

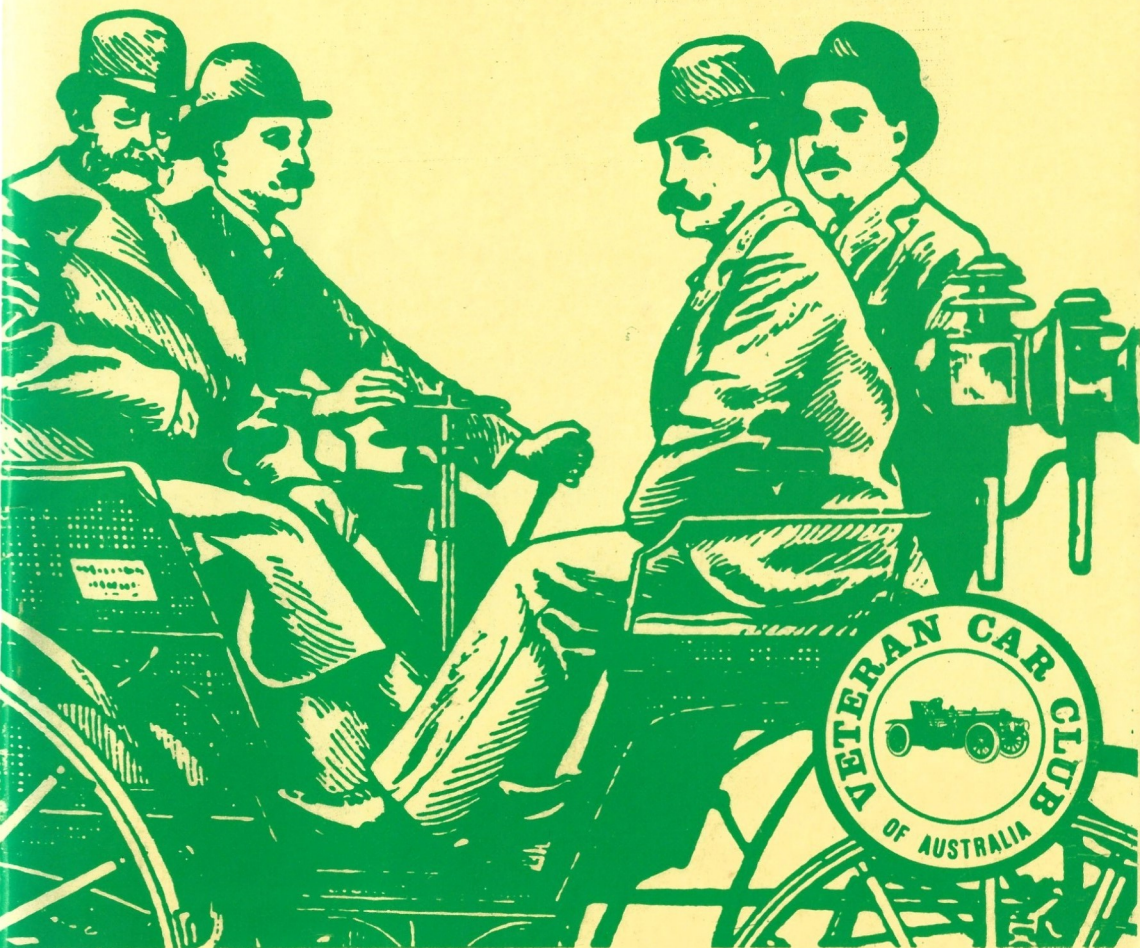
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

# SPIT AND POLISH

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Nov./Dec. 1985 Vol. XXVII No. 5



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. 5

NOVEMBER/DECEMBER 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,  
NOVEMBER 28, 1985.*



*Editorial**Comment*

November/December issue of *SPIT AND POLISH* means that as there is no December meeting due to Christmas, the next issue will be in January 1986.

There has been considerable veteran motor-in activity over the past month, as reports on 1 & 2 Cylinder Motoring from Bundanoon, President's Report on Bridgestone Day, Brief But Important and 25th Anniversary Tour - Newcastle, all relate.

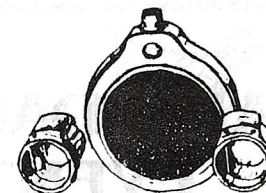
Just to conclude the nostalgia of 1958 Blue Mountains Rally, the reverse side of the Broadsheet appears this month, so you can read who and which cars took part.

Hints and Don'ts from an Oldsmobile Instruction Book makes amusing reading - taken from Bryan Inder's copy.

