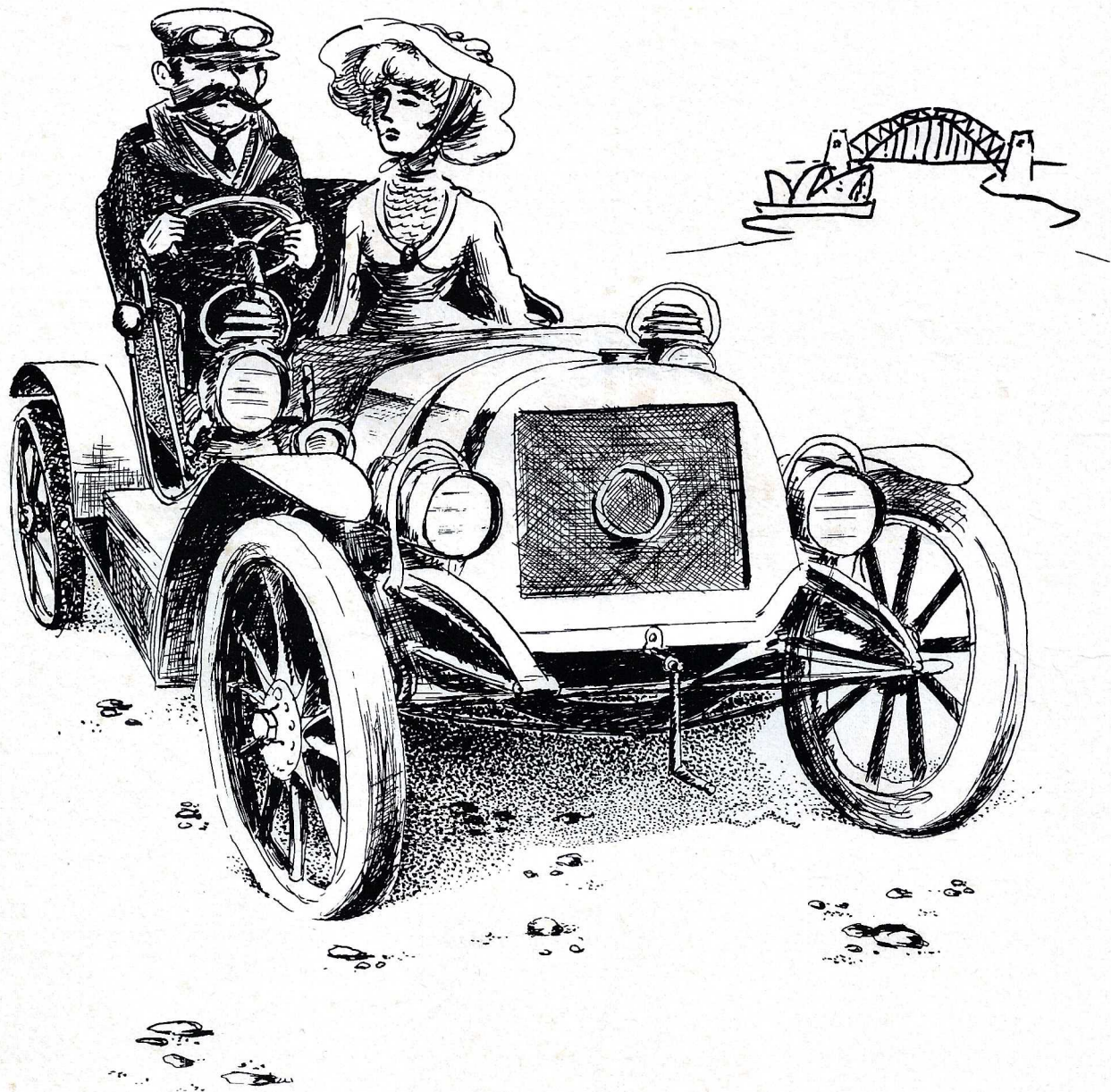


NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)
Registered at the G.P.O., Sydney for transmission by post as a periodical—Category B.

SPIT AND POLISH



MARCH, 1972

VOL. XIII, No. 9

PRICE 40 CENTS

SPIT AND POLISH



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

Registered at the G.P.O. Sydney for transmission by post as a periodical — Category "A"

Patron:

His Excellency the Governor of New South Wales,
SIR RODEN CUTLER, V.C., K.C.M.G., C.B.E.

