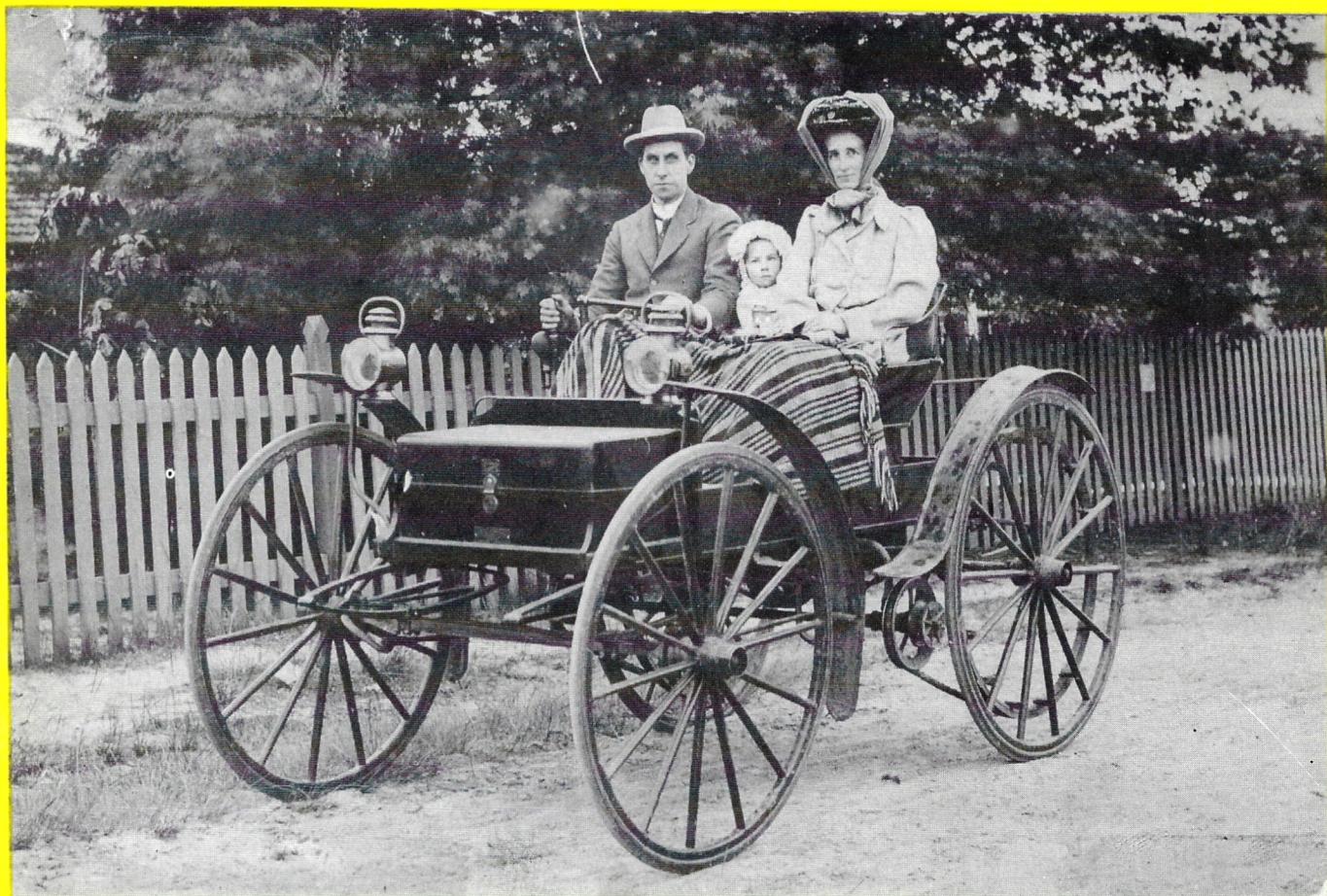


SPIT AND POLISH



The journal of the VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC.

Registered by Australia Post,
Publication No. NBH 1442



JANUARY 1989

PRICE \$1.20

PATRON:
His Excellency
The Governor of N.S.W.



Volume XXIV No. 11

January 1989

TABLE OF CONTENTS

Contents; Notices of Meeting; Cover Photo	Page 1
Editorial; M - I - N - D - S - T - R - E - T - C - H - E - R	2
President's Message; November 1988 Cover Photo; Australia Day Mtg.	3
Membership; Events; Obituary	4
12 hp Bardon	5
A Trip to the Tip of Cape York in a Model T (Cont'd)	6
Professional and Medical Men	8
Photo Page	9
Letter to the Editor	10
Veteran of the Month	11
Investigation and Dating	12
From the Australian Motorist	13
Technical Tips	14
Technical Tips by Kevin Cochrane	15
Restoration Hints	16
FOR SALE AND WANTED	17
Salsbury Lamps - Salsbury & Son Ltd - London	18
LAWSONS (AUCTIONEERS)	19
Northern Autumn Tour - ENTRY FORM	20

Other Veteran Car Clubs have permission to copy

NOTICE OF MONTHLY MEETINGS

Regular monthly meetings of the Association will be held at 8.00 p.m. at the Clubrooms on:

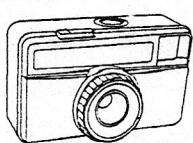
THURSDAY	JANUARY	26	1989
THURSDAY	FEBRUARY	23	1989
THURSDAY	MARCH	23	1989

The business of the meetings will be:

- * to receive and act on reports from Committee and Management
- * to raise issues for the attention of Committee
- * to discuss matters relevant to the interests and activities of the Association

MICHAEL LOWE - HON. SECRETARY

COVER PHOTO: 1905 Mr. W.B. Larke in the first of the Holsman Motor Buggies imported from U.S.A., seated with his wife and daughter, Marjorie, who celebrated her 83rd birthday recently. Larke Hoskings placed an order for 32 of these vehicles, although production ceased before the order was complete. [Note rope drive to rear wheels of this early example.] - MAX ROBERTS



EDITORIAL



A VERY HAPPY AND PROSPEROUS 1989 TO ALL MEMBERS AND THEIR FAMILIES.

IF 1989 IS HALF AS BUSY AND ENJOYABLE AS 1988, IT SHOULD BE TERRIFIC.

ALREADY IT IS STARTING ON A HECTIC NOTE FOR ME... BOTH CARS IN NEED OF MAJOR WORK AND A 5 WEEK BUSINESS TRIP TO ASIA WILL TAKE ME OUT OF SOME CLUB ACTIVITIES IN FEBRUARY AND MARCH. THIS WILL MEAN THAT MY VERY CAPABLE ASSISTANT EDITOR, ANNA SIMMONS WILL BE GETTING THE THESE TWO ISSUES OUT ALL BY HERSELF. PLEASE TRY TO MAKE SURE THAT YOU GET ARTICLES, ADVERTISING ETC., TO HER FOR THE FEBRUARY ISSUE BY THE 2ND OF FEBRUARY AND FOR THE MARCH ISSUE BY 2ND MARCH 1989. IT REALLY DOES HELP TO GET ITEMS BEFORE EACH MONTHLY COMMITTEE MEETING.

