

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

# SPIT AND POLISH

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August 1981. Vol. XXIII. No. 2.



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



## *Spit & Polish*

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

Volume XXIII No. 2

August 1981

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Other Veteran Car Clubs have permission to copy.

*The next Monthly General Meeting of the V.C.C.A. (NSW)  
will be held in the Clubrooms at 8.00 p.m. on THURSDAY,  
27TH AUGUST, 1981.*

## *Editorial Comment*

Well, here we are with our new format magazine which we hope will meet with at least some approval. Many thanks must go to Gwen Dunn and Barry Thew for the work they have put in to get the magazine together.

This is my first venture into the editorial field and we can only hope that my mistakes will not be too many. Constructive comments and criticism of our new look will be appreciated (if not accepted) as this is the only way in which we are sure that you even read your magazine.

I would like to hear from our country members now and again so that others may share in the trials and tribulations they have in pursuing their hobby of veteran motoring.

- JAN C.

\* \* \* \* \*

COPY REQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH, 134 QUEENS RD., FIVE DOCK, 2046



## *President's Message*

### FEDERAL A.G.M. V.C.C.A.

Adelaide was selected this year for the venue of the Annual General Meeting of the Veteran Car Club of Australia; the Veteran Section of the Sporting Car Club of South Australia being host club.

Two delegates were in attendance from each State and Territory, while deputising for the Federal Secretary-Treasurer, Len Sheen, "who two weeks prior to the scheduled date, Aug. 1st., had undergone heart surgery", Bill Maunsell wore the hats attributed to these tasks and that of N.S.W. Delegate. My functions again this year were those of your President and as Chairman, National Technical Committee, V.C.C.A.

Following a message of welcome from the President of the S.C.C. of S.A., Alan Marks, the meeting commenced sharply at 9.00 a.m., to a very full agenda, ably chaired by the outgoing Federal President, Ian Irwin, A.C.T., and but for a short lunch break, continued through to 6.30 p.m.

Of major importance to us all, the 1988 International Rally occupied much lengthy discussion and culminated with the appointment of the 1988 Rally Director (Ian Irwin), A.C.T. Its commencement from four separate starting points, viz. Brisbane, Sydney, Melbourne and Adelaide is confirmed, each section to be under the direction of a separate Controller, responsible to the Rally Director and converging on Canberra, where all sections will combine for the final days of rallying and other functions. It is further confirmed that the rally will be run for Veteran and Vintage vehicles only and every effort is to be made to ensure that veteran vehicles play a major part.

A full account of the 24th A.G.M. will be the subject of a further report, following completion and distribution of the minutes.

Of real interest are the Club Rooms of the



S.C.C. of S.A. and we may well take a leaf out of their book in planning our own. Originally a Billiards Hall, development over some years has given the club an ideal meetings and functions hall, a library and reading room, kitchen, billiards room with full-sized table, also office and store. The rooms front a major road and geographically are centrally placed.

Having conducted the meeting and delegates lunched from a meal prepared within the club rooms, the members and executive of the S.C.C. of S.A. are to be congratulated for their foresight. As recipients of this goodwill, the experience gained is a further incentive to us to materialise our plans by completing, in the short term, our proposed similar facility.

- GEORGE A. ROBERTS

\* \* \* \* \*

MINUTES OF THE MONTHLY GENERAL MEETING OF THE V.C.C.A.  
(N.S.W.) HELD AT THE CLUBROOMS, 134 QUEENS ROAD, FIVE  
DOCK, ON THURSDAY, 23RD JULY, 1981.

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Meeting opened at 8.25 p.m.

PRESENT: 68 members and 4 visitors.

VISITORS: Dulcie Atwood.

APOLOGIES: Arthur Porter, Bill McCarthy, J. Godfrey,  
J. Pickup, L. Baxter, L. Sheen, H. Sheen, W. East,  
R. East, J. McGowen, E. Lewis, L. Rossiter,  
C. Stanbridge, P. Stanbridge, M. Pope, V. Jacobs,  
B. McCarthy, G. Gillott, J. Garwood.

MINUTES OF PREVIOUS MEETING: Moved Terry Cook, seconded  
D. Rose-Bray. CARRIED.

ARISING: Letter from National Heart Foundation re cars  
at Government House Garden Party.

TREASURER'S REPORT: Moved Max Roberts, seconded Barry  
Thew. CARRIED.

President advised members of the new Committee Members.

CORRESPONDENCE: Received from:

- J.R. Featherstone re use of his car for a wedding.
- Victor Jacobs re 1981 Year of the Handicapped.
- Rod and Custom Club re Swap Meet 25/10/81 at Rockdale.
- Buick Car Club re use of hall.
- Newcastle Club - forwarding their Minutes.
- Bill Neilson - request for wedding cars.

Moved, accepted, Alan Rose-Bray, seconded Jim Simpson.

CARRIED.

ARISING: Nil.

NEW MEMBERS: Jim Turner of Tamworth - rejoined.  
Margaret Joy Benham - Associate wife member.

