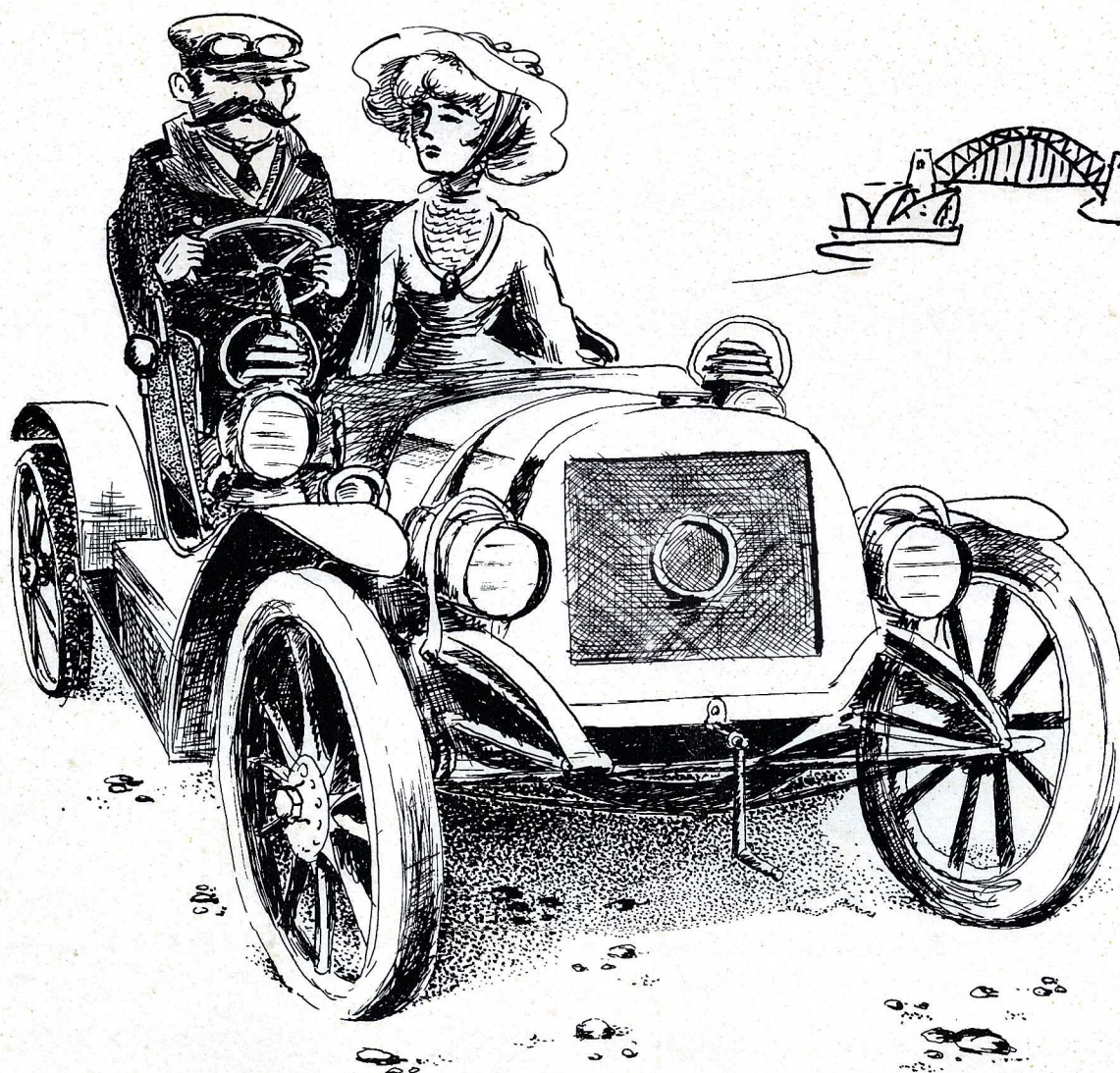


NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)  
Registered at the G.P.O., Sydney for transmission by post as a periodical—Category B.

# SPIRIT AND POLISH







# SPIT AND POLISH

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

Registered at the G.P.O. Sydney for transmission by post as a periodical — Category "A"

**Patron:**

His Excellency the Governor of New South Wales,  
SIR RODEN CUTLER, V.C., K.C.M.G., C.B.E.

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COPY REQUIRED BY FIRST THURSDAY OF MONTH

The next General Meeting of the Club will be held on THURSDAY, 25TH MAY, 1972, at Five Dock Community Hall, Great North Road, Five Dock, at 8.0 p.m.



E D I T O R I A LSnails

The Events Committee's thought of a Snails' Day is an excellent one, but we would suggest that maybe the title could be altered. The use of the word (and thought) 'Snails' could create a wrong atmosphere in the mind of some people. You see, the effect of the humble snail on some people is of revulsion; to many people their sliminess puts them into bad repute; they always retire into their shell when anything untoward takes place (quite different to the average Veteran Car owner!) they appear only under cover of darkness or following a shower of rain; they are unsociable, as they never 'come out of their shell'; they have too much affinity with a certain T model, but of course they have only tow horns (in which they carry their eyes).

While we have used the whole of one paragraph to hurl invectives at the poor wretched snail, we have not been so immersed in this that we cannot supply an alternative title.

As a start for some discussion, we put forward the possible titles of Lilliputs (or Lilliputians) or Elastic Band Models (rather a mouthful) or even Cock Sparrows.

\* \* \* \* \*

REPORT OF APRIL MEETING

The President was in the Chair.

Len Sheen filled the position of Acting Secretary.

The C.V.V.T.M.C. was discussed. It has been suggested that the Council be made a Federal body. Victoria would not want to be in it if the Veteran Car Club is to be included. The next C.V.V.T.M.C. event is to be held at Warwick Farm on 10th September.

Club Premises. Mr. O'Rourke, of E.L.S. Hall and Hall, advised Bill McCarthy that the 1st or 2nd May should see final signatures along the dotted lines, which will finalise the transfer of equity in the ex-"Sunnyside Hall" from the Congregational Church to the V.C.C.A. (N.S.W.). We are assured that the letter "S" in the name of E.L.S. Hall does not stand for "Sunnyside" so that any possible connection between Sep. and our new premises is pure fabrication - or imagination.