WE HAD A VERY ANIMATED CLUB MEETING IN NOVEMBER WITH LOTS OF COMMENTS BY MEMBERS ON CLUB MATTERS. IT IS GOOD TO KNOW THAT STRONG OPINIONS ARE HELD BY MEMBERS AND THAT BY EXPRESSING THEM THE MANAGEMENT COMMITTEE WILL BE GUIDED IN THE RUNNING OF THE CLUB FOR THE BENEFIT OF ALL MEMBERS. AS ONE MEMBER PUT IT "THE CLUB SEEMS TO BE ALIVE AND WELL AND THINKING ABOUT OUR ACTIVITIES, IT'S A HEALTHY SIGN".

OVER THE FESTIVE SEASON I HAVE NOT HAD ANY PROMISES OF PHOTO'S FOR THE FUTURE COVERS OF "SPIT & POLISH", PLEASE DIG DEEP INTO YOUR ARCHIVES AND LET ME HAVE SOME INTERESTING ONES.

CHEERS

ED.

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

Solution to No. 71

CHEAPER BY THE DOZEN

He received fourteen Rolls (\$168) and three Bentleys (\$32).

No. 72

SQUARE DEAL

Alf, Bill, Charlie and Donald sit down to play cards. Each man occupies one side of a square table.

- Alf faces the man to Don's right.
- Charlie faces the man to Bill's left.
- Alf wishes he could sit opposite Charlie.

Who faces Donald?



P R E S I D E N T ' S P I M E S S A G E

The Christmas festivities of the Club year have been held very successfully thanks to our social secretaries Lois Cook and Sue Wards.

Thank you also to all the members who attended the Day at T.N.T. What a splendid way to give people enjoyment of our cars and be wined and dined ourselves as well as benefiting the Club.

The beginning of the New Year, yes it's 1989, is always an active time in the Club's calendar and I hope as many members as possible will join in the events and enjoy driving their veteran cars.

SANDY ROBERTS.

NOVEMBER 1988 COVER PHOTO

SEVERAL MEMBERS AIRED THEIR KNOWLEDGE ON THE SUBJECT MATTER AND THERE IS NO DOUBT ABOUT THE CAR BEING "THE F.L." TAKEN CIRCA 1955/6. BILL DALY OF BAYVIEW (FOUNDER MEMBER NO. 2) WAS THE DRIVER BUT SAYS HE CAN'T REMEMBER WHERE THE PHOTO WAS TAKEN. DAWN IS IN THE PASSENGER SEAT.

ARTHUR GARTHON SAYS THE PASSENGERS IN THE BACK SEAT WERE JIMMY SIMPSON AND HIS WIFE KATH. SOMEONE ELSE SUGGESTED THE GENT IN THE REAR WAS GEORGE ROBERTS AND THAT IT COULD HAVE BEEN TAKEN ON A BLUE MOUNTAINS RALLY, JUDGING BY THE EXHAUST STEAM AND THE WARM CLOTHING WORN BY THE PARTICIPANTS.

GEORGE SAYS IT ISN'T HIM IN THE BACK AND AGREES IT IS "THE VOICE FROM THE PLAINS". (ANY COMMENTS JIM?)

GEORGE SAYS THE "F.L." WAS ONE OF 8 MADE FOR THE DIRECTORS OF "EIFFEL". THE KING FAMILY HAD 2 CARS, A SIX CYLINDER AND A FOUR CYLINDER WHICH IS THIS CAR BUT UNFORTUNATELY THE SIX WAS DESTROYED.

THANKS FOR ALL THE INTEREST SHOWN... ANYONE WANT TO CONTRIBUTE ANOTHER MYSTERY PHOTO?

ED.

AUSTRALIA DAY

THE CLUB MEETING WILL STILL BE HELD ON JANUARY 26 DESPITE IT BEING A GAZETTED HOLIDAY. SOME MEMBERS HAVE INDICATED THAT THEY WILL BE AWAY, BUT OTHERS WANT TO GET TOGETHER FOR A NATTER ANYWAY, AS IT WAS NOVEMBER WHEN WE GOT TOGETHER LAST.

MEMBERSHIP

We welcome Bob Bennett with a 1917 Dodge as our newest member.

Enclosed with this edition of Spit & Polish is the latest roster amendment sheet. I'd also like to introduce our new Captain for 1989 - Terry Cook and his wife and son, John and Christopher. Please join me in welcoming Terry Cook.

EVENTS.

WELCOME TO 1989! A couple of errors in the last S & P - all of which were my fault! Too late to fix them but please note that the NRMA MOTORFEST at the Rocks was held on 15th January not in February as shown in the magazine.

Now to the events -

FEBRUARY SUNDAY 5th - ROYAL NATIONAL PARK - VVCA invitation event - chicken & champagne breakfast at Audley Weir from 0730 - good event - good company - what a way to start the day. Ring Barry Thew for further details.

FEBRUARY SUNDAY 19th - THE CASTROL VETERAN & VINTAGE DISPLAY DAY, Silverwater Park, near the bridge off Silverwater Road. This event is jointly organised by the VVCA & the VCCA - and with a sponsor like CASTROL we would like to see a good roll up of veterans - why not bring your small car or unfinished restoration on a trailer - period costume especially encouraged with prizes - all welcome - don't be outdone by the vintage crowd! Display starts at 9.00 AM and finishes at 3.00 PM - trophies at 2.30 PM - NO ENTRY FEE - YES IT'S FREE!.

FEBRUARY 24th & 25th - 1 and 2 cylinder weekend at Bundanoon. Ring John Simmons for further details and entry form.

MARCH 11th & 12th - BLUE MOUNTAINS TOUR - have you submitted your entry and booked your accommodation. Don't leave it till late as you may be disappointed because motels are not being very co-operative. See last months S & P for details.

