

SPIT AND POLISH

OFFICIAL NEWS BULLETIN OF AND FOR
THE



Phone: WX 1608

EDITORIAL OFFICE

26 MADELINE STREET,
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EDITORIAL NOTES

Reading through that excellent publication "The Veteran Car" published by the Veteran Car Section of The Sporting Car Club of South Australia, it is noted, that in their September issue they are calling for "EARLY MOTORING PHOTOGRAPHS" for the Club collection, which is available for inspection at all general meetings. A very splendid idea, and one that will pay handsome dividends in the future. Think of the tremendous advantages that such a collection would be to Members of the Veteran Car Club of Australia here in N.S.W.

So many cars are "found" with some or all of the body missing, many with wheels, hoods and windscreens rotted beyond recognition, and few have lamps and brass work.

With the aid of a well presented collection of early motoring period photographs, a new Member, or an old one for that matter, could refer to this collection for information on body styles, mudguard shapes, style of hood, windscreen design, such as if fitted with folding metal screen or wood frame one, type of upholstery, whether plain, buttoned or pleated. Some good photos when examined under a magnifying means show clearly the type of striping or lining, also the position of this lining on both body work and wheels. Then there is the question of period dressing for both men and women motorists of those early days, all this information would be of tremendous help to Members.

Is it not the aim of your Club Members - in fact Veteran car Club Members all over the World - to restore their vehicles to as near (if not an exact replica) as they looked when delivered to the proud owner of those early days?

Many Members no doubt have one or more period photographs suitable to start such a collection, some may be, as in the Editor's case, personal ones that they do not wish to part with, but with the aid of an official Club photographer, who has the means of copying these prints, this difficulty could be easily overcome. Mr. Laurie Vinall is the man that looks after this for our friends in South Australia, and Spit And Polish would be pleased to receive suggestions and comments from readers as to how, why and when this could be organised here in N.S.W.

If Members have any suggestions as to how to secure and preserve photographs of early cars the Editor would be glad to have them, in the meantime it is suggested that the Press, or perhaps one leading newspaper be approached to publicise the Clubs desire to acquire these photographic records of past motoring days that still remain in possession of many of the public, and so to preserve them from thoughtless destruction.

A curator of such a record could be appointed within the Club, the photographs, or copies in some instance could be classified and properly mounted in a large loose leaf album suitably chosen. This record would thus not only be invaluable to all present and future veteran car owners, but would be a valuable historical record of great interest to posterity.

BITS AND PIECES

G.W.M. Potter, that well known custodian of Jack Dance's Talbot is having trouble with a cracked rim on this car, and he would be glad to know of one or even two 880 X 120 rims to replace the damaged one. This is an urgent matter as he is anxious to restore the cracked rim in time for Jack Dance's return. Anyone having such a rim or rims or knowing where they can be procured please phone Mr. Potter direct at his home WM 2210.

Kevin Ryan, the Member from Newcastle with that 1909 Ford T car, is in trouble with the diff. on this car; he requires a crown wheel and pinion, axle shafts, also sun and planetary wheels in fact the whole of the diff. is in bad shape other than the diff. housing. He also requires a pair of square brass side lights and a tail light to suit this model Ford, together with the top half of a brass folding wind screen and brass stays for same. Anyone knowing of any of these parts or could help in any way please contact: Kevin Ryan, 19 Alexander Street, Hamilton, 2 N. or 'phone MA 2718 (Newcastle).

Bruce Roberts requires the following for his 1911 Model T Ford, a body no doors, aluminium bonnet no flutes, the arched support for the back of the bonnet, pair of straight rear guards, together with 1 brass folding wind screen. For information please contact him at 49 Blake Street, Dover Heights, or 'phone FU 8626.

Ann Leresche requires 2 brass hub caps for rear wheels of 1908 Renault car, please contact the Editor, 26 Madeline Street, Hunters Hill, or phone WX 1608.

For sale or exchange. Complete front axle with wheels and hub caps to suit 4 cylinder Renault car approximately 1909 - 1912 for information please contact A.G. Leresche, 26 Madeline Street, Hunter's Hill, or 'phone WX 1608.

For Sale, 2 Longuemare carburetters, new never been used. 1 Lucas side light No. 664, 1 Lucas Tail light, 1 Dietz side light, also a complete set of vintage motor cycle brakes complete with Bowden cables etc. For particulars contact T. Ball, XJ 2901.

NOTICE FROM THE SOCIAL SECRETARY

Just a reminder to those Members who do wish to attend the V.C.C.A. Annual Xmas Dinner this year but have not as yet advised me to this effect. The rendezvous is Prince's Restaurant and the date is Friday, 18th December.

