

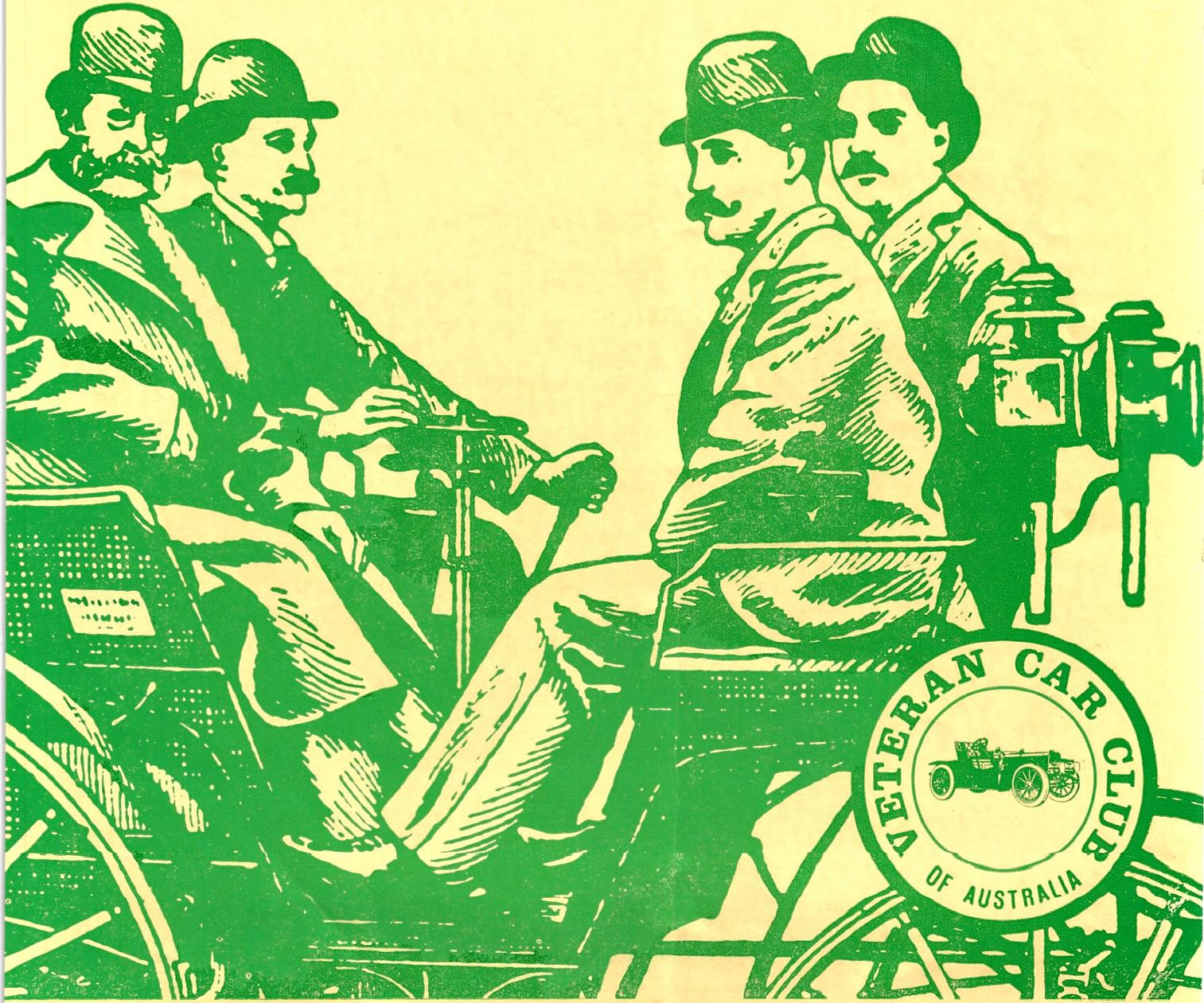
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