Max Welch, as supervising foreman, made a request that members join the working bees which are starting now. Max Roberts holds a key to the hall. Talk about organising "first things first", and all that sort of thing! It seems that the section for which there will be the most insistent demand (or so the organisers feel) is the Relief Department! Work will proceed apace on this project, so that the Twin Towers should be declared open and ready for business fairly promptly. Frank Ehlert has volunteered to attend to the electrical work which may be needed. Bill Maunsell has contributed 20 galls. of paint - N/c. Lots of these projects often bring out the best in some

members. In others it is the most useful. Max Roberts volunteered to produce a concrete mixer for the work to be done on the Saturday following this meeting. We all have a knowledgeable idea of the extent of George Green's stable, but he did cause a momentary flurry in the editorial section when he volunteered to produce one dozen brushes. At first we thought he meant Brushes!

When the time came for General Business, some titles were suggested for the name to be given to the Club Premises. The final word came from George Green, who moved that it be stated plainly: "Veteran Car Club of Australia (N.S.W.)" No need for the addition of words such as "hall" or "building". The motion was carried.

Following supper, George Roberts projected many slides of the N.Z. Rally. They were all very clear, with some astounding views and colouring. George demonstrated an excellent memory of the names of places and areas shown on each slide.

\* \* \* \* \*

LETTERS TO THE EDITOR

Most of those who joined in the CANBERRA TOUR will have enjoyed some provender at the Craze's home in Bowral. We have received a letter from Cecile in respect of the result of their effort, and in preference to referring to it, we quote it here in full:

"Dear Editor:

We were glad to supply hospitality to about 20 cars who stopped here on their way down to Canberra.

I was able to supply them with hot scones and cream and jam and made a charge of 30 cents. The amount of \$14.51 was raised for the establishment of an Intensive Care Ward at the Bowral Hospital.

Please thank all those who helped to raise this amount.

CECILE CRAZE."

"Dear Mr. Editor,

Katoomba and All That

Yes, the Renault is a beast. They say you spend one third of your life in bed (ask Alby Frost) and the rest of the time on the beast, which accounts for the reason that the wife can't get those odd jobs around the house done - as there are only twenty four hours in the day, unfortunately.

Much degreasing and washing down after the last outing takes an hour or so. Then the brass. No wonder the "Brasso" people are very financial. There are more empty polish tins around my place than beer cans. After four hours of polishing and your fingers are down to the last layer of skin, you can stand back and see that it does look nice and think maybe it was worth the effort.

(Cont'd. on P.4.....



Letters to the Editor, Cont'd.:

"She is a dirty beast, no oil seals and that thirty two bladed fan on the flywheel revels in picking up any loose oil that is floating about and tossing it everywhere. Believe me, there is a lot of loose oil about too!

Next the mechanical side of things. Fill the engine with oil? You don't!!! It goes in that organ arrangement on the dash. Good old gravity is relied on for the rest. Watch those Sight Glasses. See that the mains are getting their share and keep an eye on the end glass as the Pinion bush has to have its share too.

Next, slide the Jack Shaft forward and grease that square peg in the square hole that is your front uni-joint. Likewise the hexagon peg in the hexagon hole that serves as a rear uni-joint (even Holden does better than that). Yes, there is one uni-joint, it is behind the gear box. The old gravity is supposed to lubricate that also. So fill the surround with grease and oil to be sure.

Next the gear box. As Lionel Jones would say, it is a 'Loo-Loo'. For some unknown reason, Big Louie fitted it with white metal slipper bearings instead of ball. Guess he must have been 'in grip of the grape' at the time he designed it. It is supposed to have its share of old gravity feed also, but by using modern gear oil and sealing off the breather in the box, the bearing gets enough fat and the overflow is looked after by the fan.

Check the magneto, clean the valve stems, clean plugs, oil king pins etc. and many more tasks too numerous to mention. It is now ten p.m., so off to bed Bill, you have had a busy day.

Saturday morning, there is not a blue hole in the sky. Pick up my navigator, none other than the old Lennie Masser himself. He is definitely better at making choppers than he is at navigating. After a BAD start, getting lost, finding our way out of the starting area, we decided to follow the Jones' Hupmobile and soon found out that Jan was no better than Lennie. Guess we must be about four hundred points down by now.

We hit the highway and the rain is coming down. My navigator is a great help, he climbs down under a sheet of plastic and tells me to follow the yellow line.

Saw the Roberts' Ford turn off to the right and decided to follow as I guess with a crew that big somebody must have a clue.

We start to climb, finished up in the bottom cog. Passed the Ford and several others waiting for a tow. Passed quite a few at the top filling up with water and apart from the rain, an uneventful trip the rest of the way.

No need for details about Sunday, it was the usual wet Sunday we are used to on this rally and it never improved the whole way to the finish.

Arriving home I looked at the old American Black Iron and felt quite pleased that I had nominated to take it away at Easter. It can rain if it  
(Cont'd. on P.5.....)



likes, and I'll enjoy the wind-up windows, the wind-screen wiper and the extra honest horses under the bonnet. Might even fit a heater.

I guess we all like a little winge, but you'll find us fronting up again next year and going through all this again and deep down, really enjoying it.

Signed: BIG LOUIE, LITTLE LENNIE AND ME."

\* \* \* \* \*

C O M I N G    E V E N T S

SNAILS DAY    -    MAY 21ST    -    10.00 A.M.    -    HAROLD PARK

EVERYONE WELCOME

JUNE 4TH    -    ENDURANCE TRIAL

Don't miss this one. Start 9 a.m. sharp - V.C.C.A. Clubhouse,  
Queens Road, Five Dock.