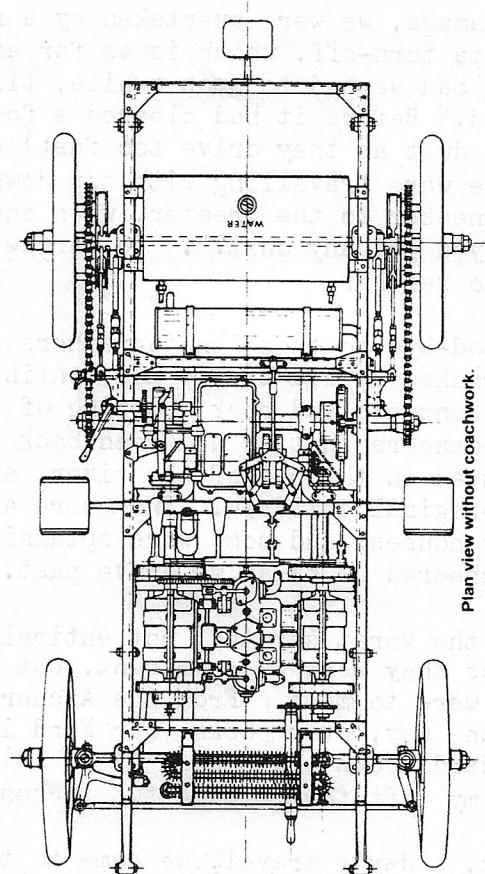
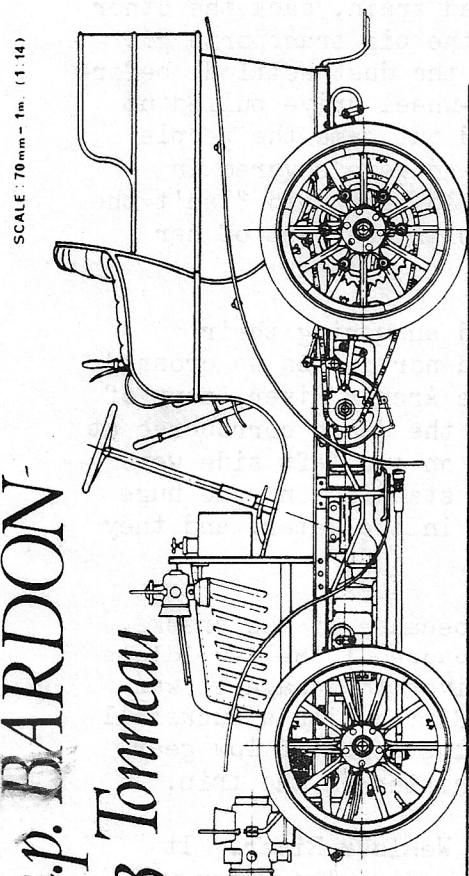
THE CAPTAIN.

OBITUARY

It is with much regret that we advise the passing of Jim Campbell, Member No. 534. To his wife, Win, and the family, we send condolences.

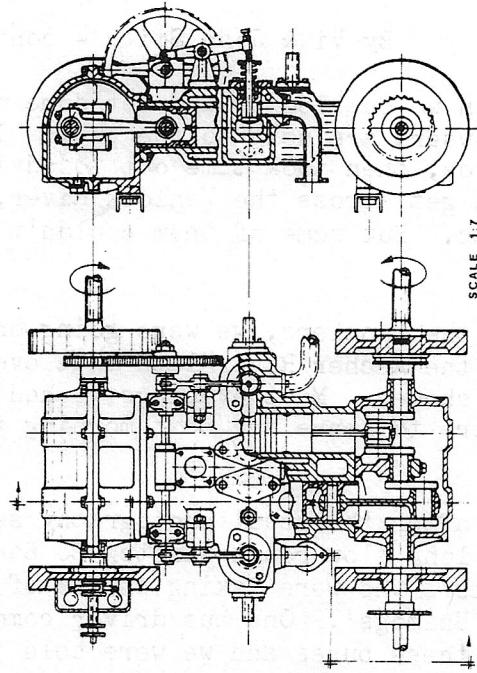
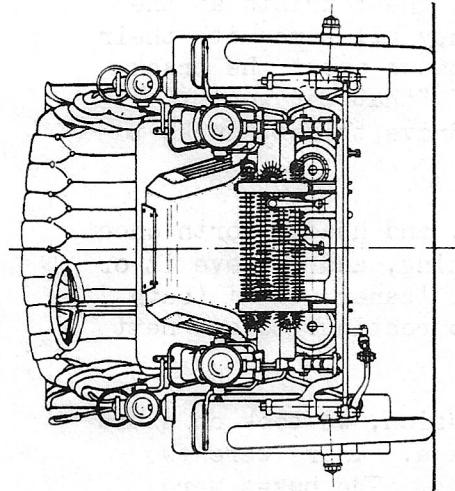
SCALE : 70mm = 1m (1:14)

12 h.p. BARDON 1903 Tonneau



Plan view without coachwork.

This car was made by Automobiles — Bardon, Puteaux, Seine, France. Manufacture began in 1898 and ceased in 1906. Engines of 8hp and 12hp Single cylinder with two opposed pistons and a 12hp with two cylinders with four opposed pistons were produced. The clutch was engaged by depressing a pedal and gear changing was operated by a lever and toothed quadrant which rotated a composite cam.



SCALE 1:7

SPECIFICATION
Chassis: channel steel
Wheelbase: 2.26m (7ft 5ins)
Track: 1.6m (5ft 3ins)
Transmission: 3 speed & reverse. 35mm pitch drive chains

Brakes: Foot-transmission
drum. Hand-rear wheels.
Engine: 2 cylinder, 2 opposed pistons per cylinder. Coupled crankshafts.
Tremblers.
Lubrication: Belt driven
Dribulle System.

Capacity: 2269cc (138cu.ins)
Valves: Atmospheric inlet.
Mechanical exhaust.
Ignition: Double Coil with

Tremblers.

Lubrication: Belt driven

Dribulle System.

A TRIP TO THE TIP OF CAPE YORK IN A MODEL T

By Vi & John Smith - continued from last issue

Before we left Coen we fuelled up and met some of the tourists at the local pub (the bowsers are next to the pub). They all came with their cameras, took photos, then took time out to advise us about the track ahead. "You won't get across the Wenlock River," "that car won't stand up to it" etc. But some of them couldn't drive thirsty ducks to water.

Anyway buggar all the knockers, we were going on, and headed north once more, arriving at the Archer River late that evening, and believe it or not we had a warm shower. Most evenings we had a 'canary bath' (bath in a dish). We were to leave the next morning to continue to our next stop of Bamaga.

The next morning, after the usual photography session, we took on extra fuel, as it was a long slow rough stretch to Bamaga. There were two bus loads of tourists who were taking photos of us. The buses were four-wheel drive 'Unimogs'. One bus driver commented that they spend a lot of money on these buses and we were able to make it in an old car pulling a trailer.

On the way to Bamaga, we were overtaken by a road train, back the other side of the Weipa turn-off, which is as far as the big transports go. The dust was so bad we had to stop awhile, till the dust settled, before we could proceed. Before it had cleared a four-wheel drive pulled up alongside (more dust as they drive too fast) and out came the people and cameras. We were travelling with top down and were covered in dust from the sneezer to the breezer, when one old lady said "Isn't the car lovely, do you get any dust?". We were with in six feet of her and had a job to see her.

After saying good-bye to these photographers and answering their questions we cranked up old Lizzie and continued north. As we crossed the very rough concrete and rock crossing of the Archer River, many of the aboriginal dancers that we had seen back at the dance corroboree at Laura, were camped in the bed of the river, and on our left side were some of the aboriginal children. They were all standing on some huge rocks as big as houses, and some were splashing in the water, and they all waved and cheered us on as we drove past.

This was to be the worst stretch, not entirely because of the creeks, washouts etc, as they were ever present, but because of the few idiots and maniacs we were to meet. From the Archer River to Bamaga it was low range all the way, over 300km (our Ford is fitted with a Ruckstell axle with standard crown and pinion 11 to 40) plus a lot of low gear work. I think my left foot became two inches shorter on the trip.