Moved, Peter Wards, seconded John Wards.

CARRIED.

INVESTIGATING AND DATING: Jim Turner rejoining.

Dating Certificate - Jim Weir - "A" Type Vauxhall  
- Bob Walker - 1909 Austin.

SOCIAL EVENTS: Peter Wards advised of Progressive Dinner on 22nd August, 1981.

Navigator's Tour - 30th August, 1981. Terry Cook advised members of this event.

Terry also gave a brief rundown on Katoomba Rally - suggested Hydro Majestic at this stage - 20th February 1982.

Peter Wards requested copies of old rally sheets, forms etc.

BUILDING PLANNING & DEVELOPMENT COMMITTEE: President has advised members that Neil Johnson is looking after the building of new clubrooms. We are in desperate need of a licensed plumber and drainer.

PROPERTY FINANCE COMMITTEE: Committee yet to have its first meeting.

PUBLIC AFFAIRS: 36 cars can attend Government House -  
25th October, 1981.

There has been a request for cars received from Hills District Boy Scouts (there will be more information available at a later date).

There also has been a request received from Glenfield Public School for cars in April, 1982.

MAGAZINE "SPIT AND POLISH": Next month new format comes into being.

REGISTRATION OFFICER - PERMITS TO MOVE: Arthur Garthon inspected the Buick of Jim Featherstone. Keith Carden reports registration is all right.

CLUB HISTORIAN: Notes on what is taking place will appear in the next issue of SPIT AND POLISH.

NIL REPORTS: Building Maintenance; Caltex Liaison; Registrar; Librarian; CVVTMC; Insurance; Photography.

GENERAL BUSINESS: 25 entries in hand for One and Two Cylinder Rally.

Secretary advised of his intended action as delegate to Federal Conference in Adelaide.

Meeting closed at 10.20 p.m.

\* \* \* \* \*

MINUTES OF MONTHLY MEETING OF NEWCASTLE BRANCH, HELD AT THE HOME OF MAX & JOAN BURKE, CESSNOCK, ON 14TH JULY 1981.

MEETING OPENED: 8.30 p.m.

CHAIRMAN: J. Gorton.

MEMBERS PRESENT: 11 members and 3 visitors.

APOLOGIES: R. Wilson, B. & N. Adams, W. & M. Holmes, D. Barker.

MINUTES OF PREVIOUS MEETING: Moved by R. Thomas, seconded by J. Riley, that the minutes of the previous meeting be accepted as read. CARRIED.



TREASURER'S REPORT: The Treasurer reported that the

Balance at Bank was	\$326.71
Petty Cash	5.60
Deposits	80.00
TOTAL	<u>\$606.55</u>

Included in this balance was Tour deposits of \$320.60.

Moved by P. Adams, seconded by M. Burke, that the Treasurer's Report be accepted. CARRIED.

CORRESPONDENCE: Moved by N. Preston, seconded by G. Newman, that the Inwards Correspondence be received and dealt with and the Outwards accepted as read. CARRIED.

GENERAL BUSINESS: The Secretary was requested to write to the Morisset Festival Committee stating our inability to accept their invitation.

To advise the Newcastle Mattara Committee that some of our members' cars would take part in the Mattara Procession.

FORTHCOMING EVENTS:

- 11. 8.81 Meeting at Don and Val Barkers, Waratah.
- 15. 8.81 Outing to Cameron's Orchard, Milboroughdale. Meet at Max Burke's 10.30 a.m.
- 3/4/5.10.81 Annual Tour based at Morpeth.
- 13.10.81 Meeting at John and Evelyn Gorton's, Tuggerah.
- 31.10.81 Outing to DHARUG National Park near Wiseman's Ferry.

MEETING CLOSED: 9.30 p.m.

\* \* \* \* \*

*An exhausted commercial traveller fell asleep at the wheel, and drove smack into the living room of a roadside cottage. Embarrassed and humiliated, he climbed out of the car and mumbled: "Can you tell me the way to the nearest garage?" "Straight ahead through the sideboard, and turn left at the piano," was the cold reply.*

## *Bits & Pieces*

FRANK NISSEN can tell you about a fellow who had a P for a long while then one day he had a P and found he didn't have a P.

\* \* \* \* \*

You've heard of plastic money - DON STEER now has a plastic eye (actually only the lens is plastic) and he's seeing through all sorts of things. He is particularly watching the calendar and marking off the days, hours and minutes.

\* \* \* \* \*

IAN STEER not only mowed the lawn while Don's all-seeing eye came into focus - he mowed a sprinkler too and it bit his foot.

\* \* \* \* \*

Which inconsiderate member gave his wife a Caterer's Pack of Alfoil for their Aluminium Wedding Anniversary?

\* \* \* \* \*

DID YOU KNOW that in 1968/69, 69 different cars attended events during the year - 17 made one appearance - 26 made 5 or more appearances, and of these, 12 belonged to one member?

