



# Spit and Polish

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

Registered for transmission  
by post as a periodical.

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## EDITORIAL

This is the end of another year for our Club and once again members should be pleased with the progress which has been made, in numbers and financially. There has been a moderate number of events held and these unfortunately seem to have often caused difficulties for the Events Committee on account of the weather. However, events have been quite successful.

Our President, George Green, announced his intention of not standing for election for that office this year. As we look back over the years in which he has held the presidency we see remarkable achievements.

At this next meeting it is your job to elect a new Executive Committee and you would be wise to think of this in terms of a team that can work together, rather than thinking of individual members. There is a great deal of enjoyment in occupying an executive position; there is also a considerable amount of work. You all should try at some stage or other to be part of this Committee.

From SPIT AND POLISH I wish you all well. I expect I will be asked to continue the Editorship for another year but I believe that in 1968 I will have to hand over to someone else as professional and personal demands will require my time elsewhere.

- GEOFFREY LEHMANN

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## MEETING NOTICE

The normal monthly meeting will be held on THURSDAY, JUNE 23RD, at the Yaralla Sea Scouts Hall, Concord Road, Concord.

This meeting will be followed by the Annual General Meeting at which office-bearers for the ensuing year will be elected. Members are requested to make every effort to attend.

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## MEETING REPORT

The Monthly General Meeting was held on 26th April, at the Yaralla Sea Scouts Hall. The attendance was quite up to standard and the normal reports were presented as usual.

The Management Committee was able to give information concerning the matter of Insurance Cover. It was pointed out by the President, George Green, that very few members had sufficient coverage on their cars, if any at all. He mentioned in particular the matter of fire at home in the garage; this could be covered with only a small premium. There are many aspects of insurance, ranging right up to full comprehensive cover - so far most members have considered third party property cover. The whole question has been placed in

the hands of an insurance broker and it is hoped that club members will be able to obtain a fleet owners' discount. It is probable that further details will be available by next meeting.

George Roberts spoke for the Investigation Committee and was able to pass J. Hewett's Diatto and J. Weir's Buick. He read a lengthy reply from the Horseless Carriage Club of America concerning the dating of Brush cars. This Club has three Brushes and the dating inquiry had been sent to America. The reply stated that Brush Runabouts ended production before any reliable serial numbers were recorded. They were able to report an "E" Model 1911-12, 1912 Liberty one cylinder model; there is no record of a Victory model. It was felt that this marking might refer to the type of lamp fitted. The number on the cylinder block of George Green's Brush would suggest that it is a 1911 model "E".

George Green thanked the Social Secretary, Hilda Sheen, and the Events Committee for their efforts on Presentation Night; this function was considered very successful and there was a small profit.

Len Sheen conveyed his apologies regarding the confusion on the "Know Your Sydney" event which was cancelled on 22nd May because of doubtful weather. The Event was to be staged on 29th. There was a request for a display of cars at the St. Ives Shopping Centre on June 19th; this was in connection with a road safety project being organised by the Junior Chamber of Commerce. In August it was proposed that a barbecue would be held and it was felt that this should be a social function rather than one attended by Veteran cars, as the weather was still unsettled then. In September it was proposed that some form of a tour be put on in which English, Continental and American cars compete. There was some discussion concerning the Newcastle Tour in October and this was tested by voting as to whether it should be held every second year. It was pointed out that the invitation had to come from Newcastle anyway, but when tested by the vote it was obvious that many members greatly favoured this event. Many spoke highly of it and they would be very happy to attend each year.

The Waratah Festival should be held on October 8th. On October 23rd there should be a rally sponsored by Rothmans, also coming up is the Rhododendron Festival at Blackheath, the Senior Citizen's Outing, Inspection Day and Christmas Dinner. In April, 1967 there will be a national rally, N.S.W. contestants will go from Sydney to Albury staying about a week.

The Secretary, Jack Dance, mentioned that he had agreed to allow H.G. Palmers to prepare a T.V. ad. of Veteran cars, and they had promised an attractive trophy so he felt that members would endorse his decision. A Singer Sewing Machine would be the trophy awarded after the "Know Your Sydney" outing.

The President, George Green, congratulated Bob McCarthy on his recent graduation with a B.A.