Details of important future events are announced and information on Registration and Insurance appears on Page 8.

I wish all my readers of *SPIT AND POLISH* a Merry Christmas and a Happy New Year.

- SANDY ROBERTS

*President's Message*

The initial draft of new rules required under the Act of Incorporation of our club is now ready for perusal. It is hoped we will be able to approve and return them to Malcolm Johns within the month. His firm can then proceed to complete all legal work and have our club incorporated within a few months.

Sixteen cars braved the elements and turned out at the Motor Show and had a good day. The weather, apart from one shower, was fine and our involvement with Bridgestone proved profitable for the club. The Concourse D'Elegance was won by that very "showy" De Dion Bouton belonging to Ann and John Simmons. I am sure the bottle of champagne and \$300 prize money was well received.

Strong competition for the Most Appropriately Dressed Couple gave our judge a very difficult task. After a lot of careful consideration Mary Murray awarded the bottle of champagne and prize money to Sandra and Max Roberts.

It was the first occasion I can remember that our club has conducted a "Dress" competition such as this and judging by its popularity it should become an annual event.

There has been further significant progress on the building since last month. The electrical wiring is now seventy per cent complete and John Corby has completed more of the carpentry work required to frame and hang doors etc. We are urgently in need of people with a carpentry background to assist with fixing out the building.

We also need general hands to hold ladders, hand out nails and sweep up etc. If you are willing to help, please ring me on 522.9661 and your assistance will be surely appreciated.

- BOB BAXTER  
President

# CALENDAR OF EVENTS



<u>1985</u>		
December	1	(SUNDAY) CHILDREN'S CHRISTMAS PARTY (Booked out)
December	7	(SATURDAY) MEMBERS' CHRISTMAS PARTY (Details page 5).
<u>1986</u>		
January	12	MOTORFEST, the Rocks. Details Roly Coulcher
January	18	(SATURDAY) NEWCASTLE/SYDNEY PICNIC DAY at Gosford. Details George Adams (049) 488 140.
January	22	(WEDNESDAY NIGHT) CHAUFFERING VISITING AMERICANS, Regent Hotel to Opera House, (Details page 6).
January	26	(SUNDAY) AUSTRALIA DAY FESTIVAL (Details page 6).
February	22	AUSSIE/WESTERN NIGHT (Details page 7).
March	16	VETERAN & VINTAGE DISPLAY DAY Gledswood Winery, Old Hume Highway, Catherine Fields. More details later.
March	23	CLUB AUCTION DAY
April	25/26/27	ANZAC LONG WEEKEND - BLUE MOUNTAINS TOUR (Blackheath)
May	10-17	RALLY TO MERIMBULA & HUB TOUR WITH VICTORIAN CLUB
September	14-19	THIRD NATIONAL 1 & 2 CYLINDER RALLY - WANGARATTA

## CHRISTMAS DINNER



DATE: Saturday, December 7, 1985  
TIME: 7.30 p.m. for 8.00 p.m. start  
PLACE: Home of Bob & Elizabeth Hobson  
 16 Fiona Road, Beecroft  
COST: \$20.00 per head for 3-course catered  
 meal (including drinks)  
BOOKINGS: Lyn Martin 632.5047  
 Noelene Thomson 651.2247

(All monies to be paid by November 28, 1985)

ONLY FEW PLACES LEFT!!



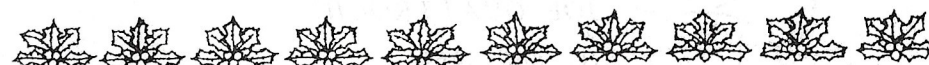
## CHRISTMAS CARDS ON SALE AT NOVEMBER MEETING

\$3.00 for 10

Proceeds to Building Fund

If you require cards and will not be at the meeting contact

RON COX - B. 560.5070  
 H. 642.2885







# NOTICE

A generous donation is available to the club if we can have 15 or more cars (veteran or vintage) to drive visiting Americans - from Regent Hotel to Opera House,

on WEDNESDAY NIGHT

22ND JANUARY 1986

at 7.00 p.m.

*This event will not be of a long duration so please contact:*

JOE QUATTROCHI

B. 666.5464

H. 666.6107

*We want an impressive turnout for this night.*

[illegible]

AUSTRALIA DAY FESTIVAL

SUNDAY, JANUARY 26, 1986

*The organiser of this event has given extensive donations to help our clubroom, so it would be showing our appreciation if a good showing of cars participated.*

ORMOND SCHOOL

DUFFY AVENUE, THORNLEIGH

*Cars required from 3.00 to 6.00 p.m.*

*Contact:*

JOE QUATTROCHI

B. 666.5464

*H. 666.6107*

## Fund-Raising Social for Building Fund

WESTERN NIGHT B-B-Q

(Including special attractions)

for Members and Friends

(make up your own group)

DATE: SATURDAY, FEBRUARY 22, 1986

TIME: 6.00 p.m.

