

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

SPIT AND POLISH

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May, 1982 Vol. XXIII No. 10





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 XIII No. 10

May 1982

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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 MAY, 1982.

Editorial Comment

Election time is once again near at hand and members will soon be receiving nomination forms calling for committee members.

Several committee persons will be retiring this year and although the club is not made up of vampires, we do need 'fresh' blood transfusions periodically to maintain the enthusiasm of members and bring up new ideas.

Give it a bit of thought and let your head go and nominate - you might be surprised - you may enjoy it.

* * *

It was rather surprising to see the number of members asking for copies of the photos taken at the Katoomba Rally, although, as one wife commented, she has plenty of photos with hubby in the car, but none with her in it as well.

- JAN C.

* *

COPY REQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH, 134 QUEENS ROAD, FIVE DOCK, 2046

* * * * * * * * * * * * * * * * *

Catalogue of disaster

Suttons, the British seed merchants, has had to delete from its 1982 catalogue a tomato called "Best of All" because the crop failed.

President's Message

OUR NEW CLUB HOUSE

It would seem that as the Club's building programme is our current topic, and for the moment has taken precedence, I should again keep you informed of progress.

Members who reside locally and who frequent monthly meetings, will be familiar with the pattern of this progress and for those members who view this development through the medium of our official organ, SPIT AND POLISH, I believe this report is essential. For the information of all members it is a chronological record for the future.

Constant liaison, both on and off the site, after hours, on weekdays and weekends with Neil Johnston and the voluntary effort by Club Members, to date has been responsible for the progress and has paid dividends.

To the observer, the new club house building programme is no longer a figment of the imagination, a dream of the future, nor is it just a segment of a parchment drawing, but in part is a reality: in fact 50% of the building foundations, that can be expressed in excavations, steel-reinforcement, concrete, brickwork, drainage and backfill, have been completed.

These foundations include:

- * Bridging of the sewer line and follow-up drainage work.
- * Bulk excavation, concreting and filling.
- * Brickwork raised to floor level.
- * Detail excavation, levelling etc., which will allow preparation for the floor slabs.

Added to this progress, and as a direct result of members' efforts and foresight, the development to date can be expressed in monetary terms as less than half normal costs.

The more we apply ourselves to this, YOUR PROJECT, the sooner it will become a complete reality.

- GEORGE A. ROBERTS

* * * * *

CLUB PLATES

There has been a good response to my request for the return of club plates not fitted to vehicles with current Permit-to-Move, but there are still about 30 sets still to come.

Please return plates to:

KEITH CARDEN
REGISTRATION OFFICER
20 RIDGE STREET
EPPING 2121

* * * * *

BOORIGAL RALLY 1982

The Boorigal Rally is conducted by the Antique Car Club of Albury Wodonga and this year it incorporated the first National Hupmobile Rally.

This year the rally was held over the Anzac Weekend and based at Bandiana Army Camp just out of Wodonga. Because it was the first National Hupmobile Rally I talked Peter and Robyn Wards into entering their 1916 Model 'N'. On Friday at 5 a.m. together with Judith and our four apprentices we set off for Wodonga, some 580 km south. Morning tea was taken at Goulburn, then on to Gundagai for a quick lunch. On the afternoon run, well after passing through Tarcutta, Peter, who was driving a borrowed tender vehicle came over the radio and asked the question as to whether the "E" on the fuel gauge was for "Everlasting" or "Empty". Twenty kilometers down the road he found out it was "E" for "Empty" as he sat and waited for us to catch up. He then related how in 1970, while on

the International Rally, he and brother John suffered a similar fate at a similar location which just happened to be approximately 2 km from a service station outside Holbrook. Despite this slight problem we arrived in Wodonga at 2.30 p.m., booked into our accommodation and got to know a few other rally entrants. 5.30 p.m. found us sitting around the courtyard of the motel with other Hup enthusiasts, discussing our cars and the trip made to the rally. After tea we took a walk thru' the Wodonga shopping centre, before heading for a good sleep after a long day.

Saturday morning found us washing cars before we headed out of town to the Bandiana Army Camp to book in and receive our Rally Pack - this was one large surprise. Apart from the usual information and advertisers' literature, a carry bag, the Rally Plaque (a nice bronze type badge) we were given a morror measuring some 14" x 10" with details of the Rally around it and a car to one side. It can only indicate that they must have had a good deal of sponsorship.

