour through the most interesting and popular areas in South Australia, starting with two days motoring in and around Victor Harbor and then midweek, relocating into the Barossa Valley. Towing the vehicles on trailers and travelling through the Adelaide Hills via Strathalbyn and Gumeracha, will enable adequate time for entrants to visit the Birdwood Mill Motor Museum en route. There follows a further two days of motoring in the valley. Finally there is an optional two more days to link with the annual S.A. Veteran Car Rally to the Barossa Valley for all pre 1918 vehicles, during Saturday 6th and Sunday 7th.

Please Address all enquiries to :

RALLY DIRECTOR  
4th National 1 + 2 Cylinder Vehicle Rally  
C/o Sporting Car Club of S.A. Inc.  
260 Portrush Road,  
BEULAH PARK. S.A. 5067

HOSTED BY  
THE VETERAN CAR CLUB OF AUSTRALIA (S.A.)  
A SECTION OF THE

**SPORTING CAR CLUB  
OF SOUTH AUSTRALIA INCORPORATED**

QUESTIONNAIRE

Members are asked to complete this Questionnaire and return it to "The Secretary, 134 Queens Road, Five Dock. 2046". The information will be collated and used as a guide by the Management Committee in future planning.

REMEMBER IF YOU DON'T COMPLETE AND RETURN THE QUESTIONNAIRE, THEN YOU HAVE NO REASON TO COMPLAIN ABOUT THE RUNNING OF YOUR CLUB. OBVIOUSLY THOSE WHO ATTEND MEETINGS GET A CHANCE TO AIR THEIR VIEWS BUT THE MAJORITY OF MEMBERS DO NOT OR CAN NOT ATTEND, SO THIS IS YOUR OPPORTUNITY TO HAVE INPUT TO MANAGEMENT FOR YOUR BENEFIT.

THE PERSONAL DETAILS REQUESTED WILL BE USED TO UPDATE A NEW ISSUE OF "THE ROSTER OF MEMBERS" AND FOR THE MAILING OF "SPIT & POLISH".

1. YOUR SURNAME..... NAME OF SPOUSE.....  
INITIALS & FAVOURED NAME..... OCCUPATION.....  
ADDRESS & POSTCODE.....  
HOME 'PHONE....(....)  
BUS. 'PHONE ..(....)

2. HOW MANY CLUB MEMBERS AT THE ABOVE ADDRESS?.....  
THEIR FIRST NAMES?.....

3. VETERAN CARS OWNED AND THEIR CLUB PLATE NOS.....

.....

.....

.....

4. WOULD YOU DELETE ANY ARTICLES CURRENTLY IN "SPIT & POLISH"?  
IF SO WHAT?.....  
WHY.....  
.....

5. WOULD YOU INTRODUCE ANY NEW ARTICLES?..... IF SO WHAT..  
.....

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6. WOULD YOU BE WILLING TO ALLOW A MEMBER AS CUSTODIAN FOR  
ONE OF YOUR CARS ?.....

7. WOULD YOU BE PREPARED TO ORGANISE A RALLY IN YOUR LOCAL  
AREA? YES..... NO.....

Out of 10 points, how do you rate these events and activities?  
10 for EXCELLENT down to 1 for UNSPEAKABLE!!

- A. GENERAL CLUB MEETINGS...
- B. FILMS AT GENERAL CLUB MEETINGS....
- C. SPEAKERS AND DEMONSTRATIONS AT GENERAL CLUB MEETINGS.....
- D. NAVIGATORS TOURS.....
- E. CITY TOURS...
- F. COUNTRY 2 DAY RALLYS.....
- G. COUNTRY 3/4 DAY RALLYS.....
- H. THE BLUE MOUNTAINS RALLY.....
- I. THE MORPETH RALLY.....
- J. THE BUNDANOON TOUR.....
- K. THE FISHERS GHOST TOUR.....
- L. HAVE-A-CHAT RALLY.....
- M. GARAGE CRAWLS.....
- N. DISPLAY DAYS.....
- O. SQUARE DANCES.....
- P. PRESENTATION DINNERS.....
- Q. LIONS/ROTARY CHARITY DAY.....
- R. ADULTS XMAS PARTY.....
- S. POINT SCORE OUTINGS.....
- T. NON POINT SCORE OUTINGS.....
- U. INTERSTATE RALLYS.....
- V. LIBRARY NIGHTS.....
- W. BARBECUE GET TOGETHERS.....
- X. CONCOURS EVENTS.....
- Y. SWAP MEETS.....
- Z. JUNIOR ENCOURAGEMENT EVENTS.....

