



SPIT AND POLISH

OFFICIAL NEWS BULLETIN OF AND FOR
THE



Phone: WX 1608

VOL. 1. No. 2.

JULY, 1969.

FOUNDED 1954

HEADQUARTERS: 190A CLARENCE STREET, SYDNEY, N.S.W.

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EDITORIAL OFFICE

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

EDITORIAL NOTES

Dear Member,

It is nearly 4 weeks now that I folded the first edition of "Spit And Polish", and as each paper went into its addressed envelope, I sent a little mental thought and hoped you would find in it something of interest for both you and the Club.

It was the holiday week end, you may remember, and the P.M.G. not knowing of my suspense took some days to deliver it. However, the tension was lifted when one after another rang or wrote such encouraging things.

Try as you may, it is difficult to please all, and I want to apologise to the two members who either wrote or phoned regarding mis-statements; one member with a very fine car mentioned that I had styled his car a Roadster instead of a Raceabout - to the other member I regret having caused any embarrassment, especially as I was the proud holder of this converted trophy last year. Many thanks to all those who sent in bits and snippets for this second edition of "SPIT AND POLISH". Please keep this up, it helps a lot to make the Bulletin what it is styles, viz. OF AND FOR the V.C.C.A., and thanks to your encouraging remarks, my tail is wagging hard. Next Club Meeting night at the end of July will be held in our own NEW CLUB ROOMS at 192 Clarence Street, Sydney, please attend in full force, especially the Founder Members.

NEW MEMBERS

At the last General Meeting of Club Members held at the Sporting Car Club Rooms, on Thursday, 25th June, '59, the following new members were elected.

Laurie O'Niel	...	Singer and Metz.
Stanley R. Douney	...	Singer Tourer.
Lionel Jones	...	Hupmobile.

RESIGNATION

It is regretted that Eric Dunbar, that well known Minerva owner has resigned from the V.C.C.A., as all members know both he and his wife are very active and keen members of The Vintage Club and this takes all their time. Very regrettable also is the fact that he has sold his Minerva car to U.S.A.

EVENTS

A Luncheon was held at Shell House, Carrington Street, Sydney, on 20th June, 1959, to mark the 50th anniversary of the foundation of the Motor Industry in N.S.W. Forty eight pioneers who were connected with the Industry between the years 1899 and 1910 were invited. The reunion was promoted by A.G. Leresche and Shell Co. of Australia who kindly offered to sponsor the Luncheon. To add colour to the event, the following V.C.C.A. Club Members kindly brought their Veteran Cars along to drive these pioneers to Shell House, where they were officially welcomed by Mr. Charles T. Hansen, Manager of Shell, N.S.W.

C.L. Bryson	Empire Raceabout	R. Gregory	Overland
G.W. Green	Franklin	A. Garrett	Rolls-Royce
E.L.S. Hall	Minerva	R. Hill	Hupmobile
L.F. Masser	De Dion Bouton	F.N. McGowen	Armstrong-Whitworth
G. Sevenoaks	Rolls Royce.		

On behalf of the pioneers I would like to officially thank the above members for the pleasure and colour they gave to the occasion.

ROLLS ROYCE OWNERS CLUB OF AUST.

On the Queen's Birthday weekend, 13th - 15th June, the first interstate meeting of the Rolls Royce Owners Club of Australia took place at Wagga. New South Wales was represented by four cars, and Victoria by five, and about thirty people from both states took part in the meeting. The representatives from N.S.W. were George Green's famous Alpine Tourer, David Larking's 1926 Phantom 1, and George Green's and Sep Hall's Silver Dawns. The most interesting car there was a 1910 Silver Ghost in immaculate condition, owned by Reg Hunt of Melbourne, ex Sandford Morgan of Adelaide. Of particular interest to the Veteran Car Club is the fact that George Green was elected the first Federal President of the Rolls Royce Owners Club of Australia.

RE-ENACTMENT OF 1905 SYDNEY-MELBOURNE TRIAL.