After a cuppa and more introductions and renewing of friendships - including seven American and one New Zealand members of the Hup Club, who travelled out here for the rally - we set off for Day One tour which took us out to Hume Weir for a look around, then to Cooper's Winery at Table Top for lunch.

After lunch we travelled across to Jindera thru' a heavy shower of rain to view the old Wagner's Store, which has been turned into a museum and is worth spending a good deal of time looking thru'. We then headed back to Rally Control for more cuppa's and talk and for those who wanted, a look over the Army Museum. (In all, a total of 58 km).

Saturday night was taken up with a social get-together in the civic hall; this function was broken into two sections, allowing all the Hup owners to have our own get-together, this get-together had 24 Hup owner entrants from N.S.W., Vic., S.A., New Zealand and America, with models ranging from a 1911 model M, 8-cyl. 1933 Sedan and a 1935 Coupe. Around 11.30 p.m. the caretaker wanted to

lock up so we retired for the evening.

On Sunday morning we assembled at Bandiana for a run that took us out towards Mt. Beauty, before turning off to Myrtleford for lunch. During this morning run both Peter and I had minor petrol problems - I had sufficient petrol but a blockage stopped it getting through; Peter didn't have the blockage, just insufficient fuel to cover the last 2 kms.

The afternoon run took us back through Yackandandah to base at Bandiana, making a total of 131 kms for the day.

Sunday evening was the Rally Dinner and presentation of trophies, starting at 7 p.m. with an Australian folk band, with old Australian dances. Two thirds through the dinner the presentation of trophies started for various categories and classes. Peter and Robyn Wards received a bit of a shock when it was announced they had won the major Sponsor's Choice Trophy, which was a beautiful glass and silver decanter, 2 silver goblets all on a silver tray. Others on the table to receive trophies were Murray Langford best Vintage Hupmobile, Brian Hogan, best Classic Hupmobile, yours truly best Veteran Hupmobile. There must have been a lot of luck both at our table and our motel - best Classic Car went to 1938 Citroen and best Vintage Car a 1929 Chrysler, both from the same motel.

The trophies that were presented were very good and warmly received by the winners. The Rally Organiser presented our American and New Zealand visitors with a book on the Murray River, with an inscription on the fly leaf.

Around 11.30 p.m., after a lot of talking, photographing and handshaking, we said goodbye to our new-found friends with good intentions of getting an early start in the morning.

Monday morning we didn't rise as early as we had hoped but at 7 a.m. the man on the radio told us that it was 5°C. - this is probably why the bed felt good. After a quick breakfast we loaded up and at 8 a.m. headed out of

town for home. The trip was accomplished in a similar time to that for the run down, with the exception of the number of men in blue driving around in plain everyday cars and little cameras attached.

All in all, it was a great rally and well organised.

- BARRY THEW

Events

SATURDAY 29TH MAY - PRESENTATION NIGHT

Denistone Bowling Club, Chatham Road, Denistone.
7.30 p.m. - Smorgasbord - NO LOUD MUSIC !!
\$12.00 per head. Ring Robyn or Peter Wards, 871.3871

COMING EVENT

Newcastle Branch Annual Tour will be held on
2, 3, 4 OCTOBER 1982.

Come and enjoy a quiet and carefree weekend touring about the Hunter Valley District on roads that are almost car free. Besides, where else can you go from Friday night till after breakfast Monday for \$54 a head, all inclusive?

Entry Forms will be in next month's magazine.

- J.G.

Letters to the Editor

It is with some trepidation that I submit the following comments. Undoubtedly I will be accused of heresy and maybe quite rightly, BUT I pose the following question: Why do we subject these dear old Veteran cars to the Katoomba Rally every year???

My own car is very original in most respects and boasts a 69-year-old cellular radiator core that is probably only 60% efficient - I could almost hear the old lady saying: "Reg, why are you asking me to make this tremendous effort?" Sure enough, she boiled several times.

Let me make this point. I heard several remarks in the same vein - "Gee, we did enjoy that part of the rally where we motored along pretty highway without any problems", and again at morning tea stop, "Well, I suppose we've got to set off and face that -----!!! hill again."

Let me say immediately that:

- (a) This was our first Katoomba Rally,
- (b) We thoroughly enjoyed ourselves,
- (c) We congratulate the Events Committee,

but I do feel that the wear and tear on the Veterans would be lessened by a rally that took us through pretty country-side, was all enjoyable motoring but could still be highly competitive.

Undoubtedly I have criticized the "holy of holies", but they are my thoughts.