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Vol. XIII No. 9

March 1972

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COPY REQUIRED BY FIRST THURSDAY OF MONTH

The next General Meeting of the Club will be held on THURSDAY, 23RD MARCH, 1972, at Five Dock Community Hall, Great North Road, Five Dock, at 8.0 p.m.

E D I T O R I A L

Back from the Limbo of the Past

All of us, at some stage of our career, have either tossed aside or actually relegated to the condemned heap, some idea or object, only to return to the spot - either in a cupboard or an old well - to retrieve the article, and press it into service again.

This seems to have been done to the battery operated car. Some were about in the early days of motoring. There was a try out of battery driven cars, in which their practical usefulness was limited to 30 miles per charge, and their weak link was the trickle charger in the garage. Due to these points, mainly, they fell into disuse. They provided a silent stately mode of travel which employed two speeds - 'exceedingly' slow and stop. They lacked the verve and liveliness of the internal combustion engine, and thus held no interest for the younger generation.

But now, with our roads jammed with traffic, and getting more so, as well as all the legal "do's and don'ts" about the place, it is becoming a thing of the past to be able to whizz along. We are fast approaching the state in which, so long as one moves steadily along the road in the crowd, literally bumper to bumper, then we will eventually reach home.

If this is to be the case, then we had best revert to electric power, but on a basis quite different to the present cumbersome method, with its bulky batteries.

Man is able to send radio orders of correction to satellites and to space vehicles. Why not take this a little further and build radio transmitters which will broadcast impulses, to be picked up by cars tuned to the specific wave length of any station, such impulses, when received, to be amplified by such an extent and in such a way that sufficient power will be delivered to the electric motor at each of the four wheels of vehicles to move them at a reasonable speed.

And this, of course, also removes the petrol fume pollution as well!

* * * * *

REPORT OF FEBRUARY MEETING

The President was in the chair, and welcomed Ken Buxton, vice-president of the Chevrolet Car Club.

It seems that Toby Bent's mentor (that would have to be Arthur Garthon) apologised again for his absence from the meeting. Toby had just returned from a tiring trip to - and all over - the country, and had passed a few selected remarks in reference to his then physical condition. His mentor felt that he could not do justice to the remarks - they were undoubtedly 'select' remarks - and he suggested that any who wished to appraise themselves of the said remarks are advised to contact Toby!

Peter Kable (Events) announced as Rally Director that to date he had 63 starters for the Blue Mountains Rally - 61 cars and 2 motor bikes. He felt that having in mind that the N.Z. Rally is now on, the total of 61 was quite creditable.

Percy Stewart thanked the Club for the interest that they had shown in the Infants' Home by displaying so many vehicles at Pratten Park, Ashfield, on Sunday 13th February. The Ashfield Rotary Club stood to show a profit of approximately \$400 for the worthy cause.

Investigations (Max Roberts) announced that a 1914 Oakland is under surveillance. It is dismantled (perhaps 1914 is too early to apply to phrase 'C.K.D.!!) and is reasonably complete.

It has been reported that the Historic Commercial Vehicle Club has been embraced by the C.V.V.T.M.C. Attempts have been made (Melbourne based) to form a Federation of Vintage Car Clubs. It has been mooted that Warwick Farm Concours be "d'etat" only, omitting "d'elegance". A suggestion has been made that a Swap Meet be held on the last Sunday in May, organised by the Chevrolet Club. The venue will probably be Parramatta Park.

Club Rooms. The President gave the meeting some satisfaction and the building a pat on the back, when he announced that notwithstanding all the rain which fell in January, no leak was found anywhere in the building.

Following on the request in SPIT AND POLISH, members were asked to give a hand towards the setting up of the building, according to their several capacities. A request was made from the chair for a used but definitely reliable refrigerator. It cannot be said that Arthur Garthon does not try. He announced (brave lad!) that he had been able to find a source of supply of chairs. The Dept. of Education, he said, had some reject chairs. "But," he said, in a crestfallen way, "there's only one snag. We would have to take 30,000 of them!" This announcement, of course, produced a wave of mirth through the meeting. The question of a name for the building was discussed, and the President said that the use of the words "Veteran Car" would not be in the best interests of the Club's policy, of hiring the building to a cross section of users, as it was thought that such an affiliation might deter some would-be users. The President suggested that the name "Sunnyside" be retained in some way or another, as the building has had that name appended to it for a long time, and its existence and location could be known to many people.

