

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

# SPIT AND POLISH

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March, 1984 Vol. XXV No. 8





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 XXV No. 8

March 1984

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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, 22ND MARCH, 1984.

*Editorial  
Comment*



So now it is Autumn, with daylight saving ended, and we are into March with a chance to test our driving skills at the Club's Gymkhana and then on the social side a square dance details page 6.

There are various differing articles for this month's reading, and even a poem found by Jean Chapman.

I would like to mention to all members that SPIT AND POLISH can be a good medium for advertising commercially - e.g. vacation village advertisement which is currently running. If you would like to advertise, or know of a firm who might, please contact me for the 1984 rates. Also if a non-club member has motoring items for sale, a line advertisement in the back section can be arranged at a small charge.

Advertising is another way members can help their magazine.

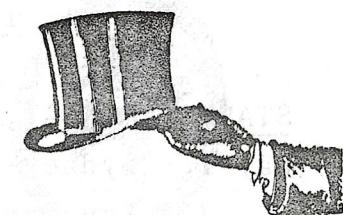
- SANDY ROBERTS

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COPY REQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:

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

*President's Message*



By the time you read this magazine some of our members will have returned home from South Australia after attending this year's National Tour.

While the South Australian event was a hub type rally, next year's National Rally to be conducted by our club will be a Tour and as such will commemorate the first 100 years of the motor car, therefore the event will be named the "CENTENARY RALLY".

The event will be limited to 250 entries from both Veteran and Vintage cars and motor cycles, with preference being given to Veteran vehicles; if this year's Blue Mountains Tour is any indication there should be a good response from our own members.

The Tour will start on Monday, 6th May, 1985 and finish on Thursday, 16th May, 1985. This will allow both country and interstate members the opportunity to travel to the start and home again on weekends.

We should feel honoured that our club has been fortunate to run this event as it will be many more years before an event with this significance will occur and I trust that you will all assist in making this a most memorable event.

Regards,

- BARRY THEW

P.S. Details of Tour on Page 4.

## 1985 CENTENARY RALLY

### Intended Programme

START: MONDAY, MAY 6TH, 1984

Day 1	Sydney-Central Coast	60 miles	MON.
2	Lay Day - Short Run	10-20 m.	TUES.
3	Central Coast - Muswellbrook	110 miles	WED.
4	Muswellbrook-Tamworth	105 miles	THURS.
5	Tamworth-Coonabarabran	120 miles	FRI.
6	Coonabarabran - Lay Day (Local Involvement)		SAT.
7	Coonabarabran-Dubbo	95 miles	SUN.
8	Dubbo-Orange	95 miles	MON.
9	Orange - Lay Day		TUES.
10	Orange-Blue Mountains	100 miles	WED.
11	Blue Mountains-Sydney (Windsor)	40 miles	THURS.

Finish at Windsor for LUNCHEON & PRESENTATIONS

Total of 11 days with 3 Rest Days = 750 miles

Maximum 250 entries

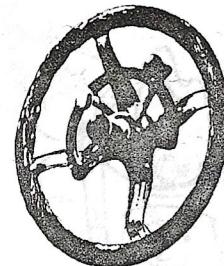
Application for Entry Forms available at March Meeting.

Entry Forms available June 1st, 1984.

QUOTE: "After all, what is a pedestrian?"

He is a man who has two cars - one being driven by his wife, the other by one of his children."

# Events Calendar



1984

Mar. 24 Saturday - SQUARE DANCE/BASKET SUPPER -  
Eastwood Town Hall. Details page 6.

Mar. 31 to Rally organised by Antique and Classic  
Apr. 8 Motor Club

Apr. 15 Sunday - VETERAN CAR PROGRESSIVE PICNIC  
LUNCH. Details page 6.

May 19 Saturday - PRESENTATION DINNER. Details  
page 7.

July 1 Sunday - VETERAN & VINTAGE DISPLAY DAY -  
GREEN'S MOTOR MUSEUM PARK, LEPPINGTON

Sept. 16-22 1 & 2 CYL. HUB RALLY - PORT MACQUARIE

Dec. 2 CHILDREN'S CHRISTMAS PARTY

Dec. 7 CHRISTMAS DINNER - OATLANDS HOUSE

1985

May 6-16 CENTENARY RALLY

Beneath this slab  
John Brown is stowed  
He watched the ads  
And not the road.

