



# SPIT AND POLISH



OFFICIAL NEWS BULLETIN OF AND FOR  
THE



Hon. Editor:

A. G. LERESCHE

Phone: WX 1608

Editorial Office

26 MADELINE STREET,  
HUNTERS HILL, N.S.W.

Vol. 2. No. 1

N. S. W.

June, 1960.

## EDITORIAL NOTES

The 6th Annual General Meeting was held on Thursday 26th May last at 115 York Street, Sydney and after the minutes for the last A.G.M. were read, the retiring President Mr. Alan Rose-Bray gave a full and enlightening account of the growth and progress of the Club over the last 12 months, this was received by hearty acclamation. Then the retiring Treasurer, Mr. Jack Garwood, who had previously sent to all Members a well prepared detailed account of the financial side of the Club spoke to the meeting and pointed out several details and a printer's error. The Auditors made their report, and again both these reports were received and acknowledged by hearty acclamation.

Mr. Alan Rose-Bray then called for nominations for President. There being only one, and that in his favour, he declared himself elected, and immediately took the Chair calling for nominations for the other various Offices. Mr. J. Dance was elected unopposed as the new Hon. Secretary, and that "old faithful", Mr. J. Garwood, was elected, also unopposed, to fill the Office which he has filled so well in the past as Hon. Treasurer.

Quite a few new nominations were presented for the Management Committee, and after a lengthy ballot this resolved itself in a satisfactory manner.

The new Events Committee headed by Mr. G. Green will face a big and growing problem, that of better attendances at future Social Outings, and Rallies generally. Mr. Green and his last years Committee voiced their dissatisfaction with attendances in a letter published in the May issue of SPIT AND POLISH. Undoubtedly as several Members have learnt, the word "Social" is not always carried out in practise, and YOU and all fellow Members are asked to assist our new Events Committee with energetic enthusiasm.

Mr. & Mrs. Adrian Garratt who have recently returned from a visit overseas were present, and both showed a keen desire to share in the Offices of the Club, and Mr. Garratt was elected as Public Relations Officer.

It was disappointing that of the 5 Foundation Members, only one attended, however Mr. Frank Klein was present with his wife Joy to ably represent this body of gentlemen, they are both very enthusiastic Members, just breathe the word F.I.A.T. or Austro-Daimler and see what happens.

After supper the President spoke very highly of the outgoing Hon. Secretary, Mr. Frank McGowen and reminded all what an unenviable job it was, however with these arduous duties behind him, both he and Mrs. McGowen will be able to drive their fine Armstrong Whitworth to many coming events in a more care-free manner.

Finally Mr. Newton Goldman presented the "Good Will Trophy" which goes Annually to the Member "For Winning The Good Will Of The Public". This year Newton had made a very wise and popular decision when he announced that he wished to present it to Mr. Ken Moss, unfortunately only one name appears each year on this coveted Trophy otherwise four very delightful little ladies' names would have been added. Well done Ken and family.

Remember - the Club is now headed into a new year, let's make it an outstanding one. The Office bearers are all doing their jobs for "Free" - all they require in return is YOUR support and co-operation - we have a large number of fine veteran cars, and a lot of enthusiastic Members - add everything up and we should have an outstanding Club.

E V E N T S

The Artarmon School opened their Jubilee Week with a grand procession on Saturday 28th May last. This included Bands, Veteran Cars, Marching Groups, Decorated Vehicles, and a detachment from the 7th Field Artillery Troop. The procession started at T.C.N. Channel 9 studios, and finished at Thompson Park (at rear of school) and the following Veteran cars took part on behalf of the Club.

J. Dance	Talbot	B. Perdriau	Le Zebre
W.G. Dudley	N.A.G.	A.G. Leresche	Hupmobile

---

On Saturday 29th May, a number of veteran cars took part in a procession to help raise funds for the Poliomyelitis Society - you may remember that Mr. K. Cook the organiser approached the Club personally at the last A.G.M. meeting for support of the Charity. The procession started at the foot of The Spit Hill, then up to Spit Junction and along to Balmoral and back.

Besides veteran cars there were a number of very fine and fast Sports and Vintage cars, these headed the procession and soon left the Veterans far in the rear, no doubt through lack of organisation most lost their way.

However they all did their best for this very worthy cause.

---

THE 1960 BAROSSA VALLEY VETERAN CAR RALLY

This well-known event is South Australia's Annual Rally, and this year it attracted some 55 entrants, 5 of which came from Victoria, and 4 from N.S.W.