A further 116km, a day's travel, we came to the Wenlock River. It was a steep descent down to the water, so in we went. The water was only about 3" over the running boards, but about a third of the way across the rear wheels churned down to the diff. But before I could

say Jack Robinson ten times backwards, a four-wheel drive was reversing in from the other side to pull us through. For which we were thankful. This was the only help of any kind, we had for the trip.

That night we camped on the north side of the Wenlock River. The waters of these rivers are so clear and sweet to drink, we filled our containers and settled down for a bit of a splash in the river and a good night's sleep.

Just near our camp we met a nice young chap from overseas, who was camped close by, no tent, just a sleeping bag under the stars. He was waiting for a lift to Bamaga and had been there three days. He had been sleeping about 30ft from the water's edge. This made us shudder, as crocodiles inhabit the Wenlock River. No wonder people get taken, this is crocodile country.

Next morning after a hearty breakfast, it was northward bound again. This country consists of poor sandy soil. Much gold has been taken out of the Peninsula, but there is a lot there yet. It is fantastic country and gets in your blood. There is something about the outback that keeps calling you - no - us back. It is really magic and the people, both black and white are wonderful, friendly people.

We were told of a bad stretch of deep sand, that only a four-wheel drive could get through, about 5 or 6km from the Wenlock River. But that there was a detour of 6 or 7km, which was sandy but we should get through if we kept moving. When we came to the sand bed, we decided to give it a go. Off we went in top gear, low range, we laid her ears back and followed the wheel tracks and made it through.

A few more miles and we came to thick scrub, some dark rainforests, more sand and corrugates, and then we were passing through Heathlands Station and onto the Jardine River. Water is pumped from this river to supply Cowal Creek, Umagico, Bamaga etc. This water is used as domestic water and goes through no form of treatment. It is often tested by health authorities and is 100% pure. Nicer than rainwater.

We put old Lizzie on to the punt to cross the Jardine River, so the crocodiles wouldn't get her. Our next stop was Bamaga, where we fuelled up at the only service station run by aborigines. Then a stop at the supermarket for some tucker.

So off we went on the last rough track to the 'tip' only about 33km to go. Still in low range, I was beginning to wonder if I would be able to get into high range again, it was probably siezed in that gear. The road was very narrow and one had to get right off the road if another vehicle came along. Then through some more rainforest and we were there. Within 400 metres of the tip, the last bit was a walking track only, over rocks and cliffs.

We set up camp close to the kiosk, bought ourselves a beer, and sat down for a while, before giving old Lizzie a good rub down and an extra dipper of oats.

It had been a long hard track, and to think that was only half-way, we have to do it all again with a bit extra.

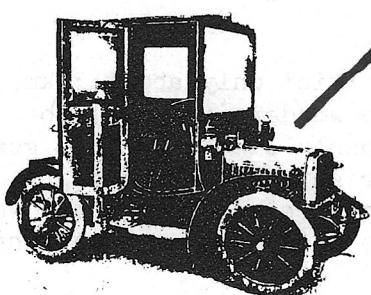
The next morning we took our stroll to the very tip of Australia (10 degrees 41.41 south lat. - 142 degrees 31.82 east long.) and gazed out to the Torres Strait Islands. How disappointing it was to see the usual tourists rubbish, beer cans etc., strewn around. Violet sat on a rock at the water's edge, dangling her left foot in the Indian ocean and her right foot in the Pacific ocean. We took several photos, and sat and thought about the trip. To wonder if what we were seeing was worth the effort. You bet it was.

We strolled the 400 metres back to our camp and old Lizzie. Next morning we wandered to the beach, waded up to our knees and climbed onto a boat and then were taken to a ship 'The Spirit of Torres' and set off for Thursday Island for the day. It was a wonderful place and really wonderful people, from whom we could learn a lot. But that is another story.

After a pleasant couple of days, yarning to people and tightening up a few bolts on the Ford, we left the 'tip' and headed south to Bamaga, and on our way home.

continued in next issue.

- A. The way the city folks do it.
- B. Cooling the tyres in the Wenlock.
- C. Once in the wheel tracks you stayed there.



Comfort assured in all weathers.

Professional and Medical Men

will welcome the 1906

9-10 h.p. 3-Cylinder

BROUGHAM.

SILENT, SPEEDY, AND TRUSTWORTHY.

IMMEDIATE £325. DELIVERY.

CAN BE VIEWED AT LONDON SHOWROOMS.

THE SWIFT MOTOR CO., LTD., 127-130, LONG ACRE, LONDON, W.C.

a



b



c



LETTER TO THE EDITOR .

I RECEIVED THIS LETTER FROM STAN RUMBLE DURING DECEMBER AND I MUST SAY THAT IT DID NOT IMPROVE MY CHRISTMAS AT ALL.!

24 BARKL AVE.,
PADSTOW 2211

MR. EDITOR,

DEAR SIR,

I READ WITH ABSOLUTE AMAZEMENT THE DETAILED DESCRIPTION OF OUR CAR OF THE MONTH, IN THE NOVEMBER ISSUE OF SPIT & POLISH, SURELY THIS ARTICLE WOULD BE MORE APPROPRIATE FOR SOME OTHER PUBLICATION SUCH AS "HOT ROD NEWS", TITLED "HOW TO BUILD A HOT ROD" OR "HOW TO HOT ROD A VETERAN CAR"?

WITH SUCH A WIDE CIRCULATION OF OUR "SPIT & POLISH", I DREAD TO THINK OF WHAT MEMBERS OF OTHER CAR CLUBS AND MEMBERS OF OTHER CAR CLUBS AND MEMBERS OF THE GENERAL PUBLIC WILL THINK OF OUR RESTORATION POLICY WHEN THEY READ THE DESCRIPTION OF OUR "CAR OF THE MONTH".

I FEEL THAT MOST READERS WILL FORM AN OPINION THAT THIS KIND OF MODIFICATION IS NORMAL PRACTICE WITHIN OUR CLUB AND IS MET WITH APPROVAL BY OUR MANAGEMENT COMMITTEE.

I HASTEN TO SAY THAT EVERY MEMBER HAS THE RIGHT TO DO AS THEY PLEASE WITH THEIR OWN CARS, BUT I FEEL THAT THEY HAVEN'T THE RIGHT TO POLLUTE OUR CLUB JOURNAL WITH PRECISE DETAILS OF SUCH MODIFICATIONS AND ALTERATIONS ETC.,

AS FOR THE 1918 BUICK HAVING PRE ACKERMAN STEERING, WELL MY CADILLAC HAS ACKERMAN PRINCIPLE STEERING AND SO DID MOST CARS AND SOME HORSE DRAWN CARRIAGES USE ACKERMAN STEERING DURING THE LAST CENTURY.

I FEEL SURE THAT THE ACKERMAN PRINCIPAL OF STEERING INFORMATION WAS NOT GIVEN BY OUR OWN CLUB RESEARCH OFFICERS.

I REGRET HAVING TO CRITICISE A FELLOW MEMBER AND HIS CAR, BUT I FEEL THIS ARTICLE COULD BE AN EMBARRASSMENT TO OUR CLUB.

