

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

SPIT AND POLISH

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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 XXVII No. 8

MARCH 1986

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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,
MARCH 27, 1986.

Editorial



Autumn and the March issue of SPIT AND POLISH is with us.

Delighted to have some news from Belt Drive Burke in "Brief But Important" about our Newcastle members.

I have included an excerpt from an article in the Veteran Car Club of Great Britain's magazine especially for intending London to Brighton drivers, but I hope for the amusement of all my readers.

Jimmy Simpson wrote me this month - questions my position as editor, editress or editperson ?? Jim promises to put in an appearance for part of the time on the Blue Mountains Tour - look forward to seeing our "Voice from the Plains".

The 'Acetylene Days' is an interesting article featured in this issue on the subject of early illumination.

Enjoy your magazine.

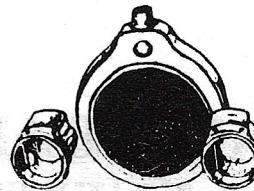
- SANDY ROBERTS

COPY REQUIRED BY FIRST THURSDAY OF MONTH

Address all correspondence to:

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

President's Message



Progress on our new clubrooms is not outstanding, although a lot of work is being done by a small group of volunteers. The wall tiling in the toilets and back kitchen is complete and the trim has been installed around the inside of the windows in the main hall. The demolition of the old house was started by a firm of demolishers who were called away to a more urgent job and it appears that many "moonlighters" have decided to help. Well, one way or another, we will have the old place removed! Again I must thank our volunteer tilers for their wonderful efforts. Don Steer, John Cherry, George King and the other members who helped have done a difficult but first-class job.

We have good support for our May Tour to Merimbula where we will join up with a group from V.C.C.A. (Victoria) for a week of motoring around the South Coast and the Bega Valley. The following family groups and friends are going:

PETER WARDS, JOHN WARDS, MAX CHAPMAN, FRED ROSSITER, NEVILLE PRESTON, PETER KABLE, ROLEY COULCHER, BARRY THEW, REG JONES AND MYSELF.

If you wish to join us in your "other car" for all or part of the tour, then give me a ring.

This exceptional club of ours is run by a team of voluntary officers and members who all do outstanding work for the members and the movement for little thanks and plenty of advice and criticism.

Terry Cook is one of those members who is putting many hours organising our N.S.W. section of the Bi-Centennial Rally. Anyone who has had experience at organising a rally can appreciate Terry's problems of arranging accommodation, food, directions, finances, functions and the myriad of bits and pieces that have to be co-ordinated to complete a successful event. Next time Terry asks for assistance, don't forget to help him.

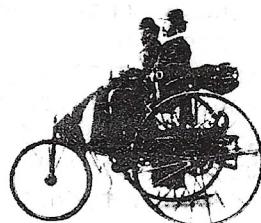
- BOB BAXTER
President

CALENDAR OF EVENTS



1986

April	5-6	1-2 CYL. MAITLAND RALLY (Details page 5)
April	25/26/27	ANZAC LONG WEEKEND - BLUE MOUNTAINS TOUR (Blackheath)
May	10-17	RALLY TO MERIMBULA & HUB TOUR WITH VICTORIAN CLUB (Details page 5)
May	18	Invitation Chevrolet Association Old Car Family Picnic Day (Details page 6)
May	31	(SATURDAY) PRESENTATION DINNER
Sept.	14-19	THIRD NATIONAL 1 & 2 CYLINDER RALLY





APRIL 5 & 6, 1986

1 & 2 CYLINDER MAITLAND TOUR

A short afternoon run on Saturday,

Saturday Night Get-together

and Sunday Tour of District

and B.B.Q. Lunch

Details: JOHN SIMMONS - 78.2663

* * * * *

Spit & Polish Ltd

MAY TOUR 1986 - TO MERIMBULA

START: SATURDAY, MAY 10, 1986

FINISH: SUNDAY, MAY 18, 1986

If you are intending entering the
Rally or driving down for part of
the Rally, could you please ring:

BOB BAXTER 522.9661

ROLY COULCHER 546.4791

* * * * *

INVITATION

OLD CAR FAMILY PICNIC DAY

MAY 18, 1986

The Veteran and Vintage Chevrolet Association of Australia Limited have invited our Club - family and friends - to attend the 1ST OLD CAR FAMILY PICNIC DAY, at ANDREW CAMPBELL RESERVE (NO. 2), PROSPECT RESERVOIR, OLD GREAT WESTERN HIGHWAY, PROSPECT.

Bring your lunch with you, B.B.Q.'s and facilities available. Games for the children. Vehicles built before 1949 will be the only ones permitted in the parking area provided.

Further information: DAVID PERRY, 626.6931 (H)



DATING & INVESTIGATION

The Dating Certificate announced at the February 1986 meeting and presented to the vehicle owner, was issued in respect to the following veteran car:

1903 NAPOLEON, 1 cylinder, 6 hp Runabout, Engine No. 9589,
Owner: John and Ann Simmons, Canterbury, N.S.W.

During the founding years of the V.C.C.A. (Qld), this car was one of the attractions that drew crowds to view with sentiment these legacies of their forbears in rallies centred on Brisbane and was originally the pride and joy of Dr. Thelander of Clayfield, an inner Brisbane suburb, then after a period of twenty five years he sold the vehicles to the mechanic who had maintained it.

Acquired in the mid-1950s by V.C.C.A. (Qld) member, Selwyn Anderson, it was a starter in the 1947 Golden Fleece Rally, held from Brisbane to the Gold Coast and return, but unfortunately having failed in it's mission was relegated to the back of a truck. Nevertheless it had served it's purpose, attracting considerable attention from onlookers, if not for it's performance, but for it's appearance and, not least, "the romance of a name".

Now in the capable hands of John Simmons, the bugs and gremlins of the past have been put to rest and the Napoleon (like it's ancestral namesake, Napoleon Bonaparte 1st of France, having experienced the equivalent of his time in confinement in the dungeons of St. Helena, locked away from sight) has returned to it's former glory and as one will witness, with shades of Josephine.

Like so many vehicles assembled from the same stock, but with different names and countries of origin, the Napoleon can be traced back to the Paris manufacturer of automobile components and parts, "Lacoste-et-Battmann", while the engine is from the de Dion-Bouton stable.

Lacoste-et-Battmann, established in 1897, built few vehicles under their own name, but it is interesting to note that three cars, all from this background, viz: Napoleon, Speedwell and Innes, exist today as part of the group of vehicles that make up the V.C.C.A. (N.S.W.).

COUNTRY & WESTERN NIGHT

Members and friends began arriving around 6.00 p.m. at Noelene Thomson's home at Dural with their required tables and chairs.

Rosettes with "Howdy" and place for one's name were issued and soon a delightful B.B.Q. was underway. The Club B.B.Q. trailer was manned by Neil Martin, who proved to be a master chef. Unfortunately the weather was inclement and shelter had to be taken occasionally.

The square dancing started after our meal was over and the very patient caller had us in sets of eight and learning the steps in no time.

There was a raffle drawn with numerous prizes, but as it rained quite heavily at that time I couldn't hear who won what, except that our guest Beth Wilkie came home with a lovely casserole donated by George Roberts.

Great to have a club get-together and congratulations to Noelene and Lyn and their helpers for their hard work helping to raise funds for our Club Rooms.