\* \* \* \* \*

SIMPSON'S SUGGESTION: With an eye to correctness and courtesy, we should by rights refer to the new editor as "editress", but under the new anti-discriminatory legislation, should we go for "editperson", or perhaps "reportperson"? While risking social censure, as the magazine editor is feminine, could she be seen as the "Magperson"? (Struth! Where's the quickest way out?)

\* \* \* \* \*

## Brief but Important

(Report from MAX BURKE came to Editor in long-hand, because, said Max "my typist is at present in the hospital in Newcastle having had a plastic joint fitted to her finger as result of a twist-up in the washing machine a couple of months ago".)

Newcastle Branch people attended the Shoal Bay Tour organised by the A.C.M.C. Central Coast Branch.

NEV PRESTON won the Time Trial at average speed of 24 mph. I heard he took time out to go fishing.

Best Veteran Car - BOB NEWMAN'S Talbot - even R.J. himself was surprised. A sub-event was won by GEO. ADAMS who was driven by JOHN RILEY as George hasn't been converted to metrics yet.

Those famous local spendthrifts, PETER ADAMS and BOB NEWMAN, are said to have hired a tandem bicycle each and with the aid of NEIL and DIANNE, saved a packet on fuel for the stay at the Bay. Could it be the weekend was too much for Peter, as he was still tired out at the Cessnock meeting and was seen to be asleep in his chair before supper.

The next outing is to Cameron's Orchard and oranges and mandarins will be the order of the day. Those who attended last year will remember this is a really good spot - barbecue lunch could be the order as well.

Sorry most of the Ford is now gone - the crown and pinion gears were in good order after being underground for so many years and are now doing service in a Ford in Singleton, in this instance a case of Veteran parts being used to restore a Vintage car.

Hope to have my motorcycle out for the first time this year for this run.

ROB WILSON, DOUG MARR and JOHN RILEY are all at work on Veteran Restorations and JOHN BURKE hopes to sort out some Buick parts when home on leave.



In the workshops of Talbot Inc. at Tuggerah, GRAEME NEWMAN is making a particular job of yet another of those jobs with the bolt through the radiator. DON MOFFAT will soon have another Studebaker on the road. Don now has three of them - two Veterans and an early Vintage.

Well, that's all until after the next outing,

Regards to all,

BELT DRIVE BURKE

\* \* \* \* \*

CONGRATULATIONS to BILL and RHONDA TROLLOPE on the birth of their first - a boy - NATHAN. Your correspondent has it on good authority that Rhonda had a lot of trouble getting Bill to remove his 'T' Ford from the baby's bedroom in preparation for the arrival.

TERRY COOK put on a bonfire for KEN MOSS a couple of weeks ago. Seems the Stanley of GEORGE GREEN'S decided to catch fire outside Mossies' - a good thing SPRAGGO was quick on the hose. JIM EISENHAUER also got yet another first-hand experience of the trials and tribulations of steam cars.

\* \* \* \* \*

#### INVITE.....

An invitation has been received from the Chariots Rod and Custom Club to take part in their Swap Meet to be held at Hegarty Street, Rockdale Car Park on 25th October 1981. Swap Sites \$2.00 - Spectators Free. Start 8.30 a.m. This invitation has been extended to all car and special interest clubs.

\* \* \* \* \*

THANKS.....

LEN and HILDA would like to say "thank you" for the many enquiries while Len was in hospital for his triple by-pass operation, also for the cards he received. Hilda would like to give special thanks to BEN BRONK and FRANK NISSEN for the great support they gave her.

Len is coming on fine and will soon be able to join the meetings again.

Congratulations from Len and Hilda to the new '81/'82 Committee.

\* \* \* \* \*

CONGRATULATIONS.....

to SANDRA GARRETT and MAX ROBERTS, who announced their engagement on Saturday, 15th August, 1981. Best wishes from all members.

\* \* \* \* \*

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

---

NO. 1 VETERAN

How many words, of four or more letters each, can you make from the letters contained in the word "VETERAN"?

Score:	0 - 10	Try harder
	10 - 15	Good
	15 - 20	Even better
More than	20	Excellent

Can you make a six-letter word? (Solution next month).

\* \* \* \* \*

## *History Corner*

Following your Historian's call for Golden Fleece "hand-outs" for their sponsored rallies and any other early material concerning the club, the response has been good - JACK DANCE and JACK GARWOOD, in particular, producing valuable material.

The original handwritten draft Constitution produced by the Founder Members has come to hand and will be placed in the club's archives - kindly donated by Jack Garwood. The club's first Minute-cum-Accounts Book (hand-written in a 1/- school exercise book) is already held.

Jack Dance has come to light with a complete run of all the Golden Fleece yellow "hand-outs" for their sponsored rallies, as well as numerous press clippings.

Also received are the original Operating Instructions for the First Annual Blue Mountains Rally, along with the original Results Sheet.

All this material is most valuable and will be cared for and returned unless donated to our Archives. Please accept your Historian's thanks.

