

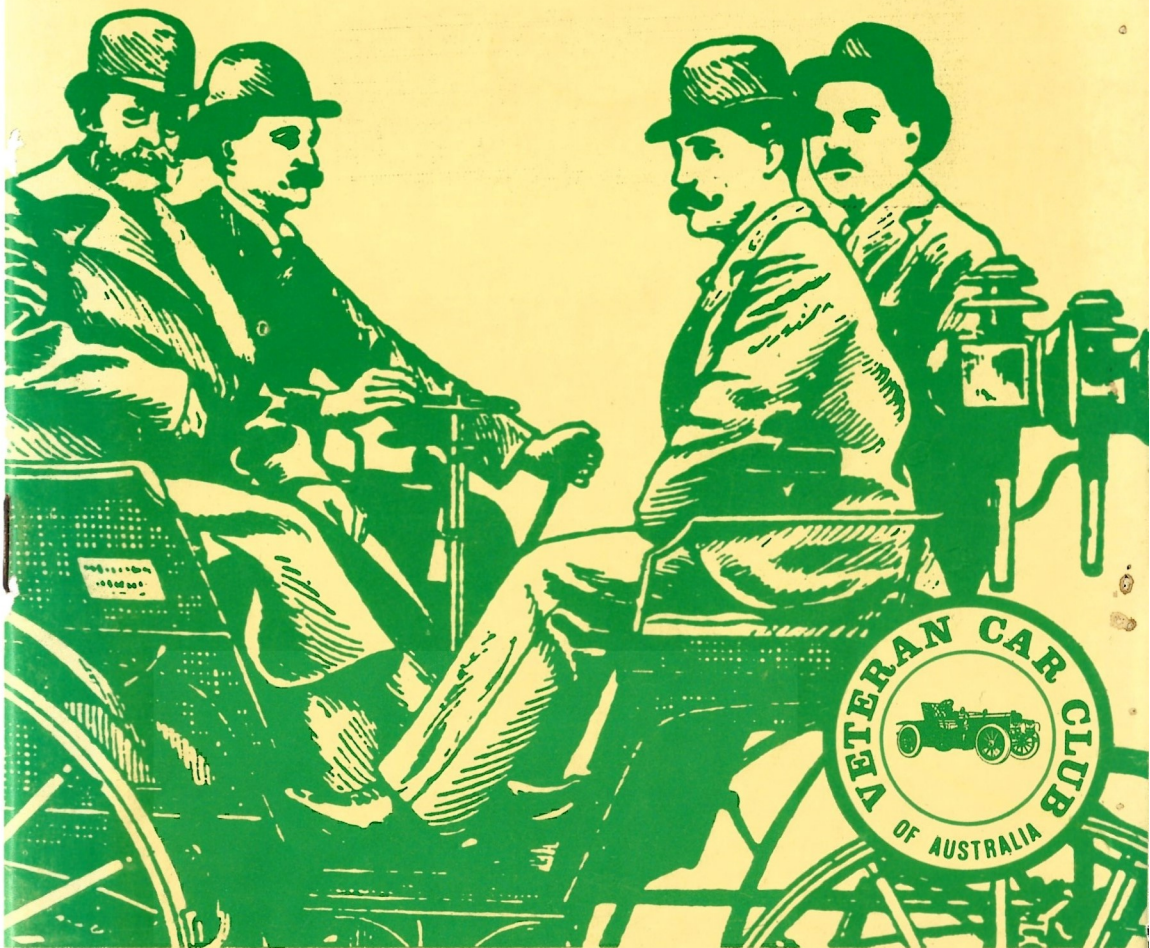
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

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August, 1985 Vol. XXVII No. 2



PATRON:

His Excellency,
The Governor of N.S.W.,
Air Marshal

Sir James Anthony Rowland,
KBE, DFC, AFC, K.St.J.



Spit & Polish

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

Volume XXVII No. 2

August 1985

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Other Veteran Car Clubs have permission to copy.

The next Monthly General Meeting of the V.C.C.A. (N.S.W.)
will be held in the Clubrooms at 8.00 p.m. on THURSDAY,
AUGUST 22 1985.