- Ogden Nash



UPDATE OF NEW MEMBERS, CHANGES OF ADDRESS ETC.:NEW MEMBERS:

BYRNES, Ronald Graham  
Lindendale Road, Wollongbar.

M'ship No. 778 (F)  
N.S.W. 2480

HIPWELL, Ian Howard  
Maitland Vale, Maitland.

M'ship No. 779 (F)  
N.S.W. 2320

CHANGE OF ADDRESS:

ANDREW, John  
'Riverview', Duramana.

M'ship No. 47  
N.S.W. 2795

HOBSON, Phillip  
16 Fiona Road, Beecroft.

M'ship No. 764  
N.S.W. 2119

HOBSON, R.J. (Bob)  
16 Fiona Road, Beecroft.

M'ship No. 588  
N.S.W. 2119  
('Phone: 84.3857)

RYCE, Raymond  
23 Ilya Avenue, Bayview.

M'ship No. 738  
N.S.W. 2104

STEER, Graham  
10 Lord Street, Roseville.

M'ship No. 300  
N.S.W. 2069  
('Phone: 46.6236 Home  
221.1655 Bus.)

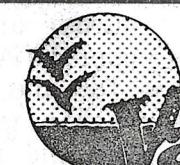
STEER, Ian  
8 Ulm Street, Lane Cove.

M'ship No. 302  
N.S.W. 2066  
('Phone: 427.4071 Home  
44.3415 Bus.)

\*\*\*\*\*

**Camels increase horse power**

Arab drug smugglers operating along the 825km Pakistan-Iran border are feeding their camels heroin, customs men report. A camel on heroin can go up to 40kph, far above their normal pace, and thus outrun Customs officials who patrol on horse.



Australia's finest holiday resort

# Vacation Village at Port Macquarie

LUXURY HOLIDAYS FOR THOSE CAR MEMBERS  
WHO WANT SOMETHING SPECIAL

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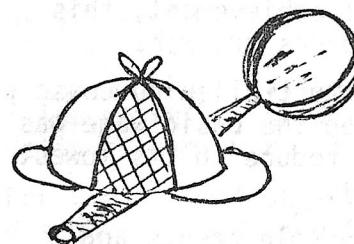
Spacious 11 square apartments, 2 air-conditioned bedrooms, 2 bathrooms, 2 colour televisions, piped music, a superb kitchen with dishwasher, microwave, 14 c.f. fridge and complete with appliances, dinnerware, linen, etc.

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- Billiards
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- Table tennis

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## DATING AND INVESTIGATION .....

Dating Certificates announced at the February 1984 meeting and presented to vehicle owners, were issued in respect to the following Veteran Cars.

1. 1910 FORD, Model 'T', four cylinder tourer, Engine No. 14533. Owner: Bob Trevan, Lismore, N.S.W.

Much has been written over the past 75 years of the car that set the "world on wheels", the "Model 'T' Ford", of

its prowess by most, to be ridiculed by others, but because of the interest shown in recent years by a number of enthusiastic research personnel, with the opportunity to delve into Ford archives, further knowledge for the hobbyist has been uncovered, originating from factory shipping invoices, for cars produced between early 1909 and late 1911.

This 1910 Model 'T', e.g., as a result of study of these invoices, has shown to have originated as an engine only in the Detroit factory, of being despatched to Canada, January 6th, 1910 and to have emerged as a complete car, destined for the Australian market in mid-January 1910.

The marque is an interesting example of the period, having an engine block with open-valve assemblies, the transmission inspection plate was square, the rear axle housings were of pressed-steel construction and known as the six rivet type, big-end bearings could be serviced only by the removal of the engine from the chassis, the sump having no inspection plate, stub-axles and steering-arms were forged as one unit, the chassis frame itself was devoid of permanently mounted body support brackets, or an extended rear cross-member and the winged Ford script had pride of place on the radiator, all to be modified with the progression of years.