Peter Kable gave a rundown on the improvements being made to the set up of the magazine. (We remark here that most restorations take much more time than one hopefully anticipates at first.)

General Business produced on item - the Alpine Tour. It would appear that four of our members took part, and Alan Blevins spoke of the good organising which helped to make it roll smoothly.

* * * * *

LETTERS TO THE EDITOR

"Dear Editor:

During this week I attended a social night in the form of a surprise party to celebrate 25th wedding anniversary of Joan and Ken Moss. As a surprise party I really mean a surprise party Joan and Ken had no idea the evening their daughters and sons-in-law were staging for them.

All the years we have known Ken this was the first time he was stuck for words. After a few short stammers he thanked all and the night closed around midnight.

On behalf of members of V.C.C.A. may we sincerely wish Joan and Ken happy anniversary.

ALBIE FROST."

"Hon. Editor:

I would like to put in writing how very much Pat and I (and Calamity Jane) enjoyed participating in the seventeenth annual rally to Katoomba.

Although Pat has been a Member of your club for approximately ten years it has not always been convenient to take part in this particular rally, much as we have wanted to do so.

Having finally made it, we must say we thoroughly enjoyed every minute. We particularly enjoyed the way the tour was planned through rural back roads and the challenge of the climb up the old Bathurst Road. Much more of the scenic beauty could be viewed from our Ford than could ever be seen from a modern car. Even the rain did not "dampen" our enthusiasm.

The warmth and friendliness of everyone made it a most pleasant weekend and contributed to our joy of veteran motoring.

Our sincere thanks to our "Star" hosts, Eileen and Laurie Sykes, for accommodating us whilst in Sydney.

BETTE CLAYTON."

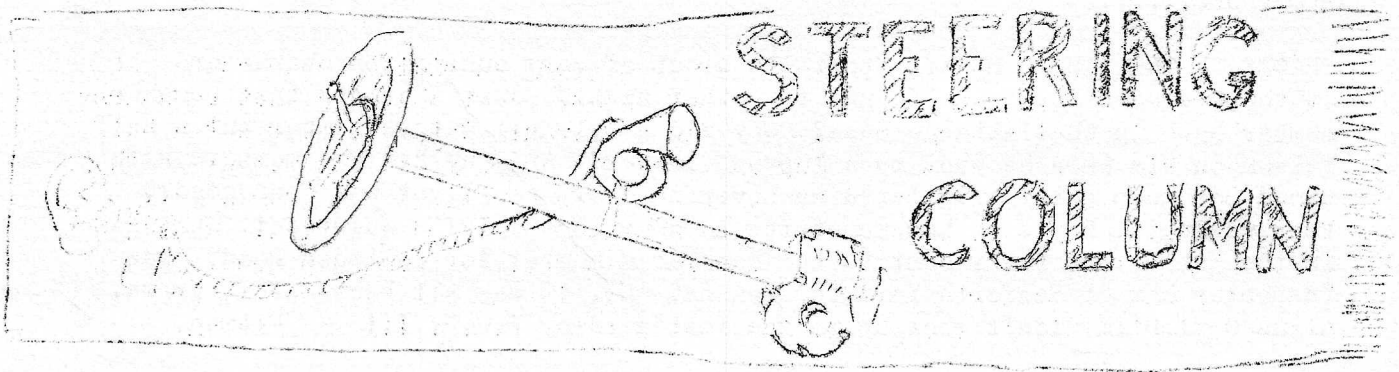
COMING EVENTS

MARCH 26TH - "T" FORD RACE DAY, ORAN PARK, RACE TIME 3.20 P.M. FIRST RACE STARTS 11 A.M.

MARCH 31ST, APRIL 1ST, 2ND, 3RD - EASTER TOUR, CANBERRA.

APRIL 22ND - PRESENTATION NIGHT. Who won this year's pots? Have a night out with members and their wives.

MAY 14TH - SNAILS DAY. Here is the chance for all those small cars to get out. Please ring Peter Kable, 579-6942. The Events Committee is making an effort to help slow car owners. Help us help you.



REWARD! Has anyone seen Jock "The Phantom" McGowen ?? Where are you, Jock. Long time no see.