Editorial

Comment



On Sunday, July 26, after the Annual General Meeting of the VCCA, Canberra members entertained delegates and observers (of which I was one) to a B.B.Q. lunch at Capital 7 Studios and a peep at the garages. Here we viewed cars that the station uses for various publicity and filming events. Memories came back seeing "Top Hat", ex Alby Frost's Humber. Another veteran seen was a twin cylinder Renault and there were numerous vintage machines.

Talking of outings there are plenty between now and December in the Club's Calendar of Events - check your dates and start motoring again.

The promised Investigation and Dating Report held over from last month is featured and a little motoring history in "A Pleasure Trip?" for you to read, plus "Adjusting a Model T's Valves" and some facts about the early days of motor racing in "Did You Know?"

- SANDY ROBERTS

COPY REQUIRED BY FIRST THURSDAY OF MONTH

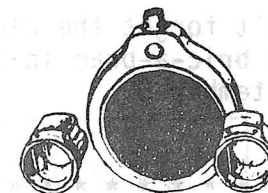
Address all correspondence to:

SPIT & POLISH, 134 QUEENS ROAD, FIVE DOCK. 2046

VALE

With regret we announce the passing of IAN MILLBURN. While he was an active Veteran member, at the time of his death he was President of the Vintage Vehicle Club of Australia.

President's Message



On Monday evening, August 5, your Management Committee met with 18 of the 25 clubs who use, or wish to use, our hall. The purpose of this meeting was to introduce our tenant clubs to the new hall complex and its facilities and discuss with them the proposed rental conditions. It proved to be a worthwhile exercise, with general approval given to our proposal and some excellent suggestions were put forward by various clubs. Many questions were asked and all answers were well received.

In the meantime work is proceeding on the hall, with the electrical wiring installation and the P.C. items are being obtained to fit out the toilets, kitchen and doorways.

The same day we held the above meeting, we learnt of the death of our fellow member, Ian Millburn. This news was a shock to all as he had been ill for only twelve days. His funeral was attended by a large group of members from our club and from the Vintage Vehicle Club of which Ian was President. Our sympathies go to his wife Phyllis and to Ian's family.

On the brighter side, it has been proposed that we become associated with the Bridgestone Australia Pty. Ltd. in a promotion at this year's Motor Show on Sunday, October 27. Our involvement would be in the form of a parade and "dress up" Concourse D'Elegance, with approximately \$300 prize worth, for the winning Veteran and \$200 prize for the most appropriately-dressed couple or group of passengers.

On top of the prize money Bridgestone will help our Building Fund with a very reasonable donation if we turn out approximately 20 cars. It is now up to the members to support us in this venture and polish the brass, hire or acquire the appropriate garments, and have a good day!

Don't forget the club auction of Vintage and Veteran parts and bric-a-brac in aid of the Building Fund on Sunday, September 8.

- BOB BAXTER

CALENDAR OF EVENTS



1985

August	25	AUSSIE LUNCHEON - near Avalon. Details last issue, or ring 632.5047
September	7	(SATURDAY) VIEWING & ACCEPTANCE, CLUB AUCTION.
September	8	(SUNDAY) CLUB AUCTION. Details p.5
September	15	STRATHFIELD COUNCIL CARNIVALE 1.00 P.M.
September	22	DRUMMOYNE CARNIVALE '85.
October	4-7	25TH ANNIVERSARY NEWCASTLE TOUR, MORPETH. Enquiries: George Adams, (049) 48.8140.
October	27	BRIDGESTONE MOTOR SHOW - CONCOURS AND PARADE.
November	2-3	1 & 2 CYLINDER TOUR. Details p.6
November	10	FISHERS GHOST RUN.
November	17 & 24	INSPECTION DAYS.
December	1	(SUNDAY) CHILDREN'S CHRISTMAS PARTY.
December	7	(SATURDAY) CHRISTMAS DINNER.

1986

April	25, 26, 27	BLUE MOUNTAINS TOUR
May	10-17	RALLY TO MERIMBULA - HUB TOUR WITH VCCA (VIC).

V.C.C.A. NSW CLUBROOMS
QUEENS ROAD
FIVEDOCK

CLUB
AUCTION
SUNDAY 8th SEPTEMBER, 1985.

**SURPLUS VETERAN & VINTAGE
CAR PARTS**

**BRIC-A-BRAC, PAINTINGS, ARTIFACTS
& MEMORABILIA**

ARTICLES ACCEPTED FOR SALE:-

SATURDAY - 12 MIDDAY TILL 5 P.M.
SUNDAY - 8 A.M. TILL 10 A.M.

