

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

SPIT AND POLISH

Registered by Australia Post,
Publication No. NBH 1442

* PRICE 70 Cents

May, 1985 Vol. XXVI No. 10





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 XXVI No. 10

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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,
23RD MAY, 1985.

*Editorial
Comment*

The busy month of May - Presentation Dinner on 24th and Veteran and Vintage Display Day on 26th.

The postman has brought some interesting articles and letters this month. Vic Jacob's asked me if Keith Carden would like to write some of his commercials after his letter to the Editor, published in April issue.

The "Voice from the Plains" (Jimmy Simpson), who misses not being able to "voice" his opinion at the meetings, asks some questions about May touring.

George Adams has put pen to paper and tells us of "A Mini Tour to Tamworth" and George Sevenoaks has supplied some humour in "Classic Answers".

Also included is an interesting article written by George Brooks of South Australia about "Accessories in 1912".

Good reading.....

- SANDY ROBERTS

P.S. Pleased to hear that Jack Garwood was seen inspecting the new building recently.

* * * * *

Copy required by first Thursday of month

Address all correspondence to:

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



VICE-PRESIDENT'S REPORT

While Bob and Anne Baxter are holidaying in Singapore, committee meetings, magazine and general running of the club carries on regardless.

I must alert you of the need to recruit volunteers for next year's committee as in past years we will have some vacancies.

The committee needs a cross-section of viewpoint to ensure the best is achieved for the members, so even if you are a new member, having little knowledge of veteran cars, your organising ability or business experience will be useful to the club. Long-standing members that have not held a committee position before will be surprised at how little effort is required to run the club and so increase your enjoyment from it.

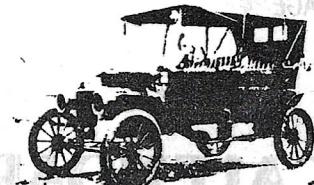
It is good to see cars reappear after long periods of inactivity. Congratulations to Bryan Inder on his acquisition of single cylinder Oldsmobile ex Laurie O'Neal's collection and re-registration of the Shelsley Crossley in the hands of Austin Grelman, also Dale Fuller's re-registration of her father Ken's Hupmobile.

We look forward to enjoying the company of these members on a rally soon.

- MAX ROBERTS
Vice-President

* * * * *

HERE'S one for pedestrian safety: If you keep your right eye left open, and you left eye right open, you'll never strike trouble.



CALENDAR OF EVENTS



1985

May 24 (FRIDAY) PRESENTATION DINNER
Details on page 5.

May 26 (SUNDAY) 3RD ANNUAL VETERAN & VINTAGE DISPLAY DAY. Details on page 6.

June 8,9 Queens Birthday Weekend - Newcastle Branch Trip to Denman with 2 nights at Denman Motel.

July 14 (SUNDAY) Newcastle Branch Outing to Shingle Splitters Point - 11.00 a.m. arrival.

Aug. 25 Aussie Luncheon - near Avalon - details later.

Sept. 22 Drummoyne Carnivale '85.

Oct. 4-7 25TH ANNIVERSARY NEWCASTLE TOUR - Morpeth. Enquiries: George Adams (049) 48.8140.

Dec. 1 (SUNDAY) CHILDREN'S CHRISTMAS PARTY.

Dec. 7 (SATURDAY) CHRISTMAS DINNER.
(Note change of date from March issue).

PRESENTATION DINNER



POST & WHISTLE RESTAURANT

163 VICTORIA ROAD, GLADESVILLE

FRIDAY, MAY 24, 1985

7.30 p.m.