With the good usually comes some bad. Following contact with Russ Short, Secretary of The Vintage Sports Car Club of Australia Ltd., I have been informed that all the early records of that club were destroyed in a fire some years ago. Our own club was a breakaway movement from the VSCCA.

Finally - please think about our Annual Blue Mountains Rally - is it numbered correctly? We did have two Wollongong Rallies sponsored by Golden Fleece.

See you next meeting.

- THE HISTORIAN

\* \* \* \* \*



## Events

This is the new committee's first tour for the year, please make an effort to come and make it a success.

NEXT EVENT: Navigators Tour

DATE: Sunday, 30th August, 1981

START: Cabarita Park, Cabarita

TIME: 9.30 a.m. Barbecue trailer will be at lunch stop.

BRING STREET DIRECTORY

### COMING EVENTS :

George Roberts' Day Tour will be held on Sunday, 27th September, 1981.

Details in September SPIT AND POLISH.

ENTRY FORMS for Blue Mountains Tour are also in this issue.

(See Page 14 for more about Blue Mountains Tour).

#####

R E M E M B E R : Entries for Newcastle Rally - to be held over the long week-end in October - close 31st August.

ENTRY FORMS for Queensland Silver Jubilee National Tour, 14th-23rd September, 1982, will be available at next Monthly Meeting.

#####

IT'S TIME FOR A CHANGE

Come to the.....

HYDRO MAJESTIC HOTEL, MEDLOW BATH

For the.....

26TH ANNUAL BLUE MOUNTAINS RALLY

20-21 FEBRUARY, 1982

We've finally been able to book the Hydro, and at last gather all participants under the one roof for a good social get-together.

The Hydro, now under new management, has come alive, responsive to the demands of the hotel guest of the 80's. The home-away-from-home comforts are still there, backed by efficient service, quality food and wine, swimming pool, tennis court, live jazz band entertainment, snooker tables, children's games room and an extensive refurbishing programme. Rooms have been inspected and are of a good standard.

Parking for veterans has been arranged within the grounds, and should our numbers reach 250 persons, we have exclusive use of the hotel.

Costs are comparable to last year and include dinner, bed, breakfast and lunch on Sunday. The only meal entrants will have to provide is Saturday lunch.

Start and finish will be at Green's Motorcade Museum to assist those who wish to trail to the start.

So.....

- \* with new accommodation
- \* a devious route and questions
- \* different scenery
- \* a new lunch stop
- \* pleasant daylight saving

prepare your car and plan now for the 1982 26th Annual Blue Mountains Rally. COMPLETE YOUR ENTRY FORM NOW, remembering that rooms with private facilities will be allocated on a first-in first-served basis.

REMEMBER: Entries for 26th Annual Blue Mountains Rally  
close on 1st December, 1981.

# # # # #

## LOST ?

- (1) ROLL OF GREEN ROPE.
- (2) INFORMATION, CORRESPONDENCE ETC., RE PAST  
RALLIES, TOURS, EVENTS, TO BE USED FOR A  
PERMANENT RECORD FOR FUTURE EVENTS COMMITTEES.  
PLEASE CONTACT PETER WARDS IF YOU CAN HELP.

\* \* \* \* \*

## **Letters to the Editor**

Editor, SPIT AND POLISH:

It has been brought to my attention that,  
contained in a news-type article entitled "Brief But  
Important" in the June edition of SPIT AND POLISH, there  
appeared an unfortunate comment by 'Belt-Drive Max', whose  
identity is unknown to me.

At the risk of creating a diplomatic incident,  
I must point out that the 1981 Veteran Gazette was  
produced in conjunction with the 1981 V.C.C.A. National  
Rally, and the pictures referred to all related to that  
event. A closer study of the publication (i.e. reading it)  
would have revealed that astonishing fact.

The Gazette was produced by the smallest club  
in the V.C.C.A., with contributions from all states except



N.S.W., despite promises. It contained 44 pages of text, of which no less than 36 were devoted to Veteran Car Club cars and interests directly. Approximately 8 pages were devoted to vintage cars which attended the rally. To have feted the rally and have ignored these cars would have been the height of ignorance, and I believe would not have been approved of by even the N.S.W. Club.

It seems a little unreasonable that your contributor cannot demonstrate some simple courtesy. In times past, there existed a most apt expression for such occasions when overcome by guilt, embarrassment, conscience or spite: "If you can't say anything nice, then don't say anything at all."

Yours faithfully,

(Signed) IAN L. IRWIN

Editor, The Veteran Gazette.

The Secretary,  
Veteran Car Club of Australia (N.S.W.)

"THE MOTORING ENTHUSIAST'S LITTLE BLACK BOOK"

During 1980 we contacted your club regarding a proposed "Motoring Enthusiast's Little Black Book". We're pleased to advise that this is now available, though due to the wonderful co-operation we received in preparing material for the book, the 'little' should perhaps read differently! There are 170 pages with over 1300 entries - clubs, services, museums etc., with sections covering individual marques and more general listings. Literature, importing guidelines, registration regulations, and a monthly calendar of events (concoors, swaps, rallies etc. held about the same time each year) are some of the other areas covered. In addition to the name and address, brief details of the club or firm's services are given.