SALE COMMENCES 11 A.M.

VIEWING:- SATURDAY AFTERNOON
& FROM 8 A.M. SUNDAY.

VETERAN & VINTAGE PARTS - 20% DONATION TO CLUB
BRIC-A-BRAC ETC. - 15% DONATION TO CLUB
PROCEEDS TO V.C.C.A. NSW. CLUBROOM FUND

WANT TO KNOW MORE

CONTACT:-

ARTHUR GARTHON ON 572740(H) 5794388(W)

OR

JIM REDMAN ON 464254(H) 330511(W)

CLUB ENTERTAINMENT*on August 22, 1985**WYNN'S AUSTRALIA will be giving a talk.**SPECIAL GUESTS will be:**MR. GARY JONES**MR. GEORGE BLACKBURN**- JOE QUATTROCCHI
Club Entertainment*

* * * * *

E V E N T SWEEKEND NOVEMBER 2/3 1985*1 & 2 Cylinder Tour. Weekend Run at Bundanoon.
Short Run Saturday afternoon. Short Tour on Sunday,
followed by a B.B.Q.**Accommodation will be organised. For details contact:**JOHN SIMMONS
'Ph. 78.2663*SUNDAY, SEPTEMBER 15, 1985*Strathfield Centenary Procession*

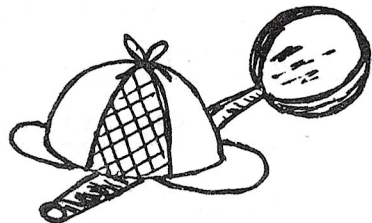
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ADVANCE NOTICE1986 ANNUAL KATOOMBA TOURFRIDAY, APRIL 25 - SUNDAY, APRIL 27, 1986*This is our 30th Annual Tour and has been organised for
the 3-day Anzac Holiday Weekend. It is anticipated that
entrants will make their own way from the start to
Blackheath, making their own arrangements for lunch.**Saturday will be a leisurely drive down to the Megalong
Valley for lunch and a Gymkhana, then back to Blackheath.**Sunday will be the day for your return to the 'Big Smoke',
lunch and the finish of the tour. There will be a charge
for Saturday and Sunday lunches.**Accommodation has been booked at Blackheath Motel (18
units) and Redleaf Lodge Motel (46 units). Note: Limited
accommodation only! First in - BEST DRESSED.**Some members have opted to stay at the Leura Caravan
Park on this weekend. Anyone interested in this form of
accommodation should get in touch with Neil Martin for
details.**Evenings will be free for members to relax and discuss
the world at large and Veteran cars in general.**This is an ADVANCE NOTICE for what we hope will be an
enjoyably relaxed holiday weekend. Don't forget - we are
always looking for officials, so if you don't have a Veteran
you are still very welcome to come.**ENTRY FORMS WILL BE AVAILABLE SOON.*

* * * * *

DATING & INVESTIGATION

Dating Certificates announced at the June 1985 Meeting and presented to vehicle owners were issued in respect to the following Veteran cars:



1. 1909 TALBOT Type 4A, 4 cylinder, 12 h.p. Roadster, Chassis No. 2597, Engine No. 90.
Owners: Neil and Dorothy Johnston, Bradbury, N.S.W.

Based on the French Clement-Bayard 10/16 h.p. of 1907, this London built, 12 h.p. Talbot was first announced and designated the 12/14 h.p. at the 1908 London Show, having 4 cylinders cast in pairs, B & S dimensions 80 x 120 mm, with all valves positioned on one side, operated from a single camshaft (a departure from the previous 'T' head engines). Following this announcement, all later Talbots of these engine dimensions and capacity became known as the 12 h.p., through to 1915.

The cast-iron pistons adopted by Talbot at this time had all three rings positioned very close to the bottom lip of the piston, below the gudgeon pin, "a design claimed by the makers to avoid all smoking". (Neil Johnston's engine is no exception to this practice), but then the oil capacity of this engine is little more than two pints, with provision (not now in use) for an oil tank mounted on the offside chassis rail and a pedal operated pump to supply additional oil to the sump as required, while the engine is in motion. For 1910 the sump of the 12 h.p. was increased to a capacity of 1½ gallons, thus eliminating the necessity for this auxiliary system.

