

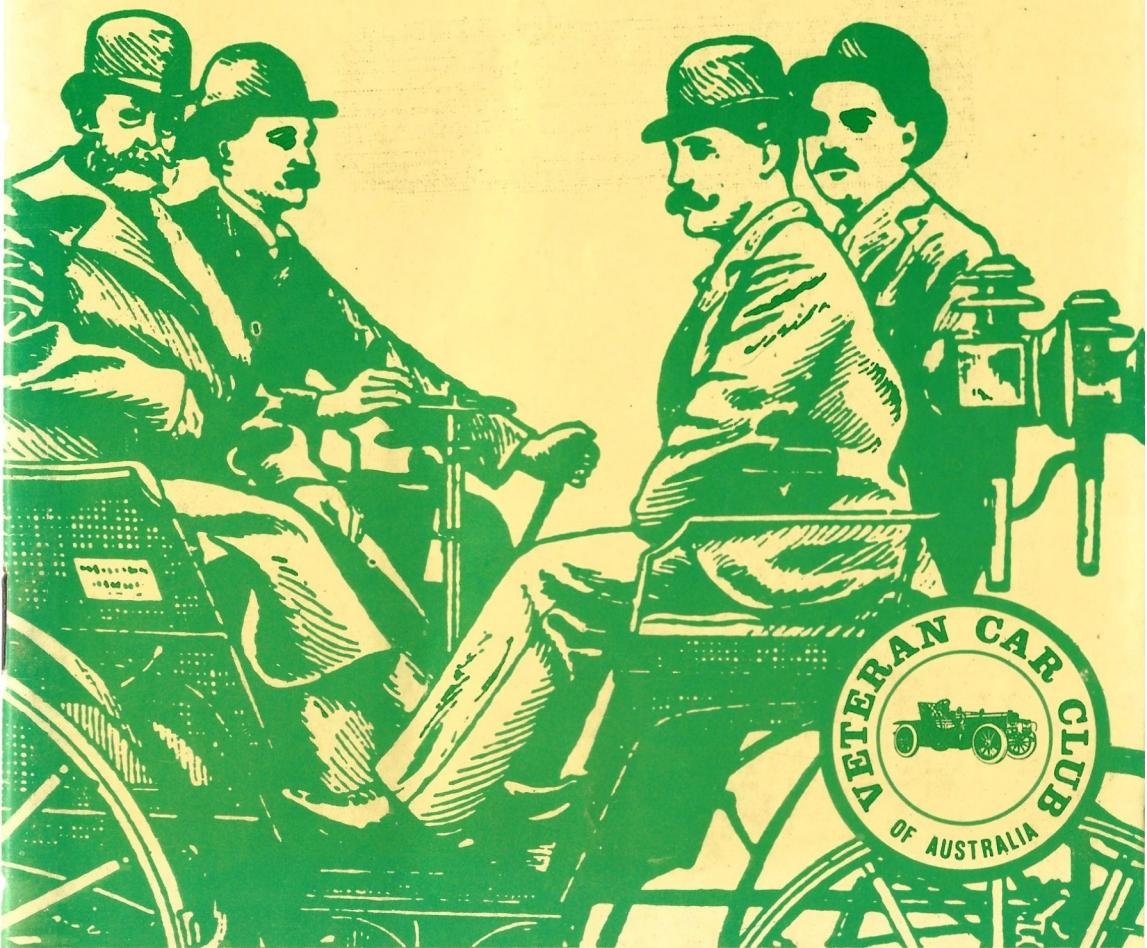
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

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April, 1985 Vol. XXVI No. 9





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 XXVI No. 9

April 1985

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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,
25TH APRIL, 1985.

*Editorial**Comment*

This April issue has a good variety of articles for you all to read, the most exciting being the 'New Club House' by George Roberts.

'Petrol Syphoning Hazards', which Les. Watson found in the 'Petroleum Review', is a warning to be heeded.