THANK YOU FOR TAKING THE TIME.

## FROM THE NORTHERN ENTHUSIASTS . . .

Greetings for August from the Northern activists. Our household was the scene of much speculation and discussion upon the arrival of the July edition and the subsequent discovery that my inane ramblings had failed to make it to print. It was however heartening to discover the omission was not due to the actions of the Editor, but simply the failure by 'Oz Post' to deliver punctually.

There was, however, very little to report on the Veteran motoring front; late June and most of July was a period of relative inactivity. I can, however, state that many hours and many gallons (it would seem the majority prefer the imperial measure) of water were needed to clean our cars after the dirty weekend to Denman.

Our most recent event was a combined picnic outing on Sunday, July 26, with three other Newcastle clubs which - according to their titles - cater for "Vintage Cars", "Restored Vehicles" and "Vintage Motorcycles", which meant there was a wide variety of vehicles from early vintage to late post vintage in attendance. Over 40 starters left Speers Point for a pleasant drive to Shingle Splitters Point via Budgewoi on what was a beautiful winter's day, including nine veterans:

Peter Adams	-	F.N.	Chris Duncan	-	Paige
Doug Marr	-	Sunbeam	Don Moffat	-	Studebaker
Bob Newman	-	Talbot	Graeme Newman	-	Talbot
Neville Preston	-	Talbot	Bob Robinson	-	S.P.A.
Martin Sorensen	-	Oakland			

and two modern vehicles - Carol and Michael Duncan, the Paige not being an ideal vehicle for the 'Under 1' enthusiast, and John and Eve Gorton, who should have taken the Fairlane and joined the 'Restored Vehicles' Club.

(N.B. George and Mrs. A. were not present in the Studebaker as they were visiting other members of the family in northern N.S.W.)

From what I heard everyone had an enjoyable day; congratulations to those who chose the route and organised the weather.

One feature of the day I could not understand is why the more modern vehicles persist in travelling at the pace they do. The drivers appear to have some constant yearning to see who can achieve the most painfully slow speed in top gear, which is most annoying to the motoring public generally and the drivers of Veteran cars who are trying to travel at a reasonable pace. Such events, though, are a good idea occasionally (annually is often enough) to encourage discussion between members and their families of the various clubs.

The first meeting in Sydney since Incorporation and the election of the new Committee was most enjoyable indeed. It would seem more time can now be spent talking old cars. It may mean more work for the Committee but it will, however, be appreciated by those who regularly attend the monthly meetings. I know of four members who thoroughly enjoyed the meeting and getting home a little earlier.

The saddest feature of the meeting was news of the decision to temporarily publish SPIT & POLISH only every second month for financial reasons. I am sure the Committee will do everything in its power to correct the situation as soon as possible, perhaps members should have a serious think about possible solutions. I believe the Club should look at ways of making those members who are costing the Club money help meet the cost: fine members who are late to pay their subs. - a list of unfinancial members could be published in SPIT & POLISH in the last edition they receive (it would make interesting reading).

An additional fee could be charged to late registrations, other than new restorations or acquisitions - which would make life easier for the Registrations Officer.

The cost of fees could also be increased; the V.C.C.A. of N.S.W. (Inc.) is not an expensive group of which to be a member, considering the facilities provided.