I AM WRITING THIS LETTER OF PROTEST HOPING THAT IT WILL GIVE SOME FUTURE PROTECTION IN MAINTAINING THE PRESENT HIGH STANDARD OF OUR CLUB MAGAZINE.

YOURS FAITHFULLY

SIGNED

STAN RUMBLE,

STAN OBVIOUSLY FEELS VERY STRONGLY ON THIS SUBJECT AND THERE IS NO DOUBT HE MAKES A POINT OF VIEW JUST AS STRONGLY. WHILST AS EDITOR I REGRET HAVING TO PUBLISH A LETTER SO CRITICAL OF ANOTHER MEMBERS HONEST ARTICLE, IT MUST BE PUBLISHED IN THE INTERESTS OF THE VETERAN MOVEMENT.
OF COURSE RIGHT OF REPLY WILL BE GIVEN AND COMMENTS FROM MEMBERS ARE WELCOME.

***** ED

VETERAN OF THE MONTH

COURTESY OF LEN SHEEN 1905 WOLSELEY

Having been a spectator at the 1956 Katoomba Rally of Veteran Cars I vowed to obtain an old car in the near future. So in the next school holidays in May 1956 we all took off in the 1950 Hudson to try to buy a suitable vehicle in order to join the Club.

After travelling Katoomba, Bathurst, Orange, Forbes and West Wyalong where, still no veteran car located, my wife Hilda took out a learner driver's permit. The inspector after issue of the permit, came outside to have a look at the car she was to learn on and shook his head in amazement at the size of the car. I don't think he had ever seen that model Hudson but wished her luck anyway.

We then went to Leeton, Griffith, Tumut, Cooma and Canberra, with plenty of Vintage cars for sale but still had not been able to find any Veteran. Motel accommodation was unavailable in Canberra because of the school holidays so we decided to carry on to Goulburn, however on the way a small motel at Collector had a vacant sign out so we decided to stay there for the night.

The next morning, answering the call of nature at the little house outside (no inside toilets at this Motel) I saw what looked like a buggy under the pine trees. Being curious I went over to have a look and to my surprise found Wolseley on the hub caps, it was a car on its wheels but every thing else was all over the ground with the crankshaft badly bent. I arranged to buy the remains for Twenty Pounds and the owner thought I must be mad to want the old thing. We arranged to pick it up the next day with a truck. This we did after duly digging most of the car out of the mud.

Mr. Jim Perdriau rebuilt the crankshaft and the 2 cyl. motor has been bored, all bearings refaced, new rings and now assembled ready to run when fitted with drip oilers and magneto.

Specification:

Motor 2 cylinder, 4½" bore 5" stroke 2.3 litre.

Transmission Renolds silent chain from motor to 4 speed gearbox.

Roller chain to rear wheels.

Total weight 18 cwt. (960 KG.)

I hope to have this car on the road after owning it for 32 years, in the near future, encouraged by the fact that the Club is now catering for the more antique veterans.

LEN SHEEN.

INVESTIGATION AND DATING.

The change of direction of the Investigation and Dating Committee is starting to show dividends. George Roberts has now returned the original application forms that have been filled in by members so that their cars could be dated. These are now held by the Club in the Library filed in a cabinet supplied by Terry Cook.

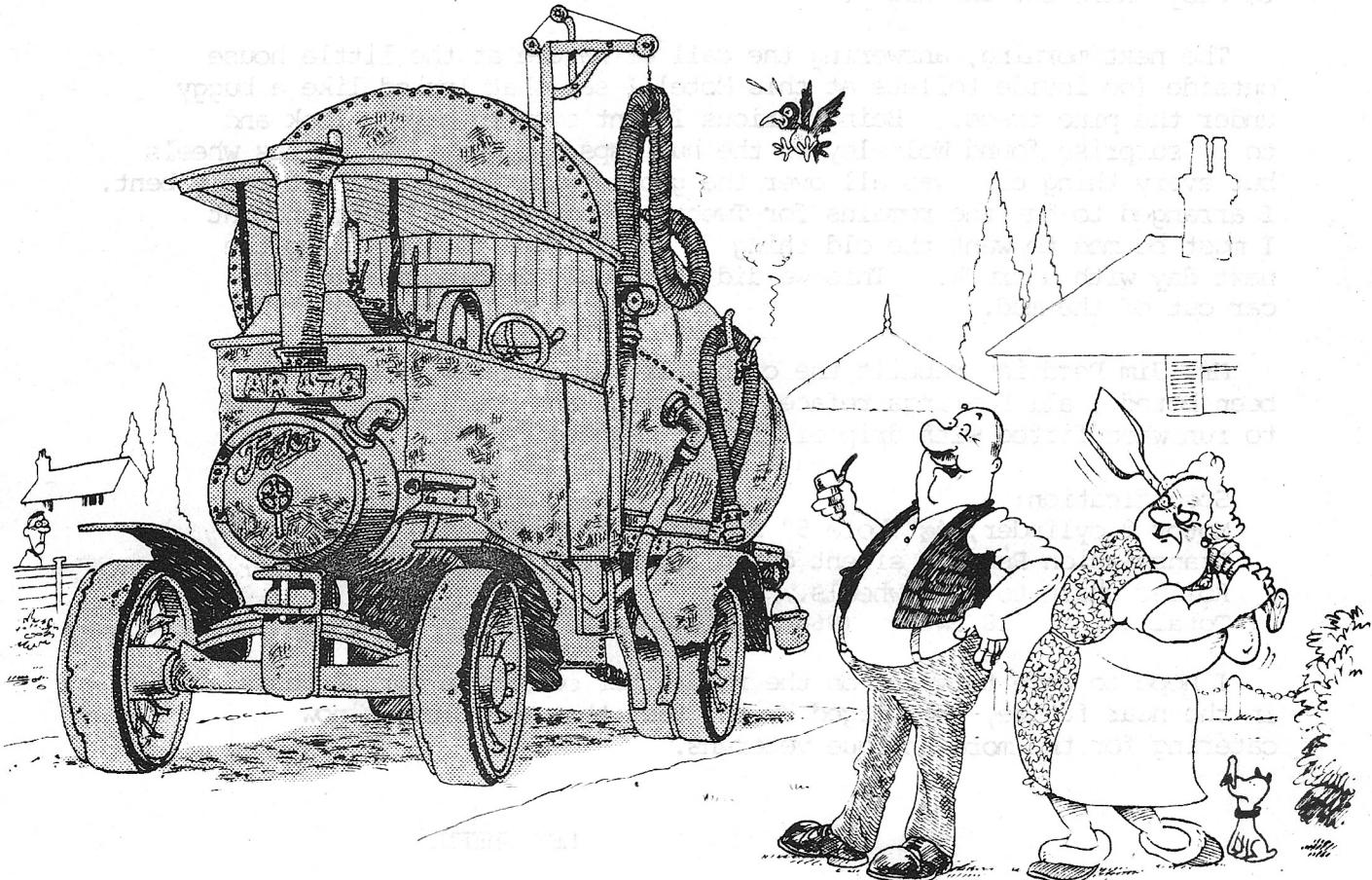
The committee is now gathering together any available information that can be filed in the Library either on a particular make of vehicle or general information relating to a specific year.

