



# Spit and Polish

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

Hon. Editor and Editorial Address—  
Dr. GEOFFREY LEHMANN,  
66 Pacific Highway,  
St. Leonards. Phone: 43-6363

Vol.IV No. 11

April, 1963.

## EDITORIAL

This last month has been one of the busiest in the Veteran Car Club year. We have had the Katoomba Rally and also the Annual Ball, and these events were very successful.

Mrs. J. Shield has been good enough to send a few details about her 1911 Swift which won the Concourse d'Elegance, so I am passing on to you the relevant part of her letter without any alterations.

Another important matter to remind you about is the nomination and voting forms which you will be receiving in the near future.

NOTE: Due to holiday for Anzac Day on Thursday, April 25th, our meeting date will be changed. Refer Notice of Meeting for new date.

+ + + + +

### CONCOURSE D'ELEGANCE WINNER

#### 1911 SWIFT

Mrs. L. Shield reports regarding her single-cylinder seven horse-power Swift, the following details:

Original owner lives at Warrnambool and drove it around that area for a number of years. It eventually reached a car firm where it was used as an advertising gimmick. I have owned it for  $4\frac{1}{2}$  years, but we ran it for 3 years in its "as found" state, as at that time my husband (Frank) was working on his Aquila Italiana 1913.

He finished his Aquila in 1960 and won the "Best Restoration" award. He then pulled down the Swift to the last nut and bolt and then completely restored it and we won the "Best Veteran" award in 1962.

I have kept a record of all events in which I have driven the Swift and estimate that it has done 1,515 miles, which is not bad for an old girl (car, not owner).

This mileage is, of course, only since we purchased it in 1958 and considering that it was down for almost 12 months being restored, you can see that I do enter it into everything possible and that it is not just a "once a yearer".

+ + + + +

### BLUE MOUNTAINS RALLY, 1963.

The Blue Mountains Rally from Centennial Park to Katoomba was held on the weekend of March 16th and 17th. Although the day started with a downpour that would be sufficient to keep most sensible people at home, there was a surprisingly full attendance of entrants for the start of this event. All the motor cycles turned up and only seven or eight cars failed to arrive at the starting point.

Fortunately, the weather abated somewhat and it would have been regarded as relatively fine except for patches of fog and mist on the mountains.

There was a picnic lunch at Glenbrook and a final display of cars at the Catalina Park was a memorable sight in spite of the weather. There had been quite a dense fog and mist just prior to the arrival of the cars, but the weather cleared and there was quite a lot of public interest. All drivers enjoyed displaying the prowess of their vehicles in the speed categories on the Catalina circuit.

The accommodation was arranged at various places at Blackheath. The cars were well-protected from the weather at the bus depot and various garages.

The social of the evening was also a very satisfactory affair, apart from minor stoppages of beer flow reported by Jack Smith - not sufficient octane he tells me.

The downward run starting from Catalina Park was again well-organized and interesting to watch. Sub events were held at Linden and there was a stop at Penrith for lunch.

The rally terminated at Centennial Park where again there was considerable public interest. This weekend rally sponsored by H.C. Sleigh Limited again proved to be a most popular and successful event. The points score can be seen in this Newsletter.

- GEOFFREY LEHMANN.

