



SPIT AND POLISH

OFFICIAL NEWS BULLETIN OF AND FOR
THE



N.S.W.

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Editorial Office

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EDITORIAL NOTES

Last month's meeting was well attended and after business matters had been completed, President Alan Rose-Bray presented the medallions to the Navigators who took part in the Club's first Katoomba Rally, held in 1956.

Immediately following this the Assistant General Manager for H.C. Sleigh P/L., Mr. Alan Swan, presented the Medallions to the drivers and owners of the cars in the just completed Wollongong Rally. Any Member not in attendance at this last meeting should contact the Secretary who is holding all unclaimed medallions.

After supper some excellent colour movies were shown, one of which had never been shown before; this was a movie of the first Katoomba Rally held in 1956, and am sure members would like to see this again at a later date. Rallies have changed a lot since then, or rather the condition of the cars. Len Masser's De Dion was much in evidence, sometimes it stopped, at other times it was pushed, and sometimes it even chuffed along, but at all times the driver and navigator always had that Masser smile. Ken Moss for once had a very serious look as he peered at the innards of the Panhard wondering if it really was a petrol car and not steam driven. Golden Fleece officials and staff were giving that so well known assistance then, as they do to-day, and that livewire Colin Donlop seemed to be everywhere at once.

Again that contentious matter regarding the improper use of veteran car number plates was very forcefully brought up by the President, and a very strong caution was issued to all or anyone using them in an unauthorised event. It would be well to remember that any Club member using these plates on any but an authorised Club event or outing will be asked to hand in the plates immediately. Don't let this happen, if in doubt ring the Club Secretary.

The next Club meeting on Thursday 25th May 1961 will be the Annual General Meeting at which the election of officers for the year 1961-62 will take place and only financial members will be permitted to vote.

As already announced at the last Meeting I am resigning from the editorship of "Spit And Polish" and would like to take this opportunity as creator of this Magazine, and Editor over the last two years, of thanking all Club members and Interstate correspondents, together with Editors of Overseas Veteran Car Publications, for their assistance and tremendous encouragement. In all, I have gained many new friends, who I am sure will continue to give the same valuable help to the new Editor.

PRESIDENT'S MESSAGE

This issue of Spit and Polish closes the seventh year of the Club's activities. Before the month is out, the seventh Annual General Meeting will have been held, with all official positions being filled by secret ballot. These meetings appear to be the highlight, as it were, of the year, as they are invariably particularly well attended.

Since this time last year, forty new members have joined our ranks and numerous beautifully restored veterans have been seen in rallies and gymkhanas etc. Perhaps one of the most rewarding aspects of the Club is the sight at our events of cars that, I'm sure, could take their place anywhere in the world. Restoration is not only beautifully executed, but is completely authentic.

Some criticism has been levelled at the Club to the effect that it is "too democratic", although I've never been quite sure how this could ever be undesirable. Our meetings are invariably well attended and everyone knows exactly what is going on, or if any doubt exists, a question should rectify matters.

Financially, the Club is very sound and consideration will soon have to be given to investment of some of our funds. As the years go by I feel we all hope to acquire our own premises and Club rooms.

A very full calendar of events was run during the year and all tastes, from long mountain runs to short local events, were catered for. A particular feature was the interest in what might be termed social outings with games for the children, barbecues etc.

In course of preparation is a most attractively designed Dating Certificate. It is hoped to receive these in the near future as the Dating Committee presses on with the painstaking task of checking each vehicle.

In conclusion, the year just passed has seen a steady increase in the wonderful spirit of comradeship and goodwill that seems to characterise not only our own Club, but all Veteran Car Clubs in general.

As this will be my last month of office as President, I would like to thank every member for his support and help during the time I have occupied the Chair. It has been a wonderful experience and a very happy one.