- REG THORNTON

Eds. Note: Reg, this is a common question from first-uppers as well as interstate and overseas visitors, but ask the 'old timers' and they will tell you that it may be hard on the cars in parts, but won't really do them any harm. After all, when first built, these cars travelled on roads in worse condition. J.C.

The Editor,

We are a small business supplying individually coloured upholstery hides to car and antique furniture renovators, upholsterers, furniture manufacturers etc.

We can supply any quantity of leather, colour-matched to customer requirements.

Other services we can offer are:

- (a) Re-upholstery of damaged car seats and furniture.
- (b) Re-colouring of faded and worn car seats and furniture.
- (c) Tanning of fur skins.
- (d) Re-colouring of vinyl.

For further information please contact at the address listed below, or telephone at any time.

ROGER AND BARBARA HINES

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N.S.W 2148 (02) 621.3880

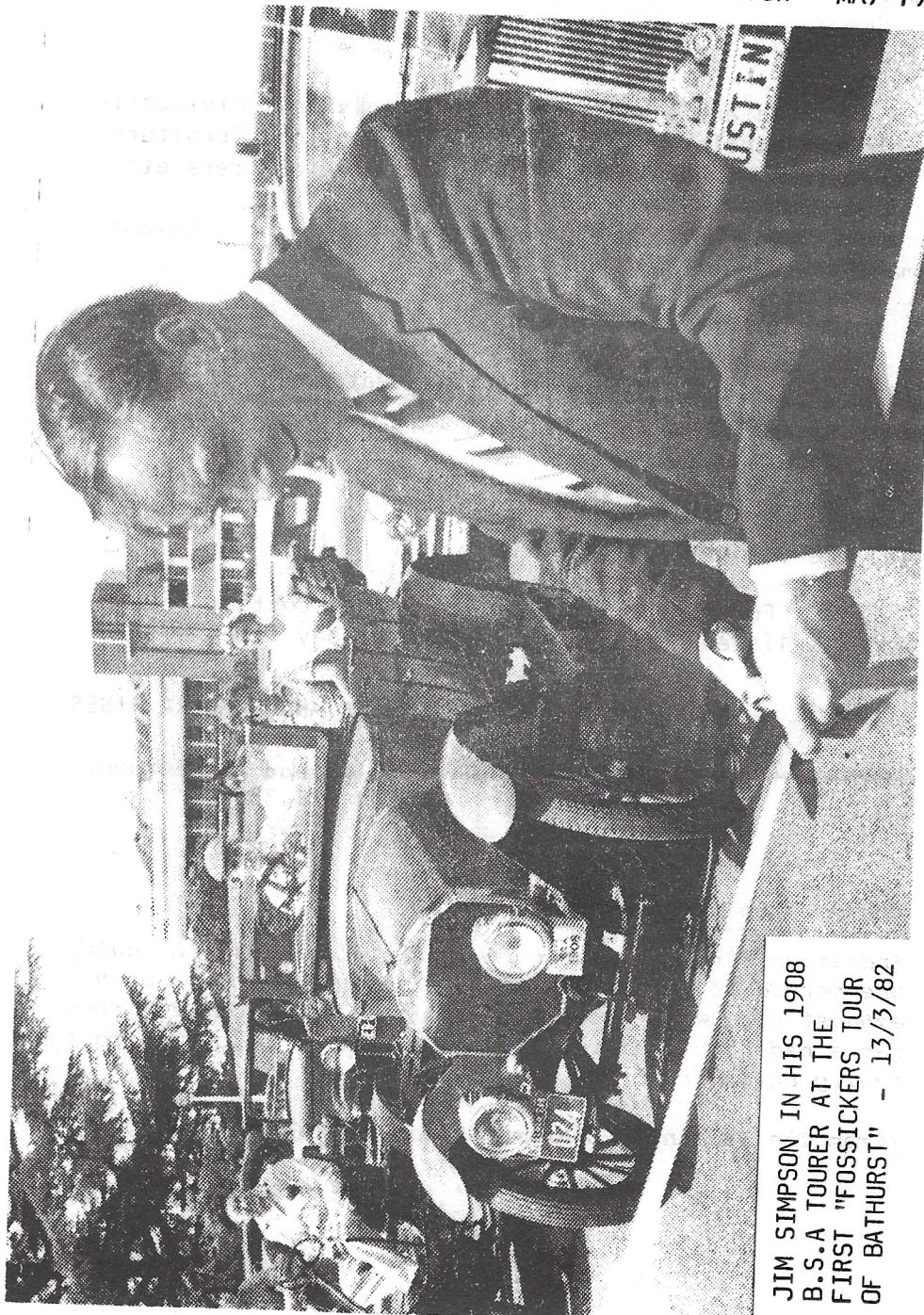
* * * * *

HOW TO FIND WHICH CYLINDER MISSED.