PLACE: 8 DAVEY ROAD, DURAL

**COST:** \$25.00 per Family  
\$10.00 a Single

(Wine and soft drinks included -  
B.Y.O. other drinks)

BRING: Own table and chairs

BOOKINGS:

Lyn Martin - 632.5047

Noeline Thomson - 651.2247



REGISTRATION & INSURANCE

This year D.M.T. charge includes 3rd Party Personal Insurance at a cost of \$45.00  
 Club levy 2.00  
 TOTAL FOR REGISTRATION \$47.00

INSURANCE

The G.I.O. is anxious to depart from 3rd Party Property Only Insurance, so this has been increased from \$15.15 to \$25.15 this year.

You may have full comprehensive insurance at very competitive rates:

Insurance for less than full value at \$4.00 per \$000 + stamp duty

= 5,000 cover, total cost	\$23.72
10,000 " " "	47.22
15,000 " " "	70.72

OR: Insurance for full value cost \$2.00 per \$000 + stamp duty

= 5,000 cover, total cost	\$13.72
10,000 " " "	27.22
15,000 " " "	47.72

This must be the best way to go.

If you wish to have Comprehensive Insurance, contact:

PETER HILAN of G.I.O.  
 Domestic Insurance Division  
 50 Clarence Street  
 Sydney  
 Or 'phone: 268.3774

Further information:

VIC JACOBS - 922.2999

- MAX ROBERTS

\* \* \* \* \*

1 & 2 CYLINDER MOTORING FROM BUNDANOON

The first week-end in November, which coincided with the famous "Brighton Run" in England, was the date for a small gathering of 1 & 2 Cylinder enthusiasts.



John and Ann Simmons efficiently organised accommodation, dinner and lunch for us all plus route instructions for two runs suitable for the little cars.

Bundanoon, "A Tidy Town" as the welcoming sign post announced, proved to be an excellent venue. The first afternoon run through lovely green countryside to Sutton Forest, where a stop at the Royal Hotel was made for lunch/afternoon tea. Then before the rain and mist finally closed in, all headed back to Bundanoon. The evening meal was enjoyed with a log fire burning at Killarney Motel Restaurant.

The next morning - still foggy, and I'm afraid raining - saw the cars and bikes start off at 10 a.m. for a run to Fitzroy Falls. Due to the inclement conditions the decision was made to shorten the round trip route and return by the same road to Bundanoon. As soon as the run was over the sun came out!!! B.B.Q. lunch was enjoyed by all - then cars on the trailers, and homeward bound.

Those who attended:

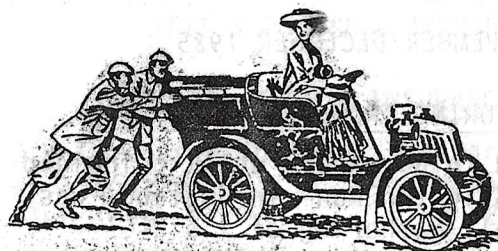
JOHN & ANN SIMMONS	DE DION	1903
JOHN & ANN SIMMONS	NAPOLÉON	1902 (Driven by Steve & Gay Primer)
GEOFF & ANNA SIMMONS	DELAGE	1909
STAN & MARJ. RUMBLE	REO	1905
BRYAN & KAY Inder	OLDSMOBILE	1903
DON & COLLEEN LIDDLE	NEW HUDSON	1912 M/B
NORM & MARGARET GULLICK	DOUGLAS & SIDECAR	
MAX & SANDY ROBERTS	MODERN	
MALCOLM JOHNS & DEBBIE	MODERN	
PHIL BAGNALL (ON SUNDAY)	DRIVING BACK-UP CAR & TRAILER	

It was great to see the Oldsmobile on the weekend - keep rallying Bryan. Interestingly all the cars present were 1-cylinder, the only 2-cylinder vehicle being a motor bike.

Well done, John and Ann, for a week-end catering for the 1's and 2's, where the drivers didn't have to worry about steep hills and trying to keep up with the 4's, 6's and 8's.