#####

LAURIE SYKES is very proud of his trailer's new number plate - AA.7777. Better not keep him away from the poker machines, Eileen!!

#####

SWAP to end all swaps!!! One goat - one bulb horn.

#####

"WILD BILL" JONES of Waverley would like to hear from any associate member willing to ride "shot gun" in his 1913 T Ford Roadster. Come on you associates, contact Bill so we can get yet another "T" to our events.

#####

ALEX MC LEOD is a real tower of strength. A steel one - just ask Arthur and Reg.

#####

HOW TO TRAVEL 10 MILES ON A TANK OF PETROL. Bob McCarthy has the answer. Just drive a zig-zag course. Comes from drinking too many Martinis.

#####

AND YOU ALL THOUGHT IT ONLY HAPPENED TO BOAT BUILDERS. Eric Lang found his restoration job on the 'Woody' went further than the car itself! He had to take to the garage door with a chisel and remove 1½ inches to get his creation out. Probably built a new 'metric' body in the old 'Whitworth' garage. No!! Then maybe it was all the extra moisture in the air made 'Woody' swell. Human error? No - never!! Oh well, at least it can get out.

#####

(Cont'd. on Page 6.....)

Steer on.....

SHADES OF THE QANTAS HOAX. Spotted a group of very suspicious characters out at the Overseas Departure Lounge the other night. Just what did that Penshurst member have in that attache case? Why did a Sylvania Waters member put a half Nelson on him when he went to a luggage locker? And why did two members both named Bob keep getting agitated whenever an overseas flight was announced?? Very vexing?? Maybe it has something to do with the IRISH question! What was in the Kable that Peter sent to the Honorable Member for Culloden Road? Was Inspector Max of Seaforth Yard the reason? No, it was all because Mr. Brown, alias Carl Blim didn't show up in the fast getaway F.W.D. !!! Pitman.

#####

COFFS HARBOUR RALLY - Statement of Income and Expenditure

<u>INCOME</u>		<u>EXPENDITURE</u>	
Entry Fees	647.00	Accommodation deposits	27.00
Bank Interest **	6.25	Advertising	75.60
Unused cheque forms		Printing, stationery, postage	
repurchased	1.50	and telephone etc.	52.25
		Deposits refunded	21.00
		Trophies, badges & engraving	224.96
		Presentation Dinner	50.40
		Bank Charges	7.00
		Net Profit on Rally	196.54
	<u>\$654.75</u>		<u>\$654.75</u>

** Interest on \$500 invested on short term Fixed Deposit.

BILL MC CARTHY, Hon. Treasurer

THAT T MODEL ONCE AGAIN

Joe Heath has advised us of a small episode which took place at the Bankstown event. He was standing proudly beside his T Model when an urchin who was eyeing it asked Joe would he sell it. Joe gave a nonchalant: "Oh, I don't know. What would you give me for it? You name a price."

Joe was completely taken aback by the well-considered offer. It was an astounding one, surely! A blue tongue lizard!

What use Joe would have for a lizard is hard to say. At least a lizard would have no trembler coil to give trouble. The whole affair could be seen on an exchange basis if the boy were to trade a "Tin Liz"ard. (Pardon us - that was a weak one, but we had to put it over.)



Left.

Old Rev's and
Backfires his-
self.

Len Masser.

Right.

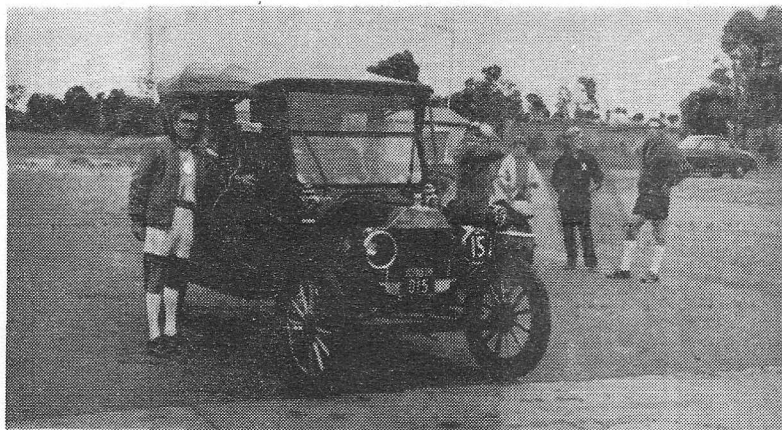
A line up of
cars at St.Thomas'
Church, Mulgoa.
George King's F.L.
in foreground.