Booked out.....Waiting list only:

MERRYL GODFREY - 85.8924

* * * * *

HANDY HINTS

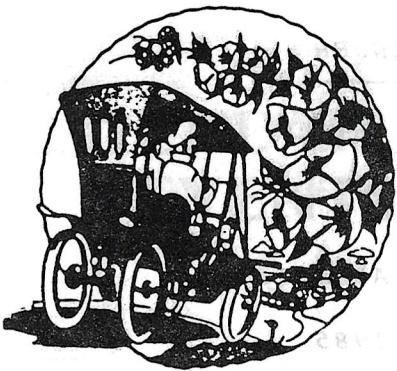
INSTALLING SCREWS:

When installing screws to newly-painted surfaces, such as window frames or the front engine splash shield, lightly coat the underside of the screw with grease to prevent painted surfaces from chipping as you tighten the screws.

LACQUER:

Use lacquer paint instead of enamel on any parts which come into contact with gasoline, the carburettor, engine pans and the sediment bulb etc.

(FROM "COUGH AND SPUTTER")



The 3rd Annual Veteran and Vintage Display and Picnic Day will be held at 'The Old Green's Museum Property', Leppington (now known as 'Balloon Aloft') on SUNDAY, MAY 26, 1985.

The display area will be open to all vehicles manufactured prior to January 1, 1931. Admission to the grounds will be \$3.00 per vehicle, and plenty of parking will be available. Gates open at 8.00 a.m.

Trophies will be presented for:

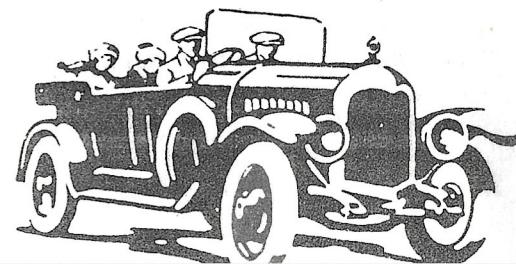
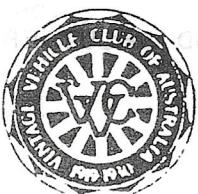
- (1) Most Appealing Veteran Car
- (2) Most Appealing Vintage Car
- (3) Most Appealing Motorcycle

1. Post-1930 vehicles will not be admitted to the Display Area.
2. All tender vehicles will be marshalled to a suitable area outside the Display Area.

The event is being organised jointly by the Veteran Car Club of Australia (NSW) and the Vintage Vehicle Club of Australia 1919-1930. Further information may be obtained from:

BOB BAXTER 522.9661

BEN BRONK 624.8224



A MINI RUN TO TAMWORTH

A couple of weeks before Easter I received a 'phone call from Bob Newman saying, "How about a Mini Tour over the holidays?" My immediate reply was, "You beaut!". So it came to pass that Bob and Alma (Talbot), Peter Adams, with son Neil (F.N.), Nev Preston (Talbot), with Dianne Newman navigating, together with Beatrice and I in the Stude. took off on Good Friday morn in high spirits and Veteran Cars heading North by North West, I think.

We travelled all the backroads via the wineries, having morning TEA at Hungerford Hill (all the wineries were closed), through Broke, Warkworth (lunch) Jerry's Plains, Denman, Muswellbrook, Aberdeen to Scone. Here we stayed at Airlie House, a nice motel which is an adjunct to a very old home.

Of course, seeing that Peter was in the lead, we got lost a couple of times; usually I manage to do this.

Next morning, as I was going to get petrol, Bob Newman called out, "Don't put that brand in the Stude., it doesn't last." Not till much later on the trip did it dawn on me what he meant.

Morning tea in Murrurundi Park, followed by a brief look at the local antique shop, where I found that I could buy a Stude. carburettor for \$95.00 (no car attached).

At Quirindi we went via a steep winding road to "Who'd Have Thought It" Lookout, where we had lunch. This viewpoint gives a 360 degree look at the surrounding country and it is well worth a visit.

Still keeping to the back roads, we went through Werris Creek, Currububula and Tamworth to our destination, Jim and Zug Turner's Thunderbird Motel at Nemingha.

On the way, Peter arranged a meeting with the chap from whom he bought the F.N. (unrestored) and while talking, discovered that one of his remaining Dunlop tyres was losing its bead. (Come on, BETCO!). A quick (?) change of tyres and vigorous action on the pump by Neil soon had the F.N. on the road again.

