



# SPIT AND POLISH



OFFICIAL NEWS BULLETIN OF AND FOR  
THE



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N. S. W.

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HON. EDITOR OF "SPIT AND POLISH"

A. G. (LARRY) LERESCHE

EDITORIAL NOTES

Members will be interested to know that the Club Rooms at 190a Clarence Street will shortly be opened in the evenings so that Members can have access to the Library and other Club facilities. This will possibly be once a fortnight, and at a later date it is hoped to have the Rooms opened more often if the attendances warrant this.

Your Committee are arranging to have the various pictures hung which have been donated in the past, and the Room will be made as comfortable and attractive as possible.

This should fill a long felt want, and it is hoped that Members will avail themselves of this opportunity. Remember, that this will necessitate the Librarian or one of the Club Officers giving up a considerable amount of their time, in order to open up the premises, and you are earnestly asked to show your appreciation of their efforts.

Besides the facilities of the Library, Members will be able to discuss their many problems of restoration with each other, and so obviate the President calling for order and silence at the Monthly Meeting nights, which he has to do so frequently.

When outside appeals from Charitable Organisations reach the Secretary these are always put to Members, with a suggestion that as many as possible support them with their Veteran cars, this has been the Club's principle for some time, and Members have at all times shown their willingness to help.

However, it would appear that in some instances not enough thought has been given by the outside organisers to the limitations of a Veteran car. To start with Veteran cars are not suited for cavalcades with modern sports cars, this has been proved twice recently, when long cavalcade routs have been planned resulting in the faster cars taking the lead and leaving the Veterans to keep up as best they can.

Recently a request was made to support The Poliomyelitis and Physically Handicapped Society appeal at Westmead Speedway. Veteran cars were asked to be at Stan Donney's Service Station at 12.30 p.m. and to then move off in convoy to Westmead, and there attend a Grand Parade. The cavalcade was a useless farce as far as the appeal went, and on arriving at Westmead, those that attended stood about on rough ground in the bitter cold wind waiting for the Parade, which instead of being run at 3 p.m. as planned, did not come off till 4.15 p.m., and by the time this was over the drivers had to rush home in order to beat the falling daylight, drivers also missed their usual Sunday midday meal at home,—All this for a 15 minute Parade.

E V E N T S

A very excellent Social Evening was held on Saturday 9th July last in Messrs. H. C. Sleigh's Amenities Room, the starting time was 8 p.m. but the finish was undisclosed. Between 60 and 70 Members, their wives, and friends attended.

The Events Committee were the hosts, and as usual their planning and arrangements were excellent. Mr. Stan Donney made a splendid barman, and Mr. George Green surprised everyone as a caterer and chief sandwich cutter, Alby Frost supplied the music, or rather supplied the records, by request. Most of the Members availed themselves of the excellent floor for dancing, but those that did not dance found time to renew old friendships, and it goes without saying that there was a good deal of gossip about Veteran cars and what makes them tick—strange but this sort of thing goes on all over the World amongst Veteran car owners.

The Newcastle Members were well represented by those staunch supporters of all events, Mr. and Mrs. W. Barker. They have a new distance rival now in Mr. M. McDonald, who lives in the "Hot Air Dept." of O'Connor, A.C.T., he travelled the 170 odd miles especially to attend, and believes it was worth every mile.

A bit of rivalry has crept up on this very splendid evening, and a little "Brush" has been whispering that it's owner, President Alan Rose-Bray will be Host at the opening of the Club Rooms and Library, and champagne and oysters will be served for supper, mind you Brushes aren't ones to talk much, — it is a splendid idea don't you think.

LETTERS FROM READERS

The opinions expressed are those of the writers with which the Club does not necessarily agree.

The Editor, SPIT AND POLISH.

Sir; I refer to Mr. George Brooks' letter in "Spit And Polish" May 1960 issue, but before replying to it I wish to correct an assumption that Mr. Brooks has made, in that my car is a 6 h.p. Le Zebre. This assumption is incorrect as the cylinder dimensions of my car are 85 x 100 mm, not 88 x 106 mm and 4 h.p. 1200 R.P.M. is clearly stamped on the engine name plate.