- SANDY ROBERTS





### VETERAN MOTORING IN AUSTRALIA

That there are veteran cars "on the roads" in Australia today is remarkable and the more so since many that you will see in this Golden Fleece Invitation Rally from Sydney to the Blue Mountains and back were the first of the few which led to the millions of cars which make life easier today.

Motoring was officially acknowledged in 1896 when the "Light Locomotives on Highways Act" gave the freedom of British roads to the automobile. Earlier, in accordance with the law, it was necessary that a mechanically propelled vehicle be preceded on a public road by a person on foot carrying a red flag. These locomotives of the day were to be accompanied by three persons and were to be held under four miles per hour on the open road and at two miles per hour in built-up areas. 1896, therefore, saw celebration in the nature of the famous London to Brighton Emancipation Run. It became an annual event and led to the formation in 1930 of the exclusive and world famous Veteran Car Club of Great Britain.

In other countries of the world veteran cars bear such colourful names as "Horseless Carriage Club", "Antique Car Club" and the like. In the United States of America the great Glidden Rally, an annual, measures 1,000 miles.

In Australia Veteran Car motoring had its beginning when South Australia formed the first club in 1934. Some years later New South Wales followed and then in 1954 the Veteran Car Club of Victoria was formed. Tasmanian enthusiasts re-formed their club in 1956 and Queensland in 1957.

The Veteran car in Great Britain is one manufactured prior to the end of 1905; in Australia those cars built before the 31st December, 1916, qualify and obviously the enthusiasm of members in finding and restoring vehicles will hold that early dating for many years to come.

The preservation of the veterans is a fine ideal and club members justifiably take great pride in their classic cars. To assist in the display of cars before the public and in the running of rallies traditionally in line with the Club of Great Britain, H. C. Sleight Limited gladly offered sponsorship and co-operation to the clubs in all of the States. Over recent years by the conduct of rallies across Tasmania, from Adelaide into the lovely Barossa Valley, from Brisbane to the popular Gold Coast, from Melbourne to Ballarat and from Sydney to the Blue Mountains, the magnificent cars of the veteran era have been seen by thousands and thousands of people — they are evergreen.

While 2-day rallies and also the one day "Capital City to Brighton" runs in each state are all important events in the Australian motoring calendar, greater importance to veteran motoring in Australia attaches to the conduct by clubs in turn of the "GOLDEN FLEECE" INVITATION RALLY. New South Wales is the host Club this year. Its invitation has attracted spectacular vehicles from the other states. We hope these fine veterans delight you as they do their owners.



### INVITATION

The Veteran Car Club of Australia invites all people interested in the preservation and restoration of veteran motor cars to contact —