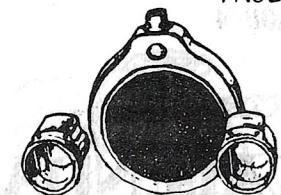
I have included a poem for a change too, and Keith Carden has written a letter to the Editor. There is also some nostalgia about the article from 'The Motor'.

The technical article is concluded, which started in the March issue and caused some discussion at the last meeting. Glad so many members read it and volunteered to improve on its quality.

- SANDY ROBERTS

Copy required by first Thursday of month

Address all correspondence to:

*President's Message*

This has been another month of excellent progress in the construction of our Clubrooms.

The internal walls of the library and Committee rooms and the front kitchen were completed, then the floor was laid and polished in the Minor Hall.

To our delight, Norm Bice from the Vintage Sports Car Club, supplied and fitted the front Entrance Doors. It is donations like this that have made the construction of these Clubrooms possible. On behalf of our members may I say "Thank you Norm!".

When you attend the next meeting, wander up into the new building and I am sure you will be pleasantly satisfied that the efforts of Neil Johnston and George Roberts along with quite a few others have achieved so far.

All this progress has made considerable inroads into our Building Fund and it is now time that we will have to start raising another \$6,000 (minimum) to finish the Toilets, one Kitchen, Library, Committee room and Minor Hall. If you have ideas or you are willing to help raise this money, please come forward - we need you! One function that is definitely in the pipeline is an Auction of Veteran/Vintage car parts to be held in the new Clubrooms in July/August. Start cleaning out your garage now.

Remember the Annual Election of Officers will be held in June and we should now be thinking who we wish to nominate to run this great club.

- BOB BAXTER

CALENDAR OF EVENTS



1985

May	4	SUTHERLAND SHIRE ARTS COUNCIL MOTORCADE. Details on page 5.
May	24	(FRIDAY) PRESENTATION DINNER Details on page 6.
May	26	(SUNDAY) 3RD ANNUAL VETERAN & VINTAGE DISPLAY DAY. Details on page 7.
June	8,9	Queens Birthday Weekend - Newcastle Branch Trip to Denman with 2 nights at Denman Motel.
July	14	(SUNDAY) Newcastle Branch Outing to Shingle Splitters Point - 11.00 a.m. arrival.
Oct.	4-7	25TH ANNIVERSARY NEWCASTLE TOUR - Morpeth. Enquiries: George Adams (049) 48.8140.
Dec.	1	(SUNDAY) CHILDREN'S CHRISTMAS PARTY.
Dec.	7	(SATURDAY) CHRISTMAS DINNER. (Note <u>change of date</u> from March Issue).

Next Event

Saturday, May 4

Southside Festival '85 Motorcade

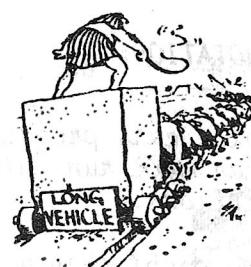
The cars will assemble in the car park in Croydon Street, Cronulla (opposite the Bowling Club) at 12.30 p.m. Marshalls will be in attendance wearing WHITE ARM BANDS. Gregorys Ref. Map 96 C5.

The first car will move off at 1.00 p.m. and proceed south along Croydon Street, then turn sharp left into Cronulla Street. Proceed along Cronulla Street to the Kingsway and turn left and proceed towards Sutherland, via Caringbah, Miranda, Gymea and Kirrawee.

On arrival at Sutherland, turn left into Flora Street, and left into Eton Street, where parking has been arranged.

The Forby Sutherland Gardens at the Council Chambers have been reserved for you to picnic etc. with your families.

* * * * *



PRESENTATION DINNER

POST & WHISTLE
RESTAURANT

163 VICTORIA ROAD, GLADESVILLE

FRIDAY, MAY 24, 1985

7.30 p.m.

An elegant colonial restaurant has been booked for the evening. Built in 1855 as a twin terrace cottage, later became the Gladesville Post Office in 1867 with Joshua Irvine as first postmaster. This early Victorian sandstone dwelling has been charmingly restored, even to the shales on the roof.