You will remember that in the last edition of "SPIT AND POLISH" mention was made about the above Reliability Trial. The Chairman of Events Committee, Mr. G.W. Green now informs me that owing to lack of time for organising this event, The Dunlop Rubber Co. have decided to postpone the Trial till some time next year 1960.

BITS AND PIECES

Required for 1914 F.I.A.T. type 2 sports.

1 Brass divers helmet type tail light (electric)

1 Bulb horn (brass)

1 Speedo (to 80 M.P.H.) (Naughty Boy. Ed.)

For sale or exchange - 1 pair large brass gas headlamps,
in first class condition.

Ring. F.J. Klein. FM.1210.

Exchange 1 Lucas side light No. 746 complete with font and burner,
near side fitting, for square side or tail light, suitable
for 1911 Overland, contact:-

H.M. Bisbey, Robertson Street, Mudgee, N.S.W.

Information wanted and/or a photograph of 1904 Single cylinder 9.7 H.P.
Oldsmobile - steering wheel model NOT curved dash type.

NOTE: ED. has photograph A. Frost. LA.2517.

One or more wood artillery wheels, size 710 x 90 with Clincher bead rim, hub
not essential.

Jack Garwood. UW.1263

10 sets of single seater hood fittings have been applied for, in reply to the
ad. in last month's "SPIT AND POLISH". These orders will be put in hand almost
immediately. Thank you.

Jack Garwood advises that he is having 6 only steering wheels cast suitable for
Renault car, these are 5 spoke aluminium, and an exact copy of the Standard
Renault wheel. He requires 3 for himself and 3 will be available for any Renault
owner requiring one or more.

J. Garwood. UW.1263

One pair of large pear-shaped brass N.plated C.A.V. electric head lamps, approx.
9" glass, exchange for pair Rushmore or similar gas head lamps about 8" glass.

A. Frost. LA.2517.

Wanted 26" Wood artillery wheels, with straight side, split rim suitable for
Overland car.

Barry Willis-King.

THE PRESIDENT'S MESSAGE.

At a recent dinner given to the pioneers of the motor industry in N.S.W.
a speaker made the point that Australia, probably more than any other country in
the world, owes its growth and expansion to the advent and development of the
motor vehicle. That this is true, I feel, cannot be denied. Let us remember
then, that through our enthusiasm for our hobby, we have, perhaps unwittingly,
accepted the task of preserving in tangible form part of our own history.
Although this task touches us lightly because of the pleasure and enjoyment we
derive from our hobby, let us nevertheless keep it always in mind so that as the
years roll on and the Club progresses, the cars we find and restore become links,
authentic in every detail, with the history of our land.

(Alan Rose-Bray),
President.

LETTERS FROM READERS

The Editor, Spit And Polish,

Sir,

We have both been members of the V.C.C.A. for nearly three years, and
have watched it grow from some 50 members to its present roll of well over a
hundred. Each new member of course has to have a car manufactured prior to the
end of 1916, or sufficient essential parts to warrant he or she being able to
present a complete car in a given time. By the way is this time limit policed?
The cars,generally speaking have no equipment, that is lamps, horn, generator, etc.

and we find that the average member spends a good deal of time, and mileage running around for many months trying to locate these, but we never hear, or very rarely, of him trying at the same time to locate suitable spare parts for his vehicle. We have a 1910 Hupmobile, and from the very first day of owning it, we set out to locate parts as well as equipment, fortunately we now have a spare crankshaft, cylinder block, engine sump, gear box, magneto and quite a few other very essential parts. We are not concerned with various bushings, king pins, shackle bolts, rings and gudgeon pins, for when these require replacing, which they must do one day, second hand ones would be no better and these sort of spares can be made new at a very reasonable cost; but any parts of our Hup. that originally were machined castings - these would be prohibitive in price to get made, so without spares of these essential parts our car would be laid up till such time when we could locate the part. If you have space to publish this letter it may prove a helpful hint to many fellow members.

26 Madeline Street,
Hunters Hill. N.S.W.

Yours faithfully,
JACK SPIT
HARRY POLISH

The Editor, SPIT AND POLISH

Sir. - I wish to point out a small error which has arisen in your otherwise superb publication.