Club Secretary: W. DALY

Address: Room 10, 5th Floor,

19 Bridge Street, Sydney

Phone RU 6083

## Golden Fleece Blue Mountains Invitation Veteran Car Rally Entrants 1958

No.	Name	Make of Car	No.	Name	Make of Car
1	Clisby, H. W. (S.A.)	1902 1-Cyl. Crestmobile	42	Vanstone, J.	1908 4-Cyl. Metallurgique
2	Perdriau, E. B.	1908 1-Cyl. Le Zebre	43	Wagener, C. L. (S.A.)	1916 4-Cyl. Studebaker
3	Lober, K. B.	1901 1-Cyl. Oldsmobile	44	Caskey, J.	1911 4-Cyl. Berliet
4	Cuthbertson, B. T. (Tas.)	1907 1-Cyl. Reo	45	Nutt, K. N.	1912 4-Cyl. Crossley
5	Rose-Bray, A.	1908 1-Cyl. Brush	46	Perdriau, K. H.	1913 4-Cyl. Benz
6	Sims, E. (Old.)	1905 1-Cyl. Reo	47	Royce Gregory	1906 4-Cyl. Overland
7	Williams, R. M. (S.A.)	1906 2-Cyl. Alldays & Onions	48	Thompson, P. M. (S.A.)	1912 4-Cyl. Benz
8	Wien-Smith, P. (S.A.)	1904 1-Cyl. De Dion Bouton	49	Moss, K.	1910 4-Cyl. Panhard Levassor
9	Masser, L. F.	1903 1-Cyl. De Dion Bouton	50	Cooper, E. H. (S.A.)	1914 4-Cyl. Fiat
10	Garwood, J.	1912 2-Cyl. Renault	51	Markoff Bros. (Vic.)	1911 4-Cyl. Ford T
11	Palm Sales, (Qld.)	1905 1-Cyl. De Dion Bouton	52	Williams, G.	1914 4-Cyl. Siddeley Deasy
12	Whatmore, W. (Qld.)	1906 2-Cyl. Star	53	McGowen, F. N.	1910 4-Cyl. Armstrong
13	Williams, G.	1909 2-Cyl. Renault			Whitworth
14	O'Meagher, L. C.	1912 2-Cyl. Renault	54	Mahon, L. G. (S.A.)	1915 4-Cyl. Ford T
15	Green, G. W.	1910 2-Cyl. Clement Bayard	55	Culley, L. M. (S.A.)	1912 4-Cyl. Flanders
16	Reeves, N. V. (G.B.)	1904 2-Cyl. Darracq	56	Andrew, J.	1912 4-Cyl. Crossley
17	Hope, D. L.	1904 2-Cyl. Clement Talbot	57	Mort, C.	1912 4-Cyl. Ford T
18	Turner, J. A.	1908 2-Cyl. Bedelia	58	Myers, A. J.	1911 4-Cyl. Argyll
19	Green, G. W.	1904 2-Cyl. Reo	59	Burton, G.	1911 4-Cyl. Napier
20	Crampton, R. J. (Qld.)	1906 2-Cyl. Reo	60	Frost, A.	1912 4-Cyl. Ford
21	Osborne, T. M. (Qld.)	1900 2-Cyl. Steam Toledo	61	Dunbar, E. G.	1913 4-Cyl. Minerva
22	Buchanan, W. A. (Vic.)	1911 4-Cyl. La Buire	62	East, W. H.	1915 6-Cyl. Studebaker
23	Rewell, A. (Vic.)	1912 4-Cyl. Trumbull	63	Ball, T.	1912 4-Cyl. Ford T
24	Osborne, T. M. (Qld.)	1908 4-Cyl. Waverley	64	Standard Motor Co	
25	Barker, W.	1912 4-Cyl. Metz		P/L (Vic.)	1906 6-Cyl. Standard
26	Deahn, R. K.	1908 4-Cyl. Austin	65	Green, G. W.	1912 6-Cyl. Franklin
27	Hale, A. (Old.)	1910 4-Cyl. F.N.	66	Green, G. W.	1912 4-Cyl. Star
28	Green, Miss S.	1910 4-Cyl. Austin	67	Nicholson, W.	1914 4-Cyl. Ford T
29	Dunshea, A. (Old.)	1912 4-Cyl. Rover	68	Klein, Mrs F. J.	1912 4-Cyl. Austro Daimler
30	Leresche, L.	1910 4-Cyl. Hupmobile	69	Bryson, C. L.	1911 4-Cyl. Empire Eagle
31	Sim, G. S.	1914 4-Cyl. Renault	70	Marsland, E. B.	1910 4-Cyl. Napier
32	Clement, R. T.	1913 4-Cyl. Sunbeam	71	Garrett, A. (G.B.)	1907 6-Cyl. Rolls-Royce
33	Masser, J. M.	1911 4-Cyl. Hupmobile	72	Farrell, R. M.	1914 4-Cyl. Fiat 3A
34	Yabsley, E. A.	1910 4-Cyl. Clement Talbot	73	Green, G. W.	1910 6-Cyl. Rolls-Royce
35	Roberts, J.	1912 4-Cyl. Calthorpe	74	Scott, D. J. (S.A.)	1911 6-Cyl. Napier
36	Daly, W.	1908 4-Cyl. F.L.	75	Green, G. W.	1911 6-Cyl. Rolls-Royce
37	Campbell, G.	1908 4-Cyl. Argyll	76	Holmes, W. Macd.	1912 4-Cyl. Vauxhall
38	Green, G. W.	1905 4-Cyl. De Dion Bouton	77	Parker, C. C.	1911 4-Cyl. Martini
39	Hall, E. L.	1913 4-Cyl. Minerva	78	Simpson, J.	1909 4-Cyl. B.S.A.
40	Hill, R. A.	1911 4-Cyl. Hupmobile	79	Kennedy, F.	1909 6-Cyl. Daimler
41	Lipsham, D. G. (S.A.)	1910 4-Cyl. Renault			

Don't miss these . . .

## 79 VETERANS

Just look at the colourful list of entries. Imagine seeing cars 57 years old, undertaking the gruelling test from Sydney to Katoomba and return. Here is a sight the whole family will never forget. Don't disappoint them, see the veterans on the Parramatta Road and Western Highway on Saturday or Sunday, or watch them finish on

SUNDAY, at 3.15 p.m.

at

CENTENNIAL PARK (Grand Drive, below Oxford St. entrance)





## THE 25TH ANNIVERSARY TOUR - NEWCASTLE



We had 23 starters - should have had 25 but John Hughes sold his Ford and Alan Blythe had to withdraw owing to a family illness.