JULY 23RD    -    JACK FROST RUN

EVENTS:    P. KABLE    579.6942

E. LANG    579.6790

J. BOURKE    533.5625

\* \* \* \* \*

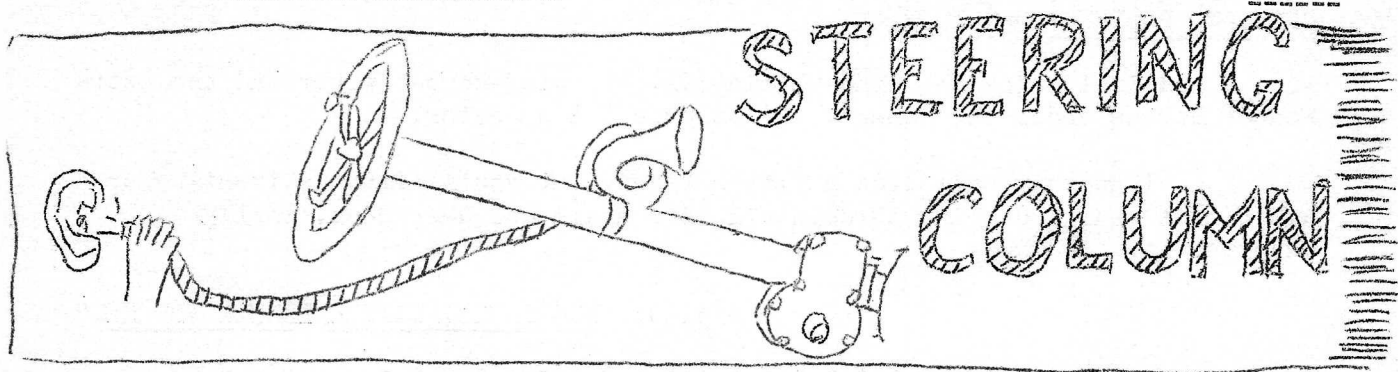
S O C I A L

CONGRATULATIONS to Bruce and Bronwyn Roberts (and grand-  
parents George and Pam Roberts) on the birth of a son,  
Gavin Stuart.

CONGRATULATIONS John and Evelyn Gorton on the birth of  
a son, Andrew Jason, a brother for Craig.

\* \* \* \* \*





It is not true that Barry Thew is going to fix a spoiler to the Hup. because everyone calls out to him "HA CHARGER".

#####

WHO were the four members who drove to Canberra in line holding up traffic for miles, much to the curses of the other motorists who then cheered as they passed after the first car had a flat tyre and the rest pulled over to help. "Good work fellars" - that probably undid all the public goodwill members gained at the Showground in the "Cavalcade of Transport".

#####

HOW EMBARRASSING! Club photographer Bill Hardman having lunch at edge of Botany Bay. Speedboat with girl on kite passes, slows down and girl drops into water and wades ashore. Girl is missing top half of swimming costume - didn't appear to be worried, but how embarrassing for Bill ----- He left his camera at home!!!

#####

Ring!! Ring!! Hulloo?

Is that Mr. George Green?

Yes, this is George Green.

The George Green who owns the old cars?

Yes.

I was wondering if it would be possible to get a car for a display?

Well, it could be possible, depending on what its for, etc. etc.

I need one good Veteran car for a static display. A ---- .....

George was shocked. Someone had uttered that dreadful four-letter word. Oh how disgusting, swearing like that over the 'phone. The hide of some people ringing up for a Veteran car (they could have had the best, Rolls Royce,

(Cont'd. on P.7.....



Bentley, Vauxhall, Hispano Suiza). But what did they want? A FORD. The caller's ear is still ringing from the crash of the receiver the other end.

#####

THE SCENE: Perry's Cottage, Australiana Village, Officials Day Outing, the upstairs section of this old building (c.1857) was used by a Madame "X" and her six daughters as a "Bordello".

Upon reading about this, Bob Baxter, aided and abetted by Doc. Reg Jones and George F/L King hared up those famous stairs to sample the atmosphere and to inspect the large double bed. Later Bob was seen polishing the Calthorpe with a "questionable" undergarment. Upon being asked its origin, he retorted, "Why I obtained it from work!!"

How could a circa 1857 "Polishing Cloth" find its way into a tech. college. Well, Bob??? Could it be that one of Madame X's descendants is doing a "trades" course??

#####

Have you heard the latest description of a Welch Plug?

"If you want to know how to build a perfect body onto a chassis which carries a circular radiator - just see me! Anything at all - I can shape it....."

#####

Pitman

\*\*\*\*\*

# THE HALL - FIRST THINGS FIRST

As with the Royal Agricultural Show, and various public buildings, "the show goes on" well before the official opening takes place. Our hall will probably fall into line with many another building in this regard, but some small measure of decency has been accorded the place already.

We recall here the fact that the Editorial Panel has just held its first meeting there, thus breaking the ice in respect of the hall's use for official business of the Club.

With all the work to be done on it, it will be quite a time before the ribbon is cut, or the key is turned, or whatever act (with or without appropriate speeches) is to be perpetrated in order to declare the place 'well and truly open'.

On the night of 2nd May, before settling down to the very important duty of assuring continuity of SPIT AND POLISH, the assembled panel duly and sincerely, on behalf of all members, 'wet the head' of the hall! This was a solemn occasion for us, for we were priveleged to be the first members to use the hall for official Club business. Hence, all who will eventually make use of this fine edifice can feel that it has been launched into its new era in an atmosphere of good luck and well being. In fact - it is now afloat!

\*\*\*\*\*



HISTORY OF THE NAPIER BREED

Although D. Napier and Sons Ltd. had been building engines for a while, it was not till 1900 that the first Napier motor car was marketed.

From 1900 to 1903 the works were stationed at Lambeth, and from 1903 to 1924 were at Action, both towns being within London.

Right from the beginning they were very well built, and were extremely reliable cars. S.E. Edge, a good salesman, made the Napier the most famous British car on the market prior to Rolls Royce.

Their first efforts had 8 h.p 2-cylinder and 16 h.p. 4-cylinder engines, and the vehicles resembled the Panhards of that era.

Napier was the first British firm to take a serious part in racing. This was generally attended to by S.F. Edge, and his first competitive run was the Paris-Toulouse-Paris race of 1900. It cannot be said that Napier did not then jump in 'boots and all'. Their entry for the 1901 Gordon Bennett Cup was a 17.2 litre chain driven vehicle (17 litres would have been quite a lot of motor! Ed.) Keeping in trim, Edge won the 1902 Gordon Bennet Cup, this counting more towards Napier's aggrandisement than any other single effort had done. It would seem to us that the 1901 17.2 litre was such a monster that its gargantuan appearance gave other competitors a feeling of inferiority, or of being bulldozed over, as it were, whereas in 1902 there was possibly more competition on equal terms.

Thereafter, Napier contested the Gordon Bennet Cup annually. In 1905 they fielded a 6-cylinder car, with which Arthur Macdonald recorded 104.65 m.p.h. over a mile at Daytona. Just imagine in - 100 plus in 1905! Many members will have had the pleasure of seeing the 1907 Napier brought to Australia for the 1970 Rally. One of the most purposeful looking motor cars that ever sat waiting to be driven.

The firm withdrew from racing in 1908 for a fairly remarkable reason. The team was disqualified from the French Grand Prix for using detachable wire wheels!