We have not tried to encompass all the firms that the very useful local trade directories and registers do - almost every club is a verbal "Little

"Black Book" for its area to members, and one of the reasons individuals join. Our aim is to unravel the overall Australian scene in everything we think touches the enthusiasts. Hopefully it will facilitate and encourage more interclub get-togethers and communication between individuals with similar interests, and let people new to the hobby know what clubs and services are available.

The book sells for Aust. \$9.50 plus \$1.50 per copy postage anywhere in Australia, or surface mail overseas, and can be obtained from Gilltraps Auto Museum Bookshop, Box 128, P.O., Palm Beach, Qld., 4221.

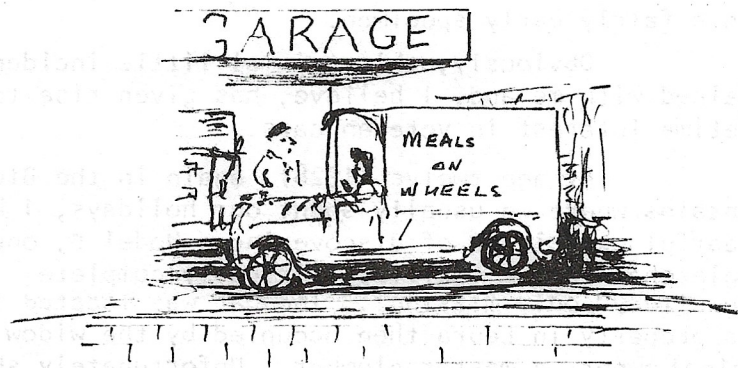
Yours sincerely,

(SIGNED) ROBYN HADLEY

Gilltraps Auto Museum

P.S. Club members who order a copy before the end of September 1981 need not include the \$1.50 postage. Just give the club name when ordering and we will pay the postage.

\* \* \* \* \*



*"Your oil and water are O.K., but you're losing a lot of custard!"*

RECOLLECTIONS OF A VETERAN

Most of us, at some quiet moment, have tried to recall the earliest-remembered incident in our lives.

Whilst not the earliest, perhaps, I can still recall, quite vividly, an event that occurred when I was about four years old. We were holidaying at Katoomba at the time and apparently my father, late one afternoon, had taken me for a walk to Echo Point. The walk tired me and the prospect of the uphill trek back to the guest house wasn't pleasant. Starting back, however, we were soon overtaken by a car driven by a Doctor Alcorn, a family friend. The doctor stopped and offered us a lift. Like most young kids I wanted to sit on the outside of the front seat and was allowed to do so. From this position I could see the nearside front wheel and watch that dreadful uphill trek pass quickly and effortlessly underneath us.

Well, you are probably thinking, so what? The point is that I can still recall, quite clearly, that nearside front mudguard. It was black with a gold line, attached to the chassis by two iron supports and was separate from the running board step; moreover, it had recently hit something, the splintering revealing its wooden construction. This latter fact, even then (1920), made me feel that the doctor's vehicle must, indeed, have been a fairly early specimen.

Obviously, this trivial little incident has remained with me and, I believe, has given rise to my lifetime interest in veteran cars.

At age twelve (1928), again in the Blue Mountains where we usually spent our holidays, I had the wonderful experience of discovering a Model B, one-cylinder, single chain drive Cadillac, virtually complete ("jewellery" only missing). The car was located in a shed on a property in Leura then occupied by the widow of the original owner, a master plumber. Unfortunately she wanted Pounds 1/10/- (One pound, ten shillings) for the car and



this, of course, was about three quarters of the then-basic wage - any rate, according to my parents, why would I want it, and where could it be stored? After many inspections and hopeful plans the proposition, sadly, fell through. This could be the Cadillac Model B now in the Technological Museum, Sydney - if not, it is certainly the same model although the Museum's specimen appears to lack the bodywork.

1928 also saw secondary school starting; five years later your scribe was seeking employment in the midst of the Great Depression (juvenile unemployment - sounds familiar!) After eighteen months a position in a bank was obtained. Two years passed in Head Office, and then country service in bank branches commenced, lasting until 1940 when enlistment in the Army followed. Six years later when the War ended, I found that, whilst its pretty easy to get into the Army, its damned hard to get out, particularly if you happen to be single. Discharge was based on a points accumulation system - 3 points for each month of service for married men with kids, 2 points for married men without kids and, of course, 1 point for single men (with or without).

Following University studies (which were time-consuming to say the least) the old urge to possess a one-cylinder veteran again developed. Many avenues were followed. One that seemed fairly authentic involved a one-lunger Oldsmobile reported to be in the Rockdale/Kogarah area. Following this lead was like chasing a mirage - just as you felt you were on the right track it petered out and appeared again on the horizon following some further "information". Finally, it proved fruitless.