The home team comprised - J. Dance, Talbot. L. O'Neil, Oldsmobile. J. Roche, Clement Bayard, and L. O'Neil, Hupmobile. Mr. Dance drove his Talbot over and back by road (see letter on accompanying page) and the other three cars were towed over on floats.

Messrs. H.C. Sleigh marketers of Golden Fleece Motor Spirit sponsored the Rally, and the South Australian Club together with the various vineyards en route extended their usual, and so well known, hospitality to all.

The results of the Rally are as follows:-

OUTRIGHT WINNER

Mr. G.H. Brooks, 1909 twin cylinder Humber

SECOND

Mr. W.G.Culley, 1910 Metallurgique

EQUAL THIRD

Mr. R.O. Jamieson  
Mr. A.J. McKeough

Concours d'Elegance OUTRIGHT WINNER

Mr. L. O'Neil - 1903 Curved Dash Oldsmobile (N.S.W.)

UP TO 1904

1st: Mr. L. O'Neil - 1903 Oldsmobile  
2nd: Mr. P. Wien-Smith - 1904 DeDion

1905-1908

1st: Mr. J.E. Goss - 1906 De Dion  
2nd: Mr. J. Dance - 1908 Talbot

1909-1911

1st: Mr. L.Vinall - 1909 L.H.C. Buggy  
2nd: Mr. W.G. Culley - 1911 Metallurgique

1912-1916

1st: Mr. C. Cooper - 1914 F.I.A.T.  
2nd: Mrs. J.E. Thomson -  
1914 Humberette

CAR TRAVELLING GREATEST DISTANCE UNDER OWN POWER

Mr. J. Dance-- 1908 Talbot (N.S.W.)

MARY OF ARGYLL TROPHY

Mrs. J.E. Goss - 1910 Renault

THE THIRD NATIONAL VETERAN & VINTAGE CAR RALLY  
HELD IN THE NORTH ISLAND OF NEW ZEALAND

This rally which was held on April 16th and 17th, 1960, was the first to be held in the North Island, and attracted some 116 entrants from all over New Zealand, and one entry from Australia that of Mr. George Gilltrap from Queensland with his 1907 Cadillac. A straight out run from a start to a finish was not practicable, so it was run on the lines of the European Monte Carlo Rally - several starting places and several different routes all converging on Morrinsville about lunch time on Easter Saturday.

The aim was to give all cars, no matter what their age, approximately the same time on the road, so that the oldest vehicles, up to 1904 had only 20 miles to cover, those up to 1912 about 50, those up to 1920 about 90, and those to the end of the vintage period, plus a handful of post-vintage thoroughbreds, the full distance of about 130 miles. All these variations were worked out on any of the routes which an entrant cared to use. The whole thing worked out very well and cars arrived at Morrinsville like clockwork, at 1 minute intervals, which if nothing else, showed that most of them were very reliable. This was made possible by the Hamilton Radio Club who set up four transmitting and receiving stations at Taupiri, Hamilton, Cambridge and Morrinsville for the control of this large number of cars. A chain of Mobilgas stations, all of whom were listed, provided Mobilgas and top-up Mobiloil to all entrants running their vehicles on the journey to the Waikato, and during the actual rally, and this was recoverable at the end of the Rally on producing the vouchers. Messrs. Rothmans (N.Z.) Ltd., contributed 20,000 "Rembrant" cigarettes, and these were distributed four packets per car at each starting point, and two to the marshals, the remainder were provided at the Dinner. Coca-Cola provided this beverage free to all entrants as the Rally finished at Morrinsville.

Mr. George Gilltrap used to live in Rotorua and is a Life Member of Veteran & Vintage Car Club (Waikato) N.Zealand, and his long trip was not in vain for he won the Class B trophy for cars 1905-1908, and the trophy for the car driven the furthest to the rally under it's own power, 845 miles.

---

NEW MEMBERS (FULL)

It was pleasing to welcome the following new Members at the last meeting night, and it is hoped to see them at all future Club functions.

H. Thomas,  
26 Christo Road,  
George Town. Via Newcastle.

P.A. Gregory,  
38 Bayview Avenue,  
Gosford, N.S.W.

A.J. Garnet,  
4 Boronia Road,  
Bellevue Hill.

C. Loydell,  
Lot 32 Shari Avenue,  
Picnic Point.

J. Lewis,  
134 The Promenade,  
Sans Souci.

D.W. Trounson,  
Princes Highway & King George Rd.,  
Blakehurst.

NEW MEMBERS (ASSOCIATE)

George Potter,  
691 Blaxland Road,  
Epping.

R.J. Paddle,  
9 Hercules Street,  
Dulwich Hill.

Greg. Daly,  
365 Edinburgh Rd.,  
Castle Crag.