Regards,

- GRAEME NEWMAN

P.S. As of 11/8/87 we have 22 entries for the Annual Newcastle Tour at Morpeth - IT'S STILL NOT TOO LATE TO ENTER.

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S U P E R  
G I R L S

Through SPIT & POLISH I would like to thank two ladies (and their families) who have made so many events successful during their time as Social Committee. I refer to Lyn Martin and Noelene Thomson.

As a family we have attended numerous events organised by these ladies and I cannot recall one that was a 'flop'. The effort Lyn and Noelene have put into each social event they organised was outstanding, to say the least. I mean to say, whoever would go to the trouble of making Santa hats for all the men at a Christmas do! (And do they did!!!)

A lot of the outings involved younger members and this must be encouraging to them and to the parents who 'hope' their children will always remain interested in the hobby of Dad - and Mum.

Congratulations ladies on a job well done and carried out with such spit and polish. It will be nice for you both to now enjoy an outing without having to do such a lot of preparation.

- JOAN QUARMBY

oooooooooooooooooooooooooooo

M - I - N - D - S - T - R - E - T - C - H - E - R

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Solution to No. 63

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TEA-SER

Stir in the sugar while the tea is still in the packet. How crazy can you get?

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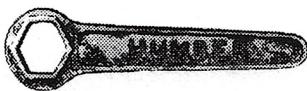
No. 64

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INVERT IT

What 3-digit number, when read UPSIDE DOWN, is worth 693 more than when you read it right way up?

## RESTORATIONS UNDER WAY . . . .



In line with our wishes to get away from formal meeting procedures, at the July meeting members gave a summary of the restorations they are undertaking.

JOHN CORBY	1918 Crossley
JIM WEIR	1912 Alpine Silver Ghost
WARREN IRISH	1917 Hupmobile
PETER CARDEN	1906 Clement Bayard 2-cyl.
GEOFF SIMMONS	1907 De Dion 2-cyl.
MALCOLM JOHNS	1914 12/16 Sunbeam (also casting Sankey style wheels 815 x 105)
BOB BAXTER	1910 Armstrong Whitworth 22.5 h.p.

There must be many more restorations being carried out by club members. Please let the Editor have a brief note of the car's specification and the stage the restoration has reached.

Restorations are close to all of our hearts and its nice to know who's doing what - it could also help the restorer if someone has the odd part for the job, lying around.



### CHILDREN'S XMAS PARTY

A raffle was conducted at the last meeting in aid of the Children's Xmas Party.

Children of all ages and those even not closely related to members are welcome to attend this important event for the restorers of tomorrow.



### C O N G R A T U L A T I O N S

to Barbara and Bill McCarthy on their

50th Wedding Anniversary. That's a challenge for Fay and Bob McCarthy to whom congratulations are also due on their recent marriage.

PHIZACKERLEY'S LTD - A COMMENT

In July issue of Spit and Polish mention was made of Fazakerley's (sic.) Elizabeth Street showroom and I feel duty bound not only to correct the unbelievable spelling but also to briefly record the late Larry Leresche's association with the firm as he told it to me. Newer members may now know that it was Larry who, during his term as Editor, invented the title of our Club magazine by which it has been known ever since.

Phizackerley's Ltd, 169 Elizabeth Street Sydney were agents for Hupmobile, Minerva, Talbot and other makes in the veteran and vintage years. Larry joined the firm as a young man, his first job being that of a sales assistant serving behind the accessories counter.

Buying a car in those days was quite a procedure! A purchaser would first consult a salesman and select the make and model chassis suitable to his requirements. Then, from catalogues of body styles available to order from other builders (Phizackerleys did not build bodies), a choice was made and such things as colour, trim etc specified. This completed, the customer was escorted to Larry's "Aladdin's Cave" where lamps, horn and other accessories were selected according to whim or financial constraints.