Endeavour first to ascertain which cylinder is the culprit. One method of doing this is to place your hand on each exhaust pipe while the engine is running. You will then get a bad burn from every one except that belonging to the faulty cylinder.

(From The Badminton Library "Motors", 1903).

* * * * *



JIM SIMPSON IN HIS 1908
B.S.A. TOURER AT THE
FIRST "FOSSICKERS" TOUR
OF BATHURST" - 13/3/82

REPORT FROM THE PLAINS

Had the pleasure of taking The Besa onto the road on Saturday 13th, the occasion being the celebration by the Rotary Club of Bathurst, of their 50th anniversary. Felt quite pleased and happy to parade the V.C.C.A. number plate, the only one in the area and in the parade. The remainder were Vintage vehicles, and, I believe an odd modern or two - or should I say 'recycled'. Vehicles assembled within the Showground, and awaited the start time.

Some of them had driven in from Orange, Dubbo and there was one from Parkes. All events here (when held) are Long Legs affairs. The closest town to here is Orange, and that is 40 miles, with most of it through open undulating country. Perhaps an occasional village. A few introductions round the place, of course, mainly Rotary members.

As the time of "Prepare to Move" came round, I was approached by the No. 1 dignitary who passed a remark that nearly short-circuited me! Distinctly, I heard him say: "We want you to take the lead." Well, Blimey Charlie, I thought, the youngest member (in membership, not years!) and he goes to the front of the class. Mind you, I am quite aware that this was to be a parade of vehicles, not of citizens, and that the attraction was the only Veteran vehicle to hand.

At this stage, two bright cherubs (Rotary Exchange Students) were led to The Besa and placed aboard. (I felt that they could have put one into the front seat, anyway!!) So about 11.15 we were led out onto the street by a Police Car and the cavalcade moved to the centre of the city.

Following the cutting of the ribbon, a Brush then led the way, with the Mayor 'on it', followed by the Austin Sheerline (seen behind the mayor as he cut the ribbon). The Besa then played second fiddle as it were, but she was still at the head of the column of vehicles. (In the photograph, the Sheerline's number plate is quite clearly seen - AUSTIN!)

We drove two or three miles out towards Orange to the locally well-known Abercrombie House. Back at the Court House we had a light lunch and the party gradually broke up. As usual, a number of interested enquirers round The Besa. Most of them who knew the B.S.A. motor-bike were surprised to learn that the firm also made motor cars.

- JIM SIMPSON

* * * * *

History Corner

IN THE BEGINNING (PART THREE)

HISTORY CORNER for April 1982 examined some of the problems within the Vintage Sports Car Club of Australia in the early 1950's, particularly the lack of organised Club events and activities generally for the less competitive vehicles, especially the veteran class. As a consequence, some members of the VSCC became vocal and energetic at Club meetings in an endeavour to have the situation rectified.

Ron Grant (mentioned in Part Two) protested so frequently at the general lack of provision for the vintage and veteran sections of the VSCC that he became a focal point for those similarly inclined. As a result, Grant invited those who were dissatisfied to rendezvous at his home at Bankstown to discuss what could be done to remedy the position. Whilst this action may have appeared to be in the nature of a "breakaway" movement to the officials of the VSCC, this was not the intention. It was designed to whip up support for the vintage and veteran interests within the Club.

At the first meeting at Bankstown, 103 attended in a social atmosphere. There was an ample supply of food-stuffs and beer. The net result was a good social night

and nothing achieved other than a resolve to hold another such social evening in a further month's time. Again, this was carried out and approximately 60 attended. There was less frivolity at this meeting and the atmosphere of a "breakaway" movement appeared to be developing - quite a number of motions were passed which were refined down to manageable proportions along with a resolution that a third meeting be held when these points would be discussed. This third meeting attracted approximately 20 and this group resolved that a "breakaway" movement be formed - the pros and cons to be detailed in writing and placed before the VSCC Committee. Many promises of support were received from other Club members who had not attended these three meetings.

In due course, the resolutions were tabled at the next meeting of the VSCC and ended in fiasco. No one voted on them. To use Grant's own words - "It was a complete flop - you couldn't have organised a more complete flop. The only thing that came out of it was that everybody had a hell of a good time - but I think that it did serve a purpose. Whilst no breakaway movement finally came about, it showed the powers that be, at the time, that there were many members who were completely dissatisfied and were prepared to do something about it."