---

WANTED

1 only 380 X 120 Clincher rim, plain non detachable type.

1 only H. & B. side lamp, No. 1000, near side fitting.

Contact: J. Dance,

17 High Street,

Epping. 'Phone: Wm 1432.

CARS FOR SALE

1911 Rolls Royce.      1910 Delaunay-Bellville.      1910 Austin Cabriolet.  
1 car trailer.

Contact. George Williams  
MW 2408. Appointment only.

---

1908 Austin fully reconditioned and restored.

Contact. R.K. Deahm  
165 Burns Bay Road, Lane Cove.

---

LETTERS FROM READERS

The Editor, SPIT AND POLISH.

Dear Larry,

I received SPIT AND POLISH and thank you very much for your note of congratulations. I must admit I am very pleased with my Curved Dash Oldsmobile for obtaining first place in the concours d'Elegance.

It was the first time I have competed in the South Australian Barossa Valley Run and have heard for many years fabulous reports about this particular Rally, and in fact the reports have been so grand that I have often thought people may have been carried away and over estimated the run a little, but now, after having competed in one myself I can only say there was certainly no over-estimation in the reports I had heard.

The organisation of this Rally was simply wonderful. The lunch stops were excellent, and the accommodation arrangements at the Barossa Valley on Saturday night were first class.

Although the official starting time of the Rally was 9 a.m. several slower cars were flagged away from 8.30 onwards. The 55 gleaming veterans proceeded through the busy traffic of Adelaide on to the road to the Barossa Valley. One car, a 1905 Argyll broke its axle at the start and was forced to withdraw. The weather was not the best, so the number of cheering people along the road was below the usual (so I was informed) but nevertheless the St. John Ambulance Brigade were quite busy taking up a collection all along the route. A very pleasant cruise with a stop for a subevent at the new township of Elizabeth, and another stop for half an hour tea break at Roseworthy took us to the lunch control at Seppeltsfield and completed the first half of the day. Some cars had a bit of a struggle coming up the hill to Seppeltsfield, but there were very few late arrivals, unfortunately myself being one of them, as between Roseworthy and here the Oldsmobile's chain broke and wrapped itself around the differential, but luckily the damage looked worse than it was, and after repairing it at a nearby service station, I duly arrived at Seppeltsfield. Here a meal of staggering proportions, and variety, was washed down with the very best samples of the Seppelts Winery by the participants. But as all good things must come to an end we were again on our way to Angastone. Here at the Oval was quite a crowd to welcome us, also a see-saw subevent, where the cars had to drive onto a wooden ramp mounted on a steel roller. Immediately the rear of the ramp lifted a stop watch started, and when either end of the ramp touched the ground the watch was stopped. I believe the winner of this balanced it for about 5 seconds. Here also was conducted the concours d'Elegance, which continued the next morning. Sidelights were local marching girls, who made a very pretty picture.

That night a barbecue dance was held at Para Vineyards, again the food was a gourmet's delight (inc. sucking pig). A huge crowd of competitors, organisers and friends attended and paid some very late homage to Bacchus. The night was a great success; when I left at 2.30 a.m. they were just relighting the barbecues to cook more steaks and sausages etc.

The run back to Adelaide on Sunday was, I thought, well organised in this respect that after the late night nobody appeared much before 9.30 a.m. after which a subevent was held in any order that the competitors were able to arrive. After this we drove a few miles to Salters Winery where Sunday luncheon was served on the large grounds directly in front of their house. From here the cars were checked out from 12 o'clock, non-stop the 60 miles back to Adelaide with an odd minor subevent on the way which never took up any time at all. The road through Eden Valley and then the Gorge road has some beautiful scenery, but it is also very winding twisting all the way, but all the cars (with one exception a T Model Ford which ran

into the bank of the road) arrived at Adelaide at the Norwood Oval from 3 p.m. onwards to be greeted by an enthusiastic crowd of over 2,000 people. We were all rather frozen and a little tired, but happy to have had such a trouble-free and enjoyable run.

There were ten Interstate cars in the Rally, also three lady drivers took part, and Mrs. J. Gosse in a very well restored 1908 Renault received a special trophy. In all, the standard of the South Australian cars is very high with many very interesting and beautifully restored cars: one of the nicest being P. Wien Smith's 1904 DeDion Bouton, which took second place in the concours, the oldest was a 1902 Crestmobile, and the biggest a 1909 Gobron-Brille (it does 4 miles per gallon). As usual H.C. Sleigh did a wonderful job all along the way, and the hospitality of the Barossa Valley people is really unsurpassed.