In view of this fact all articles cited in the letter may be disregarded as dating evidence, as all cars pictured or discussed are 6 h.p. vehicles, with the exception of the 4 cylinder 8 h.p. vehicle shown in Elizabeth Nagle's book.

The latest 1959 edition of "The Worlds Automobiles" by G. R. Doyle shows the date of origin of the Le Zebre Company as 1908, Mr. Brooks has evidently not read this latest edition.

Jules Solamon, the designer of the Le Zebre was still alive in 1955, and the history of his life and association with Unic, Le Zebre, Citroen etc. is written in "L'Automobile" December 1955, Volume 116. For readers information the history is as follows: In early 1908, when employed by Georges Richard in the production of the Unic Car, Jules Solamon produced for his own use a single cylinder car, cylinder dimensions 85 x 100 mm, with accommodation for the driver only. He called the car Le Zebre.

Georges Richard's general agent, M. Bizet, immediately became very interested in the vehicle and gave Jules Solamon an order for a hundred of them, advancing him 200,000 francs. Solamon left Georges Richard, and started manufacture of the vehicles with the assistance of 15 workmen, the cars produced being identical with the first engine 85 x 100 mm, except that the accommodation was made available for a passenger. These 100 vehicles were made in less than a year. This model continued unchanged until the engines for the cars of 1910 were increased in size to 88 x 106 mm, and thus the 6 h.p. Le Zebre was introduced.

The chassis number of my car is 32, this number being stamped on the engine, gear box and differential housing, as well as the chassis, and it is therefore evident that my car was one of the first hundred vehicles to be made.

In conclusion, I would like to thank Mr. Brooks for forwarding his letter, which has been of considerable interest to readers of "Spit And Polish" and if Mr. Brooks can produce any relevant information on my Le Zebre, I shall be very much indebted to him, as information on it is extremely difficult to find.

11 Barwon Road,  
Lane Cove, N.S.W.

Yours faithfully,  
E. B. Perdiau

The Editor, "SPIT AND POLISH".

Sir: I am writing this letter in the hope that you or the readers of "Spit And Polish" may be able to supply information on an early Daimler recently discovered in the back yard of a shop at North Sydney.

The car has a poppet valve 4 cylinder engine of immense size, the bore is 6" and the stroke  $5\frac{1}{2}$ ", and the valves are  $\frac{1}{4}$ " in diameter.

It is thought the car is a 1907 or 1908 58 h.p. model. One interesting feature is the chain drive. Most of the gear box is missing.

Wheelbase is approximately 11 feet, and solid tyres appear to have been fitted on the rear, and pneumatics on the front wheels.

So far I have been unable to find any information about this rare car and any help will be greatly appreciated.

Recently the Veteran and Vintage Car Section of the Daimler Apprentices Motor Club formed a Daimler Register and a Daimler Owners Club.

The Daimler Register is being compiled to establish where, and how many cars of this make (covering a period 1896 to 1930) there are in the world, and to publish this list to all on the Register, primarily to enable owners to contact one another regarding technical information etc. Further information may be obtained by contacting myself.

10 Tycannah Road,  
Northbridge, N.S.W.

Yours faithfully,  
Martin McCarthy.

Editor's Notes: After finishing my apprenticeship in England I worked at The Daimler Hire Department in London for a while before coming to Australia, this Firm had 52 Daimler cars for hire, quite a lot for those early days, these were the old Thirty Fives and the Forty Eights as we called them, it is hard to remember details so far back, except that they were all chain driven, had dashboard lubrication with a brass chain running from the lubricator tank to just under the steering column and pulling this chain allowed an extra supply of oil to be run to the engine, the Forty Eights which I mostly drove had a 4 speed gear box and these huge cars took quite a bit of winding up on the road before top gear could be used, they also had a very unreliable magneto, a Milmilleor. There were several of these cars in Sydney when I arrived in 1909, but the only one I can remember was one owned by Mr. Harry Rickards of the early Tivoli and Stadium fame, but no doubt other Members have come across information, and would be pleased to help.

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The Editor, "SPIT AND POLISH".