Come and see for yourself and enjoy a three-course dinner, presentation of trophies and a surprise guest speaker. A very special evening - please pay now to confirm your booking or contact Merryl - a few places available.

\$18 a head plus drinks

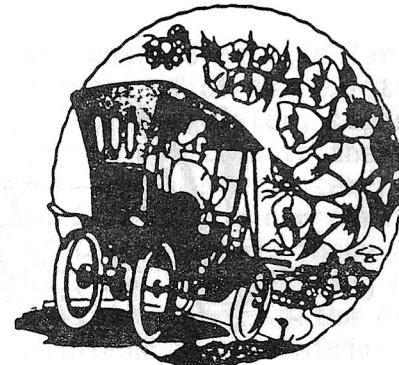
Bookings: MERRYL GODFREY 85.6924; SANDY ROBERTS 817.4052

* * * * *

QUOTATION:

Motor cars produced this year will run into millions.

(No doubt they will.
(W.G.P.)



The 3rd Annual Veteran and Vintage Display and Picnic Day will be held at 'The Old Green's Museum Property', Leppington, on SUNDAY, MAY 26, 1985.

The display area will be open to all vehicles manufactured prior to January 1, 1931. Admission to the grounds will be \$3.00 per vehicle, and plenty of parking will be available. Gates open at 8.00 a.m.

Trophies will be presented for:

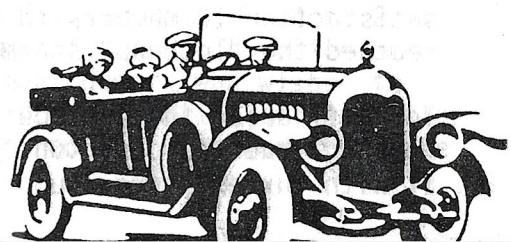
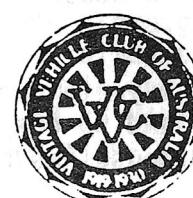
- (1) Most Appealing Veteran Car
- (2) Most Appealing Vintage Car
- (3) Most Appealing Motorcycle

1. Post-1930 vehicles will not be admitted to the Display Area.
2. All tender vehicles will be marshalled to a suitable area outside the Display Area.

The event is being organised jointly by the Veteran Car Club of Australia (NSW) and the Vintage Vehicle Club of Australia 1919-1930. Further information may be obtained from:

BOB BAXTER 522.9661

BEN BRONK 624.8224



Letter to the Editor

Dear Sandy,

Have you read the advertisement in SPIT AND POLISH for Vacation Village and thought to yourself, "What a write-up - no place is that good?" Well, it is!

I was the lucky winner of the raffle for one week's holiday at Vacation Village, so generously donated to the club by Victor Jacobs.

My family and I have just returned from the holiday and let me assure you the advertisement does not do the place justice. The accommodation is luxury, with a capital "L". The grounds are kept beautifully and with all the activities available there would be no need to leave the complex for any entertainment.

I can recommend Vacation Village to any person wishing to have a holiday they will really remember.

- KEITH CARDEN

* * * * *

NEW CLUB HOUSE

It must be with a sense of achievement and not a little satisfaction to members to know that our new Club House has reached the "lock-up" stage.

To familiarise those members with the building layout, who have not had the opportunity to visit the site and to compare it with our existing club rooms, your new club house has been



designed to provide for a small hall 1.5 times the dimensions of the existing hall, a larger convention hall 4.5 times greater, separate committee and library rooms and in addition to the entrance foyer, a kitchen to service the large hall, a tea room for the small hall, toilet facilities and car parking arrangements on site, in front of the building, in an area now occupied by the existing hall and the adjoining house, on an 80 feet frontage. Considerations in the design were given to reduce maintenance to a minimum by providing for a building constructed largely of brick, concrete and steel, with aluminium window framing and non-flammable roof insulation.