The weather, as arranged, was ideal - sunny but not too hot. Accommodation was good as usual and the meals much too plentiful.

The prize-winners on the Sunday were:

- 1st Don Moffat in the Studebaker. This was just to show that his previous win in the Metz was no fluke.
- 2nd Dick Tunbridge in the Ford T. He won 1st prize last year.
- 3rd Graeme Newman in the Talbot.

Navigator's Prize was won by Gina who navigated for Graeme.

Hard Luck Trophy was won by Ray Thomas in the Model T. Everything happened to it but he made the whole trip.

John Hughes' mother made us a lovely 25th Birthday Cake which was car decorated and the Conference Centre chef also made a decorated sponge Birthday Cake. No wonder we all put on weight.

Jack Dance and Fred Burge came but unfortunately not in "Tillie" as Jack didn't feel up to the drive this time.

Keith Carden's Clement Bayard didn't want to do the run so it developed magneto trouble before the start and John Simmons' De Dion started but finished on a trailer, lack of compression or something.

Peter Adams and Chris Duncan gave a short piano-violin concert after the Sunday night dinner. The Adams' Studebaker broke a universal joint which necessitated a quick trip to Mt Hutton for a replacement, so George missed the luscious afternoon tea that was had at Sketchley Cottage at Raymond Terrace.

Reg Jones had a puncture or two in the Clement Bayard, as did Ray in the Model T.

BRIEF BUT IMPORTANT.....

Dear Sandy:

I feel a little out of touch with Newcastle, having missed the tour again this year to go to Parkes for the Historic Motor Cycle Rally. This turned out most enjoyable, except for my back giving out on the second day's run.

Pleased to meet up again with Ken Moss and Len Masser, this time on Commy Velo and an FN which shed its spark (this was repaired later when someone found some points).

First day's run went out through Bogan Gate to Trundle and I got away with the first starters, engine ticking away nicely with the belt pulley screwed right up tight.

Overtook a couple of slow sidecarists who were still adjusting the passenger into the best spot and just as I decided to slip around them, the engine cut back to one cylinder. This always happens when the extra air tap vibrates open and a quick dive under the tank turns it off, as long as you miss the spark plug tops you can fix it before the oncoming traffic runs you down.

Unfortunately there are only four veteran machines in a field of 146 and one of these seems to have lost track of its birth date but they seem to bring about lots of discussion at the stops as to why people don't use the older bikes. We have heard all the reasons before and they are the same excuses except the one about the beaded edge tyres won't wash any more thanks to BETCO.

George Edwards from Albury had built a small gearbox into his veteran Bradbury and the lad on the Rudge Multi could open the pulley for easy starting. The Bradbury must be a little different to ride in than the veteran Daimler but now with the gearbox at least George need not run and jump so long as he doesn't lose the kick starter too often.

Sunday's run was first to Forbes then to the ancient sandhill winery where the sandy track and the pot holes sorted the men from the boys. As we were having a cup of tea and the winery being discussed, an unusual aeroplane strafed us. Ron Cook advised me as to its being an ultra light mocked-up to resemble an early Curtis. It certainly looked the part.



Later, somewhere further on, the gear change rod parted company on the carbine sending it into low gear at about 50 mph, fortunately without damage to machine or rider. This was repaired with help from Chrissy Marr using the tried and tested fencing wire.

Couldn't get the animal to start too well after lunch but discovered the air bleed open again, no doubt due to the unexpected vibration of engaging low gear. Those three speed hubs must be stronger than I thought.

Final dinner at Parkes Club and a chance to see who won the prizes. Load up next morning and down to the Museum to say goodbye to our friends till next year.

Max Jnr. full of zest to get on with his own bike for next year. Joan, who had been on Max Jnr's pillion for the run, happy that she hadn't been spilt and me wondering if I can get a corset for next year.

Regards,

- BELT DRIVE MAX

\* \* \* \* \*

### SOME OBSERVATIONS OF CLUB ACTIVITIES

Notwithstanding some faulty running, culminating in a complete short circuit on the part of the mail sorters, I received my copy of SPIT AND POLISH on the day following the October meeting, rather than on the Monday preceding the said meeting. It made my day for me, as by such a mail delivery I had retained my contact with the 'outside world'. Members who can retain club and social contacts on the 4th Thursday each month will not really appreciate fully what I experience.