Left.

Frank and Jose-
phine Nissen at
Morning Tea in
their 1906 Humber.

17th BLUE MOUNTAINS RALLY — 4th. & 5th. MARCH, 1972.

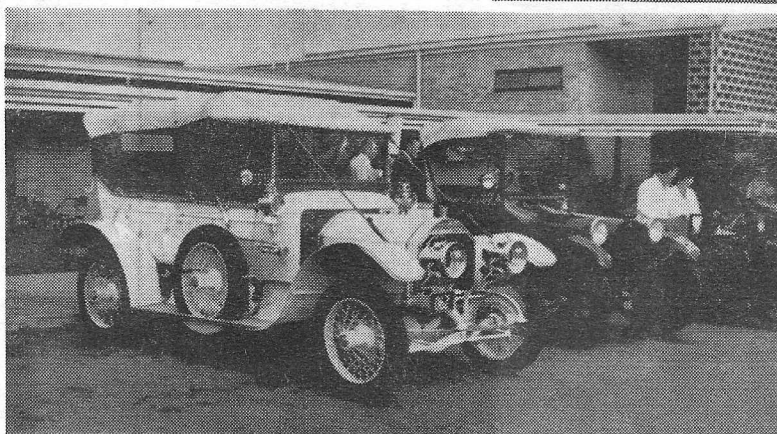
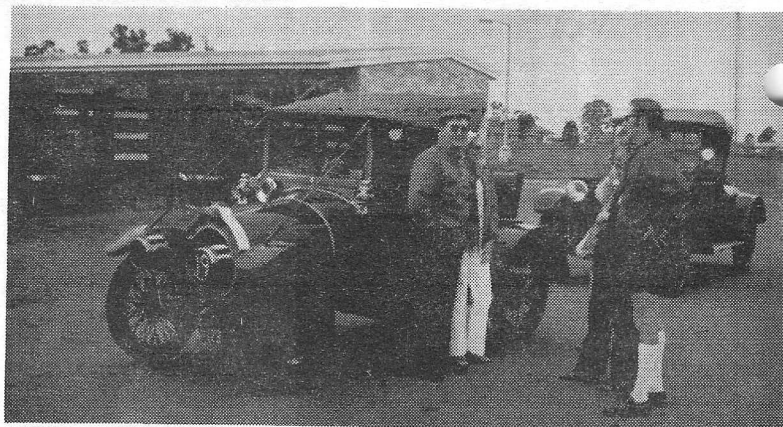


Left.

Jack Godfrey's "T" Ford with Jack dressed optimistically for fine weather

Right.

Bob and Ann Baxter (centre) waiting to start with Barry and Judie Thew. Calthorpe and Hupmobile ready to go.

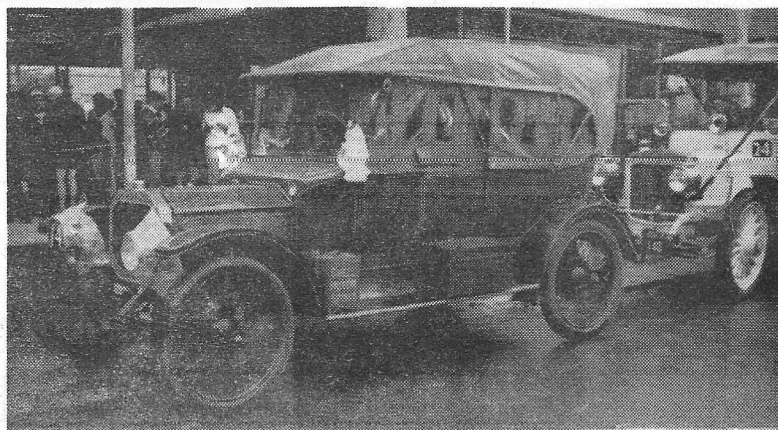


Left.

George Burton's Fleet - 1910 Napier (left) and 1916 Dodge.

Right.

Crazy Craze's B.S.A. 1912 and Bill Hardman's Daimler 1910 at lunch Sunday.