Contrary to some members' conviction that an English car must have English accessories, a French car only French jewellery and so on, Larry was always adamant that this was not the case. Choice, he insisted, was entirely left to the customer, although the era of factory built and fully equipped vehicles was not far off!

From the accessories counter Larry graduated to position of salesman and was often required to drive a new vehicle, completed some months after order, to its new owners. Sometimes this also entailed teaching the owner and family how to drive as this was usually their first car. He recounted one such trip to a Bourke property involving a week's "holiday" as the guest of the owner, after which he took a horse-drawn coach back to the rail line and thereby returned to Sydney.

After leaving Phizackerley's, Larry started his own motor garage in Mudgee, but that is another story.

I recall that during the mid 1950's Larry received a phone call from Mrs. Phizackerley with the news that her husband had passed away and in view of Larry's early association with the firm and his interest in veteran vehicles, would he like the firm's Register? This duly arrived and although I only had glimpses of it, the detail it contained was considerable. I do remember it enabled me to confirm that my 1911 Model 20 Hup (subsequently sold after restoration to the late Ken Nutt) had remained on the same property at Quirindi since leaving the showroom and gave details of the date of manufacture, shipment, arrival and sale as well as the name of the ship, and name and address of the initial owner.

The Register has since disappeared and the sixty-four dollar question is - where is it now? If any member can throw light on the matter, please do so. We should not allow such irreplaceable records to slip through our fingers.

Older members will recall Larry behind the wheel of his fully registered bright yellow Model 20 Hupmobile, now owned by George Eden of the Antique & Classic Motor Club. What you have not seen is Larry's sister at the wheel of a brand new 1910 Hup. supplied by Phizackerley's and the photo is enclosed.\* The passenger's identity is unknown. Note what appears to be a Herm. Reimann gas generator together with E & J sidelights. The horn is probably of American origin, but the headlights not. The tail light is not visible, although many Hups of this age ended up with an Adlake, also made under the name Yankee, and often with a brass top with "Hupmobile" embossed in it.

The speedo (drive just visible), windscreen and hood were optional extras. The radiator shell although of brass construction, was painted. From 1911, the radiator shell was steel, the front wheels had 10 spokes, and the headlights were mounted much higher with an anti-vibration rod connecting the gimbals together. There were other minor alterations during the life of the Model 20 but mechanically the car was unchanged during its production life, except for the introduction in 1911 of the long-chassis version (2 ft. longer in fact) intended for a 4-seater touring body. This proved to be a failure for Australian conditions due to the pathetic 2-speed gearbox and the additional weight. The small number of long chassis entering this country were fitted with locally built roadster or runabout bodies, of which Ken Nutt's vehicle is an example. At least one long-chassis touring car exists in the U.S.A. although I sometimes wonder how often the driver gets out of low ratio with a full complement of passengers!

RAY HILL

\* EDITOR APOLOGISES - PHOTO QUALITY NOT GOOD ENOUGH TO PRINT  
BUT PHOTOCOPIES AVAILABLE FROM EDITOR



"How much the two-seater?"

# INVESTIGATIONS AND DATING



The Dating Certificate presented at the June 1987 meeting was issued in respect to the following vehicle:

1912 FORD Model 'T', Tourer, Engine No. B2483  
Owner: Peter Martin, Guildford, N.S.W.

This car, Engine No. B2483, is one of a short fall 'B' series made in Detroit, U.S.A., by the Ford Motor Company between October 1st, 1912 (the beginning of Ford's then fiscal year) and September 30th, 1913. In this period a total of 12247 cars were produced, all engine numbers being prefixed with the letter 'B' and destined to become a separate series, as distinct from Canadian manufacture, prefixed by the letter 'C', commencing May 1st, 1913 and Detroit output, numbered numerically "but without prefix", from October 1st, 1908.

To assist Ford 'T' owners it should be mentioned that in later years (after a number of shifts) Ford's fiscal year became August 1st through July 31st and still later, the 1926 "New Ford T" was introduced July 1st, 1925; then with the announcement of the Model 'A' (the second so named 'A' series in Ford history, initiated 1903) after nearly 19 years, production of the Model 'T' ceased May 1927.