25TH ANNIVERSARY NEWCASTLE TOURMORPETH CONFERENCE CENTRE - OCT. 4TH, 5TH, 6TH & 7TH, 1985

If you would like an Entry Form for this event, please fill in the slip below (or a copy of it) and send it to:

The Secretary
 V.C.C.A. (N.S.W.) Newcastle Branch
 314 Warners Bay Road
 MOUNT HUTTON N S W 2290

OR: Telephone George Adams on (049) 488140

OR: Pick up a form at the May Meeting

Please send me an Entry Form for the 25th Anniversary Newcastle Tour.

NAME:

ADDRESS:

POSTCODE:

VETERAN CAR TOURS

In many cases it is presumptuous of most of us to question the actions and thoughts of others of us. However, as usual, circumstances alter attitudes.

Reading the President's Message in the March 1985 issue of SPIT AND POLISH, we discern the hopeful suggestion that a member could organise an event for May. We suggest that the notice for a May Tour is rather short, but that is really beside the point.

Having read periodically of the previous tours, we are surprised that nowadays they cannot even get off the ground!

So, what could, or should, be the most appropriate move? Would a wide-ranging questionnaire serve any good purpose, if the information obtained could designate such factors as:

- * The season of the year
- * Duration of Tour
- * An alternate route whereby those who wished to cover only (say) half the course could branch off at a designated fork and return home
- * Are members concerned over tyres?
- * Is there anticipation of long (?) tiring (?) days of driving (presumably over miles of traffic-free roads)
- * The probable absence of 4-star accommodation
- * Fear of R.B.T. (Spare the thought!)
- * Does the Club have too big a proportion of members who have retired or are redundant, and who now find life uninteresting?
- * Does their day start too late now, so that an enforced daily timetable for a few consecutive days prove irksome?
- * Could a daily interchange of some passengers between different vehicles prove capable of dispelling some monotony?

If any members were domiciled "On the Plains" here, they would jump at the opportunity to have "something to get their teeth into."

Should the present impasse occur again in 19 years' time, what are the prospects of a successful Golden Anniversary Tour?

What will be the subject being pursued in the new hall in ten year's time? Still Veteran cars? A gross exaggeration perhaps. Maybe a cartoon atmosphere to it. Who knows? But what a shame to knock back, or allow to lapse, a good run in a lovely country, and at a meteorologically pleasant part of the calendar. Maybe some members are "getting old", but not necessarily "ageing". Forget the "3 score and 10". When one has reached the "4 score" there is a sense of a diminution of opportunities - 'HOP ONTO IT NOW - TOMORROW MAY BE TOO LATE!' Do not overlook the possibility that the Old Fellow with the hour glass and the scythe no longer walks round in sandals. More likely he uses a sit-on form of transport actuated by electronic ignition, and thereby keeps up with the times, and thus shortens TIME!

Give it thought, fellow members, give it thought!

Obviously, no hard feelings! Only the "cut-off-from-it-all" feeling, expressed through the

VOICE FROM THE PLAINS

P.S. "See you at the March Meeting," the man said. How we wish that were possible! Wishful thinking - or hoping. We will be there in Spirit - like Fisher's Ghost.

* * * * *

ACCESSORIES IN 1912

A writer in "The Motor" in March 1912 said that "the number of motor car accessories is legion these days; in fact, very few people have any adequate conception of the number and diversity of the accessories now on the market." To put ourselves amongst that few, let us have a look through the advertisement pages of a copy of "The Motor" of 1912, which ran to about 120 pages per issue. We should bear in mind that this industry had been created almost entirely within the previous decade. Even if all of these items were not available over the counter in South Australia, no doubt there

were many readers of "The Motor" who browsed through the pages and they could always import any item that took their fancy.

On the inside of the front cover is an advertisement for the Jones speedometer which, judging by the number of survivors, must have been the most popular make. Also offered by the same maker was a Motor Car Log, which recorded the movements of the car to which it was fitted. A stylus running over a paper chart showed times, speeds and distance covered. It seems mostly to have been directed at the chauffeur making unauthorised use of his employer's car, but would also have had application on business vehicles. Another similar device advertised was the Jurus sequoy squeezing grip.

