



SPIT AND POLISH

OFFICIAL NEWS BULLETIN OF AND FOR
THE



Phone: WX 1608

Vol.1. No.4



September 1959

EDITORIAL OFFICE

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

Dear Member,

According to the official notice paper dealing with August monthly meeting night, special mention was made of "a general session of informal discussion on the just completed Queensland Rally" --- just nothing happened --- so as this Rally was the largest and, perhaps the most important one so far, I will try and set out some of the highlights, bearing in mind that I was a competitor myself, and the person taking part in a Rally frequently sees the least.

Some 16 cars went up from N.S.W., some driven all the way and some taken on trailers --- cars came from South Australia and Victoria and one from Tasmania, not forgetting the fine roll-up of Queensland Veteran cars.

THE OUTRIGHT WINNERS OF THE RALLY WERE:-

1st.	1905 Reo	owned and driven by	E. Sims.	Queensland
2nd.	1915 Swift	" " " "	M. Longhurst.	Queensland
3rd.	1910 Hupmobile	" " " "	L. Leresche.	N.S.W.

CLASS AWARDS.

1 cylinder.	1905 Reo	E. Sims.	Queensland.
2 "	1904 Darracq	G. Gilltrap.	Queensland.
4 "	1910 Hupmobile	L. Leresche.	N.S.W.
6 "	1910 Rolls Royce	R. Hunt.	Victoria.

Concours d' Elegance.

Outright winner. 1904 De Dion Bouton. L. Vinall. S. Australia.

The entry from Tasmania was an Orient Buckboard, owned and driven by G.Sims, the President of the Tasmanian Club. The unladen weight of this car is 550 lbs. and it was flown to and from the Rally by D.C.4. freighter plane - what a perfect way to attend an Interstate Rally! The restoration of this car was superb - its 4 h.p. single cylinder engine was mounted at the rear and fully visible, there being no covering over it in any way, you would have to see this car for yourself to realise how perfect it was. It won the Concours for Tasmania. Then there was the 1904 De Dion Bouton from South Australia, owned and driven by L. Vinall, one would have thought it was straight off the show room floor, and of the total of 86 cars entered, this car easily and most deservedly won the Concours d'Elegance.

The 1904 Metallurgique from N.S.W. owned and driven by J. Vanstone, was driven up and back, and carried off honours by winning Concours honours for N.S.W.

Queensland won Concours honours with the 1910 F.N. entry owned and driven by Alan Hale, this fine car is as near original as possible, the charming lady navigator and dog, no doubt, helped considerably, and Alan with two sound legs this time, fitted behind the wheel "to the manner born". The 1910 Rolls Royce owned and driven by Reg.Hunt, also made the full trip by road, and this very fine car secured the Concours for Victoria, despite the very ugly Saratoga steamer trunk on the back. The very well known 1904 De Dion Bouton owned and driven by P. Wien-Smith, the Chairman of the South Australian Club, was a very easy winner of the Concours for his State. Harold Clisby, whom you saw in the 1958 Katoomba Rally, drove his 3½ h.p. Crestmobile over by road from South Australia - some 1600 miles - he certainly has more energy than his 3½ h.p. engine, however he completed the course in fine style, and collected the Trophy for the car driven the furthest to the Rally. George Gilltrap from Queensland brought his newly acquired 1904 Darracq "Genevieve" along, and handled the wheel himself. Unfortunately "Genevieve's" various trips back and forth on ships have left their mark, and the Darracq has lost that sparkle that it had in the film.

Club officials from all States were there in full force; some strolled about looking elegant with cameras slung over shoulders, others looked at stop watches and dropped starting flags, all helped to make this, the largest Rally so far, run smoothly. Then there was the countless number of Golden Fleece officials, and all the large army comprising their staff, who did, as they always do, an excellent job.

Mr. Colin Dunlop from Melbourne Head Office was in attendance with Mrs. Dunlop.

This very delightful lady stole a good deal of Mr. Dunlop's limelight in spite of the

very imposing-looking shooting stick he carried, but surely couldn't have used, for no matter where a competitor was over the entire 48 hours of the Rally, that live wire always turned up with that so well known "are you all right" look on his face.