During these investigations, a lead was received to the effect that, before the War, a "bedraggled" Brush Runabout, doused with white paint, had been seen in a window of the old Star Garage, Princes Highway, Kogarah. More investigation traced the owner and the car to Carlton, where - wonder of wonders - the Brush was sighted! There she stood in a huge skillion-roofed garage containing not only the Brush, but a 1916 Hudson and a 1939 Hudson.

Initial negotiations proved unsuccessful - the owner did not wish to sell, stating that the engine would be ideal for a boat he was thinking of buying. I did my technical best to convince him that sea-water and aluminium crankcases were not a particularly happy match, however to no avail, and his alternative, to purchase a new boat engine in exchange for the Brush would have been, in those days, financially irresponsible. So the matter rested - the vendor dreaming of his projected boat and your scribe regretting the outcome of the negotiations.

Some years drifted by until one wet and wintry Saturday a friend (\* see foot of article) at Sargeants (then opposite Wynyard in George Street, Sydney) it was decided to proceed in the friend's 1926 Austin Chummy to Carlton to ascertain the fate of the Brush.

On arrival nothing had changed - the people, the house, the garage - only the Brush was missing! Fears were soon allayed however, when it was learnt that an eight feet pile of brand new empty one-gallon paint tins were completely covering the Brush. Sight unseen, negotiations postponed for years were immediately resumed and a price of Pounds 40/-/- (Forty Pounds) accepted, subject to a night call on the following Wednesday, when the vendor promised to have the car exhumed for inspection. The car was sighted on the Wednesday and accepted.

A quick call to John Crouch to hire a trailer and a Jeep for the following Saturday, and the Brush was on its way to a temporary home at Roseville.

From Roseville the Brush was moved to Mosman, where your scribe was not allowed to pay rent for the one and only garage available but, in lieu, had to cut the terraced lawns and maintain the gardens for his landlady who also owned the flat he occupied - the Fair Rents Act should have applied to garages!

Finally, the car was taken to Hunters Hill and placed in the hands of Larry Leresche (since deceased) for general restoration including painting - items such as engine, gear box, upholstery and hood being handled by

others.

The car made its initial run in the 2nd Blue Mountains Rally in 1957, finishing the course successfully after some carburettor trouble at the old Prospect Control.

Technical details of the vehicle are interesting; the engine fires clockwise (i.e. at the flywheel) and hence cranks anti-clockwise. Drive is through a two-speed and reverse epicyclic gear-box, the gears being picked up by multiple disc clutches - final drive by chains.

Chassis and axle beams are wood. Fuel is fed to a Schwebler carburettor by gravity and oiling is by a full loss system gravity fed via glass drip gauge on the dash to the mains, thence by splash to the big-end and finally as blue smoke via the exhaust. Six drops per minute is the usual consumption. Steering is heavy and direct, approximately one turn from lock to lock. Brakes are remarkably efficient, the lightest pressure skidding both back wheels. Tyres are 28" x 3" beaded edge.

The Brush engine was one of the first to have a balanced crankshaft and a counter-rotating balance weight within the crankcase geared (by helical gears in 1908!) to the crankshaft, the object being to eliminate primary and secondary couples. Contemporary advertising was to the effect that the engine was as vibrationless as any four or six! (Obviously advertising hasn't changed.) The weakest design point is the big-end bearing which, instead of the usual big-end bolts, consists of a hinged cap with a single bolt with a special split nut seating in a hemispherical seating, so that the split nut tends to compress on the threads and thus remain tight. The designer, Alison P. Brush (who also designed the early Cadillacs - Moss, please note) placed a large inspection plate on the crankcase, held on by only four wing-nuts to permit ready inspection. No doubt this was done for a good reason, that is, the virtual impossibility of satisfactory cap adjustment with a hinged pin on one side and a bolt on the other.

Car speed is about 18-20 miles per hour in top,



and approximately 6 miles per hour in low. Weight is 1200 lbs. Petrol consumption is relatively poor, at around 20 miles per gallon.

Springing is unique, being by coil springs at each wheel in tension, not compression, radius rods being in the form of Hartford type friction shock absorbers. Cooling is thermo-syphon via tubular radiator to the cylinder barrel, the detachable head being air cooled.

Dating Certificate No. 64 was issued by the club on 18th March, 1971, describing the vehicle as a Brush Runabout, Model D.24, the Major Modification being "body widened" - carried out by the original owner (from whom the car was purchased) to enable three people to be carried, instead of two.

- ALAN ROSE-BRAY

(\* Noel Abrams, who was then the owner of:

- a. a 1926 Model Austin Chummy modified by your scribe with a 1936 4-speed synchro box, cut and shut cardan shaft, 4-wheel brakes (which conveniently eliminated the hand brake completely) and fitted with ex-MG 440 x 19 tyres on the back wheels.
- b. a delightful ex-Otto Stone 1934 MG (N type Magnette), with ENV preselector gear box, close coupled sedan body by Martin and King and scribe fitted Marshall Roots type blower supplied by Gordon Stewart of Carss Park, Sydney.)