Bob Trevan, whose restorational efforts have returned to the roads some early examples of the Model 'T', must again be complimented for this his latest achievement, this excellent 1910 specimen of Henry Ford's triumph.

It is of interest to note that the Australian purchase price, in 1910 was £310/- (\$620.00), when the basic wage was £1/5/- (\$2.50), later, in 1925, to reduce to its lowest figure locally, £159/10/- (\$319.00).

Davies and Fehon were initially the sole agents and distributors for Ford in Australia. Their premises at 112 Hunter Street, Sydney, are now occupied by Kings Parking Station, where one may still see the outline of the "Ford Winged-Pyramid" high up on the western wall, when standing in Chifley Square. For me these premises have special significance, when in 1920 - on my first visit to Sydney - the firm (then Davies and Davies) loaned my father a car for the duration of the visit.

2. 1904 CADILLAC, Model 'B', one cylinder, Rear Entrance Tonneau, Engine No. 3772.  
Owner: Francis Ransley, Wynyard, Tasmania.

This car came from Windsor, Vermont, U.S.A. in 1981, as a basket case - mechanically almost complete, plus a portion of the body structure (in particular the false bonnet) while from Harrah's Museum, Nevada, plans were obtained to rebuild the body to its original design.

Commencing with the Model 'A' in 1903, Cadillac, which "in the automotive sense" was to become known as "STANDARD OF THE WORLD", started as a humble, one cylinder piece of machinery at the hands of its creator, Henry M. Leyland, engine, transmission and other components being products of Leyland and Faulconer Manufacturing Co., for the Cadillac Automobile Company, Detroit, Michigan.

A square single cylinder motor, "bore and stroke dimensions 5" x 5", rated at 8½ h.p. and mounted horizontally under floor, with 2 speed planetary transmission and single chain final drive, the design and performance was very successful for the era and it remained in production until 1908.

Mechanically the models 'A' and 'B' were very similar, except for the chassis frame, which for the former was specified as angle-iron and the latter as 'Cold Rolled Pressed Steel', while in body styling the 'A' was offered as a 2 seater Runabout and a 4 seater Detachable Tonneau, the model 'B' was available in three versions, viz: Runabout, Rear Entrance Tonneau and Surrey, each with a false bonnet or hood (to use the American term). Commercial delivery vans were also available.

For the production year of 1905, the model 'B' was discontinued and substituted with models C, E and F; however the model 'A' had a short respite, with the manufacture of a further 149 cars.

The total output of one cylinder Cadillacs was 30,002 vehicles.

(Continued on Page 12...)

3. 1912 TURNER, Vertical-Twin, two-seater, Car No. 931  
Owner: Jim Turner, Tamworth, N.S.W.

The date of manufacture, '1912', was arrived at after extensive research and the Dating References that have been applied and written into the vehicle record, are as follows:

Considerable evidence of the marque exists on the car itself to identify its origin, viz.: "The Turner Manufacturing Co., Ltd., Wolverhampton, England", in the form of two brass manufacturers plates, one attached to the engine cylinder-block, the other to the chassis and each stamped No. 931, while the gearbox is embossed, "Turner M'FG Co.," also.

Many contemporary authors have written of the activities of this organization, of the production of the Turner-Miesse steam cars, from 1902 through 1913 and from 1906 through 1930 of their internal-cum-bustion powered vehicles in both 'V' twin and four cylinder configurations, but after a long period of research, formerly by the previous owners, Walter and Mary Cox of Buderim, Queensland, and latterly by this Dating Committee, no written or pictorial evidence of the Vertical-twin Turner has been unearthed.

Commencing with the Veteran Car Club of Great Britain, inquiries centred on two former Directors of the Turner Works, Messrs. R.B. and C.F. Dumbell, the former having current ownership of both a 'Vee' twin and a four cylinder model, the latter, Car No. 934, dated by the VCC of GB, 1912. No response to correspondence directed to the Dumbell Bros., initially in 1981 and later, was forthcoming, and research since, through the Science Museum, South Kensington, the Turner Register, High Wycombe and latterly the B.P. Library of Motoring, the National Motor Museum at Beaulieu, has produced nothing on the Vertical-twin Turner.