Perhaps I should record that the last Model 'T' (a tourer) sold in 1927 by Roberts Motors, Ipswich, Qld. (my late father's business) was Engine No. C721324.

Why the 'B' numbered series were built is not recorded, except to confirm that they were Detroit made, but did not emerge from the Highland plant and were probably intended for export. This assumption has some qualification in the number of 'B' series Fords that exist in Australia 'at least' even today and would further suggest that assembly occurred at the Walkerville plant, Canada, "across the Detroit River" to conform to import regulations and tariffs of the then British Empire countries.

Peter Martin has the commendation of the Dating Committee, as an up and coming young member of the V.C.C.A. Inc. (N.S.W.), for a restoration of merit.

- GEORGE A. ROBERTS  
Research Historian

## NAVIGATOR'S RUN (AND OTHER THINGS)

6.00 a.m. Three Jumbo Jets over the top - in Hunters Hill Madam Pres. must be awake! I can't sleep through thus - up I get and put on the chicken.

9.00 a.m. It's raining - my back aches - can't crank the De Dion - will we make it? Management says to get out there and start the car, we are going on the run!

Motoring along the F1000 (Ryde to Concord) the sprinkles abates - I haven't had to call the NRMA - we make it to the start. John and Sue have a spread of TEA AND COFFEE with pikelets - a welcome sight - the galloping hordes descend.

11.00 a.m. They depart - except the Grellmans - HAVE THEY RUN OUT OF PETROL? Sacre Bleu! Head for the Mortlake Ferry say the instructions (it doesn't say board the ferry!). We hope all those who travelled on the water had an enjoyable trip! Take the "MOST DIRECT ROUTE" were the guidelines - this does not mean via RYDE.

12.00 noon. Has anyone followd the route; has anyone found the route? Saw the locals - Cox & Co. lost in South Strathfield, or were they? Who is this WALLIS? What is the best carpet in Australia? Who is the famous Blue Mountains explorer?

12.30 p.m. After travelling the length and breadth of Concord, Strathfield, Homebush and Burwood the lucky ones arrived at Cabarita Park for lunch. The divorce list has grown - Ken and Dawn Gardener were overtaken allegedly in the midst of a minor domestic; Pat and Michael Sarkis were not actually arguing - just speaking loudly. What is the use of having a navigator if you don't take any notice of her? Will we ever have another Navigator's Run? The Navigators don't think so!

The OLD story - if in doubt read the instructions!

Lunch was taken at Cabarita Park with convenient parking where we commandeered a good picnic area to enjoy ourselves in the sunshine.

The starters were (and they didn't necessarily finish the route):

Mr. and Mrs. STAR	1911	COULCHERS
Mr. and Mrs. CALTHORPE	1912	BAXTERS
Mr. and Mrs. CROSSLEY	1913	GRELLMANS
Mr. and Mrs. FORD T	1915	ROBERTS
Mr. & Mrs. AUSTIN	1913	GARDINERS
Mr. & Mrs. FORD T	1915	SARKIS & FAMILY & OTHERS
Mr. & Son FORD T	1915	COX & SON
Mr. & F. DELAGE	1909	SIMMONS (G) & MAUNSELL
Mr. & Mrs. DE DION	1914	COOK & FAMILY
Mr. & Mrs. BENZ	1916	WARDS & FAMILY
Mr. & Mrs. REO	1906	LIDDLES
Mr. & Mrs. TOYOTA	1985	SHEENS

For those who did not attend - you missed a good day!

There is a definite winner - we shall find out at the Presentation Night!

P.S. The answers were: Greenlees Park, 12.05, SSC, Homebush Abattoir, Invicta, Boden, Wallis, Highbury, Massey Park, 26 klms.