Two new members and three Associate members were passed and their names will be recorded separately.

At this meeting a motion was introduced by Ray Hill concerning the attendance of Veteran cars at Fetes, in particular school fetes. It was considered that the attendance at these events were quite unsuccessful and was not in the best interest of the club owners or their cars. It was stated that the cars were either considerably mistreated or parked in an area with no relationship to the fete. It was pointed out that for the most part these fetes were not organised by charitable organisations, and giving a refusal was not contravening the promises that were made in connection with getting the registration plates from the Transport Department. The view was expressed that the Committee felt that they should have the endorsement of members in predominantly refusing these requests. This motion was passed and it was stated that the individual member who wished to have his car displayed by a particular fete of interest to him should seek permission from the Secretary or the Committee to use his registration plate on this occasion.

This month's issue of SPIT AND POLISH was sent as a periodical. John Naylor went through the gruelling process of getting it over the counter at the North Sydney Post Office, the cost was only 95 cents plus 2 hours. This at least is an enormous saving in dollars. It is hoped that the posting will become easier. In addition, commercial help has been arranged for the enveloping.

Certainly your Editor and members of the Events Committee can see themselves being spared of a very onerous task. The cost is quite reasonable.

Roy Farrell was able to tell that his car had been on show at Chatswood Motors and for this, by way of Total, 100 gallons of fuel had been promised to the Club.

Before the meeting closed John Sevenoaks drew attention to the fact that club night clashed with "Steptoe and Son".

George Green, in closing the meeting, reminded members that next month's meeting is the Annual General Meeting with elections. He mentioned that he wished to vacate the chair and he was hoping for a new crop of talented office-bearers.

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NEW MEMBERS - FULL: James Hewett, 7 Shire St., West Wyalong.  
Diatto Clement 1911.

James H. Weir, 10 Purser Ave., Castle Hill.  
Buick 1911 Shooting Brake.

ASSOCIATE MEMBERS: Trevor Foulcher, 127 Glenhaven Rd., Glenhaven.  
(Fiat Chassis).

Brian Parker, 2 Sage Ave., Oyster Bay.

Donald A. Rees, 46 Broughton St., Guildford.

Brian G. Cullum, 52 Bank St., North Sydney.

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Extract from "Early Auto" (West. Australian):

"P.W. MARKHAM'S ANTIQUE AUTO MUSEUM"

At the request of the Car Club Committee, I am happy to submit this short article covering our first five months of operation.

As most members already know I was fortunate enough in having the opportunity to travel through the Continent, England, America and the Eastern States not only collecting a car or two but gaining first hand information regarding display, attendances and numerous aspects covering a public museum.

Without any shred of doubt, our overall display, both in quality and setting, although smaller than some easily holds its own and indeed excels a lot of the collections visited.

Our new building, with the red carpet, specially woven ropes and green palms and ferns, creates a setting that is pleasing and restful to see and of course, enhances the appearance of the cars displayed. Very shortly we are going to provide small tables and chairs in the rear concrete court where patrons may rest awhile during their tour.

As yet I have not advertised a great deal, just once a week in the Sunday Times but even now we average a 100 visitors a week. The overall interest shown by people of all ages is amazing and their comments in the Visitors Book are very encouraging.

In the near future all the final details such as tickets, brochures, post-cards and colour slides will be completed and with the summer behind us we will then really launch out with a view to increasing our ticket sales three-fold.

We are learning all the time too and find that people love to hear a bit of the history surrounding the cars and in particular are fascinated when we start an engine or two.

Our exhibits now number 32 inclusive of the cars en route from overseas.

Lack of space prohibits any further expansion for the time being, but maybe if business increases, we will build out on what little land we have left.

Of course I would like a building the size of the one the Club is contemplating purchasing. That could be made into a museum equal to the world's best. But a word to the wise - secure the property by all means. This is the vital first step and you must not delay otherwise price might well beat you. But having done this do not go off half-cocked by presenting a mediocre display. Make sure everything is attractive and worthwhile seeing before you open and you will then find that your best advertising will come through the people who visit you. I have no doubts at all that given time, the Club's museum will be successful.

Possibly your main problem will be the fact that most cars are loaned by members and therefore may be taken out at inopportune times, but I'm sure there will be a solution.