Sir: Please find enclosed a photograph of my wife's car. It is a 1910 Beeston Humber, 12 h.p. with a 4 speed gear box. After many communications with Messrs. Rootes Group Ltd., in England, they have forwarded to me a number of photostat copies of specifications and body designs to suit 30 h.p. and 12 h.p. Beeston Humbers.

I have numerous details of models of Humber cars and if I can help any Member please contact me at LA.2517.

The car was found behind an old garage at Parramatta some 2½ years ago. It lay buried down to its axles in the ground, and the story of the car is that after patching up the diff. centre, the transmission locked solid, broke an axle, then was towed to its resting place in 1924.

With the help of Club Members, Barry Willis King, within 2 hours we were able to lift it onto my trailer. At least 4 Club Members suggested that the car had gone too far to be restored, to me that was a challenge, and from then on work of restoration began in earnest.

Firstly, the motor was stripped and reconditioned, next the chassis was prepared and painted. The wheels became a problem, the spokes were made up to size and then I shaped them. My hardest job was finding rims, and fitting the spokes. The worst was to come, a new crown wheel and pinion had to be made, but after many months of spare time I made the parts and finally readjusted the diff. centre.

Through the "grape vine", I found that Club Member, Frank Nissen had a radiator, and this is now on my car, as the original one had a perished core. Work has now begun on the laundaulette body, and I anticipate the car will be complete in time for the Brighton Rally.

Could you please let the Members know through "SPIT AND POLISH" that I am short of a Lucas Tail Light.

North Strathfield Service Station,  
143 Concord Road, Concord.

Yours faithfully,  
Albert W. Frost.

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Editor's Note: The "Enclosed" photograph was missing, and is still so.

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#### CARS FOR SALE

A 1912 or 1914 model Berliet car 4 cylinder, this car has had a touring body on, the rear part has been cut off, front part in fair order, it is fitted with wire wheels which are in good condition. All the engine and mechanical part are intact and could be started up quite easily.

This car is offered at the cost of purchase and the transport from the Country to Sydney, and is well worth inspecting. £95.

Contact: A. Hawke,  
4 Beronia Road, Bellevue Hill.  
Phone FY.3072.

LONG RUN IN A 1899 WOLSELEY

Tired, cold and rather dampened by brisk showers in the Border country, two men climbed wearily down from a veteran car in Edinburgh last night.

They had completed a remarkable run—a repetition of the course followed by the first big car reliability trial just sixty years ago.

The car was an 1899 Wolseley and one of its drivers was Mr. St. John C. Nixon—who took part in the original trial, and was then a boy of 14.

The old car is the only survivor of the 50 which took part in the original event—and was last night running as well as ever, Mr. Nixon, in fact feeling the passing of the years more keenly.

"What I want is a hot bath" he said as he climbed wearily down from the exposed driving seat.

Incidental note. The car's "optional extras" included a basket strapped on behind, from which protruded two umbrellas, the "all weather protection". And a tea pot swayed gently below.

Perhaps after all modern cars do lack something.

Editor's Note: Thank you Mr. George Green for this interesting account.

BITS AND PIECES

Wanted: 2 Square side lights suitable for an American Empire car, also 1 American type gas generator, and 1 horn.

Contact: Alan Rose-Bray. LW 1547.

Wanted to exchange: 1 pair of square side lights in mint condition, for a pair of Lucas or similar side lights, these must be in mint condition also, or would purchase a pair of Lucas or similar lights.

Contact: A. Hawke. FY 3072.

Wanted: 1 only Lucas tail light complete, if possible, in good order otherwise in condition able to repair.

Contact: A. Frost. UM 8639.

WANTED URGENTLY: Pictures of Members cars for publication in "SPIT AND POLISH". These must be on black and white paper, glossy finish, size approx. 6 x 4½ inches, it is most necessary that these be SHARP and showing as little background as possible. Also a description of the car, make, age, h.p. and any other details that you think other Members would be interested to read about.

Contact: The Editor. WX 1608.

NEW MEMBERS (FULL)

The following new Members were welcomed at the last month meeting night, and it hopes to see them at all future Club functions.

N. Askew  
134 Bexley Road,  
Earlwood.

A. J. Hawke  
4 Boronia Road,  
Bellevue Hill.

R. Heaton,  
323 Eastern Valley Way,  
Middle Cove.

Dr. G. Lehmann,  
30 Killarney Street,  
Mosman.