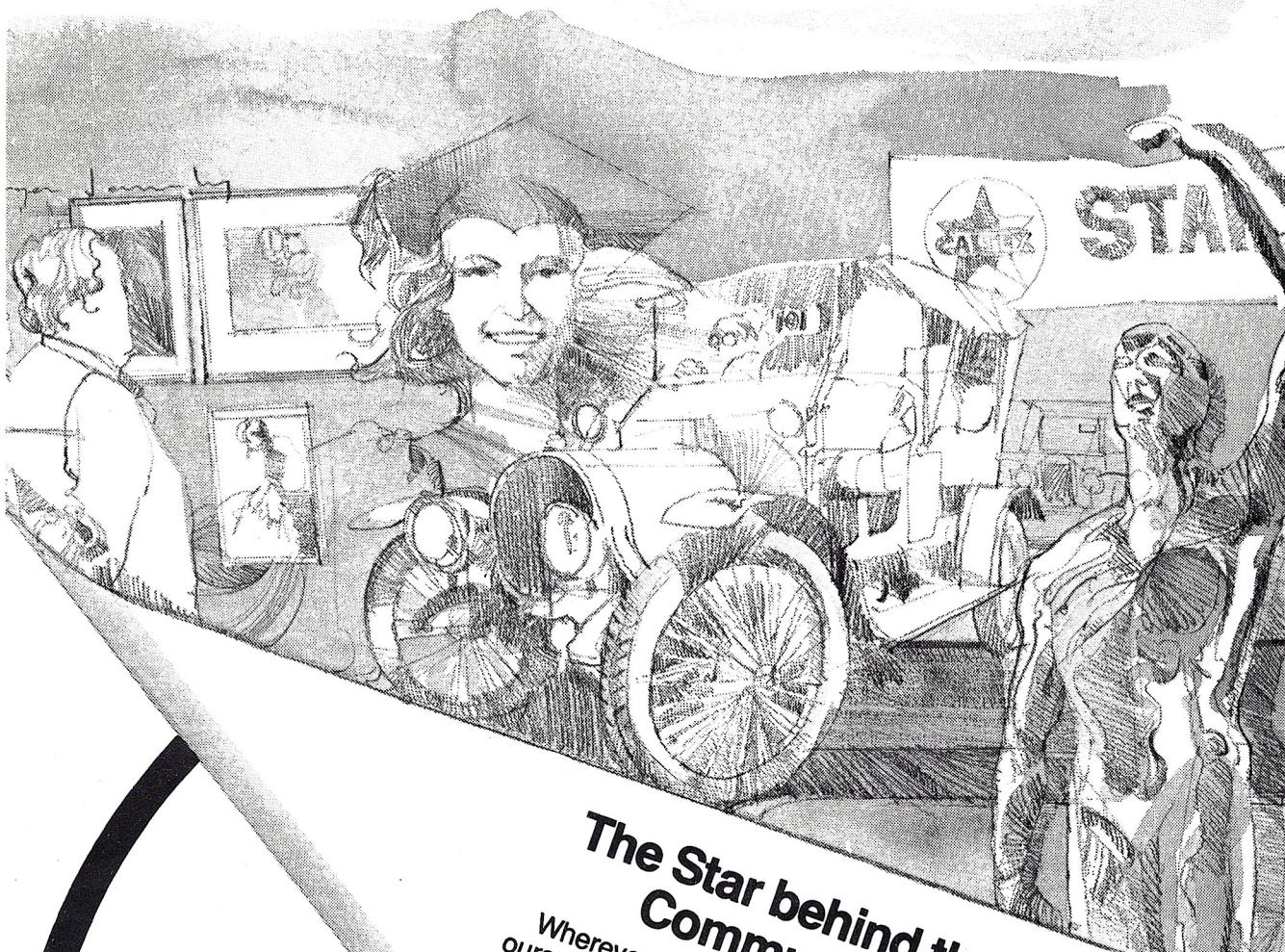
SPIT AND POLISH

APRIL '81

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SPIT & POLISH



PATRON:

His Excellency, the

The Governor of NSW

Sir Roden Cutler,

VC, KCMG, KCVO, CBE

not based on the
more rugged in
size and to
do etc. visibility
never no request

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

Editorial content is the sole opinion of the author and not necessarily that of the club, president or members. All correspondence and editorial material must be submitted in writing and signed. All material accepted is the property of the club and cannot be returned. **April 1981**

Vol. XXII No. 10

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The next meeting of the Veteran Car Club of Australia (NSW) will be the Monthly General Meeting, to be held in the Clubrooms at 8.00 p.m. on **THURSDAY, 23RD APRIL, 1981**. A colour film will be shown by Malcolm Johns, taken by himself during the 1978 International Rally, but giving a brief history of the rally.

EDITORIAL - A JOURNAL

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH, 134 QUEENS RD, FIVE DOCK.

2046.

MINUTES OF THE MONTHLY GENERAL MEETING OF THE V.C.C.A. (N.S.W.), HELD AT THE CLUBHOUSE, 134 QUEENS ROAD, FIVE DOCK, ON THURSDAY, 26TH MARCH, 1981.

Meeting opened at 8.30 p.m.

PRESENT: 63 members and 5 visitors.

VISITORS: L. Selig, Peter Buckingham, Jim Francis, A. Sim, Tony Crabtree.