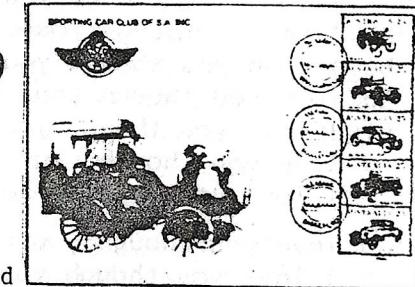
Resulting from this research and from the known existence of another Turner No. 934 (dated officially by the VCC and authenticated 1912), the Dating Committee has reached the previously unprecedented assumption that Turner cars were produced in numerical order and have therefore dated this Turner Vertical-twin, Car No. 931, as 1912 also.

Should further evidence to the contrary be forthcoming at a later time, the question of its date of manufacture will be re-opened.

- GEORGE A. ROBERTS,  
Chairman, Dating Committee

# AUSTRALIAN VETERAN & VINTAGE CARS

## Rare 5 Stamp Issue & 1st Day Covers.



This is a unique 5 stamp issue and covers series of Australian Veteran and Vintage cars to be released for the National Barossa Veteran and Vintage Car Rally, March 18-25th 1984. The rally commemorates the golden jubilee of Historic Motoring Clubs in Australia.

There will be six cover designs; five of which will be a standard size and one large cover with the five stamps of the series affixed vertically. Each cover design will match the corresponding stamp. The large cover will feature the 1899 Shearer Steam Carriage, which was the second vehicle built in Australia. This vehicle is currently being restored by members of the Sporting Car Club of South Australia—the organisers of this National event.

The Shearer will be used for a special mail delivery on Sunday March 18th—(the first day of the National Rally), and will be from Adelaide to Glenelg—reenacting the first club rally in Australia in 1934.

### ORDER FORM

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Tarrant—1906

Summit—1923

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Shearer (Cover Design)



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ADDRESS: Street .....

Town .....

State ..... Postcode.....

Taken from COMIC VERSE - Publisher: Piccolo  
Author: Anonymous

TO LIZZIE, MY OLD CAR

I love you though your radiator's busted,  
I love you though your gudgeon pins are worn;  
I love you though your piston-rings all rattle,  
I love you though your hood is frayed and torn;  
I love you though your carburetter hisses,  
I love you though your wheels won't run in line;  
I love you though your oil tank's always leaking -  
I love you, yes, I love you, Lizzie mine.

I love you though your steering gear is faulty,  
I love you though your body creaks and groans;  
I love you though your hooter's ceased from hooting,  
I love you though your differential moans;  
I love you though your big-ends all are knocking,  
I love you though your tail-lights fail to shine;  
I love you though your cushion's hard as blazes -  
I love you, yes, I love you, Lizzie mine.

I love you though your king bolts need rebushing,  
I love you though your windscreen lets in rain;  
I love you though your clutch is always slipping,  
I love you though to start you gives me pain;  
I love you though your generator's crippled,  
I love you though your intake pipe does whine;  
I love you though your spark plugs all are missing -  
I love you, yes, I love you, Lizzie mine.

I love you though your brushes do not function,  
I love you though your valve springs all are poor;  
I love you though you're fused in both your headlights,  
I love you though I cannot shut your door;  
I love you though your paint has lost its lustre,  
I love you though your nickel's lost its shine;  
With all your faults, you fickle jade, I love you -  
I love you, yes, I love you, Lizzie mine.

(Well, now we know what some people see in their pile of junk. I wonder what they tell their wives? asks Jean Chapman.)

\* \* \* \* \*

NOTHING NEW UNDER THE SUN - THE RUDGE-WHITWORTH CENTERLOCK WHEEL

(Article supplied by Martin McCarthy; writer Alec Ullmann)

Listening to the honorable judges and other experts at today's Veteran, Vintage and Classic competitions convinces this humble writer that, by and large, decisions are handed down based on surface appearance of the components being judged and a static evaluation of rotating or sliding parts. One wonders how far some of these 99% rated restorations could travel under prevailing traffic conditions and potholed avenues of New York City, Chicago or Detroit.