Originating from Callipe Station, south-west from Gladstone, Queensland, Neil obtained the car in Rockhampton as a complete vehicle, but requiring a full restoration.

Len Southward, N.Z. has the equivalent of this car in his Museum collection at Paraparaumu, Chassis No. 2683, Engine No. 182.

2. 1910 F/N, Type 2100, 4 cylinder, 15/20 H.P. Double-Phaeton, Chassis No. 605, Engine No. 605.
Owners: Stephen and Janice Walker, Lismore, N.S.W.

Fabrique Nationale Herstal from their archives disclose that this vehicle, in chassis form, was shipped from the works, ex Belgium, to the Sydney, Australian agent, "Merideth", February 18, 1910 (two years later the agency passed to Dalgety & Co. Ltd., 136 Phillip Street, Sydney), while the double-phaeton body was built by A.A. Agate of Summer Hill and in the same year the car was purchased by Harry S. Cusack of Werris Creek, N.S.W.

The Type 2100, bore and stroke 88 x 90 mm, which surfaced in 1909, continued in production through 1911 but was replaced with the type 2400, of 16/24 H.P. in 1912.

The Stephen and Janice Walker car is a very original sample of the marque.

3. 1903 OLDSMOBILE, Model 'R', 1 cylinder, 5 H.P. Curved Dash Runabout.
Chassis No. 17394, Engine No. 17394.
Owner: Bryan W. Inder, Manly, N.S.W.

The Oldsmobile, which had it's origins in Tasmania, was flown to Sydney in a D.C.3, during the inaugural years of our club, when purchased by the late Rex Turner. It was complete in all details and in original condition, including paintwork.

Having competed in many of the early club events, including interstate rallies (under the auspices of Golden Fleece) the car became the first Commonwealth entrant in the London-Brighton Run of 1956, driven by Rex Turner and registered N.S.W. No. 995.

When purchased by Laurie O'Neil it was again an entrant in the London-Brighton Run of 1969 and after a number of years as an exhibit in Green's Motorcade Museum at Leppington, Bryan Inder acquired the car in May of this year.

Other than a repaint and engine overhaul, undertaken while in the hands of Laurie O'Neil, the vehicle is entirely original.

Oldsmobile records disclose that of 6949 curved dash runabouts manufactured in 1903, Car No. 17394 was the 605th from the end of that year's production and left the assembly line approximately November 1903.

- GEORGE A. ROBERTS
Research Historian

* * * * *

A PLEASURE TRIP?

75 years ago, First Lieutenant Paul Graetz and his partner Henry Gould decided to cross the African continent from Dar-es-Salaam to Swakopmund. They chose a car that they considered to be suitable and reliable, a Gaggenau. The vehicle was equipped for the adventurous trip and on August 4, 1907 it was unloaded in the harbour of Dar-es-Salaam.

Four days later the team set off. Graetz had optimistically estimated 'the pleasure trip' to take six weeks - how wrong he had been! The few roads they did find were in poor condition and the rainy season made it even harder to overcome obstacles like rivers and swamps. On off-road stretches the vehicle was damaged again and again.

The journey was often hampered by the fact that the nearest workshop (or at least something vaguely like one) was often hundreds of kilometres away. Availability of spare parts was another problem to be encountered. Graetz even got stuck halfway through the Kalahari Desert. The petrol depots specially put up for the journey hadn't been sufficiently filled, so they had to make do with 2 h.p. - that is an ox-team to get to the next depot.

But the two men and their vehicle held out in spite of the difficulties. On May 1, 1909 the Gaggenau/Graetz/Gould team made its triumphant entrance into Swakopmund - just under 21 months for the journey they thought would take 6 weeks!

(Information for this article from Edition 1/1985 Mercedes Benz in Aller Welt Magazine. Editor.)



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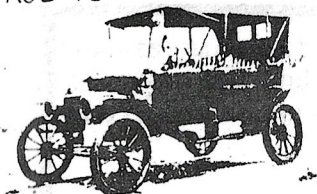
Size	Type	Price
710 x 90	BE	\$190
815 x 105	BE	\$230
875 x 105	BE	\$255
820 x 120	BE	\$260
880 x 120	BE	\$265
895 x 135	BE	\$350

Also available 500 x 23 and 500 x 24 Straight
Sided.
Some other sizes available on request.