APOLOGIES: Barry Cliff, Malcolm Johns, Neil Martin, Max Roberts, Cyril Stanbridge, John King, Dick Tunbridge, Jock McGowen, John Corby Esme Lewis, Norm Johnson, Les Johnson, Jack Dance, Bob McCarthy, Jack Godfrey, K. Carden, F. Rossiter and L. Rossiter.

MINUTES OF Read, moved and accepted, John Wards.

PREVIOUS MEETING: Seconded Terry Cook. CARRIED.

ARISING: Nil.

TREASURER'S REPORT: Read, moved and accepted, Bob Baxter.

Seconded Bill East. CARRIED.

CORRESPONDENCE: Received from: - David Armstrong, showing appreciation re our invitation to

attend the Katoomba Rally and advising us of how much he had enjoyed it.

- Victor Jacobs, setting out three complaints on Katoomba Rally, and enclosing a cheque for \$100.00.

- The French Chamber of Commerce re cars for a promotion at Double Bay on 2nd, 3rd May, 1981.

- Minutes of Newcastle Meeting, 10th March, 1981.

- Changes of address from H. Bisely and B.F. Craze, respectively.

- Resignation from Alan Garland. Motion moved by Ken Quarmby, seconded by Allan Foy, that meeting finds nothing offensive in the Secretary's letter and move be made to counsel this member before accepting his resignation. CARRIED.

Minutes accepted, moved Peter Wards, seconded Len Sheen.

CARRIED.

INVESTIGATING AND DATING: Mike Bendeich - 1913 Chalmers - received dating certificate.

Duplicate certificate to Ray Rice on Mike Bendeich's other Chalmers.

SOCIAL EVENTS: Re French Day at Double Bay - 20 cars, at least, have agreed to participate on Saturday, 2nd May, 1981.

President asked for name of member who asked for brass dating plate at Katoomba Rally. (Continued on Page 5....)

Minutes of Monthly General Meeting 26/3/81 (Cont'd.)

BUILDING PLANNING Nil.

& DEVELOPMENT

COMMITTEE:

BUILDING Nil.
MAINTENANCE:

PROPERTY Committee Chairman thanked members for their efforts
FINANCE during Katoomba Rally.
COMMITTEE:

PUBLIC AFFAIRS: Schofields - weekend 28th and 29th March, 1981 - 15 cars will be there.

8 cars wanted for 12.30 p.m. at Town Hall on Tuesday, 7th April, for S.T.C.

CALTEX LIAISON: Nil.

MAGAZINE Nil.
"SPIT AND
POLISH":

REGISTRATION Nil.
OFFICER - PERMITS
TO MOVE:

REGISTRAR: Nil.

LIBRARIAN: Nil.

C.V.V.T.M.C.: Nil.

INUSRANCE: Nil.

PHOTOGRAPHY: Nil.

GENERAL Cars for Anzac Day March will not be required for 1981 but
BUSINESS: will be required for 1982.

Terry Cook thanked Katoomba Rally Committee for liquid refreshments at lunch stops.

Two requests from Canberra for dating certificates.

Meeting closed at 9.30 p.m.

* * * * *

ROSTER ALTERATIONS:CHANGES OF ADDRESS:

HILL, Peter No. 624
 41 Kalakau Ave.,
 Forresters Beach. 2260

BISLEY, H.M. (Max) No. 86
 216 Brokers Road,
 Mount Pleasant, Fairy Meadow. N.S.W. 2519

CRAZE, Bryce F. No. 418
 Brybet Point,
 Princes Highway,
 Tilba Tilba. N.S.W. 2546

JOHNSTON, Neil No. 689
 38 Bimbadeen Avenue,
 Bradbury. N.S.W. 2560

* * * * *

MINUTES OF MONTHLY MEETING OF NEWCASTLE BRANCH HELD AT THE HOME OF BOB & ALMA NEWMAN, TUGGERAH, ON 10TH MARCH, 1981.

MEETING OPENED: 8.35 p.m.

CHAIRMAN: J. Gorton.

PRESENT: 13 members and 4 visitors.

APOLOGIES: W. & M. Holmes, D. Marr, N. Adams.

MINUTES OF PREVIOUS MEETING: Moved by R. Thomas, seconded by J. Riley, that the Minutes of the previous meeting be accepted as read. CARRIED.

TREASURER'S REPORT: The Treasurer reported that the Balance at Bank was \$ 65.80
 Petty Cash 5.60
 Building Society 194.24
 Deposit with Y.M.C.A. 50.00
TOTAL \$315.64

Moved by M. Burke, seconded by G. Newman, that the Treasurer's Report be accepted. CARRIED.

(Continued on Page 7.....