Donations of photocopies from dated magazines and Instruction Books have been received recently from John Hughes, Bill Bishop, Bob Baxter, Ian Crawford, Max Vormister and Graham Steer.

Many thanks to these good Club members.

MAX ROBERTS

CHAIRMAN INVESTIGATION & DATING.



"I'll tell you Mavis - there's not many women lucky enough to have a husband who could track down the last surviving Foden Overtype Double Crank Compound Drain Emptying wagon!"

FROM "THE AUSTRALIAN MOTORIST" October 1909.

Mr Fred Roberts wrote:

In a 2½ h.p. De Dion Quadricycle, with the purpose of advertising "Yankee Doodle" tobacco, I left Sydney in September 1901 and travelled to Broken Hill via Albury, Wentworth, and Menindie. I made a short stay at each town enroute and reached Broken Hill December 27th, 1901. Remained a month in Broken Hill, then started for Adelaide, via Petersburg and Gawler. Started from Adelaide and went as far north as Port Augusta, returning via Quorn and Gladstone. Making another start, taking boat to York Peninsula, travelling right through, calling at all the towns, and returned to Adelaide. Left Adelaide by boat for Sydney, then to Tasmania where I travelled north-east coast, then to Hobart. Travelled Huon district and surrounding places about Hobart. Proceeded by boat to west coast, where roads were too bad to use the motor. Took motor by boat to Stanley, and drove from Stanley to Launceston. I then went over to Melbourne, and for three months worked and travelled Melbourne and surrounding districts. Then rode from Melbourne to Sydney, arriving November 1902. 12,500 miles travelled by me on motor.

....oooo0000oooo....

FROM THE MOTOR CYCLE SECTION OF THE SAME PUBLICATION:

Mr Harry Busteed of Melbourne has just completed building a motor cycle which is at present the most powerful machine of its kind in Australia. The bore and stroke measure 100 X 110 m.m., thus giving 12 h.p. under the R.A.C. rating. Ignition is by coil and accumulator, there are two cylinders, valves are operated by a single camshaft and are of very large diameter. A half compression device has been fitted in order to facilitate starting.

The owner estimates the machine is capable of doing 85 m.p.h; and states he built it for racing purposes. There are however no tracks in Australia capable of holding such speeds and Mr Busteed will have to take his giant to the Brooklands or Continental tracks if he really wishes to find out what it really can do.

....oooo0000oooo....

FROM THE CLASSIFIEDS:

DE DION 8hp Fully Equiped latest model, 6 months old £250

NAPIER 15hp Side Entrance body, new tyres & revarnished. £250

BEESTON HUMBER 10-12hp. Side Entrance body, going order. £85 to clear.

ST. LOUIS 8hp. Horizontal engine, car out of repair, Engine running. £25.

WHITE STEAM CAR. 1908 20hp, 3000 miles only, cost £750, for sale at £350.

BROWN 18-22hp 4cyl, dual ignition, cape cart, search lights. £285-as new

HURST 1908 4-cyl 14-16hp, long chassis, side entrance, very comfortable. £150

ARGYLL 14-16hp Landauette town-carriage, seats five, very little use. £300

....oooo0000oooo....

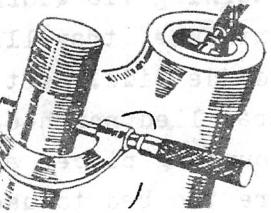
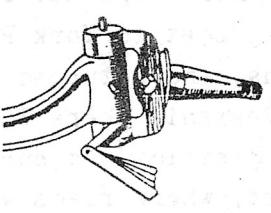
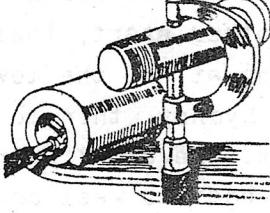
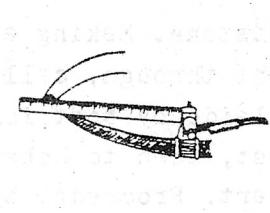
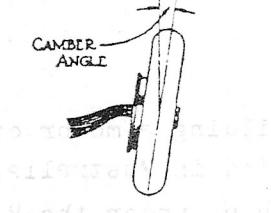
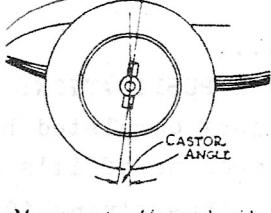
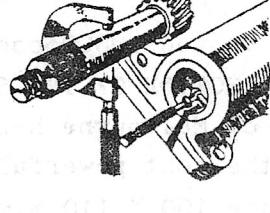
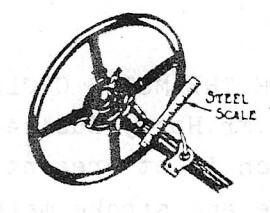
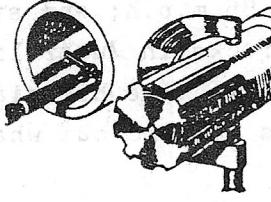
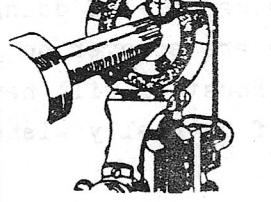
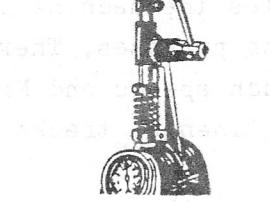
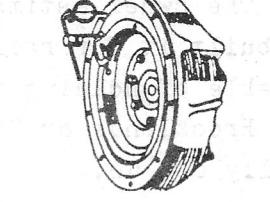
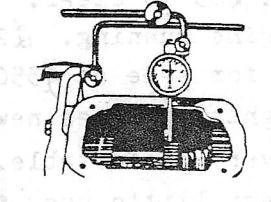
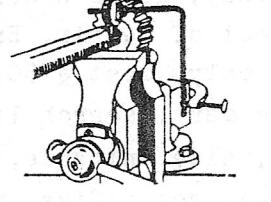
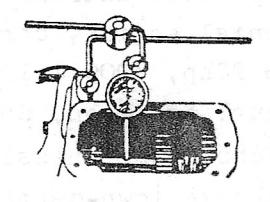
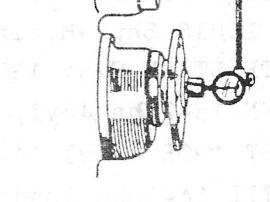
Contributed by John Hughes

(Newcastle Branch Member)

Technical Tips

GENERAL CLEARANCE AND TOLERANCE STANDARDS

It is sometimes difficult to locate information on proper clearance and tolerance settings for various assemblies and parts. So, our TECH TIPS for this issue will provide this general information, applicable to all cars, by reproducing the following four pages of illustrations. These pages originally appeared in the April 1931 issue of AUTOMOBILE TRADE JOURNAL.