FOR SALE

1911 F.N. model 1600 fully restored and in perfect order, this car competed in the 1959 Brighton, 1960 Blue Mountains and 1961 Wollongong Rallies. Price £750. Would consider taking part restored or unrestored light veteran car as part payment. Above includes spare engine, gear box, differential and axles, front axle assembly and steering box but these spare parts are unrestored. Price again, £750.

Contact: Eric C. Barlow,
89 Harriet Street,
Waratah. Newcastle.

WANTED TO PURCHASE

Anybody knowing the whereabouts of any bits and pieces of White Steamer.

Contact: Eric C. Barlow,
89 Harriet Street,
Waratah. Newcastle.

FONT to fit Lucas "King of The Road" brass side lamp No. 724, will trade side lamp of another make, or any bits I may have. Contact: Jack Dance,
17 High Street,
Epping. WM1432.

LETTERS FROM READERS

The Editor, "Spit And Polish".

Dear Sir,

We left Sydney on Sunday 23rd April with the 1912 Humber loaded on the trailer for the start of the 1,150 mile run to South Australia to take part in the Barossa Valley Veteran Car Rally sponsored by H.C. Sleight F/L.

On arriving at an outer suburb of Adelaide we were met and piloted by a Sporting Car Club member to the Hindmarsh Ambulance Station where the 24 cars from visiting States were parked in readiness for the "big event".

Friday was spent in an all-out effort with plenty of spit and polish to bring the veterans back to the 100% standard that was expected of them. Len Willock and crew gave the Ford the works which enabled them to gain second place in the 1913-16 Concours d'Elegance - cheers for the N.S.W. Club - and congratulations to Len.

Then on Friday evening we were welcomed to Adelaide by the President and members of The Veteran Car Club at an informal meeting followed by supper and drinks.

Saturday we lined up on the Torrens Parade Ground and were later flagged away by the starter at 2 minutes intervals, proceeding through the City, then out towards the Gorge leading to the famous Barossa Valley, the home of the wine.

The lunch stop was at Eden Valley where food and wine were plentiful and were much enjoyed. We then began the run to Tanunda Oval, where an apple sub event and a see-saw balancing test were staged to a grand final to a festival of events complete with marching girls and band, which the local residents enjoyed very much, following this the veteran cars were bedded down in the Oval's Pavilion and the passengers were then transported to various hotels.

That evening a barbecue-dance-get-together was held complete with pig, chops, steak, sausages, beer and wine and a four-piece orchestra provided music for those who wished to dance, but the conversation of veterans almost drowned the music; however a most enjoyable evening was had by all.

Sunday was a glorious sunny day and started off with a picnic lunch at Hoffman's Winery which was a very pretty place, here the veteran cars really got the once-over by the combined Club members, and I have never seen so many heads under a bonnet at one time. Then after lunch of poultry, salad, cakes, watermelon, ice cream and more wine we were flagged away on our final run back to Adelaide, and during this last stretch a rolling and curb test was conducted, and a large and enthusiastic crowd cheered us all the way back, and the long awaited Barossa Valley Rally came to an end.

The Humber did a good job all the way, the crew however were a bit the worse for wear owing to the strong aroma of the wine country, and it was a tired but happy crowd that finally returned to the Ambulance Station, all with the same thoughts, that the long trip was well worth it.

Congratulations Adelaide, your hospitality and friendship are greatly appreciated, our thanks also to Victorian member Jim Cooper who helped us regarding transport with his 1914 Rolls Royce during the Rally.

694 Mowbray Road,
Lane Cove. N.S.W.

Yours sincerely,
Len Sheen.

The Editor, "Spit And Polish".

Dear Sir,

Your query in reference to the first car to use pressure lubrication and Mr. George Brooks' reply, prompts me to raise four (4) additional queries in the category of firsts in automobile design. They are as follows:-

- (a) The first car fitted with a six (6) cylinder vertical engine.
- (b) The first car to have four (4) wheel drive.
- (c) The first car to install four (4) wheel brakes.
- (d) The first car to mount a Vee-shaped radiator.