It is evident that acetylene lighting was on the way out, and the manufacturers were busy convincing motorists that electric light was the coming thing (early light globes were liable to burn out and leave the driver in instant blackness, so acetylene was regarded as safer in spite of its inconveniences).

Rushmore Lamps Ltd. were one of the few makers pushing their acetylenes, explaining that "the lens strips in the door of our Multiplex Lens Door Headlights

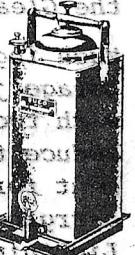
gather up the powerful beam projected by the lens mirror, and concentrate the light entirely upon the road, and spread it slightly so that the sides of the road are well lighted. A steady illumination is assured at any speed in all weathers. We do not exaggerate when we say that with a pair of 8 inch Rushmore headlights

it is possible to drive at 40 miles an hour with the utmost comfort." Other acetylene sets were available from P & H (Powell and Hammer), Dietz, Seabrook, Autoclipse, Riemann and Lucas. Electric sets from Woodland, C.A.V., The Magician and Lucas.

DYNAMOS for generating the current for the lights came from Brotz, En Route, Polkey-Jarrotte, W.C.J.B. Primus and Lucas again. The only advertisement for burners was Brag's Ronal and for lamp gloves, Ward and Goldstone.

The only advertisements regarding ignition systems are for the Nilmelior coil and for Bosch and Simms magnetos.

Returning to speedometers, besides the Jones you could have a Frodsham, Bowden, Star, Stewart, Smiths or Elliot, the



latter also offering a revolution indicator, or rev. counter. The most common advertisements were for tyres, and the accessories relating to them. In the order in which they appear in the issue in front of us, you could make your choice from Stepney, Amalgam, Shell (from Harrod's Stores), North British "Clincher", Palmer Cord, Victor, Michelin, Avon, MacIntosh, Wood-Milne (which had a simple form of tread), Mogul, Dunlop, Gaulois and Lynton.

There were various bands to fit over the tyres, either as non-skids, or to protect them, or to prolong the life of a worn cover. They were available from Lomax, Marshall and Sentry. Tyre pressure gauges - "don't judge inflation by guesswork" - were to be had from Schrader, the familiar pop-out type, or from Moco, a dial gauge which could also be used to check engine compression.

It has always been a puzzle why people used the tedious hand or foot pump when the power of the engine was there to do the work for them. The only such pump advertised was the Atlas, which screwed into a plug hole (but had an intermediate piston so that fresh air, not a petrol-air mixture, went into the tyre). In an article on compressed air starters, mention was made of Adams, Enfield and SCAT cars, which had air compressors mounted on their engines and a source of supply of air for the tyres. For those keen on exercise, there were the Gleason-Peters and the Orno pumps.

Much ingenuity went into the design of car jacks. The Tangye garage jack at 2 guineas was the most convenient to operate, with two wheels to run it about on and a long handle to reduce the effort. There was also a simple means of adjustment for different axle heights. Of the smaller jacks for carrying on the car, the Duco had a worm gear and the Lightning a skew gear drive. Both of these meant grovelling under the car to put them in place, but the latter was claimed to need only two turns of the handle to raise the car.

The Ogden Konkora was a tyre lever which made handling the beaded edge tyre delightfully simple.

Of some significance as an indication of the difficulties in keeping a car running properly in 1912 is the fact that by

far the most frequently advertised items were the above-mentioned tyres, spark plugs and carburettors. Alan Parker can give a longer list of spark plugs, those noted in the advertisements being Duco, Lodge, Oleo, Fuller, Simms, Bosch, Re V (fitted as standard to Panhards), Sphinx and Forward. Fitting another make of carburettor to that supplied with the car is a practice not unknown today, but now it is done to extract more power from the engine, not to give better and/or more economical running. You could take your choice from Scott-Robinson, Stewart-Precision, Zenith, Garner, Claudel-Hobson, and Solex (which could be dismantled for cleaning by undoing one nut). And talking of changes from the original design, the Hele-Shaw multiplace clutch could be fitted to any car.