+ + + + + + + + + + +

KATOOMBA 1963

FULL POINTS SCORE

| <u>CAR NO.</u> | <u>NAME</u> | <u>ROUTE</u>  | <u>SUB-EVENTS</u> | <u>TOTAL</u> |
|----------------|-------------|---------------|-------------------|--------------|
| 1              | K. Lober    | 544           | 473               | 1017 1 cyl.  |
| 5              | S. Garrett  | 2750          | 197               | 2947         |
| 8              | J. Shield   | 800           | 283               | 1083         |
| 10             | G. Green    | 2045          | 457               | 2502         |
| 13             | G. Green    | 575           | 255               | 830          |
| 14             | F. Nissen   | 418           | 211               | 629          |
| 15             | J. Dance    | 429           | 422               | 851          |
| 17             | P. Gregory  | 193 1st Route | 449               | 642 2 cyl.   |
| 18             | J. Vanstone | 219           | 304               | 523          |
| 21             | L. Jones    | 316           | 380               | 696          |
| 22             | W. Dudley   | 324           | 173               | 497 Coggans  |
| 23             | A. Frost    | 432           | 325               | 757          |
| 24             | J. McGowen  | 411           | 178               | 589          |
| 25             | B. Roberts  | 382           | 333               | 715          |
| 26             | P. Hepworth | 430           | 247               | 677          |
| 29             | R. Thomas   | 511           | 356               | 867          |
| 32             | G. Burton   | 352           | 191               | 553          |
| 33             | A. Grellman | 501           | 443               | 944          |
| 35             | G. Green    | 692           | 470               | 1162         |
| 36             | V. Jacobs   | 357           | 236               | 593          |
| 38             | B. Bronk    | 782           | 289               | 1071         |
| 39             | K. Moss     | 612           | 279               | 891          |
| 41             | A. Craze    | 320           | 183               | 503          |
| 43             | G. Green    | 815           | 481               | 1296         |
| 44             | J. Garwood  | 542           | 174               | 716          |
| 45             | K. Knodler  | 678           | 262               | 940          |
| 46             | R. Baxter   | 520           | 326               | 846          |
| 47             | S. Hall     | 531           | 413               | 914          |
| 49             | A. Garthon  | 492           | 181               | 673          |
| 50             | R. Newman   | 578           | 119               | 697          |
| 51             | J. Cooper   | 706           | 208               | 914          |
| 53             | F. Russell  | 604           | 99                | 703          |

|    |            |      |     |            |
|----|------------|------|-----|------------|
| 54 | D. Barker  | 303  | 775 | 1078       |
| 55 | G. Burton  | 275  | 307 | 582        |
| 57 | G. Green   | 237  | 293 | 530        |
| 58 | C. Parker  | 289  | 195 | 488 4 Cyl. |
| 61 | S. Rumble  | 205  | 134 | 339 6 "    |
| 63 | D. South   | 305  | 394 | 699        |
| 64 | R. Jones   | 335  | 293 | 628        |
| 65 | G. Green   | 345  | 299 | 644        |
| 66 | G. Green   | 394  | 577 | 971        |
| 68 | G. Green   | 313  | 299 | 612        |
| 69 | J. Jeffery | 450  | 511 | 961        |
| 70 | G. Green   | 1136 | 141 | 1277       |

Cars not listed - no score.

|      |                      |                |                 |
|------|----------------------|----------------|-----------------|
| 1908 | Outright Winner      | P. Gregory     | Renault         |
| 1908 | 2-Cyl. Winner        | P. Gregory     | Renault         |
| 1901 | 1-Cyl. Winner        | K. Lober       | Oldsmobile      |
| 1911 | 4-Cyl. Winner        | C. Parker      | Martini         |
| 1911 | 6-Cyl. Winner        | S. Rumble      | Renault         |
| 1911 | Concourse d'Elegance | Mrs. J. Shield | Swift 1 Cyl.    |
| 1915 | Concourse d'Etat     | G. Burton      | Dodge 4 Cyl.    |
|      | Newton Goldman       | L. Sheen       | Public Goodwill |

The Events Committee wish to thank all officials for such a good job on the Rally, and their help which made it a great success.

- L.K. SHEEN

+ + + + +

# GENERAL MEETING, THURSDAY, 28TH MARCH.

There was the usual good attendance at the monthly meeting and quite a lot of items of interest were placed before members.

Members from the A.C.T. have been encouraged to organize themselves to make preparation towards the formation of a sub-branch.

The Events Committee reported on the Katoomba Rally and they announced a Gymkhana to be held at Warwick Farm on Sunday, April 21st.

Unfortunately, this year there will be no Commonwealth Bank Rally.

As was anticipated, there was a review of a motion regarding eligibility to enter into Concourse events. Jock McGowen moved that the previous resolution regarding eligibility be rescinded, and at this meeting this was accepted. The question of eligibility was then discussed and found to be extremely involved, as no satisfactory fair scheme could be suggested.

The question of period costumes also was discussed, and although the Katoomba Rally was by no means a fair test, there was still a substantial majority at the meeting in favour of continuing the optional use of period costumes.

The question of election of office bearers was also considered, and this year nomination forms will be sent to all members so that even those who are unable to attend the Annual General Meeting will have the opportunity of nominating officers. Likewise, voting forms will be sent out in time for members unable to attend the Annual General Meeting to cast their votes.

Finally, our President, Mr. George Green, stressed the importance of us conducting a drive to gain new members. There have been some members who have become unfinancial during the past year.