Well that's about it except to say Club members are welcome at all times to our museum.

#### LIST OF EXHIBITS

- |   |   |
|---|---|
| 1. 1898 Star Vis a Vis                        | 16. 1922 Stanley Steamer Tourer                   |
| 2. 1908 Star Tourer                           | 17. 1924 Rolls Royce 20 h.p. Limousine            |
| 3. 1909 Sizaire et Naudin                     | 18. 1925 Austin Tourer                            |
| 4. 1909 Renault 20/30 Limousine               | 19. 1925 Morris Sports                            |
| 5. 1909 Minerva 40 h.p. Tourer                | 20. 1927 Talbot Saloon                            |
| 6. 1911 Rolls Royce Silver Ghost<br>Landaulet | 21. 1927 Auburn 8 Sports                          |
| 7. 1911 Peugeot Tourer                        | 22. 1927 Rolls Royce Phantom I Saloon             |
| 8. 1912 Rolls Royce Silver Ghost<br>Tourer    | 23. 1928 Packhard 8 Saloon                        |
| 9. 1913 Delage Tourer                         | 24. 1935 Rolls Royce Phantom II Sedan<br>de Ville |
| 10. 1913 Nazzaro Sports Racer                 | 25. 1937 Rolls Royce Phantom III V12<br>Saloon    |
| 11. 1914 Overland Tourer                      | 26. 1830 Danish Royal Landau                      |
| 12. 1914 Detroit Electric Brougham            | 27. 1870 Irish Jaunting Car                       |
| 13. 1917 Dodge Tourer                         |   |
| 14. 1920 Studebaker "Light 6" Tourer          | <u>Miscellaneous:</u> 5 motor cycles              |
| 15. 1921 Rolls Royce Silver Ghost<br>Tourer   | Lamps, horns etc."                                |

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#### GUESS WHO ?

A soliloquy on arriving at a goal by absorption, rather than by premeditated action.....

I feel that I may claim an approach to the V.C.C.A. rather different to most members. Basically the average fellow is intrigued by the possibility of ownership of an ancient vehicle requiring considerable restoration attention, and, having been bitten by the bug, does all that he can to acquire one, or the greatest percentage of one which he may find.

My approach, I am afraid, was different! But maybe, anyone who would obtain possession of such a vehicle would be different!

Lots of us carry secret passions, such as finding a 1930 penny in the milk change, breaking inter-city road times, propagating a rare orchid, finding faulty postage stamps, having a capacity for painting in oils, or with some rare types of individuals, even dropping a two-gallon blancmange or an over-ripe pumpkin from the roof of a twenty-storey building. But me - I have nurtured for many more years than I can remember, a desire to drive a vehicle, preferably a relatively heavy one, fitted with a right hand gate change! Now, as with the random list of desires just noted, should I have been taxed with the question of 'why?', I should have been unable to give a real reason! It is just one of those things! Coupled with this thought was another inane one, to wit, the delightful aroma given off by oil in contact with hot metal, always an attribute of these early vehicles.

So, one day in North Sydney, a vehicle of this type presented itself to my amazed gaze! The hood was in the raised position, and I saw the magic letters "B.S.A.", with their accompanying motif of piled arms (three rifles). I waited for the

owner, and two young fellows appeared. I engaged them in conversation and finished by having a drive round the block as a passenger. For those who have witnessed the children's movie "Toad of Toad Hall", I might say that my reactions were more or less those of Thaddeus P. Toad on the occasion of his first sighting of a motor car. Of course, as is usual in these circumstances, I enquired of the owner whether or not there was a chance of his selling it, and received an answer in the negative. However, we exchanged names and addresses, and he said that he would keep in touch. Many months later he called on me to enquire was I still interested in the vehicle, as he had garaged it in his father's business premises, and they were stuck for space, so that he would have, of necessity, to dispose of it.

Knowing full well that divorce stared me right in the eye, I allowed myself to be governed by the all-powerful gremlins, and I heard myself, as in a trance, coming to terms with the owner of this bucket of bolts! And there I was, worried, but pleased beyond words, in a trance which likened itself to my first dissipation, many years ago, knowing that the intake of glorious balm was excessive, but the delightful feeling which it gave, both physical and mental, was well worth the accounting which would have to be done when the effect had worn off. Yes, I was drunk, but this time with ecstasy!