A LITTLE STORM

This is a story about four people named EVERYBODY, SOMEBODY, ANYBODY and NOBODY. There was an important job to be done and EVERYBODY was sure that SOMEBODY would do it. ANYBODY could have done it, but NOBODY did it. SOMEBODY got angry about that, because it was EVERYBODY'S job. EVERYBODY thought ANYBODY could do it, but NOBODY realised that EVERYBODY wouldn't do it. It ended up that EVERYBODY blamed SOMEBODY when NOBODY did what ANYBODY could have done.

(Reprinted from VINTAGE NEWS [Bris.])



ADJUSTING A MODEL

T'S VALVES

Paragraph 372 on page 95 of the authentic, factory published service manual for the Model T Ford states that the clearance between the valve stem and the lifter should not be greater than $1/32"$ or less than $1/64"$. So, this old boy gathers up his gear and tears into the four-banger with the greatest of enthusiasm, and figuring that half way between the measurements given in the manual would be just about perfect, each and every valve was set so that the clearance was exactly $.023"$ - no more, no less.

So with self-emulation and pride over doing such a good job and again following the "bible", fourteen head bolts were positioned in the head (you leave the fifteenth out to put the horn on later, you know), over which was placed a brand new shiny copper head gasket with the large slot in the gasket towards the rear. Within minutes all was bolted up tightly, the manifolds attached, the spark plugs replaced and wiring hooked up.

A heavy foot on the starter button (I have a '26) brought the latent iron to life and after a short warm up, it began to tick off just like a 21 jewelled watch. With the spark and throttle levers fully retarded and the cut-out open, the sound that emitted was enough to delight the most casual enthusiast.

Enough of this and out on the road, for as the local "Barney Oldfield", if it didn't cruise at 50 mph I didn't want it. The left fender began to shudder, the headlights shook and the top started flapping as the speed increased. But with trying all known positions of the throttle and spark levers, a scant 40 mph was all that the old bus could muster. As you have heard many say, it was "back to the drawing board" for me. Wondering just where I could have gone wrong, I started through my library of "T" lore and knowledge.

All of a sudden, I came across an article written by a K.R. Wilson. Who he had been, I was soon to learn, but the one thing in the article that impressed me was his usage of the words "valve timing". Valve timing he advanced, was the opening and closing of the intake and exhaust valves in relation to the angular position of the crankshaft. Big words, and I am lost, but I read further. To make it easier to time valves, he had developed a little tool, called, appropriately enough, the Wilson Valve Timer. This tool consisted of two pieces of flat steel. The shorter of the two pieces was pivoted on the longer of an off-set rivet, so that the two different measurements could be obtained with the one tool.

Wilson went on to state that for the optimum performance the inlet valve should be closed exactly $50^{\circ}49'$ past lower dead centre (LDC), or when there was exactly $3-5/32"$ distance between the top of the fourth piston and the top of the cylinder block. K.R.'s two-sided gauge allowed one to measure this distance with a minimum amount of difficulty.

Next he dwelled at some length on the exhaust valve. While he allowed that it was more important to measure the moment the intake valve was closed, by his logic and reasoning it was also more important to measure the exact moment the exhaust valve opened. He reasoned that in measuring when the exhaust valve closed and the intake valve opened, the measurements would have to be made very near to the top of the cylinder block, with a possible inaccurate measurement. Again for optimum performance the exhaust valve must be timed so that it begins to open $37^{\circ}52'$ before bottom dead centre (BDC), or by his gauge, when the top of the piston is exactly $3-3/8"$ from the top of the cylinder block.

Wilson was a smart cookie (he made all the factory recognised tools for the Model T, the Model A and the V-8) and he figured that after around ten thousand miles, even in the best kept engine, everything wore a little - enough to change the valve timing.

At the local machine shop, I had them fashion one of these "valve timers", and the next weekend it was put to use. New valves (oversized), adjustable tappets (for more

accuracy) and new valve seat inserts, as everything was going to be according to "specs" on this job.