Quite a number of you have let me know verbally that you wish to attend but this advice has not been followed up with the necessary cheque to cover the number of persons who will make up each individual party. Until I receive the money, no booking can be accepted as being definite.

Bookings must close on the 27th November so do please attend to this matter as soon as possible. If you refer to your September issue of "Spit & Polish" you will find there the necessary form to be completed by your goodselves and returned to me.

Should you wish to contact me re any details in the meantime, my phone numbers are MA 9516 (business) and LB 8219 (private).

THE PRESIDENT'S MESSAGE

The veteran car hobby seems to be a fascinating one. Quite a number of members are about to restore, or have restored, veterans not so much for themselves as for their children.

Perhaps this may be likened to the ever-popular model railway enthusiasm when Dad purchases all sorts of equipment for Junior, but tinkers about with it himself, much to Junior's chagrin, who practically never has the opportunity of enjoying it. Nevertheless, veteran cars will pass on from generation to generation and what priceless connoisseur's pieces they will then become.

CARS FOR SALE

1910 Hupmobile Torpedo Body Roadster, completely reconditioned and in perfect order. This car has taken part in 7 Rallies both here in N.S.W. and Queensland. It took 3rd. place in the Queensland Centenary Rally, and also won the 4 cylinder trophy, as well as winning the Concours d'Elegance at St. Ives last year. The car carries full N.S.W. registration, and third party insurance till 5th Sept. 1960. Spares include 2 spare engines, and gear boxes, also spares for clutch, front axle and differential parts. It is also the only known Torpedo Body Hupmobile in Australia.

A.G. Leresche. 26 Madeline Street, Hunters Hill. WX 1608.

1903 Curved Dash Oldsmobile. This car is well known to every Member and all enquiries should be made direct to Rex Turner. XM 5062.

In a recent letter from England, Ann Leresche wished to be remembered to the Members of the V.C.C.A. She has attended a very pleasant evening held at the Marlborough Head, North Row, London, which takes place on the last Thursday of each month for the Members and friends of the Veteran Car Club of Great Britain. She has also paid a visit to the Montagu Motor Museum in Hampshire, where she was fortunate to be shown the cars by the Curator, Mr. Michael Sedgwick.

Ann is in Holland now, having left England two days before the "Brighton", and she also missed a big Rally in Holland by two weeks. Since leaving these shores her navigation and timing have slipped badly. (Ed.)

These days when one visits that well known authority on tyres and wheels, Ken Moss, the conversation always turns to his new 1912 Cadillac, and the problems of making a new replica aluminium bonnet and if to cut a quarter of an inch off a new petrol tank, or take that amount off the body work under the seat, and you should see those eyes twinkle when he tells you about that brand new double acting switch he has found in a Dealers yard, yes exactly what is wanted for the dash of the Cadillac. When the Katoomba Rally comes round next year nobody will be prouder than Ken Moss as he turns that switch on and rolls up to the starting line in the Caddy, and won't those three pretty little daughters be excited too.

LETTER FROM THE CLUB'S LIBRARIAN

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The Editor, Spit and Polish.

Dear Larry,

As you know, the matter of the Club Library has been causing me quite some concern, as I feel, as do many other members, that at the present time, the Library is of little or no use to the Club or its members.

I doubt whether the "roll up" of members would warrant opening the Library say, once or twice during the month at night. However, I propose, on meeting nights, to open the Club Rooms at 6 p.m. for the use of those members who wish to do a little research, or reading, prior to the meeting. Should this move prove popular, it may be then thought advisable to open the Library at other times. I hope members will find the new arrangement satisfactory.

Yours sincerely,

RAY HILL.

Librarian "

EVENTS

Mowbray West Public School, which is situated at Lane Cove, had their Annual Fete last Saturday, 31st October and they approached the Club with a view to having some veteran cars on show as an added attraction. Member Len Sheen took the matter up and arranged for the following five cars to be there:-

Frank Klein	Austro Daimler
Bill East	Studebaker
Bill Dudley	N. A. G.
R. Sevenoaks	Renault
Len. Sheen	Humber

The cars met at L. Sheen's Garage and then drove in procession form to the School grounds, where they were allotted a roped-off position where the public could view them. There was no interference with the cars and the whole afternoon was most enjoyable for all.

Owing to heavy rains, the Bowral Festival of Flowers and Picnic Race Meeting had to be cancelled - this was to have been held during the week-end of 24-25 October. No doubt, a number of members were looking forward to this very much talked-of event and it is understood it will take place later, on a date still to be decided on.

However, to offset this disappointment, the ten cars that were to have gone to Bowral all met at Carss Park and then went on down to National Park where they had a most enjoyable day. Even this outing was nearly blotted out, for President Alan Rose-Bray's Brush "conked" out in the middle of Tom Ugly's Bridge and traffic was held up for miles (?). A squirt of "the good oil" in the intake of the carburettor and all was well again, much to the relief of the line of traffic.