Minutes of Newcastle Monthly Meeting 10/3/81 (Cont'd.)CORRESPONDENCE:

Moved by R. Thomas, seconded by P. Adams, that the Inwards Correspondence be received and dealt with and the Outwards accepted as read. CARRIED.

GENERAL BUSINESS:

Moved by P. Adams, seconded by R. Thomas, that the Secretary write to the appropriate Authority of Singleton Army Camp re an inspection of their Army Display on 11/4/81. CARRIED.

The Secretary was instructed to arrange that motel accommodation at East Maitland be available for the Saturday and Sunday nights of our Annual Tour.

Lyn. Benham gave a resume of the Blue Mountains Run.

FORTHCOMING EVENTS:

Saturday	11th April	Inspection of Singleton Army Camp Display. Secretary will advise details.
Tuesday	14th April	Meeting at Ray Thomas's at 8 p.m.
Tuesday	12th May	Meeting at Don Moffat's at 8 p.m.
Queens Birthday Weekend		Crangan Bay Y.M.C.A. Camp.

MEETING CLOSED:

10.05 p.m.

BRIEF BUT IMPORTANT

Dear Barry,

As I have quite a little time to fill in, I must get some notes off to you. I have been released from hospital these last three days after further adjustments to rear end, this time by a specialist. I think they tried to do a sex change and found the job too much, so sent me home. In a month or so I should be able to ride the Jap better than ever.

I heard a certain member from Tuggerah should read his rules of the road in relation to waving on highway patrol cars. The thumb and fingers should extend in the same line please.

Geo. Adams just won't leave things alone. Not content with cleaning the Studebaker he must change the oil also, then he forgets to prime the oil pump which is higher than the oil. Last seen he was getting ready to line bore a new set of bearings. Oh well, at least you set off for the Mountains George.

Someone asked Lyn Benham how the W.S. like the climb up the hill. "What hill?" says Lyn. These blokes are something else, aren't they? I once heard a local member about to crank Lyn's deluxe ask if he was retarded.

(Cont'd. on Page 8.....)

Brief But Important (Cont'd.)

The answer can't be recorded here. Hope to see Lyn and family on the Singleton Museum Run soon.

Isn't Evelyn Gorton understanding to let John go off for the weekend's rally by himself, so trusting - what a load of misplaced sentiment! I know that before she lets him go she makes him take a large Bromo Selza. Gorto doesn't feel normal till he has been back home for a few days when it wears off. Little wonder John and his mate Barry Thew were well behaved at the Mountains Rally.

\$40.00 per adult for a full weekend accommodation and plenty of tucker as well. This is what the Newcastle Tour is offering this year at Morpeth. If the ruling motel rate is \$45.00 for a double room for one night, this has got to be great value. On the October long weekend entrants should lay in a stock of carbide as another gas light tour is on the programme.

It seems the Barker Research Lab. has had a breakthrough. In an endeavour to find out why R.J. Thomas can laugh in the face of catastrophe, the principal, Prof. Don, visited the Thomas castle on the hill where certain tests were taken which were unsteady in nature. Further tests are required but the reason seems to be that Ray calls flagons "bottles".

Each time our Branch Treasurer takes a holiday with his family we put it to him that he uses our funds. As Don, Audrey and Ross are soon to take a trip to America, Don thought it would be interesting to see how far the branch funds would take him. Result - a half fare children's ticket to Toronto on the Wangi Queen. Sorry Audrey, looks like being a long swim. Hope you have a nice time and bring back a veteran with you.

I hear everyone at Marrs wants to be Captain. Answer is a new boat under sea trials. Another news flash is extra activity at the Red House, seems Riley is restoring again, this time his Austro.

Oh well, I'm off to sit in the salt bath,

Regards to all,

BELT DRIVE BURKE

* * * * *

An elderly matron, driving a car of about the same age as herself, turned too sharply at a road junction and neatly ran over the left foot of a policeman directing traffic. His loud shout brought her to a stop. Helpfully she put the car into reverse and backed towards the officer.

'I knew it!' he roared in anguish. 'Now you've got the other one!'

TRAILER SHEPHERDING

At the March Meeting there was a considerable amount of debate regarding the closeness or following of a Veteran car by an accompanying trailer.

May I suggest that a subtle reminder be published in SPIT AND POLISH that all members using back-up trailers in future be aware of the rule, e.g. that is a marginal distance be allowed between Veteran car and trailer so as to allow overtaking cars to pass in or out of this zone mentioned and the free flow of traffic will be maintained. Plus the safety aspect will be courteously obeyed.

I do believe that the Veteran Car Club has a reputable liaison with the Police and Transport Authorities and whilst ever this relationship exists, it augurs well for us to continue on this basis.

No matter what happens there is always somebody who knew it was going to happen.