The award presented to G.W. Green, Esq. at the last A.G. Meeting was that of the "GOODWILL TROPHY".

It derives its name from the objective for which it is awarded, to wit, "FOR WINNING THE GOODWILL OF THE PUBLIC"

Consequently, your reference to it by using the name of its donor, was extremely embarrassing to him.

Trusting that this matter has now been cleared up once and for all.

14 Smith Avenue,
Hurlstone Park. N.S.W.

Yours faithfully,
N. GOLDMAN.

CONGRATULATIONS AND THANKS.

To Mr. & Mrs. Frank Klein on the arrival of a baby daughter.

To Jack Smith who has made a very fine restoration of his Sizaire-Naudin car, the engine of which was started on the 50th birthday of the car.

To Ken Moss for that very fine body re-construction he is making for his 1912 Cadillac. This is a very interesting body of the Roi de Belge type, the rear tonneau is detachable to allow the car to be made into a gentleman's roadster; it is hoped that he will not spoil it by spraying the finish.

Thanks to J.P. McLean for his information regarding a good upholsterer who can do buttoning and pleating. Contact F.W. Thompson, Tate Street, Haberfield, N.S.W.

Member Frank Klein tells of a lead about a Veteran Car, or parts thereof, and so the following Sunday he and his wife headed for Sommersby Falls. This is only a short trip, but they left early to ensure having a clear run at least in one direction. Arriving shortly after 9 a.m., they visited Mr. Clarke, whom they found to be an extremely nice and helpful person. The lead was right too, as Mr. Clarke owned a 1914 F.I.A.T. type 2, in running condition.....but, no sale! He liked his F.I.A.T. too much, and after a long talk about the ideas and activities of our Club, he asked to have an entry form sent to him.

The moral behind this trip is.....'it is easier to find a new member for the V.C.C.A., than a Veteran Car or parts thereof'.

PLEASE notify Editor, SPIT AND POLISH, of your requirements, swaps or anything you may have that another member may require - the news bulletin will gladly include such information.

DID YOU KNOW

That at the last monthly meeting of the Club, it was decided by a majority vote, not to lend out books from the new library. Books and references in the care of Librarian Ray Hill, will be available to any member attending the library at the new Headquarters, but can NOT be taken away.

That the special Club number plate question has been successfully concluded. The contentious third party insurance matter has been agreed upon, cost of which will be approximately 30/- per annum, add to this the initial cost of the front and rear plates, and you have a cheap means of registration to cover members in all Club events. Full details of the procedure in applying and securing these plates will be made known to members by the Hon. Secretary and will be explained fully at the next monthly meeting.

That H. C. Sleigh Pty. Ltd. are painting, and re-decorating the new headquarters at Clarence Street, the front entrance of which will bear the name of "The Veteran Car Club of Australia", and arrangements are being made for a special mail box. PLEASE come along to the opening meeting of the new Headquarters.

That there are several very interesting Veteran Cars stored in the basement of the Technological Museum in Harris Street, Sydney. These are mostly in the original state that they were in at the time they were donated. They are not open to the general Public, but if a Club member wishes to inspect them, arrangements can be made at the office of the Museum for such inspection, and you would find this well worth while.

That there was a special space left for publishing the point scores of the Concourse d'Elegance held in the last Katoomba Rally, but unfortunately up to the time of publication, no information has come to hand, apologies therefore to those members who wrote in for this information.

TYRES AND RIMS FOR SALE.

Information has come to hand that there are some 500 X 24 tyres and rims for sale, these are in nearly new condition.

Ring. Mr. Sherwood F.F.3628

CARS BEING RESTORED.

The approach to Spring and a list of events to come, has created a restoration desire among a number of members.

JACK JEFFERY is tackling two very interesting cars - one a 1910 Panhard-Levassor and the other a magnificent veteran Locomobile touring car. Incidentally, the Locomobile was the Rolls Royce of America and in its day sold for about the same price as the Rolls Royce. It was a very high class precision built car and members will, no doubt, be very interested to see it when it appears in its first Rally.