The installation of roof and ceilings, also skylight windows, at the end of 1984/early 1985, brought about a new phase in the building's development, whereby the voluntary labour to which members had applied themselves since commencement of the project, when the first sod was turned, has changed to contractual work by the building trades, a phase which is necessary to progress of the structure, but bears with it a rapid increase in material and labour costs.

Following this plan of procedure, plumbing has been completed of cold water lines to 19 points throughout the building and the brick walls chased to allow for cement rendering, as required; bearers, joists and a brush-box floor laid in the small hall, then sanded and polished, adding attraction to this area.

Framed in bronzed aluminium as a feature to the red-brick outer walls, the front door assembly, with glass side and overhead panels, now installed, provides an imposing main entrance to the foyer, while a high roller-door, in similar colorbond finish, allows vehicle entrance to the large hall. We are indebted to Norman Bice, proprietor of G.P. Glazing and Glass Co. Pty. Ltd., of 40 Clapham Road, Sefton, 2162, who, through his contribution manufactured, supplied and installed the former; to a member donor, who wishes to remain anonymous, the supply and installation of the latter and to Mike Mocos, who manufactured and supplied the large skylight windows at minimal cost.

Partition walls between the committee room and library, also between the foyer and kitchen, have become an exercise (materials supplied by the club) for trainee apprentices, under the direction of a technical college teacher and to this end our appreciation is extended to our "President", Bob Baxter, for this effective arrangement.

It is planned to occupy, on an "as soon as possible" basis, the small hall, bearing in mind considerable installations, including electrical lighting and power, fitting out of committee room and library, completion of toilets, tea room etc. etc., then as funds become available to prepare, furnish and furnish the large hall for future occupancy.

In the interim, concrete paving of pathways to the rear and eastern sides of the building, by member teams, is progressing.

Sceptical members (appreciating the magnitude of the task ahead and the optimism and enthusiasm of others) who at the commencement of the project were reluctant to add their support, now are unanimous in their expressed approbation for a building project that started in grass roots. However, to complete what has become the meeting venue for clubs comprising most of Sydney's old car movement, the improved facilities will widen this scope and our Treasurer, Ben Bronk, who has kept a close watch on the purse strings and has met all payments to date, is adamant in his advice that we must now increase our club's earnings to substantiate and meet the expenditures necessary for completion. By our efforts we have reached thus far, our goal will be rewarding.

Experience is regarded as our best teacher and no project, large or small, reaches its zenith without guidance. We must therefore - "all of us" - add our appreciation to our member and builder, Neil Johnston, whose expertise has made this project possible.

To all V.C.C.A. (N.S.W.) members may I add: it is your building, your new Club House and Headquarters and may I ask that you contribute, in whatever way you find possible, to bring this, your club's largest undertaking and future home, to finality.

- GEORGE A. ROBERTS
Chairman Building Committee

PETROL SIPHONING HAZARDS

(Reprinted from the "Petroleum Review" - handed to me by Les Watton. Ed.)

Unfortunately, too many people who understand the principle of siphoning do not appreciate the hazards of utilising the method with petrol.

Clinical studies have shown that petroleum distillates (such as kero, lighter fluid, petrol, naptha and some solvents) are all capable of causing serious consequences if inhaled or ingested.

The greatest danger is not the effect in the stomach, but that in the lungs. When petrol is taken into the mouth, for example, a certain amount may enter the lungs, where it spreads out and causes immediate irritation and tissue damage.

The destruction of the tissue in turn causes the lungs to fill with fluid - known as pulmonary oedema - and the victim literally drowns in his own fluid. In addition, although the toxicity of petrol is considerably reduced in the stomach, the substance rapidly enters the bloodstream and can slow breathing and heart function. Since these reactions can occur in only a few seconds (the time it takes to take a breath) death, due to a combination of pulmonary oedema and heart failure, can result in a matter of minutes. And even then, if the exposure is not fatal, the damaged lungs can incapacitate the victim for a long period.

There is another potential hazard to be guarded against - the strong likelihood of more petrol aspirating into the lungs if the victim vomits. This is why products containing light petroleum distillates carry this warning: "If swallowed DO NOT induce vomiting".