Sparing you readers the details of my labours, everything was eventually "buttoned up", so to speak, and the engine started. Frankly, I had to admit to the "Madam", as she stuck her head into the garage late that Saturday afternoon, that things were just a little noisy. Even after a warm-up, the clatter from the valve gallery was anything but quiet, but noise or no noise, it was out on the road for a test run.

Out on the highway, with the spark and throttle down a little, the speed increased, and before I had reached the Bass Highway I was doing a merry (and possibly risky) 55 miles per hour. A further nudge of the throttle showed I still had more on tap, but discretion being the better part of valor, I backed off and swung around at the next turn for home.

Back home, as "Liz" sat there idling, the tappet noise was still there - oh, not bad, but it could be heard. Taking off the valve cover and making a cursory check of the "valve clearance" I was surprised to find that some valves had as much as .038" and some as little as .012". Taking advantage of the new-found knowledge, I called to my "T" neighbour and friend, Jim, from down the street.

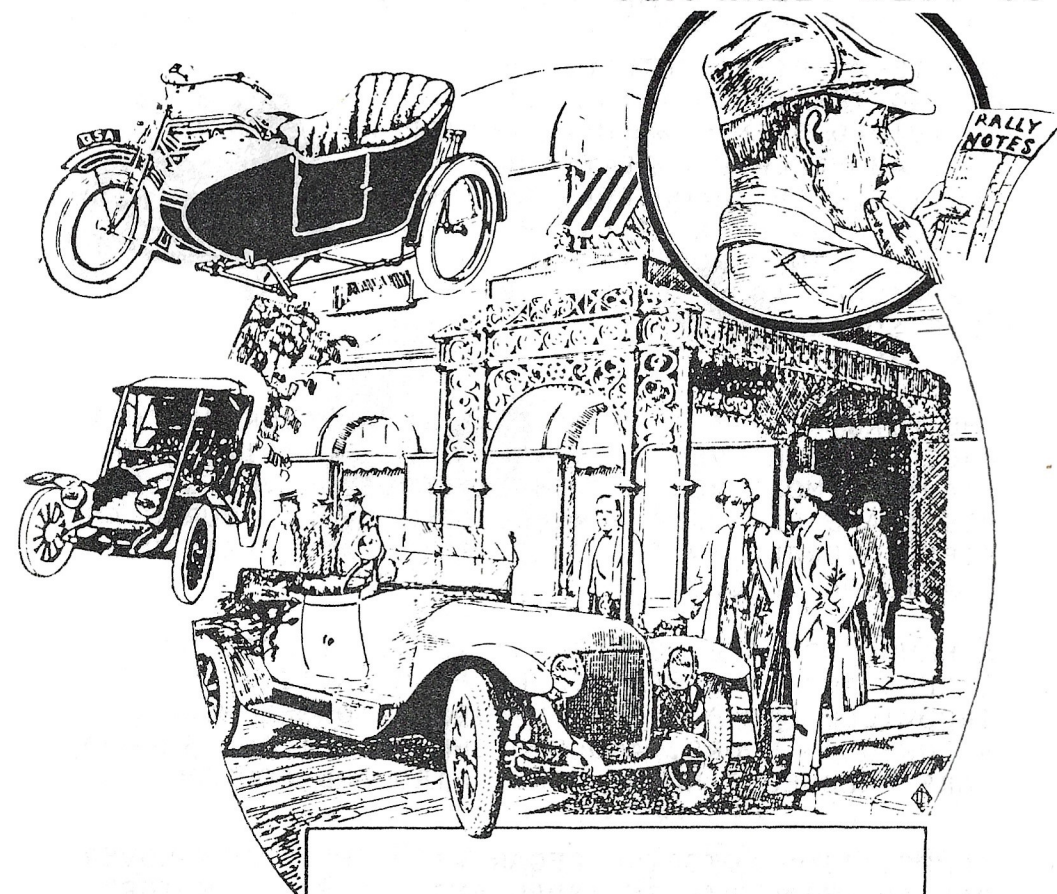
When he approached with a hand cupped to his "good" ear and commented, "a little noisy, huh?", I avoided an argument and said, "You do it your way and I will do it mine!"

Of course this timing bit does not just apply to Teez, all old engines have a very much hit-or-miss valve set up, and if your motor does not have the zing it should and it is about the "T" bore and stroke 3 3/4 x 4, why not give it a try --- it may even work.