#### OTHER THINGS :

Whilst I was unable to attend the July Meeting, I am told that the new format was somewhat of a shock to many of the members present. What a refreshing change to dispense with formality and actually discuss the club and CARS. I believe the new style is a winner.

As a prelude to the 1988 Castrol World Rally, the N.S.W. Rally organisation will be holding a dinner at the Sydney Turf Club Function Centre within Rosehill Racecourse on the night of Friday, March 4, 1988. This venue can handle up to 1200 without any trouble. I intend to call the function "Castrol World Rally Bicentennial Dinner" and ALL members of any club are welcome - you do not have to be a rally entrant, but rally entrants will have first preference. I believe there will be plenty of space for other members. Cost at this time, for a four-course dinner, will probably be around \$25-\$30 per head, with drinks extra.

FOR THE 1988 RALLY. FIVA PASSPORTS. The possession of VCCA dating certificate or a dating certificate that would be acceptable to the Rally Organisers is sufficient to satisfy the conditions for issue of a FIVA PASSPORT. Please quote the number and date of your certificate and if in any doubt as to its acceptability, send a photocopy.

Here's one to ponder - suggest a suitable venue to start the Katoomba Rally on the southside. Over to you, Southsiders!

The N.S.W. Roster is about to be reprinted. I have most details on computer - if you have not notified a change of address please ensure you fill out the enclosed questionnaire.

FROM THE CAPTAIN'S TABLE

## THEATRE PARTY

at *MARIAN STREET THEATRE*  
*Marian Street, Killara*  
on *THURSDAY, NOVEMBER 5, 1987 at 8.15 p.m.*  
Price *\$20.00 per ticket (includes supper after the show)*

To make your booking, 'phone:

LOIS COOK 888 7927  
SUE WARD 86 3430

by September 25, 1987



# The Odd Couple (The Female Version)

THE ODD COUPLE as you've **never** seen it before  
— "Mr Simon's female version of his great  
hit-comedy is one of the funniest plays in years!" —  
**New York Times.**

Divorced from her husband, Olive lives in the cheerful chaos of her "bachelor" flat. Every week she holds a Trivial Pursuit gathering with her girlfriends. Enter Florence, newly separated from her husband and, so she says, suicidal. At Olive's invitation Florence moves in and is soon cooking, cleaning, polishing, laundering and disinfecting with all the neurotic fastidiousness that lost her her husband in the first place.

The laughs fly thick and fast as Olive is reduced to a nervous wreck and two Spanish brothers from upstairs arrive for dinner . . .

The female version of THE ODD COUPLE is an hilarious evening for the girls that the men will *love!*



## MEMBERSHIP UPDATE

NEW MEMBERS: MICHAEL SARKIS  
25 Narranda Street  
CONCORD WEST  
"T" Ford 1915 Tourer

BERNARD SCHELL  
9 E1 Paso Place  
ORANGE NSW 2800

MEMBERSHIP NO. 826F  
'Phone: (H) 73 4664 (B) 887 1333

MEMBERSHIP NO. 827A  
'Phone: (063) 62 3713 (B) (063) 62 2044

## TRANSFER ASSOCIATE TO FULL MEMBERSHIP:

KEITH EDWARDS  
27 McRae Place  
TURRAMURRA 2074  
Rolls Royce "Ballooning Tourer" 1911

MEMBERSHIP NO. 799F

'Phone: (H) 449 6121 (B) 558 8866

## CHANGE OF ADDRESS:

Letter received re-affirming address of  
JOHN ANDREWS

"Spring Leigh"  
Triamble Road  
HARGRAVES 2850

MAL GARTHON  
1/10 Oxford Street  
MORTDALE 2223

MEMBERSHIP NO. 681

'Phone: (H) 57 6520 (B) 579 4388

## FOR SALE &amp; WANTED

WANTED (ALL STATES)