85 The Boulevards,  
Strathfield.

Yours sincerely,  
Laurie O'Neil.

The Editor, SPIT AND POLISH.

Dear Sir, Having just completed a 2,200 mile trip in our 15 h.p. Talbot, I thought you might be interested in our experiences. Before leaving I fitted a straight windscreen, but still without a hood, so that the car was very definitely an open tourer. Starting in bright sunshine at 7.45 a.m. we traversed the Blue Mountains Range to a height of 3,850 feet with some fairly steep climbs on none of which I had to get below third gear. We arrived at Cowra 200 miles, by 5.15 p.m. after three stops for refreshments on the way. The following two days we averaged about 160 miles each day, after a delay of three hours to repair a radiator leak. The weather had now worsened, and we encountered very high winds, bitter cold, and driving rain, making travelling most uncomfortable.

These conditions remained the same until we reached our destination, Adelaide, three days later. However we had completed the journey of 1019 miles in our schedule time of six days.

Our real purpose in making this trip was to attend the Adelaide Barossa Valley Veteran Car Rally. Saturday morning, in company with some sixty other Veterans, saw us heading for the beautiful Barossa Valley, through some delightful country with thousands of acres of vineyards and orchards. Subevents on the way gave an added interest to the run, and the hospitality of the hosts at the wineries was truly marvellous.

A very pleasant evening was spent at the village of Angaston, where a parade of the cars was held on the local showground, during which a concours d'Elegance was judged. The return trip on Sunday was again a most enjoyable one, large crowds turning out to cheer the cars on their way.

After giving the old car an oil change and general run over, we made our departure for Melbourne at 3 p.m. on Monday. Again we were dogged by bad weather but managed the 480 miles in three days without any mechanical trouble whatever. Having spent a happy four days in Melbourne, we turned our heads towards home, 600 miles away. Leaving again on a Monday, and still having the bad weather with us, we planned to arrive home the following Thursday, however when only a hundred miles from our destination, the magneto failed with a cracked brush holder, and this delayed us overnight, so we were just one day longer than we had planned to be.

The whole trip was quite an adventure, and had we had good weather, would have been quite out of this world. Even as it was my wife and I thoroughly enjoyed every minute of it, and made us stronger supporters than ever of Veteran Motoring. As far as the car is concerned, I think that a journey of 2,200 miles in 2½ weeks for a 52 year old car of 15 h.p. speaks volumes for the workmanship that had been put into the vehicle originally.

Incidentally, when found, the car had been lying out in the weather so long, that the body, mudguards, and bonnet had completely rotted and rusted away, so it was necessary to build a completely new body, and all the other metal work, but fortunately the engine, transmission and chassis had withstood the ravages of time and weather, as all these components were in remarkably sound condition - no doubt you will have gathered by this that I am a very keen and enthusiastic admirer of the Talbot car.

By the way, we collected the trophy for having driven the furthest to the Rally, and also came second in our group in the concours d'Elegance, so that was some consolation for the long drive and the bad weather.

17 High Street,  
Epping. N.S.W.

Yours sincerely,  
J. Dance.

THE PRESIDENT'S MESSAGE

With the issue of No. 1, Volume 2, of our Club Magazine, the Club enters a further year of its history. Our Magazine is now well established and will develop into a proper forum for the exchange of ideas and information about Veteran Cars, and all the fascinating miscellany that surrounds them. The launching of the Magazine was a difficult part of the Club's development programme, and still needs all the support that can be given to it.

The next major step I feel, is the establishment of a factual and accurate method of dating the cars, and of maintaining a record of the information thus gained. The owner of each vehicle would be issued with an attractively designed and printed certificate suitably engrossed, which would establish the year model, and make the present system of hand-capping more equitable. This aspect of the Club's development appears most fundamental, and it is hoped that tangible progress in this direction becomes evident in the near future.

To the newly elected office bearers for the coming year I offer my hearty congratulations and also the promise of some really hard work.

With a good team of keen enthusiasts the coming year should be one of genuine achievement.

To the retiring office bearers an expression of thanks for the time and effort you have given to the Club's affairs.

Alan E. B. Rose Bray,  
President.

Our congratulations to the Veteran Car Section of The Sporting Car Club of South Australia, and The Veteran Car Club of Victoria for the very excellent and interesting pictures of Club cars now appearing on the back page of their two Magazines, "The Veteran Car" and the "Newsletter".

Surely Don Roberts, the President of The Queensland Club must have modelled for the caricature sketch shown in the March issue of "The Veteran Car".