																																		
<p>Measure king pin clearance in bushing with micrometer calipers and telescoping gage.</p> <table> <tr> <td>Desirable</td> <td>.001-.002</td> </tr> <tr> <td>Serviceable</td> <td>.005</td> </tr> <tr> <td>Repair or replace</td> <td>.007</td> </tr> </table>	Desirable	.001-.002	Serviceable	.005	Repair or replace	.007	<p>Measure end clearance of spindle thrust bearings with dial gage.</p> <table> <tr> <td>Desirable</td> <td>.010</td> </tr> <tr> <td>Serviceable</td> <td>.015-.025</td> </tr> <tr> <td>Repair or replace</td> <td>.030</td> </tr> </table>	Desirable	.010	Serviceable	.015-.025	Repair or replace	.030	<p>Measure clearance between spring eye bolt and bushing with micrometer calipers and telescoping gage.</p> <table> <tr> <td>Desirable</td> <td>.001-.002</td> </tr> <tr> <td>Serviceable</td> <td>.010</td> </tr> <tr> <td>Repair or replace</td> <td>.015</td> </tr> </table>	Desirable	.001-.002	Serviceable	.010	Repair or replace	.015	<p>Measure variation in distance between spring eye bolt and axle on each side with steel scale.</p> <table> <tr> <td>Desirable</td> <td>1:64</td> </tr> <tr> <td>Serviceable</td> <td>1/32</td> </tr> <tr> <td>Repair</td> <td>1/16</td> </tr> </table>	Desirable	1:64	Serviceable	1/32	Repair	1/16							
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<p>Measure variation in camber of front wheels on each side with camber gage.</p> <table> <tr> <td>DEGREES</td> <td>INCHES</td> </tr> <tr> <td>Desirable</td> <td>0</td> <td>1/32</td> </tr> <tr> <td>Serviceable</td> <td>1/4</td> <td>1/16</td> </tr> <tr> <td>Repair</td> <td>1/4</td> <td>1/8</td> </tr> </table>	DEGREES	INCHES	Desirable	0	1/32	Serviceable	1/4	1/16	Repair	1/4	1/8	<p>Measure caster of front axle with dial gage. (variation from specifications).</p> <table> <tr> <td>DEGREES</td> <td>INCHES</td> </tr> <tr> <td>Desirable</td> <td>0</td> </tr> <tr> <td>Serviceable</td> <td>1/4</td> </tr> <tr> <td>Repair</td> <td>1/4</td> </tr> </table>	DEGREES	INCHES	Desirable	0	Serviceable	1/4	Repair	1/4	<p>Measure clearance between pitman arm shaft and bushing with micrometer calipers and telescoping gage.</p> <table> <tr> <td>Desirable</td> <td>.001-.002</td> </tr> <tr> <td>Serviceable</td> <td>.004</td> </tr> <tr> <td>Repair or replace</td> <td>.006</td> </tr> </table>	Desirable	.001-.002	Serviceable	.004	Repair or replace	.006	<p>Measure looseness of steering gear at rim of wheel with pointer and steel scale.</p> <table> <tr> <td>Desirable</td> <td>1/4-1 in.</td> </tr> <tr> <td>Serviceable</td> <td>2 in.</td> </tr> <tr> <td>Repair</td> <td>3 in.</td> </tr> </table>	Desirable	1/4-1 in.	Serviceable	2 in.	Repair	3 in.
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<p>Measure clearance between sliding sleeve and clutch shaft with micrometer calipers and telescoping gage.</p> <table> <tr> <td>Desirable</td> <td>.001-.002</td> </tr> <tr> <td>Serviceable</td> <td>.005</td> </tr> <tr> <td>Repair or replace</td> <td>.007</td> </tr> </table>	Desirable	.001-.002	Serviceable	.005	Repair or replace	.007	<p>Measure clearance between clutch hub and clutch shaft splines with dial gage.</p> <table> <tr> <td>Desirable</td> <td>.002-.003</td> </tr> <tr> <td>Serviceable</td> <td>.006</td> </tr> <tr> <td>Repair or replace</td> <td>.010</td> </tr> </table>	Desirable	.002-.003	Serviceable	.006	Repair or replace	.010	<p>Measure difference in pressure between clutch springs with spring pressure testing gage.</p> <table> <tr> <td>Desirable</td> <td>1.2 lb.</td> </tr> <tr> <td>Serviceable</td> <td>3 lb.</td> </tr> <tr> <td>Replace</td> <td>5 lb.</td> </tr> </table>	Desirable	1.2 lb.	Serviceable	3 lb.	Replace	5 lb.	<p>Measure alignment of clutch bell housing with flywheel face, using dial gage.</p> <table> <tr> <td>Desirable</td> <td>.002-.003</td> </tr> <tr> <td>Serviceable</td> <td>.005</td> </tr> <tr> <td>Repair or replace</td> <td>.010</td> </tr> </table>	Desirable	.002-.003	Serviceable	.005	Repair or replace	.010							
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<p>Measure clearance between transmission gear teeth with dial gage.</p> <table> <tr> <td>Desirable</td> <td>.003-.005</td> </tr> <tr> <td>Serviceable</td> <td>.012</td> </tr> <tr> <td>Repair or replace</td> <td>.015</td> </tr> </table>	Desirable	.003-.005	Serviceable	.012	Repair or replace	.015	<p>Measure clearance between gear hub and splines of shaft with dial gage.</p> <table> <tr> <td>Desirable</td> <td>.001-.002</td> </tr> <tr> <td>Serviceable</td> <td>.004</td> </tr> <tr> <td>Repair or replace</td> <td>.005</td> </tr> </table>	Desirable	.001-.002	Serviceable	.004	Repair or replace	.005	<p>Measure diametral clearance of transmission bearings with dial gage.</p> <table> <tr> <td>Desirable</td> <td>.0005-.001</td> </tr> <tr> <td>Serviceable</td> <td>.004</td> </tr> <tr> <td>Repair or replace</td> <td>.005</td> </tr> </table>	Desirable	.0005-.001	Serviceable	.004	Repair or replace	.005	<p>Measure end clearance of transmission bearings with dial gage.</p> <table> <tr> <td>Desirable</td> <td>.001-.003</td> </tr> <tr> <td>Serviceable</td> <td>.005</td> </tr> <tr> <td>Repair or replace</td> <td>.010</td> </tr> </table>	Desirable	.001-.003	Serviceable	.005	Repair or replace	.010							
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RESTORATION HINTS