D. G. Larking,  
19 Arthur Street,  
Baulkham Hills.

M. McDonald,  
77 Scrivener Street,  
O'Connor. A.C.T.

NEW MEMBERS (Associate)

H. K. Cook,  
17 Balmoral Road,  
Mosman.

P. L. Simon,  
545 Old South Head Road,  
Rose Bay.

Some good hints on acetylene lights, burners and generators, taken from "The Veteran Car" in South Australia, December 1957 issue.

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For the lamp to burn satisfactorily, the glass must fit closely in the door frame, the door must fit closely into the lamp body and the clamping device must close the door securely, otherwise air will rush in when the car is in motion disturbing the form of the gas flame. Focussing of most lamps is by slackening off the attachment of the burner stand-pipe so that it can be slid backwards and forwards to give a sharp spot light, tighten everything afterwards.

Acetylene lights can cause dazzle and the only thing to do is to train them low so that you drive with them permanently dipped.

BURNERS. There are many different kinds of gas burners, or tips, with many different kinds of threads for attaching them to the stand-pipe, male, female, tapered, parallel etc. The burners are usually marked with a figure signifying litres per hour consumption of acetylene gas.

For use with a generator, the 14 and 21 litre sizes are suitable, anything larger being for use with a Prest-O-Lite cylinder, or other type cylinder containing gas under pressure (Note:- the old Prest-O-Lite type of cylinders are not allowed to be refilled here in N.S.W.) very small burners are also available for tail lights. The legs of the V burner should be fore and aft as with this type of burner a stream of gas comes from each leg and the place where it meets causes a fan shaped flame of larger size than the ordinary single burner, hence the name fan tail burner.

An efficient gadget for cleaning the orifices of gas burners can be made from a piece of round wood, about  $\frac{1}{8}$  of an inch diameter into the end of which a single bristle from a tooth brush is glued, wire cleaners are liable to chip the edges of the orifice and thereby upset the shape of the flame.

Do not allow the burners to burn out when extinguishing them as this practice will clog the orifices with carbon. Always BLOW them out.

GENERATORS. These should be placed on the running board of the car in such a position that the control valve on the top can easily be reached from the driving seat. Most types have a pointer registering with a number on the body of the generator, so that the valve can easily be set to the position which experience has shown to give the best results.

Carbide generators are of two main types, the "diving bell" variety where the supply of gas is automatically controlled---the pressure of the acetylene gas formed when the water comes in contact with the carbide forces the water away from the carbide, thus preventing the formation of more gas until some has been used. In the second type, gas is formed as long as the water is allowed to drip through the control valve, and if it is not used it bubbles out through the water in the tank and escapes. Economical drivers can turn off the water supply about twenty minutes before the end of the journey, so that all the available gas is used up just as the destination is reached.

For the generator to work satisfactorily, the gasket between the two parts must be in good order, otherwise pressure will be lost. Old motor tube makes as good a gasket as anything.

Before refilling with carbide the container should always be well cleaned out with a stiff bristle brush, and if you have finished with the generator for that night it is advisable to thoroughly clean the waste material out while it is wet, if left it will harden and become very difficult, and it is not easily re-softened.