- SANDY ROBERTS

* * * * *

NEW MEMBERS:

SORENSEN, CHRISTOPHER 807 (A)
9 Coral Street, Medowie.
(049) 828.376 (H)

McCREA, JOHN 808 (F)
17 Onyx Road, Artarmon. 2064
95.6417 (H)
1917 Dodge Tourer

* * * * *

Brief But Important

Here in Newcastle we are getting ready for the Geo. Adams Easter Carnival Tour up to Gunnedah, across to Tamworth and home on Tuesday. Because it is run by "Wrong Way George" we will go to Tamworth first. Most of the mobile cars in the branch will be taking part and Ray Thomas is assisting with the route in the New State. Morning tea, lunch and afters stops are being prepared.

On the restoration front Doug Mort and Chrissy have made great progress with the Diatto and it now has a touring body and the hides are hanging ready to upholster the seats. Martin Sorenson has taken over an Oakland and is at present re-hammering the rings with a new set. Chris Sorenson now has a 1912 Overland and expects to give it a shake down at Easter. Because his family and friends are too many for the Overland, his wife will drive the family vintage car to transport the parts etc.

John Riley proudly announced at the Annual Meeting that the membership drive had resulted in both the afore-mentioned vehicles being mobile and soon the ranks will be swelled by the Overland of Bob Ware. Howard Hughes' Talbot is well under way, Rod Jackson is making repairs to the Napier and John Gorton has a new shed over the Star. Ray Thomas has sold a Ford and bought a Ford; the entire ex-Don Barker fleet seem to have been exported from the area or are not being used in this branch, but then I only remember the Ford out on a couple of runs. Unfortunately Howard Hughes' Fords are not active with our club any more - the Cessnock car seems only to be used for weddings.

Weddings - that reminds me - the former Wendy Newman is now Mrs. Steven Rose and Kalinda Ann Gill of Bendigo has become Mrs. John Burke. Veteran cars brought Wendy to the church at Wyong in great style. John Burke reports belt-drive motor cycling is the go at Bendigo - Kelly thinks a sidecar would be a great idea. Reminds me of a conversation I had with the lady of a combo rider, when asked why there were no cushions in the sidecar she said: "I never ride in that dangerous thing, it's for the kids. I ride on the pillion where I can jump off when necessary and push."

There has been a lot of talk here about the new Clubhouse and is it doing anything for veteran motoring or is it just something for the members and little for active motoring. It seems to be taking the blame for the lack of this veteran motoring that we seem to be in the middle of just now. Some members here are very put out because the South Coast Rally with the V.C.C. of Victoria was not a closed event for veteran vehicles. While we saw nothing wrong for your vintage or semi-modern car to be the luggage car for your veteran, it's a poor show for the Veteran Car Club if you take the ports and forget the veteran cars.

News of the clubhouse seem to be more important than motoring matters nowadays. I have only had the occasion to be at two "Parent Body" meetings in twenty years and I remember them well. The first as a delegate to get a ruling on the use of club reg. cars for weddings, which seems to be "a good kick of the club tin will banish all sin". The second was to vote on the clubhouse - as I recall, Ron Craze and Peter Adams spoke against and when the vote was taken, Peter asked for his NO vote to be recorded in the minutes. Members who knew Ron will remember what his comments were - usually shown Z*! in the old-time funnies. Peter Adams decided to do something else for veteran motoring. People who use their cars will know what it was that he did.

Regards to all,

Belt Drive Burke

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TROPHY WINNERS FOR 1985 :

*Please return trophies to Club by
April General Meeting.*

ROLEY COULCHER
Events Committee

LONDON TO BRIGHTON

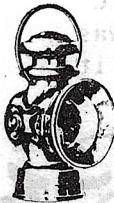
I thought this excerpt from 'Behind the Steering Column' by Mike Worthington-Williams featured in 'Veteran Car', Nov./Dec. 1985 could be of interest to intending London to Brighton drivers. Ed.

"The conditions for the Run couldn't have been better, cold and bright all the way to Brighton.

As usual, congestion was bad - particularly where the M23 joins the A23 - and a number of cars overheated despite the cold.