When pulled into the shade getting rid of some excess time made on the return to Brisbane, I was able to see several competitors' cars pass by. No. 43 Calthorpe Minor owned and driven by George Roberts from N.S.W. was flat out after a big Rolls Royce, and catching him too, this little car runs extremely well.

No. 26 the South Australian 2 cylinder De Dion Bouton, owned and driven by Ken Walker went by, what does this entrant put in his tank other than Golden Fleece Spirit. This small car flew by like a six cylinder job. After that a clatter, and a cloud of dust and No. 68 Empire Eagle Raceabout tore past, later 5 miles from Brisbane I found Col. Bryson and Paula pulled into the kerb getting rid of some excess time, and having an hour's sleep.

All competitors at the end of the Rally were handed a Commemorative Medallion, together with "History Of Cars Taking Part In The Rally" a 100-page walking encyclopedia, edited by Col. Leagh-Murray, the Liaison Officer for H. C. Sleigh (Queensland) P/L. A copy of this book should be in Club Libraries in all States.

I would have liked to have seen more of our hosts' cars from Queensland, but we Interstate visitors had to be up at the crack of dawn to do our brass polishing and gossiping in one or other of the accommodation sheds provided for storing our veterans, whilst Queensland entrants did their spit and polish in their various homes scattered far and wide. If I have erred in not mentioning all the outstanding features of the Rally, it has not been in any way intentional, as your Editor, I am human and, therefore, unable to be in more than one place at the one time.

Finally there was one only Rally Director, and his responsible and unenviable job was done very well--congratulations A.L.Dunshea.

CONGRATULATIONS AND THANKS

To Don Barker for his letter and suggestion of enclosing in "Spit and Polish" a full list of entrants, their cars and drivers, relating to the just completed Queensland Centenary Rally. Don also thoughtfully supplied all the programmes.

To George Sevenoaks for the interesting photo of a 1903 De Dion Bouton car he sent along, it is hoped that this can be used in this Paper at a later date. George also has a copy of a book printed in 1909 and edited by Lord Montague, dealing with carburettors and carburation. He has kindly offered to loan this valuable book to the Club Library for a given period, and anyone requiring photostats can make arrangements with Librarian Ray Hill.

To Ray Hill who with the assistance of our President Alan Rose-Bray, has organised the Library in the new Club Rooms. Books will be available to Club Members attending meetings from now on, but Ray reminds you that books can not be taken away.

To Sandy Holmes our past Librarian, for the great deal of work and thought he has put into the cataloguing of the library books and their contents. Congratulations to you Sandy from all Club Members, and special thanks from Ray Hill our new Librarian.

To Ed. Yabsley for the fine restoration he has made of the Rochet car, Members may remember that this car was found buried in the sandhills at Bondi, and was later stored in Ron Grant's yard at Bankstown. Ed. Yabsley drove this car in the recent Queensland Rally, and it looked and behaved remarkably well.

BITS AND PIECES.

New Member K. McCrea who has a 1908 OTAV cycle car (Italian) requires two suitable side lamps and horn for this car that he is restoring, and has for sale or exchange two brass Lucas electric lamps Nos. 514 and a 60 degree ZEV Bosch magneto. Contact him at 17 Onyx Road, Artarmon, or phone BX.5861.

Ed. Yabsley requires a spare 4½ h.p. De Dion engine for his Rochet car, his present cylinder block has no fewer than five internal welds, bore and stroke are 90 X 110 m/m. He does not state if it is automatic inlet or otherwise, but perhaps someone could help him with even a spare block.

Contact him at 32 Washington Street, East Kempsey, 2c. N.S.W.

Ray Hill has an angle drive for Stewart speedometer, and wishes to exchange same for an angle drive for Jones speedometer. Phone MO 417 business hours.

CAN WE HELP YOU.

Quite a few Members, especially new ones have asked, where do we get so and so done, so from time to time this Paper intends to publish known reliable sources of supply and or repair.