The accent in judging seems to center on the correctness of accessories, composition of running board rubber, color of ignition wiring and, above all, the quality of the paint job. Pity the buyer of such an over-restored example if he finds a burned out clutch, frozen drive line bearings, or broken piston rings once he takes delivery of his "better than new" automobile.

At fault are not necessarily the judges who have to follow prescribed judging rules that are inadequate and superficial, but mostly the attitude of collectors who lack the technical knowledge and ability to differentiate between a "cream puff" and a mechanically solid, well performing automobile chassis. Years of practical experience are necessary to be able to diagnose the internal condition of an automobile being judged. In my opinion this is lacking to a great extent in the present generation of owners, collectors, judges and car enthusiasts in general. "Let George fix it" is their approach to service and maintenance problems. This is so different from my generation of old timers who had to do the work themselves or battle it out with the "Georges" of the time who were not far removed in their knowledge from the local village blacksmith.

In the old days, to stay on the road and keep moving, we had to dig into chapters of Dykes Automobile Encyclopedia, translate from obscure descriptions of French or German handbooks on imported models and learn to read blueprints and sectional drawings to fathom the intricacies of mysterious assemblies. But enough of this backbiting. Let me turn to the subject matter of this dissertation.

Somewhere around 1911 or so race drivers, race car entrants, and the car manufacturers as well came to the obvious conclusion that to win races you had to be able to change blown or deflated tires in a hurry. Prying the rubber off the clincher rim was a diabolical job that took enormous effort and lots of time. Moreover, once replaced it was necessary to inflate the tire and tube to some 80 p.s.i. by means of a hand pump. This took more time and effort.

Most wheels of that period were wooden spoked, and Michelin was the first to install demountable rims on the 1906 Renault Grand Prix cars. Szsiz, the winner, attributed this accessory (on the rear wheels only) as being the major factor in his victory. The rear tires took most of the beating over the gravel covered roads of the race. Although the spares carried on board were inflated, it still took some minutes to torque up the 8 lugs holding the clincher rim to the felloe.

By 1912 competitors became attracted to wire spoked wheels because of an almost 50% reduction in weight, but primarily motivated by the quick detachable feature of the Rudge-Whitworth hub which used their patented center locking device.

The British automobile industry was quick to adopt the Rudge-Whitworth idea. Daimler, Rolls-Royce, Vauxhall, Siddely-Deasy, Napier and others followed the trend which quickly crossed the channel into France, then Germany, Italy and Spain.

In the United States, the Houk Company took the rights to the Rudge-Whitworth patents, only to abandon them and produce the quite inferior Houk center locking wire wheels. Supplied to Stutz, Templar and other sporty cars, this equipment required a premium price for the car.

The more expensive American cars chose the S.R.B. wire wheels made in Philadelphia under Rudge patents. The early Rudge-Whitworth center locking hub, although using the traditional multi-spline hub layout, relied on a ratchet arrangement which locked the centering ring to the wheel hub in a manner similar to the Houk layout.

Figure 1 (on page 17 opposite) shows a cross section of the early Rudge hub using the security ratchet, spring operated,

which required a special wrench that pushed in a cam (G) that released the hub ring and made it possible to spin it off. All wheel hubs were made with right hand threads.

Although it was used on a majority of racing cars in 1912, it soon became apparent that the ratchet type of security lock was too fragile, and by 1913 Rudge-Whitworth proposed their revolutionary design, free of ratchets, springs and other moving parts.