Then too, there is the drastic effects on bone marrow and blood possibly from the effects of petrol's benzene component.

Obviously, in addition to keeping such products out of the reach of children, in a safe place, there are 2 safety practices that should be followed:

1. Do not attempt to siphon gasoline or any of the light distillates by mouth.
2. If you must siphon, buy a plastic bellows from the hardware store - this investment could save your life.

* * * * *

CONTINUATION:

Technical Information

Knocks due to operating conditions

1. AN OVERLOAD KNOCK: When placing engine under extreme loads a pounding will be heard. Shift transmission to lower gears and noise should cease.
2. A CARBON KNOCK: When excessive carbon deposit accumulates in the combustion chamber and on the piston heads, valve etc., this usually causes a knock. Carbon is a non-conductor of heat; therefore the piston head (hottest part of the engine) is unable to effectively conduct the heat to the cylinder walls and into the water, with the result that the increased temperature causes the carbon to become very hot and the gas is ignited, at times cause pre-ignition. Considerable carbon also increases the compression.

A carbon knock develops after engine becomes very warm and usually occurs when labouring or accelerating. It becomes louder as the throttle is opened or more gas is admitted into cylinder. The noise is a metallic ringing sound and if due entirely to carbon will not diminish noticeably when spark is retarded.

A visual inspection of the combustion chambers is the surest method of determining the presence of carbon.

Carbon deposit is a residue left by incomplete burning of the fuel and lubricating oil. The deposit tends to accumulate whenever more oil passes the piston rings than can be burned up by the fuel charge. If piston rings are worn or loose in grooves, oil will pass the combustion chamber. If an excess of oil is supplied to the cylinder walls the rings cannot prevent oil passing even though they fit properly.

A SPARK KNOCK: This is caused by the time of spark being too advanced owing to incorrect position of spark lever, incorrect ignition timing or trouble in ignition governor. It is a sharp metallic sound usually evident when engine is labouring.

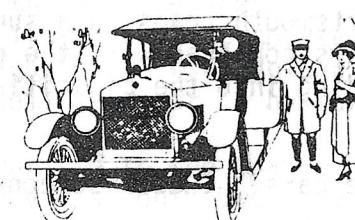
ACKNOWLEDGEMENT: VETERAN TORQUE - OCTOBER '84

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EXTRACT FROM "THE MOTOR" (The National Motor Journal)
Vol. XXXVII No. 961
May 19, 1920

AMERICA MOTOR MAD

Bricklayers Go To Work in Cars



Negro is Driven to Work in a Limousine

by Lieut. Victor Beveridge

When I landed in America last August, straight from the battlefields of France, I was prepared to be surprised at many things, but what astounded me more than anything else were the motorcars which swarmed like ants everywhere!

"Wonderful," I said when they showed me the Woolworth building - but I was thinking of the maze of motor traffic

which wound in and out from every street. "No, we have nothing like that in London," I confessed to my guide, when Fifth Avenue was trotted out for my admiration - but it was the solid four-way pack of fine automobiles, stretching from Madison Square to Central Park, that compelled my admission.

So it is throughout the whole country, "motors, motors all the way!" It is simply bewildering, and when one is told that there are seven and a half million automobiles in the States, one is almost tempted to say "is that all!"

Not Enough Garages - Cars Left Out

In the towns it is impossible to garage all the cars, so they are simply left at the side of the street while the owner dines or attends the theatre. Even in New York, during theatre time, every side street in the "white light" district is fringed with a double row of machines.

I spent some time last autumn at the fashionable seaside resorts and there, in the mornings, the cars were so numerous that they could not be parked alongside the sidewalks, they were actually backed in with the radiators in the centre of the street! I always retain a memory of the crowd of cars that gathered at Sandown Park when Pegoud first looped the loop in England - those of you who were in that jam can realize something of the normal state of American suburban arteries.

The Brighton or Portsmouth roads on a sunny Sunday morning are deserted highways compared with the everyday aspect of the main roads leading into the big cities at morning and evening time.