Grant, who was tenacious in his attitude once he had determined his course of action, became the leader of a small group within the VSCC - comprising Capper, McLean, Klein and Daly. The constant badgering received by the VSCC Committee from this small group finally led to the group being told to form a sub-committee itself to do something about the veterans as, at that time, the main VSCC Committee had enough trouble on it's hands with the vintage versus modern problem, not to mention the further worry of the proportion of non-car owners admitted as associate members. This original sub-committee was comprised of Capper, McLean, Klein, Daly and Grant.

With neither precedent nor tradition to follow, it appears natural enough, in retrospect, for the sub-committee to desire to stage a "Brighton Rally" to emulate

the famous English veteran car event. Again, to achieve some geographical integrity it was accordingly decided to terminate the "Rally" at the Sydney suburb of Brighton (-le-Sands). Grant was the main organiser of the event, having previously covered the course in an OE 30/98 Vauxhall, timing the sections to give an average speed of 12 miles per hour.

The sub-committee's planning not only included a detailed sectionalised course survey, together with average speeds, but also provided for a social event to be held at the termination of the Rally, at which the Mayor of Rockdale had already been asked to present the trophies. The complete concept was committed to paper and placed before the VSCC Committee. This Committee reduced the plan to the bare essentials of a "Rally" only, all social aspects being omitted. The VSCC Committee selected a date for the event (4th April 1954) and in due course the entrants congregated at Brown's Wharf, Woolloomooloo, the start point.

To be continued.

See you at the next meeting.

- THE HISTORIAN

* * * * *

Odd Bits

VEHICLES IN THE MAIN STREETS OF THE CITY OF THE PLAINS ARE PARKED AT 45° TO THE KERB, WITH TAIL LAMPS AT THE GUTTER. MAKING MY WAY ALONG A FOOT-PATH RECENTLY ONE NUMBER PLATE CAUGHT MY EYE. IT SEEMED TO NEED A QUESTION MARK (?) AT THE END. SOUNDS INCREDIBLE, DOESN'T IT? CAN ANY MEMBER THINK OF MORE THAN ONE WAY TO PRONOUNCE DOO-100?

- JIM SIMPSON

LOIS COOK'S RECIPE

RUM BAVARIAN SLICE

BASE: 250g (8 oz.) pkt. plain sweet biscuits
125g (4 oz.) butter or margarine
1 tablespoon cocoa

FILLING: 2 x 100g pkts white marshmallows
½ cup milk
125g (4 oz.) dark chocolate
1 tablespoon rum
2 teaspoons gelatine
1 tablespoon water
2 x 300 mls. cartons cream
30g (1 oz.) dark chocolate, extra.

Combine finely crushed biscuits and sifted cocoa, add melted butter, mix until well combined. Press onto base only of aluminium foil-lined 18cm x 27cm (7" x 11") lamington tin. Refrigerate while preparing filling.

FILLING:

Put marshmallows, milk and chopped chocolate in top of double saucepan over hot water. Stir until marshmallows and chocolate are melted. Add rum, cool. Sprinkle gelatine over water, dissolve over hot water, add to marshmallow mixture. Beat 1 carton cream until soft peaks form. Fold cream into chocolate mixture, pour filling on to prepared base and refrigerate until set.

Whip remaining cream until firm peaks form, spread cream over top, sprinkle with extra grated chocolate.

QUOTE: GEORGE ANDRONICUS (coffee king and polo backer): "We've found a new use for the surplus coffee husks - in the stables instead of sawdust. The horses tend to nibble them and we're now selling horse manure called Mocha Special at 75 cents a bag."

* * * * *

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

Solution to No. 8

WULGULMERANG

The question asked of one of the twins was: "If I asked your brother which is the road to Wulgulmerang, which way would he point?" In either case, the wrong road will be indicated and so the navigator knew that the other road was the correct one.

No. 9

UPS AND DOWNS

A rally route began and ended at sea level and featured exactly equal lengths of uphill and downhill gradients. One of the veterans averaged 20 k.p.h. when going uphill and 60 k.p.h. going downhill, completing the rally without stopping.

What was its average speed for the whole journey?

* * * * *

Bits & Pieces

Wish I could have been at the Opera House the other week to see PETER WARDS complete with mortar board collecting his Diploma of Teaching.

Congrats. Peter.