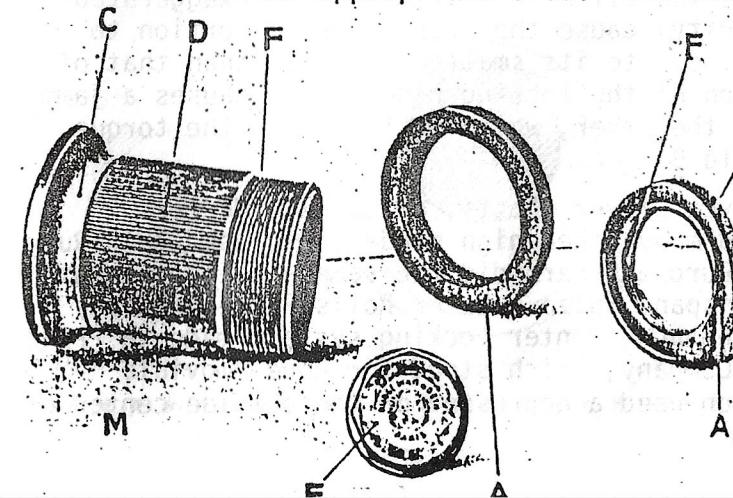
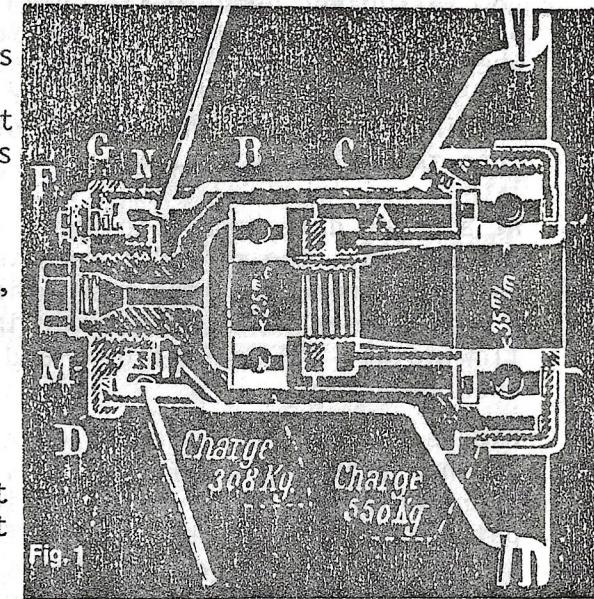
The only disadvantage of this layout was, of course, the use of left hand threads on the right side wheel hubs and right hand threads on the opposite side.

And so it has remained until today, identifying the direction of unscrewing the knock off hub covers by arrows, or the word "off" or "on". Some French ones have "D" for droite, or right, or "G" for gauche, meaning left. The Italians show an arrow and the word "smontare", meaning dismount, on the appropriate side. How does this break-

through in center locking design work?

Let me explain.

Figure 2 (left) shows the assembly of the first new design, as it was published in the October 12th issue of Charles Faroux's



famous La Vie Automobile, of which he was the editor. This shows the parts of the hub assembly. "M" is the splined hub, solidly connected to the axle by means of roller bearings. "A" is the threaded locking ring, machined flat on the outside and provided with a circumferential slot that jams the wheel hub to the splined hub itself. Threads "F" on the ring and hub are either right hand or left hand. The ring was originally screwed on by means of a "C" spanner which fitted into the holes on the ring.

At a later date, again to speed up the mounting and dismounting, the ring "A" received knock-off ears that were used to thread the ring home using a brass, or even better, a lead hammer. "E" is a cover intended to keep grease from flowing out and prevent dirt and dust from penetrating the wheel bearings.

Figure 3 is a cross section of a typical modern R-W wheel and hub assembly and Figure 4 is an exaggerated schematic representation of the self-locking principle invented and patented by them. The main difference between the earlier system with security ratchets is that the R-W principle requires opposite threads on the right and left hand side hubs. Thus, the right side hubs have left hand threads and the left side have right hand threads.

Figure 4 explains the principle involved. Assume that the driving axle B propels the car rotating counterclockwise. Thread of B and of locking ring represented by A, are of the same pitch, but the difference in diameter (exaggerated for purpose of clarity) cause the axle threaded portion to rotate further, due to its smaller diameter than that of the threaded portion of the locking ring. This causes a jamming of one against the other, which increases as the torque augments on axle B.