Another item on which ingenuity was expended was that for giving audible warning of approach. There were the Klaxon (the sound waves cut through all other noises) the Autovox (air pump friction driven from the flywheel), Paris Express, Gabriel and Orno exhaust whistle, the Echo, Duplex and Tuto (two notes, low and loud) electric horns, and the Aspero Induction horn, which was connected to the inlet manifold of the engine. Note that most of these worked only while the ignition was switched off).



For smoother riding you could fit Premier, J.M. or Telesco shock absorbers, these being the type which took the place of the rear spring shackle and had auxiliary springs inside them, or alternatively Gabriel Snubbers, which provided frictional resistance on the rebound of the spring.

The silencer is often the first thing that needs replacement on the modern car, but in 1912 there were only two advertisements for this item, so evidently the one supplied by the maker was expected to last. The ones offered were the Ejector and the Nest-O-Cups. For the motorist who bought his car without a windscreen, or was having a body built on it to

his own requirements, there were several makes and types to choose from. The Russell, which could be set at any angle by turning a knob, the Capital, which had curved glass to give a smooth air flow over the heads of the occupants of the front seat, the Auster, the County and the Premier were all to be had.

There was only one type of brake lining advertised, Ferodo, and one hood material, Panasote. Very strangely there is only one advertisement for motor oil and none at all for petrol. The Vacuum Oil Company showed a testimonial from the Vauxhall Company relating to the cars which took part in the Swedish Winter Trial. In 1912 "The Motor" was waging a campaign for home-produced motor fuel, viz. Benzole, and was also critical of the price of petrol which they thought was higher than it need have been, so perhaps the paper was boycotted by the Oil Companies.

Other items to be found as we turn the pages are Reliable taps, turnbuckles etc., chauffeur's liveries, motor houses, maps, ball and roller bearings, vulcanisers, carbon removers, motor bodies, carbide, home electric lighting installations, spare wheel covers and batteries.

Often, in the early motoring magazines, the advertisements are now of more interest and historical value than the editorial matter, and when they have been bound into volumes, with the advertising pages removed to conserve space on the shelves (admittedly very necessary) the result is a serious loss to the present day reader.

- G.H. BROOKS

(This article was featured in 'The Veteran Car in South Australia', March 1985.)

IMPORTING A MOTOR VEHICLE?

Following discussion at the last General Meeting about Customs By-Laws affecting motor vehicle parts - a reliable source advises that any imported motor vehicle which is five years of age or over is dutiable at the base quota rate of 57.5% and does not fall within the tariff quota provisions. Vintage vehicles - that is cars over 30 years old - which fall within specified tariff headings will be admitted free of duty. However, in both cases sales tax at the rate of 20% is payable. If you are contemplating purchasing a vehicle overseas it is recommended that you contact a Customs Agent for full clarification of the tariff.

'CLASSIC ANSWERS'

Many have experienced the confusion of traffic accidents and have had to summarize exactly what happened in a few words or less on insurance accident forms. The following quotes were taken from these forms and published in the TORONTO SUNDAY, July 26, 1977. Keep in mind, as you read, that these are actual attempts made by policyholders to describe how and why their accidents occurred.

Coming home, I drove into the wrong house and collided with a tree I don't have.

The other car collided with mine without giving warning of its intentions.

I thought my window was down, but found out it was up when I put my hand through it.

I collided with a stationary truck coming the other way.
A truck backed through my windshield into my wife's face.
A pedestrian hit me and went under my car.

The guy was all over the road. I had to swerve a number of times before I hit him.

I pulled away from the side of the road, glanced at my mother-in-law and headed over the embankment.

In my attempt to kill a fly, I drove into a telephone pole.