Napier bore the distinction of being pioneers of two changes in manufacture, namely, direct drive in top gear (rather surprising, we feel, Ed.) and the 6-cylinder engine. It was late in 1903 that the first 6-cylinder Napier appeared, and it was fitted with O.H.V.

At this stage the Napier became one of the most satisfactory cars from the driver's viewpoint, for the 6-cylinder engine gave smooth flexibility and a more even flow of power, in combination with an improved gearbox, all this in an era when so many vehicles had to be coaxed, or even fought into satisfactory performance.

The metamorphosis from one type of drive to another took place about 1904, for they presented the 30 h.p. 6-cylinder, as well as two chain-driven 4-cylinder cars, and one shaft-driven 4-cylinder car. All were powerful vehicles - and expensive.

(Cont'd. on P.9.....)



From 1906 the range was mainly 6-cylinder engines and shaft drive, and they were either trying out different points or giving the market a wide selection, for in 1910 there was a range of ten models from which to choose, from a twin of 10 h.p. to the massive 90 h.p. 6-cylinder.

The make was kept in the public eye by racing, record braking, and stunts, of which it might be said that the most outstanding thing was Edge's 24-hour run, which took place at Brooklands in 1907.

A flourishing export business was built up, and the Napier was even built in Italy (presumably under licence, not assembly only), and it went by the name of San Giorgio (St. George).

Following World War I, their main product was aero engines. (Maybe the most famous of these was the Napier 'Lion'. Ed.) They lost the expert sales capacity of S.F. Edge in 1912, when he left the company. At this stage their only model was the 40/50 h.p., which had been designed to outdo the Rolls Royce. The cars continued for only six years after what is now known as the end of the veteran era.

As a footnote, we suggest that the name of the Italian version, San Giorgio, would seem to keep a British background to the car. Our first thought here is St. George and the dragon - very British.

\* \* \* \* \*

#### THE VICTORIAN NEWSLETTER AGAIN

Further interesting comments from Victorian member Russell Stapleton, being a continuation of January SPIT AND POLISH. We should hate to feel that we are filling our journal by copying other journals. Such is not the case! It is Russell Stapleton's own fault, for he made his letter so very interesting that we feel that we would be failing if we did not spread such interesting reading amongst our own members. We abhor the thought of "full many a rose is born to blush unseen, and waste its fragrance on the desert air."

He continues: Visits were made to various museums, including the Cheddar Museum in Somerset. He voices the opinion of most of us in the matter of the varied means of making dollars out of what was originally a lovely hobby. He states: "What was on show was quite good, but I suppose I was put off before I went in by the horribly commercialised tourist atmosphere in what was once an obviously beautiful area outside." It is a shame, but daresay that is what is known as 'progress'. Then Russell (hope that does not sound too familiar, Mr. Stapleton! Ed.) goes on: "Then on to Beaulieu. We had heard so many reports, over the years, of how "commercial" this was, that we expected the worst, and were pleasantly surprised. Certainly it is commercialised, but if you think this is a bad example, then visit some of the others round the world. (Just what we would like to do, but how do you get the first marble out of the barrel? Ed.)

For a start, parking is free (rare), then the one ticket (I forget how much but not very expensive) admits you to the Museum, Palace House and the very beautiful and extensive grounds for all day if you wish. In volume

(Cont'd. on P.10.....

there is good value for your money and the presentation, while not the best that we saw, was certainly not the worst. On top of that there is a truly magnificent V. & V. library. If you have any particular query on any make of car, write to Mr. Bellamy, Montagu Motor Museum, Eaulieu, Hampshire, mentioning our Club and you will get a prompt and courteous reply. If the reference you want is in the library, you can get copies for a few cents, otherwise the service is free."

In our January article we wrote up Russell's words on the 1897 Daimler, owned by a friend of Derek Grossmark. Russell did some running round, and on returning to the location of the 1897 Daimler, found that the owner had broken his wrist in 5 places while cranking the thing! Not very nice! (Now the 1908 B.S.A. does not do that sort of thing.....We only get hernias! Ed.)

Who says there's not a thrill or two left in the old time speed jobs? The record continues: "Then back to the Weatherett's little thatched roof cottage for a few days. John took me for a hair-raising demonstration run in his 3-litre Bentley - close to 60 m.p.h. down country lanes with hedges making every corner blind and so narrow that passing another car is a 5 m.p.h. business. Who said Bentleys didn't have effective brakes? If they didn't I wouldn't be writing this! John also has two Bentley designed 2.6 litre Lagondas. One saloon he uses for touring on the continent and the other is minus body. He has contacted the original designer of the body who has promised to design an open body for him as he would have designed it had they been made at the time. It should be very interesting."

Where there is space and population, many things take on a different aspect, such as, for instance, Swap Meets. The Stapletons attended the Hershey Meet. A couple had arranged a reception party at the aerodrome for them, and for the next three days they were swept off their feet. Their friends for this session took them to the Meet in their Cortez. Quoting: "This is a sort of motorised caravan. It sleeps 4, it has hot and cold water, air conditioning and its own toilet, and is rarely under 70 m.p.h. The size of this swap meet, which lasts four days, is staggering. It covers 2000 acres with a crowd of 50,000 each day. The whole area is divided into roads with stands 10 feet wide (for the use of which the holder pays \$20.00) on each side. We arrived before daylight and Dee and I walked steadily up and down the stands for 4 hours, without pausing for more than a few seconds anywhere, and we still did not see the lot. The visitors' car parks were huge and I counted 60 visitors' light planes at the small adjoining airfield."

He states that, obviously, the vast majority of the offerings are American, a lot of it from 1930 to 1950. "Prices are most interesting. One brass self-generating lamp in AI condition \$US 350.00, a pair of incomplete Lucas P.100 lamps \$175.00, a penny farthing bicycle \$975.00, and an unrestored but very complete A model Ford in very good condition \$6,000.00." And here we read some very surprising facts. "This last example highlights American thinking. They are very much more conscious of originality than we are. Any car with original body and fittings, even if a little tatty, will fetch a fabulous sum, whereas another high quality car with a replica or adapted body can hardly be given away."

(Cont'd. on P.11.....)