For the information of members and as a clue to identity, claim to these features may be credited to one manufacturer who introduced them all on one model.

To permit readers time for research, may I suggest that the answer to these questions, (provided hereunder) be retained for printing in the ensuing months issue of "Spit And Polish".

49 Blake Street,
Dover Heights. N.S.W.

Yours faithfully,
Geo. A. Roberts.

The Editor, "Spit And Polish".

Dear Sir,

Once again it is a pleasure to thank you for your copy of "Spit And Polish".

The Wollongong Rally seems to have great promise, as long as you can keep the weather something like the wonderful weather we have over here in the West.

Do please continue to send me each issue, for I find them most interesting and I might add they give me very great longing to attend once again with your Club, in the two day Rally.

71 George Street,
Perth. West Australia.

Yours sincerely,
Colin B. Dunlop.

The Editor, "Spit And Polish".

Dear Sir,

Of course I should have replied to your letter of April 8th, before but, like everybody else I suppose, I hate making excuses.

Our Club, The Vintage Car Club of New Zealand Inc. has grown rapidly and our lately printed Membership List contains 826 names and there have been quite a few new ones since its issue. You can imagine that there is plenty of work to do as a part time job. Furthermore, there seems to be a lot ahead of us.

We were expecting that a new road would be opened in 1964 or thereabouts which would open up some of our most magnificent South West Country (some of it has never yet been explored). We had been making very tentative plans about an International Rally to celebrate the event but now it appears that it will be opened in less than two years and the amount of work for us will be tremendous and very hurriedly done.

Box 2546,
Christchurch,
New Zealand.

Yours sincerely,
E.A. Bailey, Secretary.
Vintage Car Club of N.Z. Inc.

EVENTS

On Sunday April 23rd, in perfect weather a most successful Gymkhana was held at the Kogarah Sea Scouts grounds on the Cooks River, and the following members and their cars were present:-

L. Masser	De Dion Bouton
D. Trounsen	Argyll
G. Vanstone	Metallurgique
R. Farrell	F.I.A.T.
A. Garthon	Delahaye
W. Dudley	N.A.G.
J. Smith	Sizaire Naudin
R. Sevenoaks	Renault
S. Rumble	Renault
C. Bryson	Empire
K. Moss	Panhard
G. Roberts	Calthorpe
S. Donney	Rolls Royce
L. Sykes	Pope Tribune
G. Garwood	Renault
A. Frost	Humber
J. Dance	Talbot
A. Grellman	Crossley
G. Green	Rolls Royce

together with some modern machinery including G. Burton and A. Rose-Bray.

The first event was driving between blocks.

Second Event:- Parking. This proved beyond all doubt that it is possible to park a veteran between two cars as long as there is 6 feet to spare over the total length of your car.

The Final Event thought up by our hard working events boy Alby Frost proved a great success. It took the form of a Le Mans start, the Crossley just refused to start. Then the cars were driven fifty yards where each driver got into a sack and returned to the start. Stan Rumble, Jack Smith, Jeff Vanstone and Alby Frost all showed us how it should be done. Ken Moss thought he was Houdini trying to get out of the bag instead of getting in to it. Ron Sevenoaks just did not get the idea and Secretary Jack Dance was a study in slow motion.

Thanks to A. Frost and Ken Moss who arrived with all the necessary gear and barbecue equipment, also wood for the fire, a most enjoyable day was had by all.

A schedule of the Barossa Valley Run which is the two day Annual Rally of the South Australian Club, is included in this issue. This 120 mile run covers some fairly gruelling hills in parts, and when members study the map on the back they will realise that it was not all eats, drinks and making merry as some accounts seem to imply. The schedules in question were kindly brought back for "Spit And Polish" by one of the N.S.W. competitors, Len Sheen.