Remember, always, that when in such isolation one tends to emulate the sailor's cocky which did not say much, but thought a 'heck of a lot'.

Reading through the magazine gave me food for thought. The Japanese Week Festival for a start. Firstly, it did not really start. A non-event. (Did the President's Japanese acquaintance field the ARROW?) The 'event' attracted a following of 7 vehicles! Remarkable!

Or perhaps the club was requested to supply only a limited number. Does the fact that Don S. headed the list suggest, possibly, that the club was 'on the wrong steer'?

Then there was the Drummoyne Festival. Apparently this time the club 'got the Drumm.' and made a 14% (approx.) increase in attendance, to 8 vehicles. Expected a greater number would have been able to make it, considering the Drummoyne Council had been so solicitous for the club. Not every event can be perfect, but this Festival has provided us with some pleasure, fun and club companionship, not to mention another excuse to fire up the old veteran again.

And failing this event I missed out on renewing acquaintance with Daryl Cawthorne.

Finally, the Strathfield Parade. With Strathfield so close to the club (geographically) it does seem a bit flat that only four vehicles attended.

Incidentally, can someone please explain to me just where one locates the 'boot' of a veteran vehicle?

On 'bunging these observations into the computer' I seem to discern some backing for the article 'Hints on Storage' on Page 13 (ah! 13!!). It seems that many vehicles could well be in storage in their sheds or garages, rather than 'on alert', and receive very few calls to events.

That is all for now! Must not keep my psychoconsultant waiting for me.

- VOICE FROM THE PLAINS

\* \* \* \* \*

### MEMBERSHIP UPDATE:

#### NEW MEMBERS:

HAMILTON, Graham Clive (804)  
6 Riverside Ave., Ryde. 2112  
(B) 428.5077; (H) 807.3431  
1914 Buick Tourer

CARDEN, Peter John (805)  
20 Ridge St., Epping. 2121  
(H) 871.2158  
1909 Clement Bayard Roadster  
(Cont'd. on Page 16)





## MEMBERSHIP UPDATE (CONT'D)

## NEW MEMBER:

CARDEN, Mark Edward (806)  
 (Staff) Student Centre,  
 Mitchell C.A.E., BATHURST. N.S.W. 2795  
 (B) (063) 311 022; (H) (063) 316 344  
 1914 Clement Bayard Roadster

## CHANGE OF ADDRESS:

MOULE, Jim	BLYTHE, Daryl	JACOBS, Vic
106 Letitia Street	26 Haig Street	P.O. Box 547
OATLEY 2223	BEXLEY 2207	N. SYDNEY 2060

## OFFICE-BEARERS - VCCA (VIC.) FOR 1985/86

PRESIDENT	Mr. G. V. Griffiths
SECRETARY	Mrs. P. M. Blashki
TREASURER	Mr. A. N. Collis

\* \* \* \* \*

## HINTS AND DON'TS

from an Oldsmobile

Instruction Book.

## HINTS

When you are going to make a stop, always throw sparking lever forward; it will prevent racing of motor while clutch is out, providing, of course, you do not throw out switch altogether.

If the motor turns hard it is an indication that the cylinder is dry; see that the lubricator is working properly.

Always have sparking lever way forward when starting, or the starting crank will kick back when you come to turn it.

If the motor misses explosions that you cannot locate, and you wish to run back home, keep your hand on the clutch lever and only connect enough to run forward and release the clutch, and allow motor to pick up speed when necessary.

Never allow motor to stand in such a position that the battery is connected so that the vibrator of sparking-coil will work; it is the same as short circuit, and will run down the battery rapidly.

If you are coming to a bad hole in the road, let up on the speeder and throw clutch lever back from high speed, using brake if desired, which will enable you to slow up sufficiently to pass over, again applying the fast speed and speeder.

NEVER fill gasoline reservoir by LAMP LIGHT.

Never leave vehicle with motor running, the inevitable small boy and a slight touch of the clutchlever will cause the carriage to leave you. Further, it wears the transmission gear and necessitates frequent oiling. Shut off spark for a stop of over 30 seconds.

Whether the motor slows up from overload throw out clutch-lever quickly, or it will stop.

Always use speeder wide open when going up a steep grade.

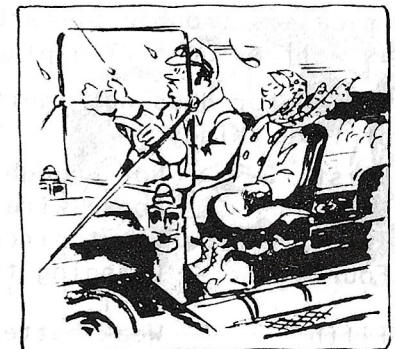
Use very early spark ONLY when motor is at high speed; even then should the motor slow down, ease up on the early spark to an inclined position of lever.