- J. WILSON

TENDER VEHICLES

Well, once again our Katoomba Rally has come and gone and as ever, a few complaints have arisen out of tender vehicles following too close to veterans. This is a problem which unfortunately always occurs, but with a little commonsense need not happen.

Often the problem comes about when lady drivers follow in a car which they are not used to driving and have no experience with pulling a trailer.

There are several ways to overcome the problem and the following are offered as alternatives which I have found to work.

First step, obtain a set of route instructions from the starter. This can keep the follow-up driver completely independent of the entrants. If you must follow immediately behind your particular car, leave a minimum 100 metres between you. Preferably, either of the following does not seem to cause many hassles:

1. Let your veteran get up to 30 minutes ahead of you and then drive at a moderate pace until you catch up, then repeat until such time as you arrive at destination.
2. Go ahead of the veteran for several miles, let him catch up and then take off.
3. If you are lucky enough to have a C.B. radio set-up, use it.

(Continued on Page 10.....)

Tender Vehicles (Cont'd.)

This is not meant as a criticism of drivers with trailers, but it is a problem on every rally and after my years of pulling a trailer, the above solutions have proven the simplest for me.

- JAN COULCHER

* * * * *

C.V.V.T.M.C. SWAP MEET

This Swap Meet will be held at
Grace Bros. Car Park, Chatswood,
on SUNDAY, 24TH MAY, 1981
starting at 8.00 a.m.

* * * * *

PUBLIC AFFAIRS REPORT

SCHOFIELDS AIR SHOW

HELD SUNDAY MARCH 29TH 1981

A total of 17 cars attended and enjoyed an entertaining family day out with ideal weather conditions.

List of participants:

Ron Cox	1910 Renault	Bill Spraggon	1908 Renault
Norm Johnson	1913 Ford	Allan Blevins	1910 Wolseley
Mike Bendeich	1913 Chalmers	Jim Eisenhauer	1908 F.I.A.T.
Jim Simpson	1908 B.S.A.	Ian Steer	1915 Ford
Ray Rice	1913 Chalmers	Dick Tunbridge	1917 Ford
Barry Pearce	1911 Ford	Don Steer	1911 Argyll
Geoff Vanstone	1908 Metallergique	Don Steer	1914 Wolseley
John Kay	1912 Austro-Daimler	Reg Jones	1908 Clement Bayard
David Kay	1911 Napier		

Hard luck story of the day goes to the Steer family whose lunch, along with Ian, became "lost" - only to arrive well after lunch time. Of course Don was happy!

Many thanks to all participants.

- MEL POPE

PUBLIC AFFAIRS REPORT

SYDNEY TURF CLUB GOLDEN SLIPPER STAKES
BARRIER DRAW CEREMONY - HELD ON TUESDAY
7TH APRIL 1981

A total of 8 cars attended this procession carrying jockeys and trainers from Sydney Town Hall to the Martin Place Amphitheatre under Police escort, who arranged for green lights all the way.

No doubt our club is in appreciation to the underlisted whose attendance assisted in our fund-raising activities:

Greens Motorcade Museum/George Roberts	1914 Rolls Royce
Don Steer	1914 Wolseley
Jim Wilson	1913 Oakland
Jim Simpson	1908 B.S.A.
Bill McCarthy	1911 VInot
Jim and Iris Cooper	1913 Wolseley
Bill Maunsell	1913 Rolls Royce
Bill Spraggon	1908 Renault

A donation of \$250 will be received from the Australian Turf Club.

Again, our appreciation to all who attended.

- MEL POPE

* * * * *

FORTHCOMING PUBLIC AFFAIRS EVENT:

SATURDAY 2ND MAY, 1981

DISPLAY FOR FRENCH CHAMBER OF COMMERCE IN AUSTRALIA

Cars to assemble in McLachlan Avenue, Rushcutters Bay at 11.00 a.m. sharp for a departure time of 11.30 a.m.

We will then proceed for a 2-mile procession to Double Bay Shopping Centre and then display our cars in Guillefoyle Park, behind barricades until 3.00 p.m. French cars to leave first.

Although shops in the area will be open, we suggest that a lunch be brought.

(Continued on Page 12.....)

Display for French Chamber of Commerce (Cont'd.)

NOTE:

McLachlan Ave. is a one-way street and can be entered by Nield Ave. which is in front of the original stadium site, from New South Head Road.

Remember:

A substantial donation has been offered by the French Chamber of Commerce for our club's participation on this day.

For further details contact:

MEL POPE 521.2821 (H)
237.8222 (B)

* * * * *

COMING EVENTS

CONCOURS DAY - SUNDAY 26TH APRIL 1981

VENUE: Allan & Beryl Blevins
156 Pitt Town Road, Kenthurst. 2154

ASSEMBLY TIME: 10.00 a.m.