Frozen radiators were a problem at the start, too, and I felt particularly sorry for the entrant who, having lost his water from a split (frozen) tube, then proceeded to fall into the Serpentine (complete with borrowed bucket) whilst endeavouring to replenish it!"

"THE ACETYLENE DAYS"

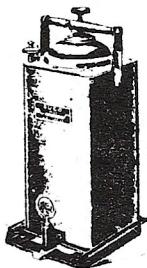


The first horseless carriage had simple oil lamps when they had any at all. The yellowish flame arising from the wick provided just about enough light for the driver to avoid the larger holes.

'Real' carriages, those with horses, travelled much faster but this light, conveniently beamed by a parabolic mirror and optical front glass, was good enough even for them.

Motorists in those heroic times did not too often commit themselves to night travel, not only because it was ill-advised on the road surface, but also because a meeting in the dark with any enemies of their noisy mechanical monsters might well have had unpleasant consequences.

At the turn of the century acetylene lighting began to be used on motor cars in view of the higher speeds that called for a more vivid and penetrating light.

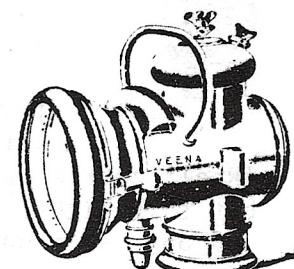


This was in spite of a certain resistance to their use due to a variety of well-known limitations, the danger of explosion, the necessity of frequent inspection of the carbide-water reaction, the short life of the fuel supply. For about fifteen years acetylene lighting was the basic system in use on motor cars.

Contrary to popular belief, such systems attained a high level of efficiency, not only as regards the gas generator and the characteristics of the nozzle from which the vivid greenish flame issued, but also in the lamp itself. The latest models, produced just before their final disappearance 50 years ago or more, looked similar to those in use on modern cars.

The problem of dimming had been resolved by means of a hemispherical concave mirror which could be manually rotated through 180 degrees until the flame itself was completely obscured. In this position, used for cruising in company with other vehicles or in the city, the headlamp sent out only part of its light, reflected from the parabolic mirror behind. When, however, the dimming mirror was rotated until it was immediately behind the flame, it intensified the light.

This small mirror system, designed by ZEISS, was used for electric headlamps when they were first adopted in spite of the many deficiencies of the batteries of the time. Later it was found more practical to adopt a second, less powerful bulb outside the focus of the parabola.

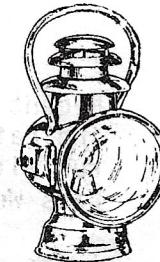


The use of double filament (full and dim) bulb dates from the second decade of this century. But as these only weakened the beam (due to the lower power of the second filament) and did not dip it, they had little success until fairly recent times. Improved manufacturing techniques have now permitted the construction of a lamp incorporating a small mirror designed to throw the light beam of the second filament upwards.

This was a big step forward. Not only was it possible to obtain a light thrown downwards (due to double reflection from the small mirror and the parabola) from the second filament, but it was also possible to eliminate the 'hole' in the parabolic surface where the second lamp used to fit, thus improving the FULL beam.

This progress was for a while cancelled out by the need to incorporate in the headlamp an auxiliary bulb - the side or parking light - as required by law in many countries. The transposition of this light to a separate housing occurred only after the second World War when headlamps were built into the wings or on the front of the car. The separate mounting of the headlamps had been a legacy from the time when they were not supplied with the coachwork, but were chosen by the owner according to his preference.

With the parabolic mirror returning to its unbroken form in this way, and the bulbs themselves being improved by the use of inert gases which reduced 'aging' headlamps showed no major progress for about a decade. Towards the end of the fifties however, an international conference accepted the so-called 'European unified assymmetrical headlamp' with the lens modified to lengthen the right hand beam. This improves the visibility for vehicles approaching one another, an important safety feature.



Soon after, because of new legislation, coupled lamps began to be used. These consisted of the normal full/dip headlamps with the full beam coupled in circuit with a separate single filament long range driving light.