-FRANCIS RANSLEY

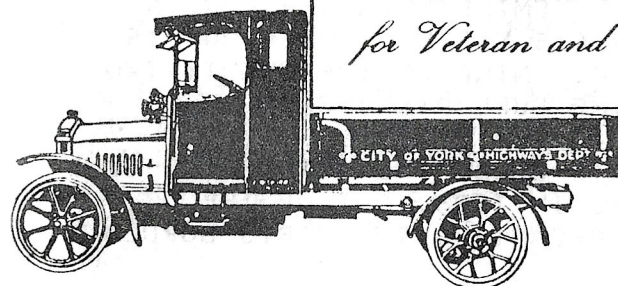
(From "Small Torque" July 1985)

SGIO RALLY WEST '86



NATIONAL SCENIC RALLY

for Veteran and Vintage Vehicles



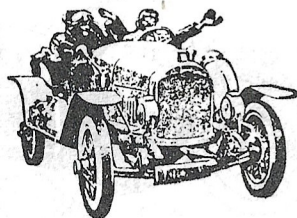
**PERTH
NOVEMBER
1986**



RALLY CHAIRMAN
S.G.I.O. RALLY WEST '86
P.O. BOX 202
CANNINGTON W.A. 6107

DID YOU KNOW ?

THE TERM 'PITS' ENTERED THE MOTOR RACING TERMINOLOGY IN 1908, WHEN A DIVIDED TRENCH WITH A COUNTER JUST ABOVE GROUND LEVEL WAS PROVIDED FOR TEAM CREWS AT THE FRENCH GRAN PRIX AT DIEPPE, AND ALTHOUGH INAPPROPRIATE IN THAT STRUCTURES ABOVE GROUND LEVEL WERE SUBSEQUENTLY USED, THE TERM HAS STUCK.



THE FIRST 1-2-3 TEAM VICTORY IN A MAJOR CIRCUIT RACE WAS ACHIEVED BY SUNBEAM IN THE 1912 COUPE DE L'AUTO. MOREOVER THE THREE CARS DRIVEN BY RIGAL, RESTA AND MÉDINGER WERE PLACED THIRD, FOURTH AND FIFTH OVERALL IN THE CONCURRENT GRAND PRIX DE L'AUTOMOBILE CLUB OF FRANCE.

A HANDICAP RACE BETWEEN WALKERS, CYCLES, MOTOR CYCLES AND CARS WAS STAGED FROM PARIS TO TROUVILLE (104) MILES IN 1899. HORSES WERE ALLOWED 14 HOURS, AND FINISHED FIRST AND SECOND, CARS ALLOWED 3 HOURS WERE THIRD AND FOURTH.

COMPETITION MOTORING BEGAN WITH THE PARIS-ROVER RELIABILITY TRIAL IN 1894, AND THE FIRST MOTOR RACE WAS RUN IN JUNE 1895, OVER THE 732 MILES, PARIS-BORDEAUX-PARIS. EMILE LEVASSOR WON IN 48 HOURS, 48 MINUTES (15 M.P.H.), DRIVING HIS PANHARD SINGLE-HANDED. NINE OF THE TWENTY TWO STARTERS COMPLETED THE FULL DISTANCE.

THE FIRST MOTOR SPORTS CLUB, THE AUTOMOBILE CLUB DE FRANCE, WAS FORMED IN 1895, OUT OF THE COMMITTEE WHICH HAD ORGANISED THE PARIS-BORDEAUX-PARIS RACE.

DID YOU KNOW ?

THE FIRST MARQUE RACE WAS ARRANGED FOR MORS CARS IN 1898.

FLAG SIGNALS WERE FIRST USED BY RACE MARSHALLS IN 1899, RED FOR 'STOP' AND YELLOW FOR 'CAUTION'. THESE TWO STILL HAVE THE SAME MEANING.



THE FIRST NATIONAL RACING COLOURS WERE ALLOTTED TO GORDON BENNET TROPHY TEAMS IN 1900. SOME WERE PERMANENTLY ADOPTED - YELLOW FOR BELGIUM, BLUE FOR FRANCE AND WHITE FOR GERMANY. THE AMERICAN TEAM COLOUR IN 1900 WAS RED, LATER TO BE ADOPTED BY ITALY, WHILE BLUE AND WHITE BECAME THE AMERICAN COLOURS. GREEN, A 'LUCKY' COLOUR ON THE CONTINENT, WAS GIVEN TO CHARLES JARRATT BY THE FRENCH ORGANISERS TO OFFSET HIS RACING NUMBER 13.