\* \* \* \* \*

**A**sked why he looked so glum, the man replied that his wife had backed the car out of their garage that morning. "But that shouldn't necessarily have upset you," insisted his questioner.

"Oh, but it did," muttered the fellow. "You see, she backed it in last night."

## *Advertisements*

WANTED RUDGE WHITWORTH wheelcentres only '72' long  
spline.

- BEN BRONK  
133 Merindah Road,  
BAULKHAM HILLS. 2153  
624.8224

FOR SALE UPHOLSTERY LEATHER

*(Other  
clubs  
please  
copy)*

1st Grade quality English leather hides,  
only one colour - GREY. \$80.00 per hide.

- G.W. EDWARDS  
1066 Bardia Street,  
ALBURY. 2640  
(060) 25.1574

WANTED 1 only 'D' shape carriage handle, preferably  
hinged at the end of stem.

- ROLEY COULCHER  
24 Stuart Street,  
BLAKEHURST. 2221  
(02) 546.4791

FOR SALE DE DION 1903, 1904, 1906. New unmachined  
*(All States gear box/diff. case (3 castings) for 3  
copy please) speed expanding clutch type.*

- N. WAKEHAM  
64A Pellisier Road,  
PUTNEY. 2112  
(02) 80.2269

WANTED  
(All States  
copy please)

DE DION MOTOR "Z" 1905 Single Cylinder  
8 h.p. with automatic inlet valve.

- N. WAKEHAM  
64A Pelisier Road,  
PUTNEY. 2112  
(02) 80.2269

WANTED  
(All States  
copy please)

1913 CALCOTT MOTOR or A1.Crankcase with  
Camshaft. Needed to complete car.

- N. WAKEHAM  
64A Pelisier Road,  
PUTNEY. 2112  
(02) 80.2269

FOR SALE

LAND CRUISER. Ideal for family holidays  
and for towing your Veteran. Host of  
accessories. \$5,250.00.

- B.T. THEW  
(02) 638.1155

FOR SALE

1913 OVERLAND TOURER T69. Unrestored and  
dismantled. Has 12/24 volt generator/  
starter flywheel. Most body panels only  
fit for templates.

BELSIZE ENGINE GEARBOX & RADIATOR.  
(About 1912).

SINGLE CYLINDER ENGINE (Thought to be  
early STAR).

Further particulars from, and offers to:

- R. WIGLEY  
52 Parry Street,  
WEST TAMWORTH. 2340  
(067) 65.8675

\* \* \* \* \*



WORD MAZE

Penny Stanbridge invites you to TRY YOUR LUCK

AC Allard Alvis Austin Aston Martin Austro Auburn

Brush Benz Bugatti Buick BRM BF

Chrysler Cord Caesar

Daimler Datsun De Soto De Dion Daf. Dodge

Essex Elan ERA Eagle Elso

Fiat Facel Vega FN Ford Four Framo

Hispano Suiza Honda Hino

IFA Imp Isis

Jewel Jaguar

Krit

LMB Leob Leda La Salle Lancia

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Overland Opel

Pontiac Porsche Packard Peel

Rolls Royce Rossel RR Rand Roo Rover Reo

Saab Staern Scat Star Singer Stutz Sam

Thor Vauxhall Val Zust

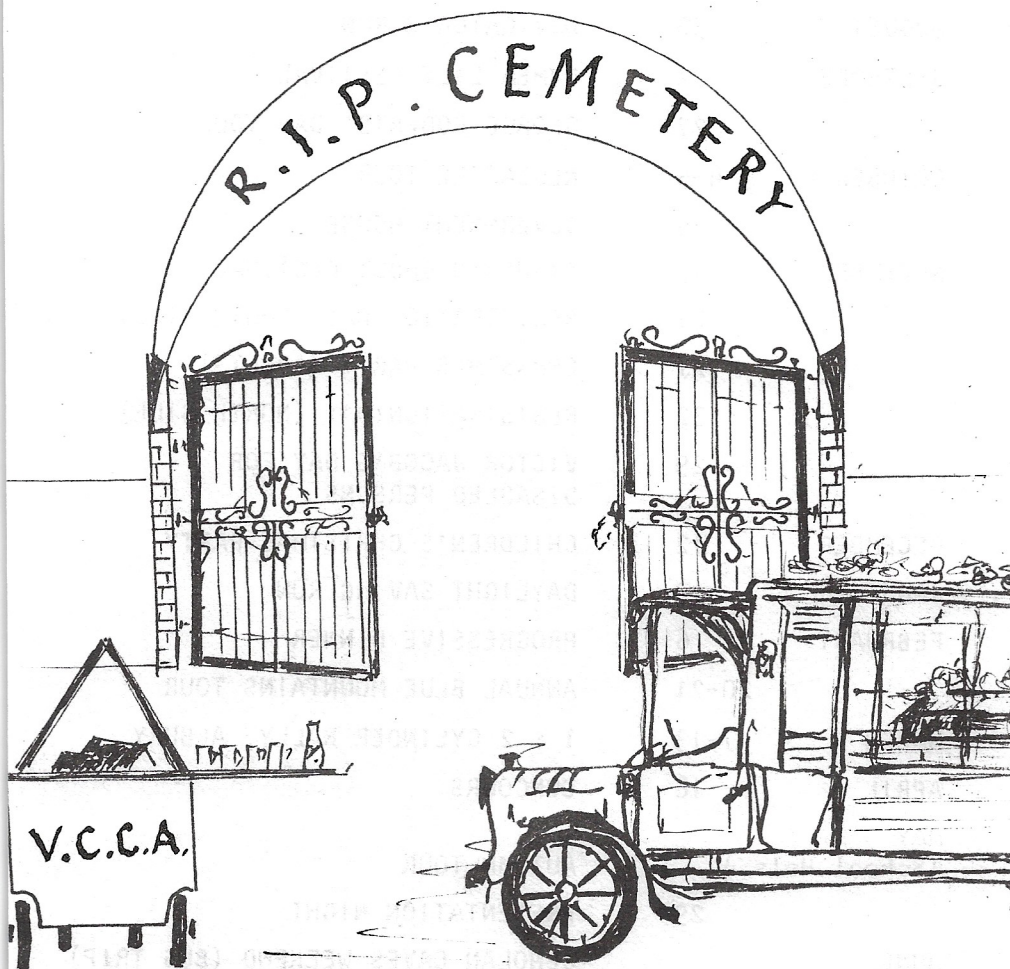
(See Page 26.....)

WORD MAZE

A R D R A L L A H X U A V A  
D A O N A L E E P E T F B I  
E G D O D A P O R S C H E C  
L E L L A S O A U S T R O N  
G V A S T U T Z N E B O L A  
A L V I S D B I A O O H S L  
E E H S U R B U G A T T I C  
G C H I N O R S R D O A N A  
R A S E A C M O O N S U G R  
P F N A S S I N M O E R E O  
A O B U I C K A R H D L R V  
C M N S T A R P R P S O E E  
K A D T M T I S M Y L C R R  
A R E I I A T I R L Y O A L  
R F D N N A S H S O S B U A  
D U I M E R C E R S M A G N  
A F O R D N A R E L M I A D  
F N N F I A T L L E W E J B

- PENNY STANBRIDGE

\* \* \* \* \*



MOURNING TEAS

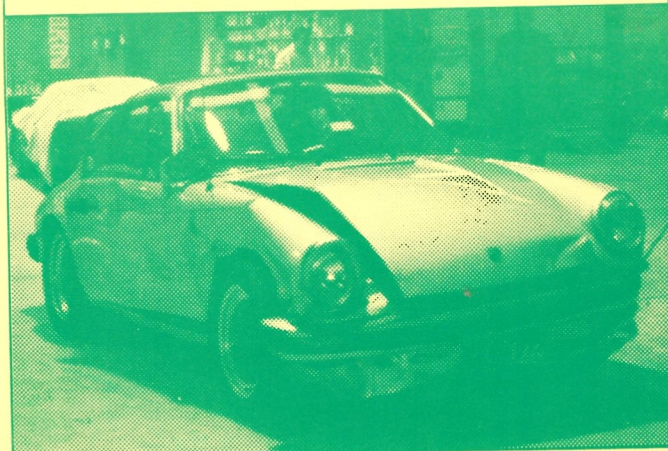


EVENTS CALENDAR 1981-82

AUGUST	30	NAVIGATOR'S RUN
SEPTEMBER	22	GYMEA LILY FESTIVAL
	27	GEORGE ROBERTS' DAY TOUR
OCTOBER	3-4-5	NEWCASTLE TOUR
	25	GOVERNMENT HOUSE
NOVEMBER	15	FISHER'S GHOST FESTIVAL
	21	REGISTRATION DAY (SOUTH SIDE)
	21	CHRISTMAS PARTY (ADULTS)
	22	REGISTRATION DAY (NORTH SIDE)
	29	VICTOR JACOB'S DAY FOR DISABLED PERSONS
DECEMBER	12	CHILDREN'S CHRISTMAS PARTY
JANUARY	17	DAYLIGHT SAVING RUN
FEBRUARY	6	PROGRESSIVE DINNER
	20-21	ANNUAL BLUE MOUNTAINS TOUR
MARCH	7-13	1 & 2 CYLINDER RALLY, ALBURY
APRIL	18	CONCOURS
MAY (School Hols.)		AUTUMN TOUR
	29	PRESENTATION NIGHT
JUNE		JENOLAN CAVES WEEKEND (BUS TRIP)
JULY		RESTORATION

\* \* \* \* \*

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