This development provided lighting suitable for the high level of cruising speeds which had become normal. Another technical revolution now in progress is the increasing use of iodine vapour lamps. The advantages of this type of lighting system lie in the improvement in the quantity and quality of light produced for equal consumption and in the absence of deterioration of the light with time ('aging' - due to blackening of the bulb and the consumption of the filament).

Iodine lamps require absolutely clean handling and create certain problems due to the high temperatures at which they work



Nevertheless they are now fitted as standard to certain cars and the number is rapidly increasing.

Until recently their use was limited to cars with double headlamps because it had not been possible to produce a dipping type iodine lamp, but the necessary bulbs are now available.

(From VETERAN TORQUE (QLD), February, 1986)

* * * * *

TESTS DONE ON EFFECT OF
UNLEADED PETROL ON OLD ENGINES

Recent tests conducted in America by a major fuel refiner indicate that older engines will suffer extensive damage if run with unleaded petrol, according to a report in "Old Cars Weekly".

Tests performed by Phillips Petroleum show that the use of unleaded fuel in older engines under moderate load resulted in substantial valve seat wear. The study showed that the valve system wear increased by more than 10 times when unleaded fuel was used in engines without hardened valve seats.

Phillips Petroleum say they can provide substantial new evidence that fuel for older engines must contain some amount of lead for valve lubrication because so far there are not satisfactory substitute additives available.

The American Farm Bureau Federation which represents a large number of farmers who use older machinery and stand to suffer most from unleaded petrol, is seeking to delay the ban on leaded fuel until a thorough study is conducted into the subject.

The fact that this was reported in "Old Cars Weekly" indicates that there is concern in the hobby on this subject and the implication is that there should be available to vintage car owners, a continuation of leaded fuel until an effective valve lubrication additive is available.

Currently in Australia there is a campaign for the promotion of unleaded fuels which, if used in vintage cars and if the above report is correct, would cost the restorer plenty in worn and in some cases irreplaceable engines.

(From "Cough & Splutter", February 1986)

ADVICE NOTE

INVITATION

PRESENTATION NIGHT 1986

Saturday Night, May 31, 1986

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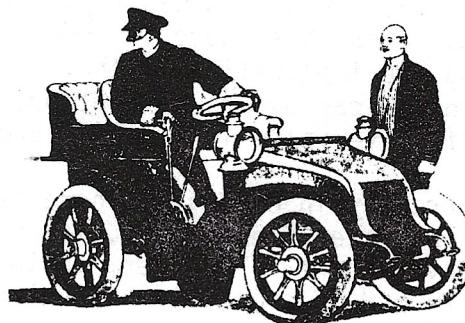
RON & EDNA COX'S
134 Homebush Road, Strathfield

7.30 p.m.

Buffet meal - including wine

"*HELPFUL*
HINTS"

(From "EARLY AUTO")



CONE CLUTCHES

One problem encountered by drivers of cars with cone clutches is a sudden grabbing of the clutch on take-off. This 'grabbing' can be stopped by soaking the leather cone clutch in linseed oil. If the cone clutch is too difficult to remove from the car, then the linseed oil can be painted on. This remedy will ensure a smooth take-off. If you apply too much linseed oil and clutch begins to slip, then grind some french (engineers') chalk to a fine powder and sprinkle onto clutch. Do this until you have achieved your happy medium, a smooth take-off without slipping or grabbing.

PRESSURES FOR BEADED-EDGED TYRES

Many drivers experience problems of blow-outs with beaded edged tyres. You will often find that these people are running on a tyre pressure of between 20-40 psi. Their problem is that this amount of air pressure is not sufficient to hold the tyre into the beaded edge of the rim. The tyre then slips around and damages the tube or the tyre bead comes out of the rim bead and the result is a blow-out. At a cost of \$80 to \$220 per tyre this makes for expensive rallying. Maintain your tyre pressure at a minimum of 55 psi; some people go as high as 80 psi. The writer runs beaded edged tyres at 60-65 psi and does not have blow-out problems at this pressure.