WHY DO WE GO TO KATOOMBIA IN MARCH? I HONESTLY DON'T
KNOW!

BLUE MOUNTAINS 1972

A great debate was on as to whether it would or whether it wouldn't and of course it did - about two inches, which I should have known anyway, as I had spent about a day polishing up the brass and bodywork and without fail it always does and our hood doesn't work, which didn't help. And what a disgrace to be stuck a third of the way up "that" hill with the (quote) "Radiator of such excellent proportions as to be most pleasing to the eye" (D. Scott-Moncrieff) a fuming, boiling, ugly sight and a Land Rover tow that not only changed gear once in a low range but, could you believe, twice, extracting the dumb-iron from the chassis of which it has been part since 1909. However, passing the few minor misendeavours aside, we went on to thoroughly appreciate the beauty of the mountains, frostbite and pneumonia. The Grand Old Pub was grand; what's more, served up a splendid evening dinner topping off with the best sultana baked pud I have ever been faced with the pleasure of eating. The kids had much fun racing about the labyrinth rabbit warren and noticing the high proportion of children to adults its plain to see the veteran boys don't spend enough time tinkering with their veteran cars and too much time tinkering.

Couldn't help noticing a few familiar faces amongst the crowd supporting the bar and one old mate didn't appear to recognise me, but then he'd suffered a fate worse than Changi, and was probably in a severe state of shock after arriving at the Mountains in the Spraggo Renault.

On Sunday the 'whether it would or not' did more than before and what a sight to see veterans appearing from out of the gloom, grimacing and disappearing off into the mist and rain to the chattering of teeth. One thing is for sure, the organisers did a mammoth job and should be congratulated for their efforts. And will we be there again next year? You bet!

EUROPEAN HOLIDAY - FRANK CRAZE'S LETTER (PART 2)

"We found that our friend's father had been delayed on his return trip from Mecca. We later met them at Rabat Airport where tremendous feeling of awe was evident in the welcome given to the pilgrims. Our friend's father was welcomed back at the little Berber Farm, with dancing girls, men with drums and a party of 12 Arab Horsemen fully dressed. They had ancient muskets into which they poured gunpowder, rammed it tight, then charging from a distance of 400 yards, twirled the muskets in their hands and fired simultaneously on arriving at the host's tent. This took place every half hour.

The hillside had about 25 Arab tents scattered about. The principal tent in which the guest of honour was, was white, with beautiful carpets and cushions around. No women were allowed in this tent, and sombre Arabs in white robes paid their respects. During the day various officials, including some judges, paid honour to the guest.

We feel very honoured to have been invited to share their festivities and usually no foreigners are allowed, and certainly no one is allowed to photograph any Arab woman without her veil. We were fortunate to be able to take many coloured slides. The dresses of the women were magnificent, they were rich silks and satins, heavily beaded, of all colours of the rainbow. They did not wear any veils. The women prepared the feasts while the men talked.

Spain was a lovely country of contrasts - here the very poor and the very rich. One of the many interesting places we saw was Grandada, particularly the Moorish Palace which had been restored by an Englishman in the 18th century. This beautiful work of Moorish art was in splendid condition. The various rooms in which the young women were prepared to please their Moorish king was a feature and the magnificent work of the artisans is something to be seen.

The very modern buildings lining the Mediterranean shore contrast with the very poor habitations of many of the peasants.

Madrid was a bustling city, and it was here that we missed the bullfights. Twice cancelled because the bullfighters said the ground was too soft. We paid visits to Toledo that lovely ancient capital of Spain. It was here that during the recent civil war, many died for their cause at Alcazar. This lovely city had a very beautiful cathedral of magnificent splendour and workmanship. It has many treasures of the work of El Greco. The many beautiful old buildings are kept in their original style and great care is taken in repairs and restoration.

We arrived back in England, and toured the South of England, Devon and Cornwall. It was in Wales where we enjoyed seeing and riding in the famous coracle - this is a very ancient fishing boat first heard of in the first century A.D. and used by the Romans. It is small craft of about 4 ft. by 3 ft. made of beech and willow strips on which was formerly put animal skins. Now they use calico and pitch. No nails are used in the construction of these boats. The men are licensed to fish and two coracles are used with a small net strung between them and they move up or down stream.

(Continued on Page 9.....)