- \* 880 x 120 b.e. Wheels, Rudge Whitworth, Type 62. Approx. 80 mm dia. x 80 mm long splines (100 splines) OR wheel centres with above type splines.  
JOHN WARDS, 8 Devon Street, Epping. 2121 (02) 86 3430
- \* I have two Lucas self-generating headlamps NO. 384 & 786 - will swap to make a pair or will buy one of the same. IAN GEORGE, 27 Mather Rd., Mt. Eliza (03) 787 7531 (A.H.) or (03) 797 3627 (B.H.)
- \* 1904 one-cyl. water pump and carb. rear mudguard stays or bracket that could be adapted. NEIL FERGUSON (03) 725 3786
- \* 1918 FORD T low model radiator in good order. RON HARTLEY (03) 725 3786
- \* Wanted for restoration a 1910 or earlier veteran car of any make.  
PETER BYRNE (03) 598 0608
- \* Veteran TALBOT or similar tourer restored or complete to suit restoration.  
STAN HOLLAND (03) 557 8613
- \* For 1903 DE DION 6 hp. Any sundry parts, front axle, steering components. Also any info. on this model and tips on how to re-manufacture parts to suit. IAN GEORGE, P.O. Box 242, Berwick, Vic. 3806. (03) 787 7531 A/H, (03) 797 3627 B/H
- \* DU6 Bosch dual point magneto swap for a DU4 or bits to convert a Std. DU4 to dual point. ROD CRIPPS (03) 580 1367, (03) 520 5478
- \* For a 1913/14/15 METZ 22 one-drive shaft incl. diff., a radiator and surround. For a 1913 WOLSELEY 16/20 hp, an updraft s.u. carb., a gear and drive cable for Jones speedo (29 inch wheel). For a 1927 CROSSLEY 14 a left hand Rotax divers helmet, tail lamp (70mm diam.). REVERSE CHARGES during bus. hours if you can help. (055) 62 7417, DOUG ABBOTT, 160A Koroit St., Warrnambool, 3280.

- \* 36mm updraught Zenith carb. ROB BEETSON (07) 395 5864
- \* Hood irons to suit veteran TALBOT. K. COLLINS (07) 207 4629

#### FOR SALE

- \* Single cyl. 1901 INTERNATIONAL NON PARILLIE. J. SMITH (068) 82 4286
- \* P & H brass acetylene head lamp pair. IAN IRWIN (062) 81 6925
- \* P & H brass acetylene generator. IAN IRWIN (062) 81 6925
- \* HUPMOBILE Model 32, 1914 Tourer, unrestored, 100% complete, gas headlamps, kero side and tail lamps \$6000, ALSO HUPMOBILE Model 32, 1914 Tourer, 100% complete, restored in 1968. Motor restored since then and has done about 3000 Kms. Same lighting as above, \$12000. JOHN JONES, 19 Stanley Rd., Capalaba, 4157, Q'land (07) 245 4615
- \* 1911 MAXWELL Tourer, Model 1, unrestored. Mechanically complete. Maxwell brass lamps. Splidorf coil. Instruction book and parts catalogue. \$4500. RON GRIFFITHS, 107 Edward Street, Flinders View, 4305, Ipswich, Q'land. (07) 288 9551
- \* STANLEY STEAMER 1916 Tourer, 7 passenger. \$37500. JIM EISENHAUER (02) 98 8964
- \* Early brass S.U. carb., with water heating built into manifold, suspect circa 1914, ALSO c.1916 CADILLAC instrument cluster with fuel pressure, oil and amp gauges under bevelled glass lenses - as new condition. GEOFF JOHNSTON, P.O. Box 610, Norwood, S.A. 5067 (08) 332 5332
- \* One direct coupled Dynamotor, very heavy and French origin, possibly RENAULT 45 or Voisin, ALSO large quantity of brake lining sets suit approx. 1915 to 1960, especially uncommon models of cars and trucks. GEOFF TRENGROVE, (03) 391 6824 or STAN TRENGROVE (054) 61 1117
- \* T Model parts. LAURIE MOORE, Perth. (09) 381 1664
- \* Brass Horn - single twist, approx. 40 cm long, damaged bulb. MIDLAND BARGAIN CENTRE, 29 Great Northern Highway, Midland. W.A.
- \* Carburettor for T Model FORD, no other details. (09) 361 6790