When the Meet was concluded "we left Hershey in the Cortez and drove to our host's home in Illinois - nearly 900 miles in a day and a half". (Makes Newcastle look like a test run! Ed.) "On the way he picked up his Maxwell on a trailer where he had left it with a friend on the way down. This did not slow the Cortez down, but increased the petrol consumption from 9 to 8 m.p.g. We stopped for meals with our host's friends along the way, and saw some magnificent cars which they owned - Delage, Alpha Romeo, 4½ litre Invicta, V12 Hispano Suiza, Ferrari, 36/220 Mercedes, 4.3 litre Alvis, etc., all in beautiful condition. The last stop was at the delightful home of Ed. and Connie Wachs, who were in the International Rally in a Pierce Arrow."

And finally they arrived at their host's home. Listen to this: "It sits on 47 acres, is 4 stories high and has a swimming pool ON THE SECOND FLOOR. It has a private airstrip and the lawnmower is air-conditioned - it is a huge blade rigged on the front of an air-conditioned utility. His workshop for his cars is fitted with a hydraulic hoist, 20" lathc, all manner of buffing and grinding equipment, a sandblasting unit, and a stove enamelling unit, large enough to take a complete car chassis."

The writer states that he saw only few older cars on most roads, but in the States he did see a Speed 6 Bentley. "This last was parked outside a motel so I stopped and investigated. The owner still uses it regularly, having bought it in Jamaica some 26 years ago. He is not a member of any club, but would not part with the car at any price."

\* \* \* \* \*

#### CUPS AND SAUCERS

This is a most unusual heading for an article in a magazine devoted to the activities of Veteran Cars and their owners. Unusual or not, it has a soul-searching message to it. At the April meeting Hilda Sheen requested that we noise it forth that in some obscure way some necessary crockery has managed to make itself scarce. She hopes that some members may recall having borrowed these articles at some stage for a do of some sort, and have, inadvertently, failed to return them. Hilda has been groping amongst the inner recesses of her memory, to say nothing of the domestic niches in her home, in order to bring these necessary articles to light. Having read this article (which we sincerely hope you will have done!) please see what you can do in order to assist Hilda.

RETROSPECTROBERT MC CARTHY'S COLUMN

Most folks enjoy looking forward, but do you ever try looking back? It is certainly interesting and often amusing. These were the days of Editor A.G. (Larry) Leresche.

The February 1961 copy of the magazine has a question, and it seems to me that it may not be answered yet. The question is: Who was the first automobile engineer to adopt forced feed lubrication with drilled crankshaft for their motor engines?

Right - who was it? Let us hear from those who know.

Some Editorial Notes from the March 1961 issue have an interesting flavour - almost a prophetic flavour. Here are some words from the article:

"Two new rallies were brought up at last month's general meeting - one to Cessnock, to be fully sponsored by courtesy of Messrs. McWilliams Wines, and the other to Newcastle, promoted by the local Trade and Business houses of that city with support from the Mayfield Lions' Club; this latter rally would also be financially supported. The meeting suggested that the Management Committee go more fully into these matters, and report back at a later date.

The addition of two more rallies, making four in all, would fill a long felt want, as for the last five years the Club has only had two rallies. One unfortunate aspect of these two extra rallies is - the distance, 260 miles for the Cessnock run, and 210 for the Newcastle run, with 75% each way of steady and long climbing. This is hard on both driver and car of the small class, especially the single cylinder cars, and the small twins."

It is interesting to note how different two major factors are nowadays, namely, the Club's ability to run its rallies without outside sponsorship, and the way in which the members' vehicles simply take Newcastle in their stride.

The Editorial Notes continue:

"Would it be a suggestion worth trying to develop that there should be several more rallies in the year, particularly suited to the small and medium cars, the distance to be approximately 50 miles each way? These then could be held on an ordinary weekend and not a three day affair, or even more one day rallies such as the Brighton, which would obviate the overnight accommodation difficulties. These one day rallies would not require sponsorship as the member would only need a few gallons of petrol, which would incur no greater expense than running his modern car for a similar day's run."

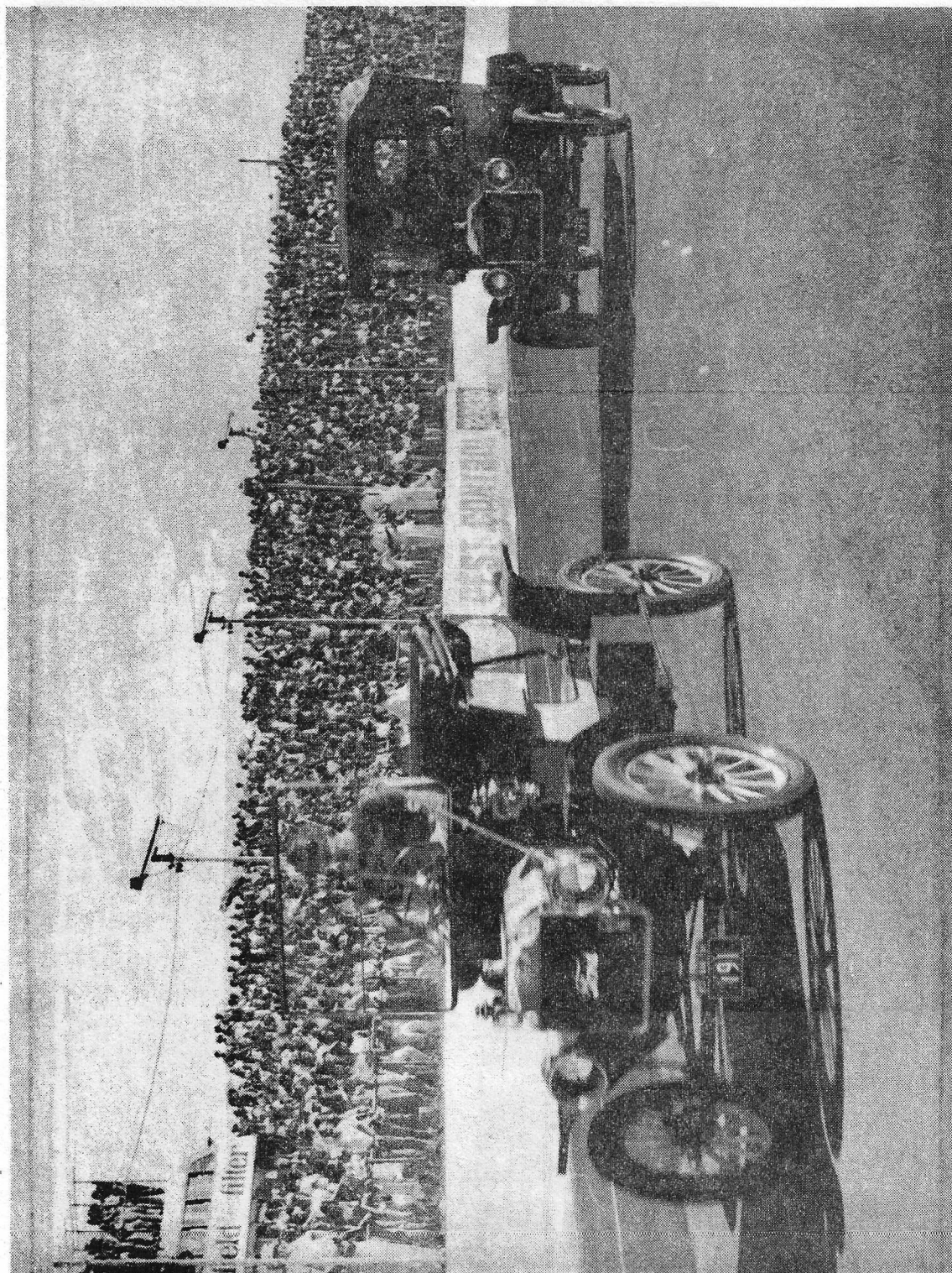
So the Snails have had some consideration given to them 11 years ago, but nothing substantial happened. Our present Events Committee look like really making this idea work.