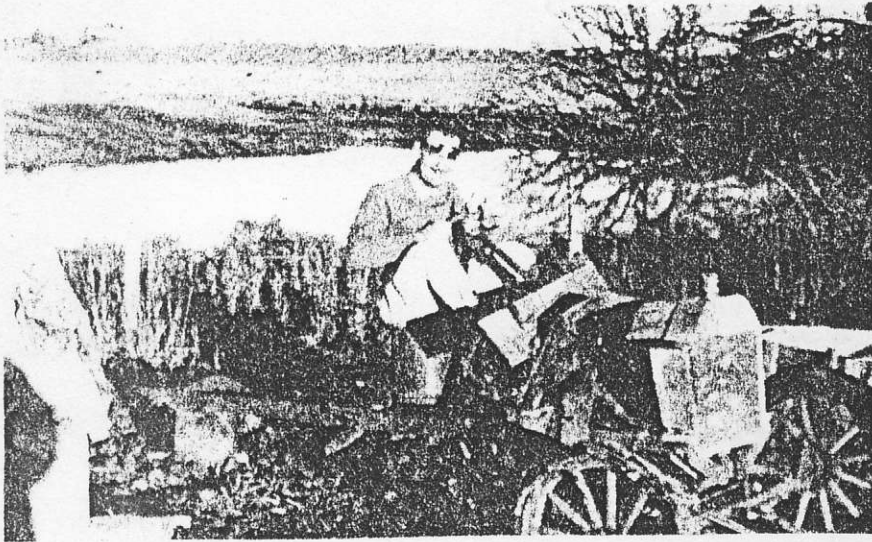
CLUB NOTES

During the last 12 months the Management Committee had held 15 meetings at the Club Rooms in Clarence Street, and the following is a list of the attendance of the 10 Members of the Committee.

A. Rose-Bray	12	attendances
G. Green	12	"
G. Roberts	14	"
J. Garwood	13	"
J. Dance	14	"
L. Masser	12	"
A. Foy	14	"
C. Bryson	15	"
A. Frost	13	"
S. Donney	5	"

NEW MEMBERS

L. Sykes	Full Member
J.J. Veness	" "
W. Price	" "
K.J. Swinbourne	Associate Member
Mrs. A.G. McDonald	Full Member
E.J. Parker	" "
D.M. Pratt	" "
and Nicolas Franco Jr. of Madrid, Spain.	Full Member.



The above 1911 model Ford T touring car was found by Victor Jacobs alongside a pump used for drawing water from a well at Orange. It was originally placed there in 1922 and was there right to the day when Victor found it last year.

During this time all the body work had rusted away and the only remains were the chassis, motor and aluminium bonnet, the differential and two wheels were found five miles away on another property. The first owner was an insurance agent in Orange and he used it in his business, and the second owner was the first bus proprietor in Orange and he used it as a table top truck.

Vic is at present planning to restore his vehicle and is looking forward to "Getting aboard his Ford in 1962".

Besides the above 1911 Ford T Victor Jacobs has a very well restored 1912 model Ford T which he originally purchased from A. Frost, who in turn found it on a property at Hunters Hill, where it had been lying for many years. It was a herculean effort to get through the underbrush with which it was covered and even to open the doors. The body is original and was made by Walsh Bros., in Sydney.

Restoration took some time until he was first able to enter it in the 1957 Veteran Car Rally. Later this vehicle was sold to George Williams in 1959, who swapped it for an early model Austin with Vic. Jacobs who is the present owner of it.

During the last 12 months a great amount of final restoration has been performed on the car to bring it to its present immaculate condition.

Normally Victor Jacobs drives a 100 yards long latest model sleek looking Ford Sedan, but he certainly looks the part at a Club Rally in his 1912 Ford T tourer; he is a very keen Veteran Car enthusiast, and it was he who donated that very fine Broadway Motors Trophy to be competed for annually by 6 cylinder Veteran Cars, this year it was won for the first time by Percy Stewart driving George Green's Franklin.

S T O P P R E S S

Members will be sorry to learn that
Jack Garwood's Father passed away on Monday last.
Members offer their sympathy.