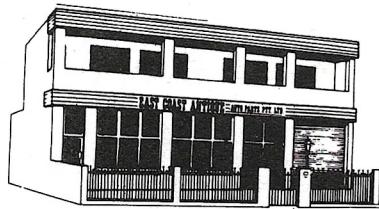
#### WANTED - ALL STATES

- \* BLACK CANVAS HOOD MATERIAL. Enough to make a hood and an envelope and side curtains for a veteran roadster. ALAN CARPENTER, 26 Karawatha St., BUDERIM. Q1d. (071) 45 3852
- \* 1908 ARGYLE PARTS. ALSO parts for a 1925 V63 CADILLA. JOHN JEWELL, M/S 60 Homebush Road, Via Mackay, Q1d. 4740. (079) 59 7224
- \* WOLSELEY veteran 4 speed gearbox. Pot type universal joints for tail shaft and any veteran Wolseley parts or information. I have goodies to swap or I will buy. K. COX, Lot 2, Nunkeri Court, Forest Glen, via BUDERIM. 4556, Q1d. (071)43 3507
- \* ENGINE or any part thereof to suit a 1912 30hp JACKSON (USA). Engine is believed to be a proprietary motor made by Northways. Bore 4 ins. and stroke 4 ins. Piston block is cast in pairs with an aluminium sump and crankcase. Has an enclosed flywheel and a cone clutch. All leads will be appreciated. BOB TREVAN, 22 Cityview Drive, Lismore. 2840. NSW. (066) 21 6389 A/H and reverse charges. (066) 21 2551 B/H

oo

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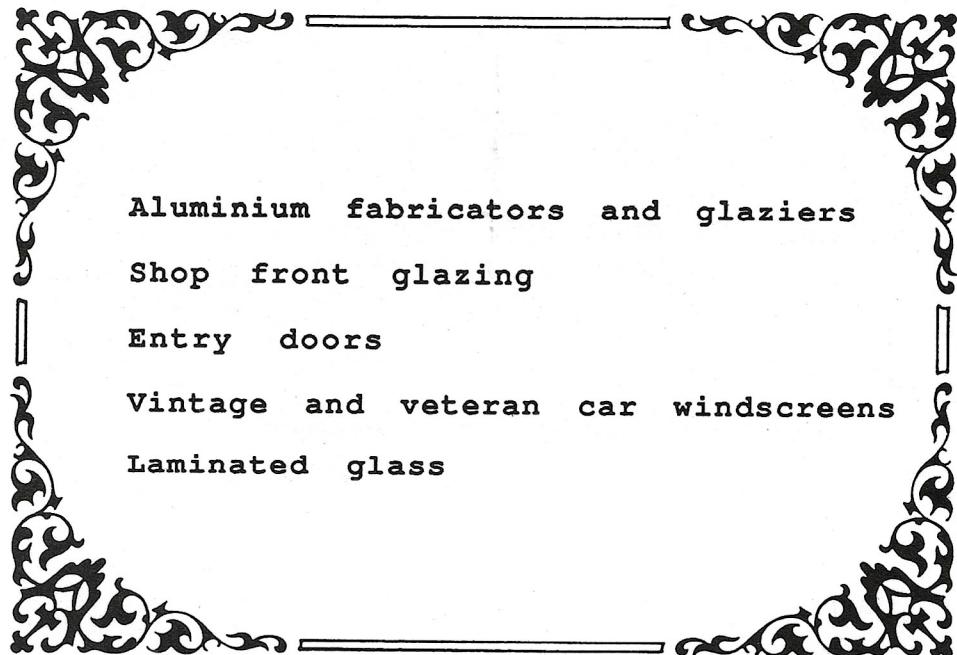


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