#

BARRY THEW must be having second thoughts about the goodies bag from the Boorigal Rally. Heard that one of the boys broke his arm whilst playing with some of the contents.

#

REMINDER: Presentation Night

7.30 p.m. - Denistone Bowling Club

\$12.00 per head.

Ring Robyn or Peter Wards - 8713871

* * * * *

INSURANCE ALIBIS

THIS MONTH'S ALIBIS: I thought my window was down, but found it was up when I put my hand through it.

I collided with a stationary truck coming the other way.

A truck backed through my windshield into my wife's face.

* * * * *

BUS TRIP BY A.C.T. MEMBERS

ON SUNDAY, 30TH MAY A BUS LOAD OF VETERAN CAR MEMBERS FROM THE A.C.T. WILL SET FORTH ON A 4-HOUR TRIP TO GEORGE GREEN'S MOTORCADE MUSEUM, HUME HIGHWAY, CROSSROADS, ARRIVING APPROXIMATELY 10 A.M.

AFTER A LOOK-SEE AT THE MOTORCADE THE BUS-TRIPPERS WILL PROCEED TO MODEL ENGINEERS AT LUDDENHAM RD., LUDDENHAM. THEY WILL BE PLEASED TO SEE ANY LOCAL MEMBERS WHO HEAD OUT WEST TO GREET THEM.

* * * * *

"I did not say you were built like a truck," the man insisted to his wife, "I merely said people are afraid to pass you on the left."

* * * * *

Advertisements

WANTED (FOR SWAPPING) A DU2 2-cylinder Renault magneto for any 4-cylinder 12 h.p. 1912 Renault parts.

FOR SALE Mobile A-frame complete with monkey 2-ton block and chain. \$500.

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WANTED Windscreen frame to suit 1916 Hupmobile Model 'N', 1915 'thru' 1917 the same.

WANTED Engine or mechanical parts to suit 1909-1911 Model 20 Hupmobile.

WANTED Stromberg carburettor Model T1 or OE-2. URGENTLY.

- BARRY THEW (02)638.1155

WANTED 1 only Deitz Majestic headlight #5 to complete restoration OR 1 pair small brass headlights.

- KEITH CARDEN
 (02) 70.0381 (B)
 (02) 871.2158 (H)

OFFERS invited for:

1916 Buick 6 Roadster.

- JIM FEATHERSTONE
 (02) 587.7162

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(ALL STATES)

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Will buy or exchange other brassware.

FOR SALE

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1912 Austin steering box, column etc.
T Ford front axle.
- G. KNOGLER
10 Keswick Grove,
Valentine. 2280
(049) 46.7183

FOR SALE

Circa '04 6 h.p. De Dion Bouton.
Brand new replica roadster body, new
mudguards, a lot of restoration work
done, and ongoing restoration program
is current. \$6,000.

'07 10-14 Renault. Part-restored.
Pair Rushmore headlights, remains of
body for patterns, lot of 6-cylinder
spares. \$1,500.

Veteran Cottin Desgoutte chassis,
front and rear ends and four good
920 x 120 b.e. wire wheels. \$200.

Set of four very good 760 x 90 b.e.
wooden spoke wheels ex-veteran
Delage. \$200.

- JOHN HAM
178 Copland Drive,
EVATT. A.C.T.
(062) 58.2587

WANTED

26 x 2½ b.e. Tyres.

- B.G. CHAFFEY
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EAST DEVONPORT.

SPIT & POLISH - MAY 1982

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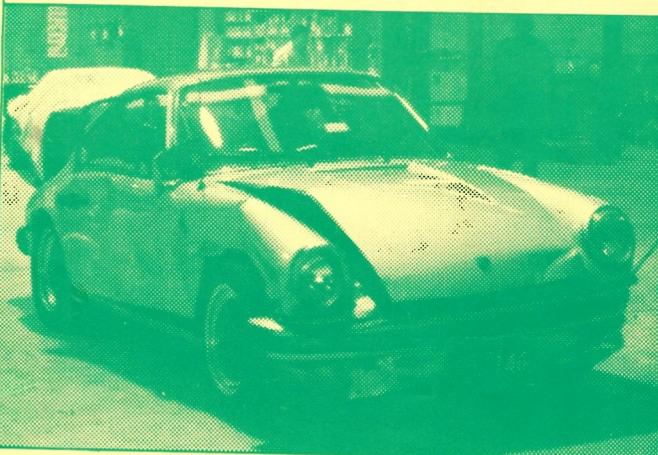
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