Technical Tips

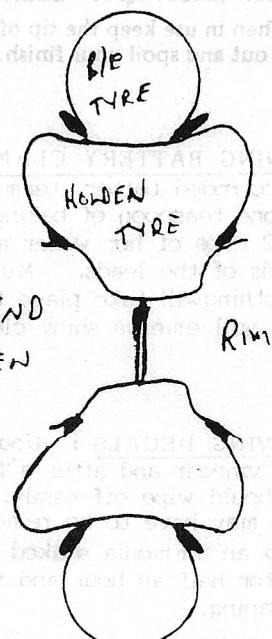
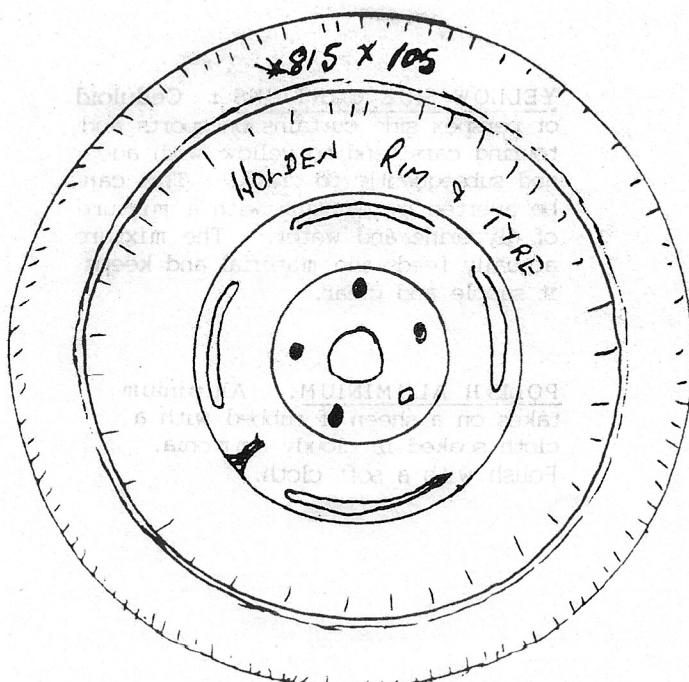
By Kevin Cochrane

HANDY HINTS

ON THE BI-CENTENIAL RALLY

I had to fit a metric beaded edge 815x105 tyre to a 24" rim. The tyres on the vehicle were 23" Barnett Glass, and as these had stretched to suit the rim, they could be removed and replaced easily. However, the metric equivalent was around 23" and it took three of us with tyre levers and rubber mallets, plus the motels cleaning ladies liquid soap, about an hour to fit. When we returned to Perth I had to fit another to match the one already fitted, as the diameter was smaller. I decided to stretch the tyre first as I had to do this one on my own I found a rim with a tyre fitted of a modern car (Holden) that the 815x105 would fit over firmly with the tyre flat. I had to hit it on with a rubber mallet. I then inflated it to 45 psi and left it for two weeks, after which time it had stretched enough to make installation somewhat easier.

CAUTION : As you are exceeding the recommended inflation pressure, make sure the sidewalls and rim are sound to avoid explosion and possible injury.



B/E TYRES ARE
BETTER, AS B/E TYRE
SLIDES ON EASIER

RESTORATION HINTS**EXTENDED LENGTH PAINT SPRAY GUN**

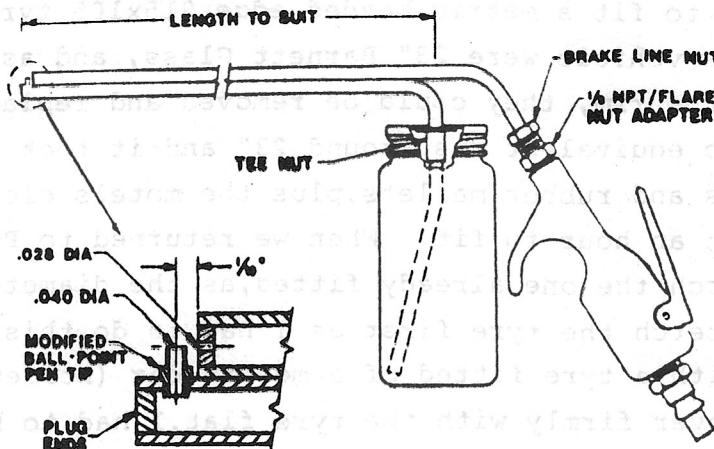
Here is a handy spray gun that you can make that will enable you to apply paint to relatively inaccessible areas such as inner body panels and boxed frame rails. It can be made in any length desired (mine is 28" long), will fit through a 3/8" hole, and can easily be bent for better accessibility. If made very short, it makes a neat touch-up gun.

Materials required to make this spray gun are: A blow gun with 1/8" pipe thread at outlet; 3/16" brake line of suitable length; a small jar; a 1/8" pipe to 3/16" flare adapter; a No. 10 Tee nut; and a ball point pen.

Cut and bend two pieces of brake line to provide the length desired and solder them together as shown in the drawing, leaving the lower tube extended about 3/16" beyond the top tube. Plug the end with solder and drill a 0.028" hole in the center of the top tube. Remove the tip from a ball point pen, grind off the ball and clean the tip with lacquer thinner. The pen tip should have a diameter of about 0.040" which is just right. Drill a hole in the top of the lower tube to provide a snug fit for the pen tip and solder it in place. After soldering, adjust the height of the pen tip with a file so the top bisects the center of the 0.028" hole.

Insert the lower tube through a 3/16" hole in the jar lid and reinforce it with a No. 10 Tee nut that has been drilled out to 3/16" inside diameter and has the tines removed. Solder in place and drill an air hole (about 0.040" diameter) in the jar lid.

When in use keep the tip of the spray gun above the paint level in the jar, otherwise paint will siphon out and spoil your finish.



CLEANING BATTERY CLAMPS : To clean corroded battery terminal clamps place one teaspoon of baking soda in about 2 cups of hot water and immerse the ends of the leads. Much fizzing and frothing will take place but the clamps will emerge shiny clean.

REMOVING DECALS : Douse decals in hot vinegar and after a few minutes they should wipe off easily. Very old decals may have to be removed by placing an ammonia soaked cloth over them for half an hour and then remove by scraping.

YELLOW SIDE CURTAINS : Celluloid or perspex side curtains on sports and touring cars tend to yellow with age and subsequently to crack. This can be averted by painting with a mixture of glycerine and water. The mixture actually feeds the material and keeps it supple and clear.

POLISH ALUMINIUM. Aluminium takes on a sheen if rubbed with a cloth soaked in cloudy ammonia. Polish with a soft cloth.

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WANTED

BRASS ACETYLENE GENERATOR SUITABLE FOR FORD T. PHONE - PETER MARTIN
 (02) 632-5047(H)

FOR SALE

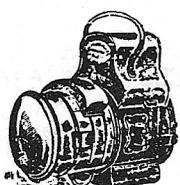
SINGLE CYLINDER VETERAN ENGINE BARREL, THOUGHT TO BE DELAGE. HAS
 WOODEN PISTON. MUST BE BRUSH.

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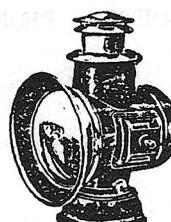
See Treasurer Bob Lamond or arrange for someone to collect as per
 plastic name badges.

SALSBURY LAMPS.

No. 244. Salsbury-Flare.



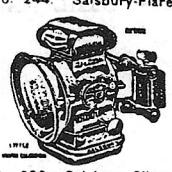
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