Early Rolls Royce Silver Ghosts, or our own Mercers, Cunninghams and many other high grade cars, used this Rudge method. Most European cars did the same with the exception of those like Hispano Suiza. Later Rolls-Royce models switched to the Dunlop center locking system (made in France by the R.A.F. Company, which stood for Roue Amovible Francaise) which used a depressor on the outside center of the hub.

This required the use of a special elaborate wrench. So Rudge-Whitworth ruled supreme on almost all European and American racing cars and high performance sports cars where strength, light weight and security were paramount. What a pity that even Ferrari has gone over to the ugly bolt-on cast aluminium or magnesium abortions.

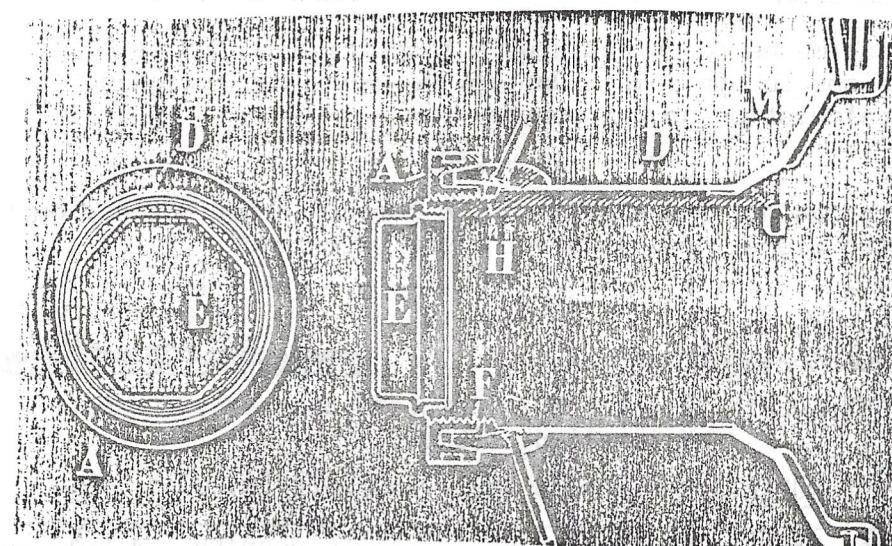


Figure 3

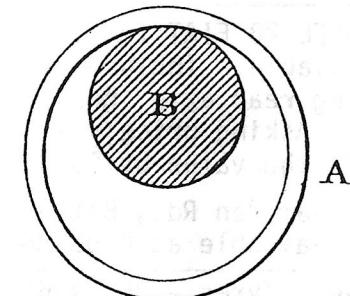


Figure 4

\*\*\*\*\*

M - I - N - D - S - T - R - E - T - C - H - E - RSolution to No. 27NEXT PLEASE

0, T, T, F, F, are the first letters of "one, two, three, four, five" and so the next two letters are S and S, standing for "six" and "seven".

No. 28MINUS SIGNS

Our maths teach was always forgetting to add mathematical signs to his sums. One day he wrote the following calculation on the board:

$$218 \times 72 = 250$$

He had all the digits in the correct order but had omitted two signs. How should the sum have read?

\* \*

### *Advertisements*



FOR SALE: 1914 T FORD - complete and ready for easy restoration. \$5,000.

ROD ROBERTS - 572.5316 (H); 669.7624 (B)

FOR SALE: VETERAN ENGINE - CHAPUIS DORNIER. 4 cyl. about 2 litre. Inlet over exhaust valve. Integral head.

ROB SIMPSON - 40 Bolwarra Rd., Elanora. (02) 913.2851

FOR SALE: 1914 MODEL 2B FIAT fully restored and registered, very reliable. Included are numerous spares including rear axle, gear box and near complete engine. Asking price: \$15,000. An interesting trade to the value of \$5,000 would be considered.

B.J. HUTCHINGS - 4 Hampden Rd., Battery Pt. Tas. 7000  
(Photo available at Club Meeting)

FOR SALE: 2 Goodyear Tyres - 36" x 6" - Diamond Pattern

WANTED: 24" Budd Wire Wheels to fit 1918 Studebaker

PETER ADAMS - (049) 2.4068 (B) (049) 46.9741 (H)