Continuation of Frank Craze's letter:

"We also saw a 400 year old water driven mill in which we saw oatmeal being made by the old style. This is said to be the only surviving water driven mill in England. We were able to secure a number of coloured slides of this.

We went to Carnarvon Castle where Prince Charles was invested a couple of years ago. This magnificent castle is well restored and is the museum of the Welsh Fusiliers.

We disposed of our caravan before leaving England, shipping our car back on the Fairstar. Amongst the interesting passengers were Miss South Australia and Miss New South Wales.

Our ship called in a Tenerife, Canary Islands, a very pleasant spot, spoiled by the rain.

The ship was very comfortable with splendid meals and spotlessly clean. The absence of news broadcasts made one feel isolated. Plenty of activity and entertainment well organised.

At Capetown we stayed for a day and a half. A very lovely city - particularly at night. We were fortunate to see it on a clear winter's night and the maze of coloured lights seen from the edge of Table Mountain is a sight to be seen and remembered for all time. We also rode up to the top of Table Mountain in a cable car and the view was superb.

The presence of notices like "Whites only on this beach", 'buses for whites only, separate counters at the Post Office for coloureds, brought home to us rather forcibly the Apartheid or separate development policy of the present South African country.

It also brought to one's mind that in all the countries we have visited, with it's faults, Australia leads the field.

Our ship called at Fremantle, Adelaide and Melbourne. We had taken about 2,000 coloured slides which we hope to be able to show our friends in the future.

FRANK CRAZE"

* * * * *

THE '13-'14 MODEL T FORD

By Eric Lang

As there are so few of these models about and changes in them so slight, I have decided to group them together.

Both models still retain the true antique styling of the earlier models, i.e., square side and tail lamps, gas head lamps, windscreen struts etc.

(Cont'd. on Page 10.....)

'13-'14 Model T Ford, Cont'd.

On sight, the first main difference in the 1913 car from the 1912 one is the fitting of front doors as standard (available only as an extra before). This was also the last time Ford used the riveted rear attachment brackets; '14 models have the well-known extended rear cross member.

The lower edge of the doors on '13 cars were square; this was changed to rounded on the '14 model, which gave it greater strength. The basic other changes in '14 were more subtle, such as reconfiguring the windscreen support brackets to permit the upper half to pivot backward instead of folding forwards as in 1913.

Let's now take the body off and have a look at the mechanics.

From the front we notice that the springs are tapered and spring perches the early type, i.e. the radius rod (A-Bar) inserted above the axle.

The only change in the Engine Dept. seems to be the intake manifold is aluminium for '13, cast iron for '14, the carby, if a Kingston on both models.

The transmission cover is aluminium. The door on the '13 is embossed with the Ford script, whereas the '14 is a plain flat plate, pedals are all lettered.

A two-piece tailshaft is correct for both years (if you can find one) the diff. is of the cast centre section, coupled with twelve rivets to the formed and drawn axle housings, the pinion bearing spool (outer housing) is still cast, having the bolts enclosed.

The rear spring is tapered and the muffler is wrapped with three straps. (Author's note: The asbestos wrapping also gives the exhaust a real T note as our President can vouch for, as he followed my '14 model up a few steep hills on the Coffs Harbour Rally).

Wheels are wooden felloes 30 x 3½ beaded edge, o/s front is fitted with a speedo drive gear.

Brass radiators - here we come to a mute point. It seems that most cars in Australia had the extra large top tank, where this was done I have yet to discover. (Perhaps a reader could shed some light on this) also if the three rivets holding the neck is correct.

Lights - as the black iron era was just starting to come into vogue, on both 13 and 14 models.

All lamps had steel bodies and brass trim, the head of course were gas with a round generator mounted on the o/s running board, so the driver could reach down and adjust the "mixture" at will, side and tail lamps were square and kerosine powered, the tail lamp having three round lenses white to number plate, red to rear and green to side.

A speedo was an extra, if fitted it was either a Stewart or a Jones. Coil box is of steel and is of square design with a flat top the switch is mounted on the front.

The horn is a single twist bulb type "Rubes" or Monperil being two of the makes used with brass flexible tubing running back to the rubber bulb.

The Bonnet is of aluminium without louvres.

(Cont'd. on P.11.....)

In general, the '13 and '14 Fords are very desirable cars as they give you improved modification, but still retain the antique look of the true veteran car.