One of the most essential items on a restoration list is the RADIATOR, it not only should look well, but must hold sufficient water and be leak proof.

It was the habit in the past to use all sorts of patent cements and powders, one of the worst things one could use, for these powders not only stopped that small leak, but blocked up a large portion of water storage space, especially if the radiator was the honeycomb type.

J. J. Smith Radiators P/L of 293 Princes Highway, St. Peters take a keen interest in veteran car radiators, and have made many good and reliable repairs for Club Members. They have special means for cleaning both the inside and outside of your radiator, also an excellent set up for repairing same, and when this has been done it is tested under pressure for leaks, and the flow of water through the honey-combing or tubing. Result a sound, reliable and good looking cooling system.

CARS BEING RESTORED.

A recent phone call from Member J.A. Jeffery invited me to come and see his 1910 Panhard. On arriving at Roberts Street, Dover Heights, I was taken upstairs, and there on a floor space of about 40 X 100 was spread out in neat piles the Panhard. All the individual parts had been sandblasted and undercoated with a good primer coat, and were waiting to go downstairs to the assembly bay. At the moment the assembly bay is occupied by a 1926 Short Chassis, Red Label Bentley which is well on the way to being completed.

Next we went to Jack's new car store at Bondi, and here well on the way was his 1912 Locomobile. This is a tremendous car, complete in every detail, except for the instruments off the massive aluminium dash panel, so if any Member can assist with any or all of these instruments, he will be helping Jack put back on the road one of the finest cars the Club has seen. If any Member has or knows of a photograph of this car, or one like it, showing perhaps the instrument panel this would be of great help. Standing close by in the same store is a perfect 1928 Chrysler Imperial 80, this car is fully restored and is an exceptionally good example of this super model.

Jack tells me he has a 1918, and may be earlier, 40 h.p. Spyker car, also complete in every detail. This is being reconditioned by a skilled mechanic at Gundagai, and when completed, will be driven back to Sydney and stored with his other fine collection of cars.

EDITORS NOTES.

At the conclusion of the Queensland Rally, all competitors' cars were run on to the arena of The R.A.N. Show Ground, and lined up in 4 rows facing the grandstands. In front of the cars was a band and a large table with the Trophies waiting to be presented. This very nice arrangement was marred by the public who were allowed to enter the arena after the cars had all arrived, and swarm all over the veterans, and we competitors had to man our guns and stand guard. This sort of thing happens at the conclusion of most Rallies, at least the ones I have been in over the last 3 years, and is not patent to Queensland. I am sure the public are interested in seeing the cars, otherwise they would have stayed at home, but why when we are about to receive the promised welcome and trophy giving, does someone allow the gates to be opened for the public to swarm over the grounds, and in and over the cars--then shortly after that the loud speaker system is trying to get the public back off the ground.

If the cars had been lined up in a big semi-circle on the track facing the stands, all could have seen the cars quite well, and the competitors could have gathered round the prize giving table, and participated in this pleasant final event, instead of trying to keep Tommy from wrenching your horn bulb off on one side of the car, and endeavouring to prevent Stella from slamming and wrenching your door off on the other side, while you patiently told the parents, what age the car is, how fast it will travel, and that tyres could be bought from any Rubber Company. There are nearly always more officials than competitors in Rallies, and I commend this to them hoping that something can be done about protecting competitors' prized vehicles in the future. The Editor would like constructive views of readers on this matter for publication in the next issue of "Spit And Polish".

EVENTS.

The Social Run and Swap Day held at St. Ives Showground on September 6 had lovely weather, and a reasonably good attendance, but a number of newer Members who are rebuilding their veteran cars were absent - pity - for it was with these Members in view that the organisers arranged this swap day. Those who did attend were as follows:-

J. Vanstone.	Metalurgique.	Alby. Frost.	Ford. T.
D. Heher.	Alpine Rolls Royce.	Stan. Rumble.	Renault 6 Cylinder.
F. Klein.	Austro-Daimler.	K.H. Perdriau.	Benz.
R.S.Williams.	Alldays.	L. O'Neal.	Daimler
B. Perdriau.	LeZebe.	L. Masser.	Hupmobile.
G.W.Green.	Franklin.	R. Hill.	Hupmobile.
W. Dudley.	N.A.G.	C.H.Mort.	Ford. T.