New Member: Warwick H. Horewood, with 2 Cylinder 1912 Renault.

- JACK DANCE

+ + + + +



ANNUAL BALL

The Annual Ball was held this year at Prince's Restaurant on the night of March 30th.

It was a most enjoyable occasion with the right blend between formality and its counterpart. The cuisine was excellent and there was dancing for the young-at-heart.

If our Social Secretary had early difficulties concerning numbers, she must have been amply reassured by the final result. All Club members must be thankful to Mrs. Jean Masser for her efforts which made this evening so enjoyable.

The formalities of the evening were pleasant and short. Mr. McQueeney and his wife represented the Sydney Committee. They presented the winning prizes of the 175th Anniversary Rally.

First prize for the Larger class car went to Stan Rumble with his 1911 Renault, and the first prize for the Smaller car section went to Alan Foy with his 1906 Reo.

Medallions were presented to all the participants.

Mr. Les Jones represented H.C. Sleigh in connection with the Katoomba Rally, and he announced the prize winners.

Concourse d'Elegance went to Mrs. J. Shield of Victoria with her 1911 Swift. Unfortunately she was not present. The Concourse d'Etat was won by George Burton with his 4 Cylinder Dodge 1915. Phil. Gregory was the outright winner of the Rally with his 1908 Renault. This car also won the 2 Cylinder class.

Keith Lober won the 1 Cylinder class with his 1901 Oldsmobile. Col Parker won the 4 Cylinder class with his 1911 Martini, and Stan Rumble won the 6 Cylinder class with his 1911 Renault.

Jack Dance, who was unfortunately unable to attend, received the Hard Luck Trophy.

- GEOFFREY LEHMANN.

+ + + + +

REVS. AND BACKFIRES:

Wazza good night at Princes for the Annual Ball. Would like to see more turn up, but apparently the hard core who danced and quaffed the amber fluid enjoyed themselves to the full.

You shoulda seen the male bird-watchers casting the optics on one of the couples doing the jive ..... a bit of awright, like. As one member remarked, when are they going to chromeplate those suspender belts! Ho hum, wish I was 18 again.

The most popular presentation of the evening was the trophy to Bill Dudley. Strike me lucky - I'm sure that our little Willie blushed. Still, it couldn't have happened to a nicer bloke.

Was escorted to the Showground tother night and paraded round in Ken Moss's Caddy in the "Cavalcade of Transport". Most impressive. Unfortunately Ron Craze's B.S.A. made a horrible noise in the jeer-box, and he ceased to move. His car was listed by the announcer as the "silent B.S.A." After that lot I'd say that going into the tunnel under Mark Foy's in an electric train must be similar to being in outer space.

Awful busy on the Date Committee these days -- must be excused for the lack of Revs. and Backfires.

- LEN MASSER.

+ + + + +

FOR EXCHANGE: One square Gas Generator for a round one, suitable for a Ford.

Contact: John Cooper,  
5 Brunswick Avenue,  
STRATHFIELD. UM6136.

FOR SALE: Restored 1915 Buick - running like new.

Apply: L. Bennett,  
22 Nihill Crescent,  
MISSION BAY, AUCKLAND, E.1, N.Z.

WANTED: One Rushmore headlamp rim and glass - lost Katoomba Rally Day.

Replacement or information would be appreciated.

Contact: Geoffrey Lehmann,  
North Shore Medical Centre,  
66 Pacific Highway,  
ST. LEONARDS. JF6363.

---

EDITOR'S NOTE:

The following items were compressed because of lack of space in last issue, consequently they are repeated without referral to the advertisers:-

FOR SALE: 1914 Wolseley, restoration almost complete with many spare parts available. Wheels completely rebuilt, four new tyres and tubes.  
Price: £350.  
Unless this car is sold very shortly, it will probably be sold in the U.S.A.  
Contact: David Larkin, 635/4514.

EXCHANGE: One pair brass Side Lights, DIETZ, (dirty but in good condition),  
FOR: a "BENT" type windscreen, with or without glass.  
Contact: J.P. Pickup,  
19 Essex Street,  
EPPING. WM3749.

WANTED: Diff. for 1916 Buick 6 Cyl.  
Contact: Jack Chenery,  
Box 337, P.O.,  
ORANGE. N.S.W.

---