Bring your own picnic table and gear. Barbecue trailer will be there for members' use.

#

PRESIDENT'S DAY - SUNDAY 31ST MAY 1981

An outing hoping to start at Rose Bay at 10.00 a.m. for morning tea, then a tour around the waters of the Sydney Harbour and ocean, finishing off with a barbecue lunch.

More information next SPIT AND POLISH.

#

PRESENTATION NIGHT - 6TH JUNE 1981

PLACE: Denistone Bowling Club, Chatham Road, Denistone (West Ryde)

TIME: 8.00 p.m.

COST: \$10.00 per head. (Price includes pre-dinner drinks, 3-course meal. Drinks may be purchased at the bar, cheaper than at hotels.)

(Cont'd. on Page 13....)

Presentation Night (Cont'd.)

'Phone a friend who has not been to a social night for some time and help us celebrate the 25th Presentation Night as a reunion night.

'Phone NOW to ensure your booking.

- Peter or Robyn Wards
871.3871

VETERAN CAR & MOTOR CYCLE 1 & 2 CYLINDER RUN & GYMKHANA -

21ST JUNE 1981

This day will be a small rally for the 1 & 2 cylinders, with the finish to be a venue to be suitable for a small sub-event for all veterans to compete.

It is hoped to start around Parramatta and finish in the Drummoyne area.

- EVENTS COMMITTEE

* * * * *

LETTER TO THE SECRETARY:

I wish to register a strong protest on the way the prestige of our club (the V.C.C.A. of which I am a member and therefore involved) is being lowered to a point of being ridiculous.

Our bulletin, for which we pay, is being used to express one man's (and maybe his friends') haphazard opinions and remarks. The bulletin is supposed to be written to circulate information of dates etc. of events to be held and a "criss-cross" of information that is interesting for everybody who reads it.

If there is any censorship to be made on any member of our club, for whatever reason, this should be discussed with the member concerned by the "responsible" people appointed to do this and then not discussed with other people and not printed in any news bulletin at all; especially not with sarcastic, mean, spiteful, petty, pompous, derogatory remarks which only incense the majority of members and make them feel ashamed to be associated, through their club, with such happenings and will 'phone the person or persons "copping the flak" to apologise and disassociate themselves with what has been written or what has been done.

This is a very humiliating experience on both sides and should not have to happen. Sure a little bit of fun is really great - why not? My mind goes back to "Don's Steering Column" - what a fun page or so that was.

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

Letter to the Secretary (Cont'd.)

Little snippets of information on this and that and these and those, a real fun gossip column if you wish, but done without the slightest touch of malice and enjoyed by everybody; but of course this is where the personality of a man shows through in his writings.

In closing, a request is made: that this letter be published in our bulletin (THE SPIT AND POLISH) so that those numbers of people who have said to me "Why not write a letter to the Secretary" will read that I have done so. I would like to caution the editor or editors about changing any presentation of what I have written and to publish it in its entirety.

Yours sincerely,

- JAMES W. EISENHAUER

* * * * *

LETTERS TO THE EDITOR:

At the recent Blue Mountains Rally I was lucky enough to win a Bosch DU4 magneto in a raffle.

I would like to thank Max Chapman for donating the magneto, which was reconditioned by him to better-than-new condition and would also like to thank Barry Thew and John Gorton for their persuasive effort in conducting the raffle.

Yours truly,

- FRANK NISSEN

Dear Sir,

Firstly this is not a complaint, so Mr. B. will not be getting his pound of flesh.

Members from our branch, who took part in the Blue Mountains Tour, ask that in future would a list of entrants and their cars be made available at the start of the rallies.

Some of us, who are unable to attend outings regularly held in Sydney, have some difficulty in keeping up with the changes of car ownership, change of colours and the appearance of some cars which only come out at irregular intervals. This created quite a few embarrassing situations when it was found that discussions were being held with the wrong bloke or about the wrong car.

Thanking you,

- GEORGE ADAMS

LETTER TO THE MEMBERS:

Dear Members,

On behalf of the Finance Committee I would like to express our thanks to those many members who assisted with the auction on Sunday, 5th April. These thanks extend from the people who assisted at the auction, those who bought the items, those who donated items, those who allowed us to dispose of items on their behalf, the willing wives for allowing the husbands the time to help out, to the operators and staff of our mobile canteen and the children who helped pack and clean up.

To all those who helped to make this day a success may we say thank you very much for your assistance.

Yours thankfully,

- BARRY T. THEW

* * * * *

A FINGER IN THE DYKE'S

(Being a random selection of useful hints and suggestions from Dyke's Automobile and Gasoline Encyclopedia, Ninth Edition, 1919).