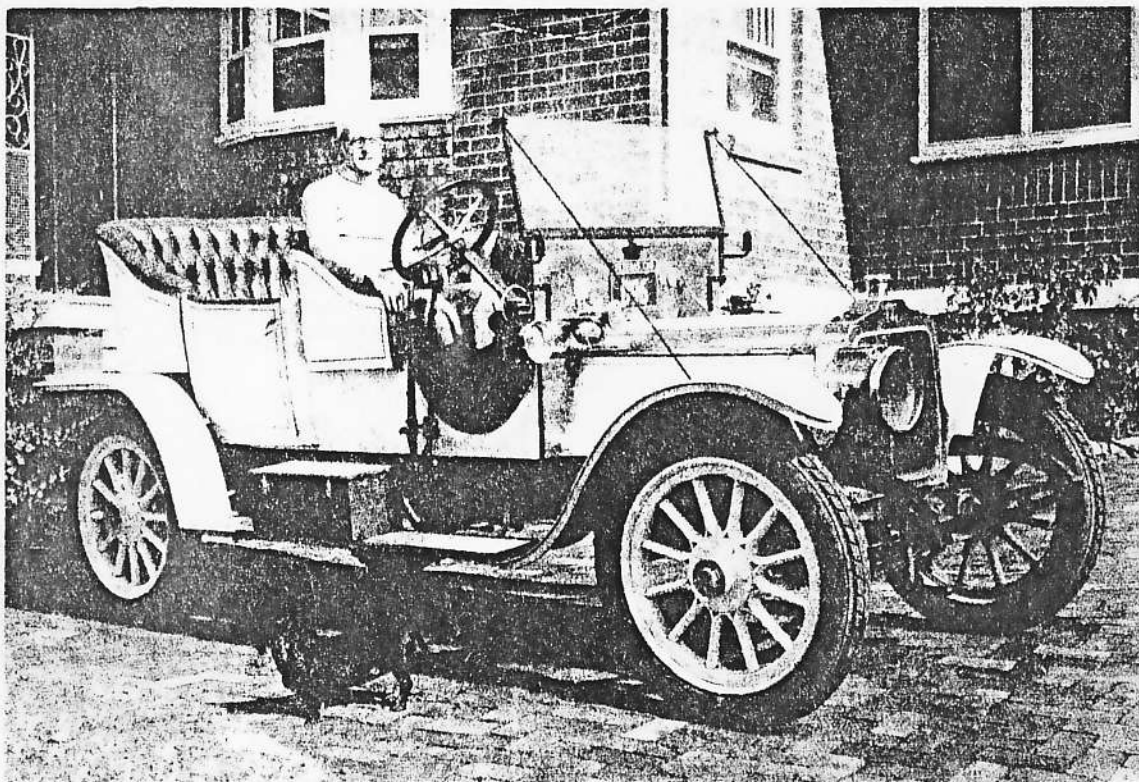
One pound of carbide produces 170 litres of acetylene gas, from which you can calculate how long your lamps will keep burning.

The connection from generator to lamps should be by BRASS tubing, with sections of rubber tubing between generator and chassis, and chassis and lamps to absorb vibration. It should be possible to drain out any accumulated water from the tubing by slipping off the rubber tubing at the lowest point, some generators have a filter attached to the generator, this is filled with horse hair, and a convenient drain tap is fitted.

Copper tubing should be avoided, as acetylene gas coming in contact with copper can cause mild explosions, or back firing in the burners.

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These notes may assist those who have their lighting systems in working order, and help them to get better results, and also to encourage those who have not as yet tackled the job to get theirs in A1 working condition.



Here we have the newly elected Hon. Secretary of The Veteran Car Club of Australia (N.S.W.) Mr. Jack Dance, seated in his much prized 1908 Talbot Touring Car.

When he first took this car over it was in fairly bad shape, and minus a body. However much time and energy was spent on the mechanical side of the engine and chassis, then the wheels and rims gave him a fair amount of headaches. After this a complete new body was built, and upholstered, and finally the car was finished in off-white.

The good workmanship he put into restoring the car has paid off well, for he has been running this car in all Club major events, trouble free, since 1959.

His first appearance with the Talbot was in the 1959 Katoomba Rally, then later in the 1959 Brighton Rally, and the 1960 Katoomba Rally. He entered the Talbot in the 1960 Barossa Valley Run in South Australia, and the car was driven over and back for this Event, this was no mean feat as bitter cold and wet weather were encountered practically all the way over and back. A cracked brush holder in the magneto caused a few hours delay, but after a new one was made the car completed the rest of the journey in fine style.

Apart from Club Rallies, Jack Dance has been a very keen supporter of any charitable events the Club has been asked to support from time to time, and if he applies the same amount of enthusiasm—which undoubtedly he will, to his new post of Hon. Secretary, then the Club can look forward to a very bright future.

PLEASE notify Editor, "SPIT AND POLISH" of your requirements, swaps or anything that you may have for sale that another Member may require - also information about that car you are restoring. Photographs of your car are needed, for particulars please telephone the Editor, WX 1608.