I had been shopping for plants all day, and was on my way home. As I reached an intersection, a hedge sprang up and obscuring my vision. I did not see the other car.

I had been driving my car for four years when I fell asleep at the wheel and had an accident.

(MORE 'CLASSIC ANSWERS' IN JUNE ISSUE - THANKS TO GEORGE SEVENOAKS).

OIL DROPPING AN OFFENCE

Parisians are threatened with a law making it an offence to allow their cars to drop oil on the road. It is only necessary to frequent quarters in which motorcars are most numerous to realize that the evil does exist, and owing to the special conditions of Paris, is more severely felt here than elsewhere.

Cars, for instance, are frequently kept in modified coach houses in the base of apartment houses. To reach their garage, the cars have to pass through the main entrance, generally stopping in the passage way to allow the owners to get out, and during these few seconds' stop enough oil or grease will ooze out to form a disagreeable stain in the direct path of all the tenants.

The remedy primarily lies with manufacturers, who should be capable of producing a car from which there will be no oil leakage. The number of such cars is really small, and although we could mention cars which will not lose a teaspoonful of oil in a year, there are many otherwise excellent cars which are grave sinners in this respect.

The police regulations against a smoky exhaust, which have been in vogue in Paris for at least six years, have been largely instrumental in removing this evil, and although a regulation against oil leakage might be resented by the careless chauffeur, its ultimate result cannot fail to be satisfactory.

Knowing that their cars are apt to leak oil, some manufacturers refuse to fit an oil-tight undershield, on the ground that it allows an accumulation of oil and grease which might be dangerous in the case of an outbreak of fire. The argument has its value, but it would doubtless be better to make the undershield oil-tight and at the same time allow for conveniently running off this waste in the garage and dismounting the entire shield much more readily than is possible at present.

There are very few otherwise careful chauffeurs who could allow their undershields to stand close inspection, and hardly one who could not bring forth the valid excuse that the protecting pan could not be dismounted in less than half a day.

(From "The Motor", March 1912.)

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

Solution to No. 39

FATHER'S PRIDE

The proud father has seven children - four boys and three girls.

No. 40

EYE QUEUE TEST

Five gentlemen joined a bus queue one morning. Mr Previous joined the queue before Mr Before but after After. Mr After came on the scene previously to Previous but after Subsequent, who followed Following.

In what order did they arrive?

Advertisements

WANTED: Rare and uncommon original radiator badges and nameplates for a collection.

Will purchase or exchange.

- GEORGE KING - 522.7108

WANTED TO BUY OR TRADE (ALL STATES):

Air intake tube (with butterfly) to suit five ball

Kingston carburettor or complete carburettor.

Have genuine Holley HI carburettor to suit 1912

T Ford.

Also require beaded edged rims 22" to take 28 x 3
tyres to suit 1906 N Ford.

- BOB TREVAN, 22 City View Drive, Lismore. 2480
'Phone: (066) 21.6389 (A.H.)

FOR SALE (ALL STATES)

1909 S.P.A., 3½ litre engine, and radiator
(beautiful condition) plus many other parts \$500.

ALSO:

1922 BIG SIX STUDEBAKER engine \$50.00.

- GEORGE ADAMS - (049) 488 140

FOR SALE DUNLOP checkskid tyres - 4 ply (5 off)
500 x 24. \$750
BOSCH DU4 Magneto (brass body) \$30
BOSCH DU4 Impulse Magneto \$45
STROMBERG Carb. 1-7/16" throat (No M-2) \$10
DETROIT ZENITH Carb. 1-5/8" throat (No 44) \$12
0-1 MICROMETER \$8

WANTED COLLECTOR RING (Bakerlite) for DU4 Magneto

- MIKE BENDEICH - 639.5897

FOR SALE: 1912 OVERLAND T60 Tourer. Fully restored. Royal
blue and black. Black all-leather upholstery.
Proven rally car - sale due to illness. \$18,000
- JOHN ANDREWS C/- Garry Coxon, Richmond (045) 71.1878