Back Lash. Non-reversible steering gears usually have a certain amount of back lash to allow the wheels to follow ruts without side resistance on the tyres.

Keep Radiator Full. When the cooling fluid is kept in motion by thermo-syphon action it is quite important that the radiator be kept reasonably full in order that there be a back resistance to aid in forcing the water forward. It is good engine care to frequently add a little cold water, instead of waiting for the engine to knock for water, especially in summer.

To get a Locked Car Home. When the drive wheels are locked from breakage in the differential or the universal joint you can haul the car home by removing the keys that hold the rear wheels to the axles (if a Ford) and allow them to turn freely. Be sure to grease them well.

That Harsh, Grating Sound. When an amateur driver shifts his gear, the excess of sound makes an expert smile. To shift gears noiselessly, release the clutch to its fullest extent, then push the change gear lever with a quick jabby motion until the gears go in. Do not slowly push the lever into position. This causes the teeth of the gear wheels to strike and be thrown back, and each approach repeats the noise. The expert endeavours to secure co-ordinate speed of the gears before trying to throw them into mesh.

* * * * *

1981 WESTERN TOUR

The 1981 Western Tour will start from outside the Prospect Hotel, Great Western Highway, Prospect, at 9.30 a.m. on Saturday 16th May, 1981.

Members taking part are as follows:

R. Newman	1914 Talbot	P. Wards	1916 Hupmobile
N. Preston	1913 Talbot	J. Sandy	1914 Hispano-Suiza
R. Baxter	1912 Calthorpe	W. Burrows	1913 Hispano-Suiza
M. Chapman	1913 Wolseley	F. Nissen	1915 Cadillac
D. Steer	1914 Wolseley	N. Martin	Modern
G. Adams	1918 Studebaker	R. Coulcher	Modern
R. Hobson	1912 Ford T		

The group will be staying at the following motels:

16.5.81	Atlas Motel	Bathurst	(063) 31.5055
17.5.81)	Telford Plainsman Motor Inn	Forbes	(068) 522.466
18.5.81)	Country Comfort Motel	West Wyalong	(069) 7212.897
19.5.81	Mid-Town Motel	Narrandera	(069) 59.2122
20.5.81)	Cherry Blossom Motel	Young	(063) 82.1699
21.5.81)	Atlas Motel	Bathurst	(063) 31.5055
22.5.81			
23.5.81			

Country members and members of other Car Clubs are most welcome to contact us at the above towns.

- FRANK NISSEN

Accommodation Officer for Tour.

* * * * *

"A JUDGE IN THE HAND....."

Each year a number of cars are nominated for judging at the CVVTMC Annual Display Day to compete for the concourse awards. To determine the winners a group of enthusiasts from different clubs pool their expertise and judging experiences. What are they looking for in these cars? What guidelines do they judge by?

To win a judging award at Club or higher levels is a recognition of restoration and preservation efforts. The competitive nature of the events leading ultimately to better restorations and thus upholding the primary purposes of the historic car movement.

Not every owner wishes to prepare and present a "show" car, but restorers should be striving to have a car which meets the basic standards of restoration and preservation, and if this is done well then you're halfway to

(Cont'd. on Page 17

"A JUDGE IN THE HAND....." (CONT'D)

not only a pleasant "go" car but also a potential "show" car.

In such a "show" vehicle the judges are looking for authenticity, workmanship and maintenance, the standard for comparison being the condition of the vehicle when it was brand new. Now most of today's judges do not have strong contemporary memories of pre-World War II cars, indeed many hadn't even been born when the cars were current models. Yet, by observation, research, questioning and plain practice and comparison they can fairly astutely judge even the oldest vehicles.

The procedures for judging are simple. Judges use standard judging score sheets to record deductions of points for faults, each vehicle being inspected by a team, or several teams if many cars are involved, each team looking at specific sections, e.g. Interior, Engine, Underside etc. Each vehicle is judged on its individual merits, the identity of the winners not being ascertained till all vehicles have been judged. Judging forms are retained by the Chief Judge, but at Club level judging owners are free to ask judges about faults etc.

Now to the basic:

Authenticity.

Items should be those that might have come from the factory when the vehicle was originally built. Reproduction items are acceptable if exact in detail and material.

It is the owner's responsibility to research and document authenticity - sales receipts, Owners Manuals, Shop Manuals, Sales Catalogues, photographs etc. No judge is completely versed in the components of thousands of makes and models, if in doubt the judge will enquire of the owners or representative. A good explanation may suffice, the judges carefully considering anything that the owner shows or says, but documentary verification would be better. The exchange of information on questionable items will mean that judging will be more rewarding and educational for all parties. Note, however, that judges will not deduct points for authenticity unless they are certain that an item is not authentic.