Jack Garwood has bought yet another Renault. This time a large 4-cyl. about 1909 model with a most elaborate body on it - which means that he now has four Renaults in his stable. In the meantime, restoration is proceeding frantically on a 9 H.P. twin Renault which Jack hopes to enter in the next Katoomba Rally. He is very thrilled at finding a pair of Lucas side lamps - it appears they belonged to a friend who has been using them in the past for hunting for snails in the garden at night - naturally Jack persuaded him that he could find a better use for them. The Editor also found a friend using a Lucas tail lamp for the same purpose - this has now been completely reconditioned and is waiting to be fitted to Ann Leresche's Renault. MOTTO: WATCH THOSE SUBURBAN SNAIL HUNTERS AT NIGHT !

That huge garage that Col. Bryson has built at the bottom of the grounds of his home at Miranda is all but finished, and when the sliding doors are in place, his six cars and caravan will be nicely tucked up inside, leaving plenty of room for work benches as well. In spite of all this work still to be done, he finds time to give a helping hand to a friend with veteran problems. This time it was to adapt the hubs to the new wheels for the Renault belonging to young member, Ann Leresche, at present in Holland. (Put on your clogs, Ann, and dance a little jig of thanks !)

The world-famous London-Brighton Run was held last Sunday, November 1st and many of our members would have been thinking of the cars assembling at Hyde Park and hoping that the weather would be kind and all would enjoy a happy and trouble-free run. A special feature this year was the American entrant. For the first Run in 1896 an American crossed the Atlantic with his Duryea car to take part, and this year is the first time since that an entrant has come from the U.S.A. to take his place with the other entrants from various parts of the world. The Editor specially thinks of them, for the last time he was in Brighton was when he drove one of those grand old 40-50 h.p. poppet valve Daimlers belonging to that world-famous organisation The Daimler Hire Department when he was assigned to drive representatives from the Daily Mail to meet the last arrival of the Pekin-Paris Race, and escort him back to the Daily Mail Offices in London for his official welcome.

The President Alan Rose-Bray and his brother Doug. Rose-Bray are jointly considering offering a trophy to be competed for annually for THE MOST FAITHFULLY RESTORED VETERAN CAR TO ITS ORIGINAL CONDITION AND APPEARANCE. It is proposed that this event shall take place in some central part of Sydney, such as, Centennial Park, and the days outing would be devoted entirely to the judging and scrutinising, not only of the general appearance, but would take in the mechanical side of the restoration as well.

This is a very generous offer made by two of the Clubs well respected, and long standing members and would fill a long felt want.

The chief difficulty is of course in finding and choosing the suitable judges with the necessary knowledge of the early period cars.

Your President would like you to give this your careful consideration, and this Paper would be glad to have members comments, and suggestions on this proposal for publication in a future edition.

FINALLY - will you please help the Editor by sending your requirements for swaps, cars or parts for sale, and news direct to the Editorial office at 26 Madeline Street, Hunter's Hill. WX 1608. This will save unnecessary delay, and is a great help in making up the Paper. Next month the Editor has to attend the workshops of the Scottish Hospital for a bit of restoration, so please send your correspondence early and try and make the Christmas issue a fitting one.

"UNDER THE BONNET"

by Ray Hill.

When I first thought of writing an article for Spit And Polish, I imagined it would be simple to condense the restoration of a veteran car into a short story. However, those readers who have completed a restoration will agree that to cover the subject adequately, nothing short of a series of articles can hope to do it justice. Therefore, I hope that this article describing the restoration of the engine of my 1911 model 20 Hupmobile long chassis may prompt other Club Members to write their experiences in restoring their vehicle.

Briefly, the Hup engine is a fairly conventional 4 cylinder ($3\frac{1}{4}$ Bore x $3\frac{3}{8}$ stroke) with blocks cast in pairs, mounted on an absurdly small crank case. An unusual feature is the massive flywheel carried "up front" with the spokes cast in the form of a fan. The cam shaft and cam followers are mounted in a cast iron cover plate which bolts on to the side of the crankcase, and access to the big end bearings can only be gained by removal of this cover. The valve arrangement is otherwise conventional, with large removable caps screwed into the cylinder heads for access.

Lubrication is by splash "total loss" system, replenished by oil carried in a cast iron tank mounted on the side of the cylinders. Two drippers are controlled by a cam connected to the throttle, and allow oil to pass through two pipes to the crankcase, which is divided into two compartments by the centre main.

It was immediately obvious on examining the engine that I was in for a lot of work. Apparently due to the heavy flywheel, the small diameter of the crank shaft journals $1\frac{1}{4}$ inches and a worn front main, the crankshaft was broken cleanly through immediately behind the fly wheel.