CONCLUSION: "THERE'S NOTHING NEW UNDER THE SUN."

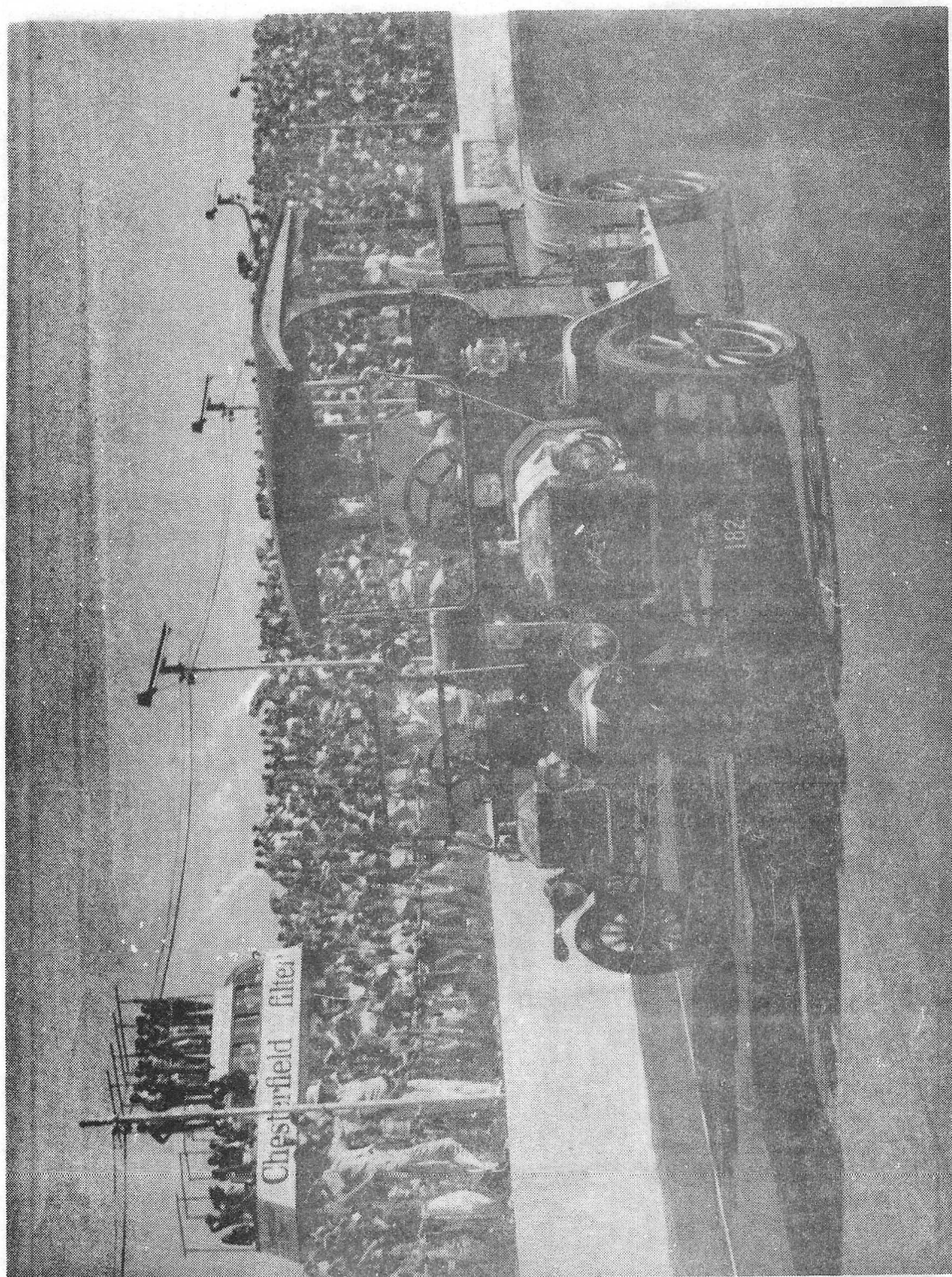
\* \* \* \* \*



# ORAN PARK



"Mad" Mel Pope (1911) leads Barry Garth (1915)



ORAN PARK.

Eric Lang's "Woody", Driver Bob Trevan (1914) passes Peter Kable (1911)



THE RESURRECTION OF A CLEMENT BAYARD

By John and Carol Robertson

"That's a car ?? ....."

We shouldn't have been surprised by our neighbours' reaction. After all, they'd seen us set out with a trailer a fortnight earlier, and expected us to come back with a vintage Rolls. Being fairly new to the game, we were convinced that if we got far enough North, or far enough West, the country would be littered with old Rolls Royces going for a song, but it didn't work out that way.

After ten days' motoring on country roads, our exhaust system gave up the ghost, so we stopped at a service station in Coonamble run by Barry Parker. He turned out to be one of the fraternity, and was restoring a vintage Jewett. He said he knew of the remains of an old Clement Bayard 'spread over the paddocks' in the locality, and gave us the address. Up to then, we'd never considered restoring a veteran, but we were getting nowhere looking for a cheap Rolls, and so we decided to follow up the lead.