Our energetic and hard working Hon. Treasurer, JACK GARWOOD, has commenced a complete rebuild and restoration job on two 1912 Twin Renaults. Jack has run up against some trouble in the differentials for these two cars and Alan Rose-Bray and he burnt the midnight oil recently trying to solve the problem.

R. K. COLLYER, who owns a 1909. Twin Renault Touring car, has made a serious start to rebuild this interesting all wood body car.

R. K. DEAHM has the engine out of his 1908 Austin, new timing wheels are being made and a complete overhaul is planned for the engine.

BRUCE McINTYRE-SMITH is racing against time to get that 1900 Hozier ready for the Queensland Rally.

DR. W. O. PYE of Scone is adding a windscreen and other refinements to his Rolls Royce. Members will remember the appearance of this new member and his car in the last Katoomba Rally.

BRUCE ROBERTS, with the able help of his father, no doubt, is hoping to show off his 1911 Model T. Ford in the near future. May we see it in the next Brighton Rally ?

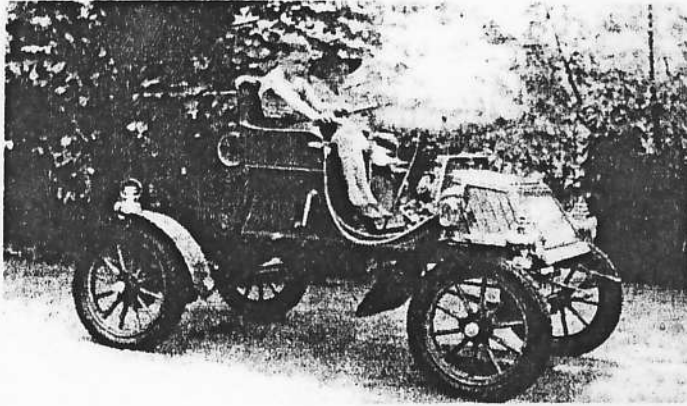
YOU CAN IF YOU THINK YOU CAN

If you think you are beaten, you are;
If you think that you dare not, you don't;
If you'd like to win, but think you can't
It's almost a cinch you won't
If you think you'll lose, you've lost,
For out in the world you find
Success begins with a fellows will
It's all in the state of mind.

Full many a race is lost
ere even a step is run,
And many a coward fails
Ere even his work's begun.
Think big and your deeds will grow,
Think small, and you'll fall behind,
Think that you can and you will
It's all in the state of mind.

If you think you're outclassed, you are;
You've got to think high to rise;
You've got to be sure of yourself before
You can ever win a prize.
Life's battles don't always go
To the stronger or faster man
But sooner or later the man who wins
Is the fellow who thinks he can.

With best and sincerest wishes from
The EDITOR.



The above car is a 1902 RAMBLER owned by John Alderson a keen member of the V.C.C.V. and a future member of our Club. The description of this interesting car is as follows:-

It was made by Thomas B. Jeffery & Co., U.S.A., which firm was bought out by Nash in 1916. The engine is a water-cooled single cylinder horizontal type with 5" bore and 6" stroke.

Valves are mechanically operated and maker's H.P. is 8. Ignition is by trembler coil with Automatic advance.

The drive is through a cone clutch to a 2 speed epicyclic gear box. Gear change is by lever for forward speeds, and foot pedal for reverse.

Foot brake acts on transmission, also foot with ratchet on rear wheels. Wood artillery wheels on front have 10 spokes, and the rear 12 spokes and both are fitted with Clincher Bead pneumatic tyres.

Price new in 1902 was \$750, it has a top speed of 25 m.p.h. and the engine is cranked from the seat.

This car was discovered as a complete wreck and the body has been completely rebuilt together with the rest of the car. It competed in the last Sorrento Rally in South Australia.

This keen member also has a 1904 Minerva, a 1904-6 15 h.p. 4 cylinder Darracq, and a 1904 single cylinder 8 H.P. De Dion.

The 1904 Minerva is similar to that shown on plate 54 in Elizabeth Nagel's book "Veterans of the Road". Anyone knowing of any bits and pieces, or information is asked to contact Editor, SPIT AND POLISH.