Being no Col. Bryson, repair by welding was the only alternative, and here I found Speedy Welding Co. to be on their own. A new piece of nickel steel was welded on to the crankshaft, which was afterwards set up in the lathe, re-centred, and machined with the correct taper and key way for the flywheel. It is here that I must plead guilty to the sin of modification, namely:- Lightening the flywheel. I feel this was justified to minimise the risk of possible failure of the weld. But I am getting ahead of my story. On further examining the engine, it was found that the spark plugs had been removed, and as the car was found in the open, a liquid closely resembling tomato soup poured out of each cylinder when inverted. After much trouble partly due to the minimum clearance and awkward method of access the frozen big end bolts were removed and the blocks separated from the crankcase. Penetrene was a great help, and I also believe eucalyptus oil is said to be even better.

This was where real fun and games began, for every piston resisted all normal methods of withdrawal. This can be quite a problem with non-detachable cylinder heads, and to cut a long story short, the pistons were "pumped" out. I was fortunate in borrowing a high pressure hand pump of the type used for testing pressure vessels, and this was used to pump an oil kerosene mixture into the cylinders via the spark plug holes. When it is remembered that, with a pump pressure of 200 lbs., a 15 cwt. thrust is imparted to the top of the piston, even very stubborn pistons can be removed by this method. One piston required repeated treatment over three days before it finally shifted.

The bores were re-sleeved to a slight undersize, and the pistons ground to suit. By good fortune the crankshaft showed extremely little wear, and due to it's already "bent piece of wire" appearance, I decided against grinding. The camshaft, however, was badly worn, as was also the camshaft gear so the camshaft was built up by welding with "Toolcraft" and reground to it's original contour by Waggott Engineering. A new gear was cut by Gregory & Hickey, and I can thoroughly recommend both these Firms and their prices are quite reasonable.

The big ends and main bearings were of whitmetal (or white bronze, according to contemporary literature). This raises a point - many old cars used whitmetal bearings, sometimes up to $\frac{1}{4}$ inch thick. On restoration does one copy this poor arrangement? Larry Leresche has had white-metal run into his rods, and then bored to size (the original arrangement was removable whitmetal slippers approx. $\frac{1}{8}$ inch thick). I have tried to go one better by making bronze shells with a thin whitmetal lining.



neither of us is strictly correct - perhaps other readers may care to comment. NOTE. I have several spare pairs of whitemetal backed bronze big end bearings belonging to model "20" Hup. Ed. Incidentally, I have seen quite a few Hup engines as found and in every case the big ends and main bearings have "hammered". With the overhaul of the Bosch DU4 Type 2 magneto by Simms Auto Units (I believe they have a changeover armature available if anyone wants a quick job, I hear also that Robert Bosch do a good overhaul) and the carburettor checked by Howarth's the carburettor specialists, the engine was ready for reassembly.

The engine and manifolds were given a coat of Metalium primer (Jenson and Nicholson product and is really good) and two coats of black Dulux.

The exhaust manifold was left as is, although I must say I had to fight an urge to have it metal sprayed with aluminium. I must confess to buffing several of the brass engine components, such as the priming cocks, and sight glass mounts etc. It is doubtful whether these parts were so treated when the car was new, as the Hup was a very low priced job.

However, quite apart from the aesthetic factor, the engine is much easier to keep clean. I do not feel that this could be classed as over-restoration and it is indeed difficult when doing the job to know where to start and exactly where to stop. This may also be said of giving the engine a primer and two coats of enamel. Authenticity in restoration is certainly a major problem, even with the more popular cars such as the Hup, model "T" Ford and others.

I feel that mechanical condition and appearance of the engine should be as much a source of pride to the owner, as shining brasswork, immaculate paint finish, and perfect upholstery. If nothing else it is a large factor in the assessment of points for Concours.

Several points of interest arose during restoration, a car fitted with a flywheel fan in most cases has an engine tray to form a duct to assist cooling. Also a point sometimes overlooked is that the piston rods should be checked for straightness on assembly every time the engine is stripped, I feel that this is MOST important.

With the increasing standard of restoration apparent in the newer cars coming into the Club, I feel that great care should be taken not to over restore, this applies to the engine and mechanical components just as much as the rest of the car. Perhaps our President may care to give us an article as a guide?

Note. The above photograph shows the Hupmobile that this article deals with, it was "found" by the Editor who is seen standing behind the treasured find. It can be seen lying amongst other disused farm machinery on a property at Quirindi in the exact state it was in before restoration was started. The flywheel with the broken piece of the crankshaft still in it is seen resting against the off-side front wheel rim. It was some time after, that Ray Hill became known to the Editor who gave this car to Ray to enable him to join the Club.

Ed.