A fine example of a Canadian 1914 Tourer is that of Jack Godfrey, No. 015. Look out for it at our next club event.

(Next issue - all about the popular 1915 Model T.)

VETERAN CAR CONSERVATION ASSISTANCE (NEVERFAIL
SERVICE WRINKLES)

SPARKS DEPARTMENT. (The following could quite easily be the means of conserving the car's owner.)

When servicing spark plugs it is sound practice to file the electrodes so that the actual gap faces are flat and parallel. Such a gap requires a lower voltage to fire than one having rounded faces. For veteran cars this means a greater likelihood of starting when the engine (and magneto) is turning slowly.

Since magneto output increases with speed, the spark plug electrode shape is not really critical once the engine is running, but modern coil ignition engines appreciate squared electrode faces to fire the sparse fuel charges used to obtain economy, particularly under light throttle conditions.

The gap wears during operation, partly from electric arc metal transfer and partly from gas erosion at high temperature. The central electrode runs hotter due to the longer heat transfer path. Modern ignition systems are designed to have the central electrode at negative potential. The hot electrode emits electrons, and again the spark plug will fire more readily than one having the central electrode at positive potential, so a lower voltage is required.

Multi-cylinder magnetos produce sparks such that consecutive sparks have opposite polarity - positive at the spark plug and then negative, and so on. So our old magnetos actually have half of the spark plugs connected in the modern way and presumably this assists in starting a hot engine. The alternate spark plugs in firing sequence always fire with the same polarity, and this results in electrode wear on the earth side for half of the spark plugs, and on the central electrode for the other half. A true conservationist, therefore, swaps the spark plugs periodically to even up the electrode wear.

(A few words from the Editorial pen are called for with this article. It was prepared by an enthusiastic member, and it must be conceded that it will fill a few gaps in the knowledge of some amateur "mechanicians" amongst us. Very few of us have travelled so far along the road of knowledge that we are unable to assimilate any further details.

As part of the concept of the editorial panel to give the magazine some semblance of modern treatment, it will be seen that the first letters of the words comprising the heading of the article give us "V.C.C.A. (N.S.W.)" Any members with technical knowledge of a practical nature are invited to contribute to this column. It has much in it to interest and help some of the more recent arrivals into our Club, and we feel that though the article cannot be of particular help to T owners, at least they, also, will find it interesting.)

A D V E R T I S E M E N T S

WANTED. Speedo, bulb horn and hood bows to suit 1915 T Ford. Would buy or swap many other parts for same car, including lamps. Any members restoring a Model T please write - I may have the part you want, and if I have two of them, you can have one for the asking.

- BILL CARTER,
1 Allawah St., Launceston. 7250
Tas.

WANTED. For Renault 1913-14 Model A.G. Motor and rear axle or any clues on same.

- KEN MELVILLE,
35 Kenoa Street, Griffith, N.S.W.

WANTED (ALL STATES) Prestige Vintage car. I have for trade a complete, partly dismantled 1915 Ford touring car, rare classic and vintage motor cycles and an extensive collection of rare antique firearms and weapons.

- K.B.
C/- Box 46, P.O., Lambton. 2299
Tel. Newcastle 55-8464

FOR SALE. I am disposing of my collection of veteran and vintage cars. Private negotiation by club members prior to the auction, to be held late May, will be welcomed.

- FRANK ILLICH,
Tel. Bus. 759-4200
Home 522-7543

FOR SALE. A few odd lamps, also wheels and rims (S/S and B/E).

- MRS. MARGARET HAWKE,
4 Boronia Road,
Bellevue Hill. Te. 30-3072

AVAILABLE.

- * Matching pair of 'Rotax' Electric Headlamps (All brass) \$55.
- * Pair of Lucas nickel plated brass headlamps (about 1930) \$25.
- * Pair of Lucas tilt-reflector brass headlamps (about 1930's) \$25.
- * Pair of vintage T Ford Electric headlamps in very good original order. \$22.
- * Several brass tops (smoke jacket) from veteran Ford headlamps and remains of John Brown steel side lamp (square).

ALL ABOVE ITEMS FOR SALE OR WILL EXCHANGE FOR VETERAN BRASS LAMPS OR PARTS OF LAMPS.

- COLIN PARKER,
113 Comleroy Road,
KURRAJONG. 2758
'Phone: K'jong 71-422