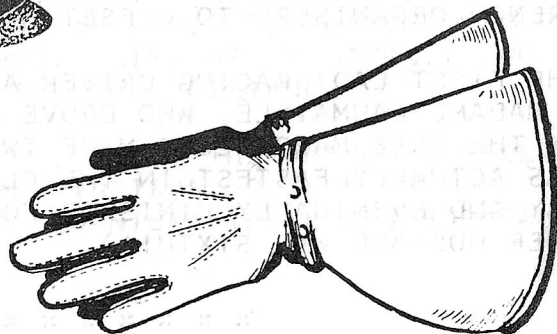
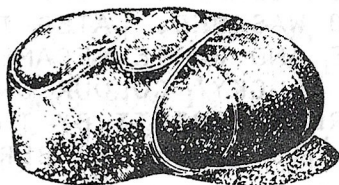
THE FIRST LADY RACING DRIVER APPEARS TO HAVE BEEN A MADAME LAUMAILLÉ, WHO DROVE A DE DION TRICYCLE IN THE 1898 MARSEILLES-NICE TWO-DAY EVENT. SHE WAS ACTUALLY FASTEST IN THE CLASS ON THE FIRST DAY AND EVENTUALLY FINISHED FOURTH IN THE CLASS. (HER HUSBAND WAS SIXTH!!)



Wake! For the Car that scutters into fright
The Hens before it in a flapping Fright,
Drives straight up to your Door; and bids you Come
Out for a Morning Hour of Sheer Delight.

We are no other than a Moving Row
Of Automobile Cranks that come and go,
And what with Goggles and Talc-windowed Veils,
In Motoring Get-up, we're a Holy Show!

Carolyn Wells, 1906.



.....

M - I - N - D - S - T - R - E - T - C - H - E - R

Solution to No. 42

TALL STORY

Red is smallest.

No. 43

LETTER LIST

Can you identify the list from which these letters have
been removed in an orderly way?

A E A P A U U U E C

Some people take seconds, others months. Your time limit
is five minutes.

.....

MEMBERSHIP UPDATE:

CHANGE OF ADDRESS:

ILLICH, Frank
C/- Hollywell Caravan Park
301 Bayview Street
Hollywell. 4216 Q'land

.....



Second Annual Run — 12th-13th October, 1985
For further details: The Secretary, Kern Classic Rally Committee,
P.O. Box 204, North Quay. Q. 4000.
or Phone: Phil Fletcher (07) 378 6743 or Glynn Hackshall
(07) 208 2687

Advertisements



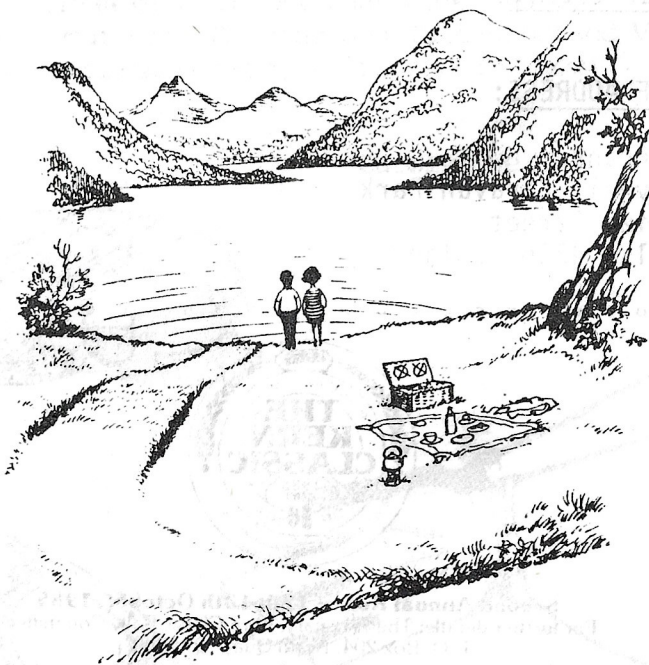
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* * * * *



I WAS SURE I PUT THE HAND BRAKE ON !!