The following came along without their veterans, to enjoy the fun. George Roberts and Family, Ken Moss, J.A.Jeffery, R.A.Foy, Wall Barker, Don Barker, E.C.Barlow, R.J.Newman, Ray Thomas, Royce Gregory, Jack Smith and R.Hepworth.

It was the first appearance of the Alldays with its new single seater body, which was much admired by the Members, the N.A.G. car made its first appearance as also did the 6 cylinder Renault, Members will be watching for these cars in the forthcoming Brighton Rally.

A large number of lamps of all shapes, sizes and makes, together with spare bits and pieces, and a few horns for good measure were spread out on a large canvas. George Roberts was appointed auctioneer and adjudicator, the call for swaps did not bring much response, so it was decided to auction the goods. Three methods were used, one, to hand the proceeds to The Club, two, to retain proceeds for self, and three, to retain cost of articles for self and the balance to go to The Club. Some 50 or more lamps were not sold, and would have been of great interest and use to any of the newer Members had they been there. After the bidding opened at 10/-, D.Barker secured a very good curley type brass horn for 55/-.

The high-light of the day was a tame cockatoo that George Green brought along to amuse the children, in fact everyone was amused to see him walking about and talking to everyone, the cockey, not George Green.

BILL NICHOLSONDID YOU KNOW.

That ~~Mr. Nicholson~~ complete with wife and family are back from their Overseas trip, and 24 hours after their return they were asking about the Brighton Rally, so Members will be able to see these good people again on 27th of this month, plus that smart model T. Ford. It is not sure yet if he acquired a Cockney accent, but he did join The Veteran Car Club of Great Britain, and also attended one of their Rallies.

Most Members will remember the 1905 Argyll from South Australia that was always driven and navigated by those two ladies who sat up so straight and handled this car so well and successfully in all the Rallies, here in N.S.W. also in Victoria, Queensland, and South Australia. Mrs. Jamieson owner and driver of this car passed away since the last Katoomba Rally, and this car did not look the same in the recent Queensland Rally, it was handled very well by Mr. Jamieson, but it was sad to see the car without those two so well known ladies.

That the Brighton Rally is drawing very close now, 27th September in fact and all those who have not already put their entries in should do so before it is too late, with the membership of the Club well over the 100 mark there should be a good roll up, the best we have ever had. What about it.

That the Social Secretary Paula Bryson has asked this Paper to publish the full details of The V.C.C.A. Annual Xmas Dinner, on the bottom of which is a form you are asked to detach, fill in and return to her with as little delay as possible. Applications close on 27 November 1959, so please have this attended to as soon as possible, this will help in making all the final arrangements go smoothly for Paula.

That George Roberts has compiled a very useful list of Serial Numbers dealing with Canadian Model T Ford cars, this list also shows the number of Ford cars shipped each year from 1905 to 1923, and it is hoped to be able to publish these in the near future. In the meantime a copy is being sent to The Club Library.

FOR SALE

1911 Overland car with touring body, this was mentioned in the last edition of Spit And Polish and the price quoted was a mistake, it should have been £250 and not £350. The engine of this car has been re-conditioned and is running, and the gear box has also been attended to, and I believe the rear axle and diff. Also a lot of new wood work has been made for the body, and the body is almost complete, most of this work has been done professionally.

The price £250. Contact:

H. M. Bisley,
Robertson Street,
MUDGEE. N.S.W.

FOR SALE OR EXCHANGE

1912 Overland also Garford Fire Engine, for full particulars of these vehicles apply direct to

Barry Willis King,
98 Young Street,
CREMORNE. N.S.W.
Telephone No. XY.3845.

SPECIAL CONGRATULATIONS AND THANKS

To Fred.Nutt for the help and assistance he gave the Editor in the Queensland Rally. The trophies that the Hupmobile gained were largely due to his excellent navigation. Don't forget the Brighton Rally, Fred.