A basic list of some authenticity exceptions:

Safety glass for plate glass.

Vinyl upholstery and top materials for rubberoid or imitation leather, providing the pattern and colour are appropriate, real leather may not be substituted if non-original.

Nylon cut pile carpets for wool cut pile carpets, providing colour and pattern are appropriate.

Turn signals and seat belts neatly installed in a manner attempting to blend with the overall appearance of the vehicle.

Modern manufacture batteries and tyres of proper size and colour.

Modern fire extinguisher neatly installed.

Accessories must be contemporary with the era of the vehicle.

(Continued on Page 18.....)

"A JUDGE IN THE HAND....." (CONT'D.)

Most common authenticity errors, resulting in deductions:

Radiator core, water hose and hose clamps, fuel systems, plastic wiring, plastic tape, lubrication fittings, plating (chrome for nickel), boltheads with modern markings, accessories, striping, upholstery and top materials, floor mats, carpeting.

Workmanship.

Remembering that the condition is to be "as new when delivered by dealer" when controversies arise when restorations have a finish that is better than what may be considered to be original delivery appearance. Over-restored vehicles are not penalised for such workmanship if it is of good quality, but penalties may be considered under various aspects of authenticity, e.g. paintwork, plating etc.

Most common deductions for workmanship:

- paint - poor preparation, orange peel, chips, scratches, cracks, dents, rust pits, poor striping.
- upholstery and top materials - wrinkles, sag, uneven seams, chalk marks.
- body items - alignment of doors, bonnet, boot, radiator shells, mudguards.
- plating or brightwork - hazing, blooming, dents, streaks.
- firewall - poor finish, holes without functions.
- careless wiring; oil and petrol leaks, bad welds; unfinished chassis; bad woodgraining; cosmetic restoration - repaint without attention to other details.

Maintenance.

The cleanliness and presentation of authentic, carefully restored vehicles can make or break a close result. Close attention should be paid to the deterioration of mechanical items, materials and finishes. Excess oil and grease, accumulated dirt and rust result in deductions, as do worn parts and missing fittings, e.g. split pins. Normal road dirt and minor details resulting from the drive to the judging venue will not cause deductions.

Some general points for consideration (there will be exceptions to these statements, this is where documentation for authenticity is important, verified differences make the next judging and maybe another restoration that little bit easier):

- metallic paint available after November 1st 1927 (USE) - if used on pre-WW2 cars, owner should provide documentation.
- bolts should have smooth heads, no hardness markings.
- lubrication fittings should all be of the same type, of the car's era.
- front tyres must match, rear tyres must match, size to be in keeping with the era and type of vehicle.
- electric fuel pumps should not be seen on early vehicles.
- nickel commonly used from 1911-13 thru to 1930. Chrome first used on 1925 Olds., some others experimentally in 1926.

(Continued on Page 19.....)

"A JUDGE IN THE HAND....." (CONT'D.)

Antique Automobile Club of America accepts 1927 as year of common use. Some cars nickel plated 1928-29 and some parts in 1930.

- pedals should be painted, if rubber pads fitted these should be free of wear.
- all instruments and switches on instrument panel to be installed and clear.
- upholstery on veteran and vintage cars, at least, should be over springs, horsehair and/or flock-type filling, not sponge or foam, as this "squares off" the material at the pleats.
- curved radiator hose did not come into existence until the 1930's, before then metal water pipe was bent to shape and straight pieces of rubber were used, hose clamps to be of car's vintage.
- sealed beam headlights prior to 1940 need verification.
- door handles, winders and windscreen wipers to match.
- floor coverings - not worn, no loop pile carpet pre-WW2 at least.

This then is what the judges are looking for, the vehicle that best conforms to the highest standards of restoration in both authenticity and presentation. The judges themselves are volunteers, they don't profess to know all about each car, to achieve perfection in their judging. Rather, they take the guidelines outlined above, mix in some experience and training and turn out a "hobby within a hobby" where the icing on the cake is their pride in judging the top cars.

To the restorers - if you've worked hard on your cars the judges will recognise it.

To the judges - if you've displayed the skills of good judging the owners will respect it.

To everyone else - if you'd like to know more about being a judge, enquiries are most welcome. Contact Ron Nyman, C/- P.O. Box 230, Broadway, 2007.

- JENNIFER TWEEDIE

Vice President, CVVTMC

(Acknowledgement to articles by Ed. Beauchamp, National Judge Training Director, and Henry Krusin, Vice-President Class Judging, both of the antique Automobile Club of America, printed in the "Antique Automobile", July 1979 and May 1980 respectively.)

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