"But who owns these cars?" I hear someone say. "Everybody!"

I went with a friend to see a bungalow he is building outside New York. There were eight bricklayers on the job - five of them came to work in their own machines, which were three Fords, one Maxwell and one Chevrolet! Indeed so common is the workman's car that employers are now providing parking spaces for their employees' machines.

The other day I was told that at a southern ship-building yard a riveter is driven each morning to his work by his wife, called for at lunch time and again when the day's work is over - in a Packard limousine! You will not be surprised when I tell you that he "pulls down" an average of two hundred and fifty dollars a week!

At a recent inquiry on factory operatives' wages, one witness calmly testified that a motorcar was a necessity for the working man. And the remark was passed by the newspapers almost without comment.

Workmen who sneer at Fords!

So critical is this new type of motorist that already he is sneering at his fellow workmen who have "only a Ford", that is, if he himself boasts of something better - which many of them do.

The light railway system of America is practically bankrupt, because the farm and village folk who used this means of travel to nearby towns, in the early days, now do all their marketing in the family bus. I don't think a farm exists in America which has not now its automobile.

But there is one phase of this madness which strikes me more than any other, that is the lack of pride in the car, shown by the dirty, unkempt look of the vast majority of them seen on the roads. It may be that so many of them have no garage accommodation and the vehicle spends all its time in the open; or, again, it may be that the real pride of possession which used to delight us in old England is missing out here. Anyway, to see a well-kept car is by far the exception.

At first I was surprised to see that nearly all cars have collision-fender devices, both back and front; it struck me as a joke until I saw the perpetual jam on the roads, then I realized it was simply an absolute necessity, and the dented fenders show how very useful they are.

Another peculiarity - to our eyes - is the absence of steel-studded tyres, these are never seen; but so soon as rain falls, every vehicle puts on its non-skid chains. The number

with broken links is appalling, and the racket caused by the banging of chains on mudguards makes a rainy day into a perfect bedlam of sound, in a city street.

Nor is it necessary to have the money to own an auto! Failing the money, you just take one! There are plenty to choose from. In Chicago, during 1919, 4,447 automobiles were stolen, but since a judge lost his pet machine, the auto thieves are getting real prison, and the daily total has somewhat diminished.

Smart Looking Cheap Cars

If many more automobiles are put into service here the sport will die a natural death - there will be such a crowd on the roads that you actually won't be able to move!

The new Willys-Overland Four is beginning to show itself in large numbers, and I have an idea that this model will make many recruits to the ranks of motorists who have been waiting for the low-priced light car with style to it. Altogether the cheaper makes are paying great attention to general smartness in appearance - which is all to the good.

A peculiarity of the average American motorist is that he has not the faintest idea of mechanics. His car is a mystery to him, and if he has the slightest mishap on the road he is helpless as a child.

Covered Cars in the Majority

It seems to me that the proportion of covered cars to open ones is much greater here than in Britain. And you never see an automobile on the road - or scarcely ever - that has not its full load of passengers, more often, indeed, it is packed beyond any weight its manufacturer ever intended it to carry.

When our scribes write that we, in England, have only experienced as yet the beginning of the motor age, they have only to point to the present deluge of motoring in America to prove their point.

* * * * *

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

Solution to No. 38

DAY'S WORK

M, T, W, T, F are the first letters of Monday, Tuesday, Wednesday, Thursday and Friday. The next two letters are S and S, standing for Saturday and Sunday.

No. 39

FATHER'S PRIDE

The proud father was discussing his children. 'Each of my sons has as many sisters as he has brothers', he said.

'However, each of my daughters has twice as many brothers as she has sisters.'

How many children are in his family?

* * * * *

N O S T A L G I A (Reprinted from CRANKHANDLE)

1912 TALBOT - TYPE M TOURER

By Tom Dowling

The history of this 1912 Talbot is that it was bought new from the Howard Motor Co. of Brisbane by a man aged about 75 years for his young bride. He drove the Talbot around for a while then one day he accidentally hit a gate post which pushed the front end in under the car and the front axle was badly bent.