In order to acquire possession, I repaired to the building where this mobile gremlin sanctuary was situated, and there she was, desolate, relegated to an obscure part of the building, forced there in the firm's thirst for additional space.

I can still recall the thrill of driving her home along Pacific Highway. The grins and jeers of passing motorists were terrific, and I admit to having felt a little self-conscious, but I was not to be deterred as easily as that. Remember that at this stage she was seen as a Bomb, not yet having attained the new status of Veteran Motor Car.

At this stage I had not any vestige of a cover for her. The Buick was housed in an unofficial black iron shed outside the back gate, at the foot of the only vacant allotment in that block. Just inside the fence, using two fences as sides, I concocted a cover a little higher than the fence, into which she just fitted with hood and upper screen lowered. Entrance to the yard was obtained by removing bodily on each occasion, a panel of the back fence. With awkward manoeuvring on a spongy buffalo lawn, I contrived to get her under the cover.

There was talk of my attaching to the Vintage and Sports Car Club in a special section. However, at this time a move was on foot, sponsored by Ron Grant, for a run by Veteran Cars to Brighton from Brown's Wharf, Woolloomooloo. Beale Pritchett and another fellow turned up one Saturday and looked over the old girl. They were satisfied that she join the throng, but of course a permit had to be acquired. To this end, on a Saturday afternoon an elderly constable arrived per an outfit to check her. Having dismounted, he walked round her, sized her up, had a chatty few words, rolled a cigarette, then said that he was ready. Ran the engine - he was satisfied that she would work - so he said I had better drive along the street and demonstrate the effectiveness of the brakes. I complied, using the foot brake on one run, and the hand brake on a second run. I dismounted, waited for him while he took a good pull at his cigarette, and he said: "I'm satisfied. Why, lots of Holdens won't hold on the hand brake!!" So there it was - she was passed!!

I continued work on her as best I was able, and eventually the V.C.C.A. came into being. I saw John Maclean at Alexandria, and eventually joined up.

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#### NORTHS V. SOUTHS

Sunday, 29th May, 1966.

This was an enjoyable sunny day attended by 20 veteran cars and crews. It consisted of a Tour of Sydney City of about 5 miles starting at the University Gates, Parramatta Road, and then finished under the Harbour Bridge in George Street North for lunch. After lunch and a general get-together we left for home about 2.30 p.m.

<u>SOUTHS</u>		<u>POINTS</u>	<u>NORTHS</u>		<u>POINTS</u>
A. Garthon	1914 Delahaye	14	W. Spraggon	1908 Renault	14
P. Kable	1911 Ford	13	J. Dance	1911 Talbot	12
W. Hardman	1914 Oakland	13	G. Daley	1913 Vauxhall	14
J. Vanstone	1908 Metallurgique	13	D. Davis	1908 Clement Bayard	13
C. Parker	1911 Martini	14	P. McKeown	1911 Rolls Royce	10
D. South	1912 Overland	13	G. Green	1913 Rolls Royce	13
A. McLeod	1912 Star	14	J. Simpson	1909 B.S.A.	13
R. Baxter	1913 Studebaker	14			89
R. Jones	1913 Oakland	14			
J. Cooper	1909 Renault	13			
M. Roberts	1911 Ford	13			
L. Sykes	1913 Humberette	14			
		162			
		= 13 <sup>1</sup> / <sub>2</sub> %			= 12 2/ <sub>3</sub> %

A win for Souths - trophies will be presented next meeting night.

Events Committee -

L. Sheen  
J. Naylor  
A. Garthon

# DATES TO REMEMBER

Music Hall - July 12th, 1966

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# ENGAGEMENT

At a Dinner at Spellsons on Saturday 4th June Ron Sheen announced his engagement to Beryl Erskine of Hunters Hill. Congratulations, Ron and Beryl.

# SOCIAL

I must apologise for missing last month's SPIT AND POLISH but it takes me a little time to get into trim again after these social dances.

I would like to thank you one and all for helping me to make it a success. It shows me that you can think of other things than veteran cars.