The Bayard was on a property in black soil country outside Coonamble, and the owner told us over the 'phone that it was dismantled, and distributed over several scrap tips. If we could identify the parts, however, he was prepared to let it go. At that time neither of us had seen a Clement Bayard, let alone take one apart, so our chances looked slim, until we remembered that Cyril Radford, whom we'd met in Burren Junction, had one in pieces. A 'phone call and two hours' later saw us back in Burren with a tape measure and sketch pad, and by the end of the day we had sufficient information to start.

Next morning we got to the property, full of enthusiasm. A glance round was sufficient to indicate that the car was basically similar to Cyril's 2 x 2 cylinder around the 1910 mark. As it was Carol's birthday, she decided she'd like the car as a present (--a very clever move on my part - she can't complain when I'm working on it-- John). We's no idea of price, nor had the owner, but we must have offered too much for he fell off his twig in his haste to accept.

By the end of the day we felt we'd been 'done'. We'd collected the remains of the chassis in two parts, both incomplete; the engine - minus crankcase and sump; the diff. rear axle and drive shaft complete with wheels; the steering column; the gearbox - rusted out; and the handbrake and gear lever. We'd grossly overpriced them, and had only ourselves to blame!

Where were the radiator, the front axle, the petrol tank, the body panels, the transmission brake and all the other minor etceteras that would make it a restorable proposition? "They could be around somewhere" said the owner, so we decided to leave the trailer and come back the following morning to sift through the heaps of veteran Vulcan and Buick parts, intermingled with three generations of discarded agricultural machinery, that were still lying around, and took the kids back to a motel in Coonamble.

The next day was Saturday, and we had to be back in Sydney for Monday, so we got up at 6 a.m. intending to get out to the trailer early and

(Cont'd. on P.14.....)

head back home that night. Half way through breakfast, however, it started to rain, and by 8 a.m. there was no sign of improvement. We decided we'd have to get the trailer out before the black soil roads broke up - BEFORE they broke up! We were two hours too late! Fortunately, we got swamped before we got off the bitumen, otherwise all five of us would have had a pretty miserable Saturday. Even then, three kids are not at their best in a car when its pouring and the car won't go! We got towed back to Coonamble by a four-wheel drive truck, but when we suggested to the owner that we should hire it to get the trailer out, he wouldn't play. After three hours' rain? On black soil roads? Did he look crazy? The best he could promise was that, if it cleared that afternoon and began to dry out, he'd try on the Sunday morning.

Reluctantly, we admitted defeat, and began to cheer up after lunch when it stopped raining. We set off in the hired truck next morning, and ploughed through mud up to the axles to get to the trailer. Six hours after setting out (it was normally a 4-minute drive) we were back in Coonamble, festooned with black mud, and arrived in Sydney in the early hours of Monday.

So having half a car only, and being short of sleep, we weren't too sympathetic to our neighbours' comments when we unloaded, even if the garden did look like a scrap yard!

The next step was straightforward - we had to get to know a few Clement Bayard owners. So we contacted a V.C.C. member who supplied the names of a few enthusiasts and we visited them all. At this stage we'd an almost impossible restoration job in front of us - the chassis wasn't worth a cracker, half the engine was missing, no front axle or radiator, and the gearbox seized beyond redemption. Looking back, we must have been insane! But the breakthrough came a week later when we heard of a 3 x 2 cylinder Bayard in Drummoyne, again in pieces and incomplete. Keith Carden and Reg Jones had a look at it, but we were told it had little in common with their cars, so it was still available. When we saw it, however, we had to snap it up. With the exception of the engine, it was completely compatible with our 4-cylinder model. Best of all, the chassis was there, and the gearbox and engine were complete and in excellent order.

Now we had parts for a 4C2 and a 6C2 Bayard, both around 1910-1912 (we haven't yet dated either with certainty) and both engines 80 x 110 mm. All we were short of were springs (easily acquired) the radiator, the petrol tank, the transmission brake/universal joint and a body. Having got so far, we decided to restore the 6 cyl, being a rarer vehicle and more complete, and trust to luck that we'd get the remaining parts somehow.

We've been back to Coonamble and Drummoyne, sorting through tons of metal, and found a few minor components, and in the last six months (we found the first car in September) we've cleaned and painted the chassis, dismantled and checked the diff. and gearbox, had the engine refurbished and we're ready to reassemble the vehicle.

Our latest stroke of luck arose from a lead we picked up in January's SPIT AND POLISH. We've looked high and low for a radiator, petrol

(Cont'd. on P.15.....)



tank, front axle and transmission brake/universal joint with next to no success. But a letter from a Victorian V.C.C. member mentioned the firm of DEPANOTO ET CIE of NOGENT-LE-ROUTROU in France. As our car is French, and we are reasonably fluent in the language, we wrote to the Director, Monsieur Boutet, who replied within a week that he could supply all our requirements, and enclosed photographs and dimensions of everything he had for the Bayard. He's not cheap, and we'll be stung for 62% on top of his price to get the stuff into Australia - crazy for 60 year-old used car parts, but that's the law! But finally we'll have original components for little more expense than the cost of fabricating new ones.

We've had a lot of luck, and much encouragement from the Clement Bayard owners in the club, particularly from Reg Jones, Max Welch, Keith Carden and Cyril Radford, for without their help we would still be floundering and we're very grateful.

By Christmas we should have a complete and mobile chassis, with at least the beginnings of a limousine body which we will design and build ourselves. At that stage, we might pluck up courage to look our neighbours in the eye again!

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#### RALLY WEST '73 - NATIONAL SCENIC RALLY FOR VETERAN AND VINTAGE VEHICLES

We have before us Bulletin No. 1 (1 Feb. 1972) from the V.C.C. of W.A. (Inc.) of the National Scenic Rally, 27th September to 9th October 1973.

The cardinal points therein, in addition to the dates just shown, would appear to be that the Rally is open to:

Veteran	-	The usual date bracket
Vintage	-	as above

covering Cars, Motor Cycles, or Commercial Vehicles.

Entries are limited to 200 vehicles, of which the first 100 applications are reserved for entrants outside W.A.

Entry Forms (of which we have none yet) will be available from April 1972, while entries will close 31st March 1973.

Entry Fee - \$20 per vehicle (irrespective of type) and this includes \$5 for insurance cover for fire, theft, 3rd Party property damage (other vehicles) up to \$200,000.