Living on a property called Clover Hills Pastoral Company at Barcaldine meant that the nearest panel beater would be quite a distance away, so it was decided to tow the damaged Talbot and put it in one of the many sheds on the property. Over the years the shed gradually deteriorated until the Talbot was only partly covered. The Talbot was left unrepaired in the delapidated shed until the early 1960's when it was towed to the station dump to make room in the "barn" for the new farm machinery.

* * * * *

The Talbot lay "unwanted" and "deteriorating further" for approximately three years before the late Allan Hale purchased the car from the property dump. However by this time the white ants had eaten all the woodwork. All metal panels were good. One rust hole was found in the rear tub section.

Strangely enough the headlights were also intact, however the side lights were missing and had to be located.

The Sankey wheels (made of pressed steel) were rotted away and were beyond repair.

Allan Hale brought the car to Brisbane for Cliff Beatson of Kenmore.

Ron Griffiths purchased the car from Cliff Beatson in 1967 and commenced a complete restoration.

Very little mechanical work was required owing to the low mileage - in fact the vehicle would not have travelled any more than 4,000 miles in its lifetime.

The shackles, differential and gearbox were like brand new, however Ron put new pistons in the motor (the original pistons had the rings on the skirt of the piston - so they were replaced with pistons with rings at the top which improved performance. The manufacturers even adopted the pistons with rings at the top not long after Ron's model Talbot).

After much hard work, including all new woodwork in the body, the Talbot was complete as it came from the factory except for one small item - the accessory radiator cap in the shape of a rooster.

One of the few parts removed from the Talbot during the many years lying "forgotten" in the barn was the accessory radiator cap. The manager of Clover Hills Property was using the "rooster" as a paperweight in his office. It was also a highly-prized souvenir which he was reluctant to part with. The manager however condescended to obtain a brass replica of the original in Brisbane which is in itself a masterpiece by a master craftsman and is now fitted to the restored Talbot.

* * * * *

IN DAYS OF STARTERS SNAFFLED TO A THONG

In days of starters snaffled to a thong,
A tire which wore its tread out running true
Was seldom met with. Canvas ruptured long
Before the non-skid pattern had worn through.

On Model T, when loomed a tire-replacing,
The front top-bracket stored the extra casing;
That front top-bracket on the driver's side
With indicated door one must bestride
(Or move the passenger) to take the wheel.

With bows and top erect, a better deal
Was pull the cotter and withdraw bow pin
And on the gooseneck hang the clincher skin
Where it remained secure till that dark night
A tire went out with the magneto light.

— STANLEY DONALDSON



* * * * *

'WHERE ARE THEY NOW?'

OR

'HOW ARE THEY GOING?'

Toby Bent's	1913 Metz
Keith Carden's	1912 Cadillac
Jim Clough's	1909 Maxwell Briscoe
Kevin Pye's	1910 Hupmobile
W. Pye's	1912 Rolls Royce
Ron Davis's	1911 Wolseley
Les Deimel's	1908 Maxwell
Peter Dunglison's	1913 Berliet
George Gillott's	1908 B.S.A.
John Hurley's	1915 S.C.A.T.

These few names and cars were selected at random from the club's 1969 Roster. Can anyone answer the question in full?

Editor

SEARCH A OR CLASSIFIED SECTION TO CLASS 141

Advertisements



WANTED: Tail-light to suit 10 h.p. AUSTIN 1912.

- SANDY ROBERTS
817.4052

WANTED: Small updraught Zenith carburettor to suit
8 h.p. car. (not Austin 7 or 10 h.p.)

OR: Brass "AUSTIN 7" carburettor.

- KEITH CARDEN
20 Ridge Street, Epping. 2121
Home: 871.2158

FOR SALE: WILLYS OVERLAND 1912 Model '59 Tourer fully
restored. \$18,000 o.n.o.

- L. OCRAINE
30.1172; 300.9160

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 at Richmond
(045) 71.1878

* * * * *