My thanks to Eileen and Laurie Sykes, Stella and Ken Nutt (Ken had a party of 31 - thanks, Ken), Dorothy Dean and Denise Sheen, not forgetting Len, for the wonderful help they gave me to decorate and arrange the hall and to all other help I had. We made a wonderful profit of £23 and forgot our troubles for a while.

I do hope you all enjoyed yourselves and would be pleased to hear of any ideas you have for future Social Events.

My next social will be the Music Hall on July 12th, 35/- each, Dinner and Show. Any time after 6 o'clock and show starts at 8.15 p.m. Money and booking no later than next meeting, 23rd June. No last minute bookings as everything must be paid and booked 14 days before and tickets returned to parties so you see I have a little bookwork to do, so rally on now and get your parties. No need to be veterans only.

Don't forget, July 12th, Music Hall, ring JB4198 for parties.

Hilda Sheen,  
Social Secretary.

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# FOR SALE

Differential assembly for U.N.I.C. F. PIDGEON,  
502 Guildford Rd., Guildford.  
632/4455

FOR SALE

1914 Fiat Model 2 with C.A.V. lights. Reconditioned engine and lots of spares and accessories. \$300 (£150)

- FRANK KLEIN,  
17 Salisbury Rd., Rose Bay.  
FM1210

FOR SALE

1 old C.A.V. Electric Wiper  
2 Ford T front axles  
Ford T flywheel and magneto  
Brass steering box Ford T  
Aluminium transmission case and pedal Ford T  
Lamps - 1 Lucas King of Road No.724, needs top and straightening  
1 English side lamp Pat. June 29 1909 similar to Ford T  
1 "Lanternes G. Ducellier Paris" side lamp good condition  
1 side lamp (Regd. No. 316) fair condition.  
- H. BUTCHER,  
277 Burns Bay Rd., Lane Cove.  
JB1467

FOR SALE

501 Fiat radiator early 20 complete.  
- J. COOPER, 58/4509

WANTED

(ALL STATES)

from N.S.W. Headlights acetylene for 1911 Argyll (Rosbourne or Lucas)

- D. STEER,  
Warrimoo Rd., St. Ives.  
44/3415

WANTED

(ALL STATES)

Victoria. Ford T 1913 R.H. headlamp bracket, pair side lamps and tail lamp and mirror from headlamp or complete headlamp.

- WAL MARTIN,  
337 Greensborough Rd.,  
Watsonia, Vic.

WANTED ALL STATES VIC. Ford T 1912 Crown wheel and pinion or differential.

- WILLIAM FORMBY,  
P.O. Box 3, Drovin, Vic.

WANTED ALL STATES VIC. Dashboard clock to suit 1910 Talbot.

- TOM MC MANAMNY,  
28a William St., Frankston.  
Frankston 3/1234.

AVAILABLE (ALL STATES FROM VIC.) Maxwell 1919 Engine, gear box, differential (less pinion) and steering box ex fire brigade utility.

- TERRY PAYNE,  
P.O. Box 19, Edenhope, Vic.

WANTED (ALL STATES, VIC.) Clement-Talbot 1907 2-cyl. chassis and parts. F.N. M/C 1902/07 frame wheels and parts.

- TERRY PAYNE,  
P.O. Box 19, Edenhope, Vic.

WANTED (ALL STATES, VIC.) Maxwell 1911 radiator (4 cyl. T bend), Pair H tail lamps. Have lamps and accessories to use for exchange.

- COLIN ANDERSON,  
P.O. Box 302, Shepparton, Vic.

WANTED ALL STATES (W.A.) Front bumper 1933 Cadillac V8 also literature for same.

- J.W. WRIGHT,  
57 Salisbury St., Inglewood, W.A.

WANTED ALL STATES (N.S.W.) Front axle and wire wheels for 1916 or earlier "Delage" or any parts for this car. Will pay good price or exchange.

- J. SCOTT, Shell Garage,  
598 High St. Penrith. B.2605

WANTED ALL STATES (N.S.W.) 1913 25 A. Model Studebaker, Radiator, Gas Lamps, Kerosene Tail lamps or any parts for this car. Will pay good price or exchange.

- J. SCOTT, Shell Garage (as above).

FOR SALE.

1911 or 1912 Auburn Touring Car, original condition, £800.  
CONTACT JACK HOCHSTADT 665-5219 after 5 p.m.