Two Members of The Horseless Carriage Club of America, Mr. and Mrs. L.A. Armell of 156. S. Indian Avenue, Box 387, Palm Springs, California, U.S.A. called on our President on June 8th, last. They were presented with a lapel badge of the V. C. C. A. (N.S.W.) and later taken for a run round Sydney by Mr. Ken Moss, no doubt a good deal of discussion was centered round the restoration problems of Cadillac cars. It is hoped that these visitors will enjoy their stay here, and will be able to see some of the N.S.W. Club's fine Veteran cars.

FROM THE HORSE'S MOUTH OR  
WITH COMPLIMENTS FROM BROADWAY MOTORS

A farmer was tearing an old tin roof off his barn when one of his neighbours stopped and asked what he was going to do with the old roof. The neighbour suggested he send it to the Ford Motor Company. He acted on the suggestion, crated the tin and shipped it to Detroit. A few days later he received a letter from the Ford Motor Company. "Your car" they wrote "is one of the worst wrecks we have ever seen, but will have it fixed for you in a week or so."

When Henry Ford bought his first Rolls Royce in London, much comment was made about his spurning the humble Model T. The manager of the Ford London branch thereupon inserted this advertisement in the newspapers:-

The Ford Motor Company Ltd. regrets that owing to a rush of prior orders, it was unable to supply Henry Ford with a machine. Under the circumstances, there was nothing for Mr. Ford to do but purchase what he considered the next best car, a Rolls Royce.

EDITOR'S NOTES

It has been a feature of the back page in the past to show one or more pictures of Members' cars together with a brief description of them, however owing to none being available, this issue, the first of Vol. 2 regrettably goes to press without this feature.

Would Members please send suitable pictures to the Editorial address in plenty of time so that they may be included in next month's issue of SPIT AND POLISH.

It is also regretted that no suitable reply can be given to Mr. George Brooks of South Australia on that contentious matter regarding the correct dating of Mr. Barry Perdriau's Le Zebre car. It is understood that Mr. Perdriau and the Dating Committee have the matter in hand, and it is hoped to publish their report in the February issue of SPIT AND POLISH. However "The World's Automobiles" by G. R. Doyle has had three editions published since 1932 and the third edition published in 1959 on page 174 quotes the following:- Le Zebre.--Ste. Anonyme Le Zebre.-- 110, Rue Carnot, Suresnes, et Puteaux (Seine) 1908 to 1930 as the first and last dates of manufacture,-- not 1910 to between 1931 and 1935. Apparently Mr. Brooks has not had access to the latest 1959 edition.

The Veteran Car Club of West Australia appears to have got off to a good start. Their Hon. Secretary and Treasurer Mr. R. G. Prior writes that they have just welcomed Mr. Colin Dunlop to their Sunny West, and are now expecting a visit from Mr. Percy Wein Smith of South Australia.

Some of their cars include a 1903 De Dion, 1906 De Dion, 1902 Rambler (a twin to the one owned by Mr. John Alderson of Victoria) 1901 Clement, and a Curved Dash Oldsmobile. Some of their unrestored cars include, 1909 Talbot, 1903 Humber, an early Hupmobile, 1911 Willys, 1911 Renault, 1912 Austin, 1915 Dodge, and a chain driven Willys Utility.

The latter vehicle has them puzzled as most people are of the opinion that a Willys Utility was not made in 1909 or at all as far as that goes, but the Radiator Badge specifically says "The Willys Utility". The rear springs are semi-elliptical and have sixteen leaves in each. Can anyone help these new Veteran enthusiasts! SPIT AND POLISH would be glad to publish any information or help that can be given.

Members of the Club in Newcastle may be interested to know that the President of the Veteran Car Club of Gunnedah, Mr. Lionel Erratt, has notified the Editor that he has recently sent parts of his Clement car to Messrs. Metalspray Engineering Service, Bond Street, Newcastle, to be brass sprayed.

The Proprietor, Mr. Ervin Ivanfy, states that he is prepared to undertake the process for other Club Members, and they also handle metal spraying in a wide range of metals as a means of building up worn parts.

All the older Members will remember Mr. Jim Turner, who some 2 years ago went to Townsville to represent The National Cash Register Co. Pty. Ltd. there. He writes to offer an invitation to any Club Members likely to be in North Queensland to pay him a visit, his address is 65 Sturt Street, Townsville, Queensland. If they are looking for old cars he is sure he can help them. He has a team of about 14 men on his staff all looking out for cars for him, and surprisingly enough there are quite a few Veteran cars up there, especially in the West, he states, but as usual the bower birds have been at them. They are in good condition otherwise as there is little rust in the West of Queensland.

On behalf of the Members of this Club, many thanks Jim for your generous offer.