Accommodation is to be available under four headings: First Class Hotels and Motels, Guest Houses and Hotels, Caravans and Camping, and limited billeting may be available if preferred (subject to prior arrangements).

The Route - Perth to Bunbury via the recently developed Coast Highway. That will be the initial run, and all other tours in that area will leave from and will terminate at Bunbury until the final run to Perth, via the South West Highway, on Friday 5 October. Saturday and Sunday will embrace scenic day tours of the Swan River and beaches, and the Darling Ranges, while Monday 8 October will be a picnic day in the Swan Valley Vineyards area.

The final day - Tuesday 9th October - will be a free day, culminating in a Dinner, and Presentation of Awards.

There is to be, (as is usual on these rallies), an exhibition period. This will cover approximately three days prior to the start, presumably to mark time while awaiting the arrival of the travellers with the greatest distance to cover and to allow for overlapping travel travel schedules.

RALLY WEST '73 - CONTINUED:

It is stated also that the approximate cost will be \$203 per person, which includes all air fares, accommodation and meals.

We feel that we have answered most of the questions likely to be put by prospective entrants, and advise such people that any further information, and entry forms, may be obtained from:

J. Gloyn,  
Director, RALLY WEST '73,  
Box 64, P.O.,  
Bentley, 6102 W.A.

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THE 1916 - 17 - 18 MODEL T FORDS

By Eric Lang

"Three years together? How come?"

I have grouped the year model cars of 1916, 1917, 1918 rather than treat each separately, because even though they appear quite different, they are much the same. During this period the Model T Ford assumed the style that was to become its hallmark.

These were indeed the - TRANSITIONAL YEARS -

The early 1916 style cars were but a carryover of the 1915 cars, in fact they were probably just the continuing production "15" that evolved into the "iron" Fords of the 1917 style, which were introduced in August of 1916.

The "Brass" 1916 cars were supplied with steel rather than aluminium bonnets, also transmission covers were changed to steel.

The use of brass to trim headside and tail lamps also the Klaxon horn was discontinued although hub caps remained brass until 1917 when nickel finish became standard.

Foot pedals were smooth-surfaced, the lettering having been eliminated in 1915, and the 1915 type (ribbed) dropped for 1916. Crowned rear mudguards also became standard on brass 1916 cars. No wonder owners of '16 cars make them into 1915 style. The brake backing plates now had reinforcing ribs.

In August of 1916 Ford announced a "new" Model T. By changing just the front mudguards (now curved) bonnet and radiator shell, the car was "modernised".

The Iron Radiator while not as cute today as the brass, was a decided improvement in 1916.

Few Ford owners bothered to polish the brass as we do today, so it wasn't too long before a new car looked just like its ancestors, the higher  
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bonnet and painted finish made for a better-proportioned car, and required less polishing to keep it looking well.

1917 was the first in which the magneto powered horn appeared. The horn button was located on the underneath of the steering column.

The water inlet from the top tank was changed as the new radiator was higher. The muffler still had cast iron end but the tail pipe was eliminated.

The 1918 Model T was but a carbon copy of the 1917, except towards the end of the year squared end spring leaves were introduced. A fine example of a 1917 Model T is Bob Petersen's Veteran Car 175.

To see a beautiful restoration of a 1918 chassis, contact Neil Martin, of GuildFORD.

(P.S. Bob Trevan of Lismore has obtained a 1908 left hand drive Model T, a rare car even in the U.S.A. Where will it all end ??? )

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#### VETERAN CAR CONSERVATION ACTION

We have received some very interesting facts concerning the course to be followed in order to extract the best results from the electrical components of the 'older vehicles'.

This month a member has come forward with a very helpful article. It concerns the drill to be adopted when working on tubing. He has headed the article:

#### PLUMBING DEPARTMENT

Copper tubing should be annealed before any attempt is made to bend it. New tubing can be bought in an annealed condition, but the process of softening is simple.

To anneal copper, heat until red and let it cool - slowly in air or by quenching in water. The treatment can be applied to a whole coil of tubing with a suitable flame.

Any tubing which is to be re-installed, even when its shape is not changed, should be annealed. This is because vibration and flexing in service tend to harden copper and so increase the risk of fracture. A bonus of the heating is that internal scale and "varnish" are loosened to be readily blown out when that very essential blast is given before installation.

Neat bending is achieved by using a spiral spring sleeve slipped inside or over the tubing and removed after bending. Servicemen of commercial refrigeration use such sleeves, so make a friend of one before your tubing goes round the bend.

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Fittings such as nipples are more secure when hard soldered than when lead/tin soldered. Silver brazing can be done with a blowlamp or Low Pressure Gas outfit which most handymen possess. Suitable filler rods and fluxes can be obtained from welding supplies sources, and proficiency at the art, like other skills, comes with practice.

Copper gaskets also, should always be annealed before re-use. When copper asbestos rings of odd size cannot be bought it is possible to turn up very satisfactory solid copper rings using a lathe. Good results with solid copper require mating faces which are flat and free from pitting, so the parts must also be conditioned when using this less pliant gasket material.

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### A D V E R T I S E M E N T S

#### FOR SALE (OR SWAP):

1910 Cadillac rear end (no hubs)  
" " gearbox and torque tube  
Also front axle, ¾ chassis and some guard parts for patterns;  
1 B.I.C. sidelight; 1 H & B sidelight  
'37 Dodge Grill and instruments  
2 Whippet wheels and tyres complete  
1 '32 Chrysler rear end

#### WANTED:

Parts for 1910 model 20 Hupp, mainly chassis, front end and engine parts.  
Breeze Carburettor.  
4 - 875 x 105 wheels and rims suit 1916 model N Hupp.  
1 Gear box (cast iron) suit 1917 Model N Hupp.  
Any literature on Hupmobiles.

CONTACT: B.T. THEW, 62A Spurway Street, Ermington. 2115  
638.1155

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PRESIDENT'S MESSAGE: (Apologies to President Allan - this emerged from the mail after SPIT AND POLISH was completed.)

It is gratifying to see the excellent support being given to our appeal for assistance with our ambitious project to prepare our hall. The workers' enthusiasm had to be seen to be believed (the painters were practically elbowing the sanders aside so they could get on with the job.) Just as well no wives were present to see that painting can be fun after all!

Don't imagine the job is practically finished - we have only scratched the surface yet - so let's keep up the effort. Even an hour of your time can help. Maybe you can put in some time during the week - if so Max or Arthur will be pleased to hear from you.

ALLAN FOY, President.