If you stop in a steep place back up and try again instead of trying to start on the grade.

If moving around in a building or crowded street always keep your foot ready to apply the brake, and reduce the speed of motor by means of later spark.

Always pick out good roads for your machine, to run over stones and rough places means unnecessary wear and tear.

In case the motor does not start readily, vary the amount of gasoline until proper mixture is obtained.




An office on wheels—the

## OLDSMOBILE

¶ The practical everyday utility—a valuable factor in modern business—takes the "wits" out of life—saves time—eliminates distance. Winter or summer all roads and weather conditions alike to the Oldsmobile.

¶ Starts from seat. New carburettor, giving more power with less fuel consumption. Hub brake controlled by foot lever. Convenient steering device. Two speeds forward and reverse. The car for the busy man of affairs, and equally serviceable to every member of the family. Why experiment? Buy a practical success.

Oldsmobile Standard Runabout, \$650  
 Oldsmobile Touring Runabout, 750  
 Oldsmobile Light Tonneau Car, 950

¶ All prices f. o. b. factory. Address Dept. H.

**OLDS MOTOR WORKS, - Detroit, U. S. A.**  
 Member of Association of Licensed Automobile Manufacturers.  
 Drawing copyrighted, 1904, by Brewster & Humphrey



Never turn starting crank continuously; if it does not start from one to six turns there is cause for it; look around and see what you have forgotten to do.

If at any time there is any soot collected around igniting points it should be removed.

The brake bands which operate the clutches should never touch when thrown out.

White smoke at exhaust when going up grade is caused by too much oil collected in crank-case, and a little should be drawn off at oil-drip under the crank, if this drip is opened occasionally this will not occur.

In case water should get into the cylinder by means of any leakage, open the air-cock at the back end of the cylinder and give motor a few turns to work it out.

A little water in the gasoline will cause no end of trouble by causing motor to stop. It may be removed by tilting the vehicle so that it will allow it to escape at the rear drip plug in tank and also at drip cup next to needle valve.

Always keep out of the way of the crank when motor is stopping; it might take a turn backwards and take the crank with it. When stopping the motor it is well to relieve compression by placing foot on relief lever, avoiding the "spring back" of the starting crank.

On approaching a team, always let up on speeder to reduce the noise as much as possible.

If in starting motor you come up against compression while your heel is on release lever, let it cushion back enough to allow exhaust lever to be drawn into working line of relief cam.

Never use too rich a mixture, that is, too much gasoline; it causes trouble by carbon deposit on valves and muffler, as well as on firing plug.

When motor does not ignite regularly, it may be due to one of five things:

First: Not enough, or too much gasoline.  
Second: Loose wire connections on battery or engine.  
Third: Short circuit at ignition plug.  
Fourth: Changing the adjustment of vibrator on spark coil.  
Fifth: Weak battery; this is not likely unless much

Before you begin to operate the "Oldsmobile" you should be able to answer the following questions:

1. How do you start motor?
2. How do you start vehicle?
3. How do you get into fast speed when on upgrade or bad roads?
4. What do you do when motor slows up from overload?
5. How do you slow up when approaching bad place in road?
6. How should you pass a horse on the road?
7. How do you test the spark?
8. How do you get a late spark?
9. Why and when do you want a late spark?
10. What do you press relief lever for?
11. What is the running position for sparking lever?
12. How do you regulate speed above eight miles per hour?
13. What is the most important thing about the motor to keep oiled?

To be continued: See next issue of SPIT AND POLISH  
for "Don'ts"

[illegible]

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

Solution to No. 45      ABOUT FACE

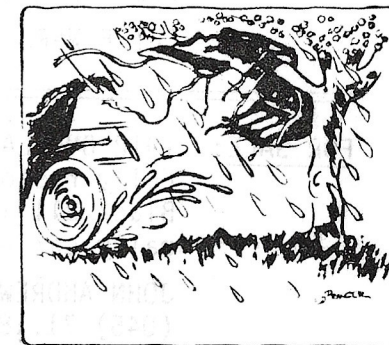
The word is PATRIOT.

No. 46

## STREET TREES

There are nine trees on our side of the street. The average space between them is 50 metres but three of the spaces measure 60 metres each.

What is the average length of the remaining spaces?

[illegible]



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