PETROL

An item of interest told to me by an elderly gentleman who drove and worked with veteran cars in the early days when petrol was sold in square four-gallon tins, two to a wooden box at 4/6 per gallon. Wages were less than one pound per week. As can be imagined, petrol was a precious item and this gentleman hung a billy can under the carburettor of his Model T to catch the petrol that was lost when the throttle was wide open going up hills. With this method he was able to obtain 28-30 miles per gallon. Might keep that one in mind for our next economy run.

MUFFLERS

A motoring experience that may prove of interest to fellow enthusiasts. A friend was travelling along recently and on looking down saw that his ignition switch had vibrated to off. Instead of letting the car stop he switched the ignition to on again, the gas in the exhaust pipe then ignited and the explosion blew the side out of his muffler. So if your ignition switch should vibrate to OFF, stop before turning it back on.

PREPARING FOR ELECTRO-PLATING

Q: What do I do when I have small dents or scratches which I cannot remove and want to have the pieces nickel or chrome plated?

A: They can be filled up with the oxy-acetylene welding torch using bronze filler rods or the low temperature silver solder. The problem with this process is that around the edges you have shrinkage which leaves a small mark. This can be filled now with a soft solder which is made by C.I.G. and can be done with a soldering iron. This solder can be chrome or nickel plated over, and the results we have seen on Club Members' grills etc. is very pleasing. The solder has 97% tin and 3% silver, NO LEAD and the C.I.G. name is Solder Wire No. 965, and the flux to use is Comweld 965 Woldering Flux. The solder and flux is very good to repair or assemble a radiator.

INSTALLING SCREWS

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

oooooooooooooooooooo

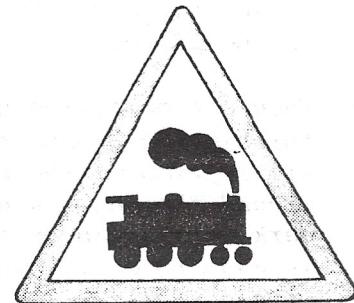
OH - SO THAT'S WHAT THEY MEAN !!



SELF SERVICE ONLY



THE DRIVER IN FRONT IS DRUNK



RAILWAY MUSEUM AHEAD

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

Solution to No. 48

INFLATION

Forty tyres. It takes two-and-a-half minutes to pump up one tyre, so each of the ten owners would pump up four tyres in ten minutes.

No. 49

HEAVENS ABOVE

The letters of the word CONVERSATION can be re-arranged to make VOICES RANT ON.

What very apt word can you make of the letters in MOON STARERS ?



AdvertisementsWANTED FOR 1912 15 HP STAR:

Electric side and tail lights
Steering column with controls
Ignition switch
Rushmore Carbide Generator
Hubcaps
Horn
Hood Irons
Pair Valve Tappet Covers
Radiator Fan and Bracket
One Rear 815 x 105 Sankey Wheel
Steering Wheel

Any information or parts to suit my car will be
appreciated.

ROBERT FORBES, 537 Chapel Road, Bankstown. 2200 (02) 70.2098

WANTED PLEASE: 28" x 3" NO SKID tyres Firestone (Bridgestone?)
also Brass Rear View Mirror to screw onto timb

BRYAN INDER - 949.6202

WANTED: 1914 FORD "T" MODEL TOURER - IN RESTORED
CONDITION
RON COX - (02) 642.2885 (H); 560.5070 (B)

FOR SALE: 1912 OVERLAND T60 TOURER
Fully restored. Royal blue and black.
Black all-leather upholstery.
Proven rally car - sale due to illness.
\$18,000

JOHN ANDREW, C/- Garry Coxon, Richmond, N.S.W. (045) 71.1878

