



SPIT AND POLISH

OFFICIAL NEWS BULLETIN OF AND FOR

THE



Phone: WX 1608

EDITORIAL OFFICE
26 MADELINE STREET,
HUNTERS HILL, N.S.W.

VOL. 1. No. 3

August, 1959.

EDITORIAL NOTES

Dear Member,

The new Headquarters at 190A Clarence Street, Sydney, were used for the first time for the monthly meeting held on 23rd July, last, at 8 p.m.

There was a reasonably good roll up, but not nearly as many as should have been, and should be, at all monthly meetings. After all, these monthly meetings are necessary to inform Members of the various happenings, both business and social, that are taking place. Frequently there is a matter of importance to be decided, and when this happens only a small percentage of Members vote on the matter. This seems unfortunate, for if only a few Members are present, it is this few that more or less decide the policy of the Club.

Then again, except for the telephone, the monthly meeting nights are the only contact most Members have with each other.

It was very gratifying to see Ron Grant our No. 1 Founder Member there; he has been away from the Club a long time, and we all hope to see more of him in the future.

Several Members I have spoken with are still not clear how to go about obtaining the new Club No. plates, and the following information may assist those who did not attend the Meeting recently and also those who live away from Sydney.

In the first place you must, for the cost of 30/6, obtain a THIRD PARTY POLICY from the Law Union and Rock Insurance Co. Ltd., of 37-43 Pitt Street, Sydney. You then procure an Application Form from the Hon. Secretary, this in turn to be submitted to the President who will allocate your joining number and apply same to this form. Following this £2.10. 0 must be handed to the Hon. Treasurer, £2 for the plates themselves and 10/- for the Gov. Transport Department as tax; the Hon. Secretary then supplies you with your front and back plates.

Our new Librarian Ray Hill informs me that he hopes to have most of the reference books in the new Library at Headquarters, and these will be available to Members at the next monthly meeting night.

BITS AND PIECES

Member Ron. Hepworth would like to secure 4 (four) 23" rims for his 1911 15 h.p. Straker Squire car; he also requires sundry grease fittings. Note new greasers, either steel or brass, can be procured from McPherson's Ltd., 51 Bathurst Street, Sydney. Ed.

In answer to an enquiry in Spit and Polish Vol. 1. No. 1. Ron Grant advises that he can supply a De Dion Bouton radiator to our President Alan Rose-Bray. Our No.1. Founder Member always turns up trumps.

DID YOU KNOW

That Club Member Chas. P. Mort has just left on a 4 weeks trip by air to Mexico, U.S.A., and Canada. News was received from him during our recent cold wet spell, that he was swimming and basking in the sun at Waikiki Beach.

That Col. Bryson owner of that fine sporty Empire Raceabout, has fitted a monicle windscreen----- Oh no, not on the passenger side, it's fitted to the steering column on the driver's side. The slipstream is all yours Navigator.

That Len. Sheen has just completed an all steel trailer, it's first journey will be to Brisbane to convey his well restored Humber Roadster to the Queensland Centenary Rally. He is also making a complete new hood for the occasion.

That George Roberts has purchased a 1934 Ford V.8. specially to pull his 1912 Calthorpe Minor and trailer to Brisbane, yet another keen competitor in the Queensland Rally, we all hope that the dainty Calthorpe will arrive in good order this time.

That the Veteran and Vintage Car Club of Tasmania will be well represented in the Queensland Rally, their new President R.J. (Reg.) Dean, their Vice President and last year's Hon. Secretary D.S. (Bill) Guy, together with Life Patron Gordon Fysh all will be there. The Club are also sending an Orient Buggy, owned and driven by G.E. (Ernie) Simms, a man who thoroughly deserves the trip owing to his interest in the veteran car movement many years before the Club was formed. This Club is most interested in obtaining next year's Invitation Rally for Tasmania, and would be grateful if N.S.W. delegates would assist with this in view. Their new Hon. Secretary Colin Graham stays behind to receive all the congratulatory telegrams.

That there are still some of the new Club Badges available; these are a very attractive badge and can be placed on either your Veteran Car or your private vehicle. Why not order one and put it on your modern car till the time comes for it to be used on your restored Veteran Car. They can be procured from the Hon. Treasurer Jack Garwood.

That member Bill Nicholson and his wife are due to leave England shortly on their return home - rumour has it that he has talked veteran cars incessantly to all and sundry since he left Aussie's shores, and it will be interesting to see how many tail light etc. he has tucked away in his suitcases upon his return. It is possible we may see his immaculate Ford in the Brighton Rally at the end of September.

That news has come to hand that Jack Dance is in the Cairns district at the moment where he has come across some very interesting veteran cars - BUT - they are not for sale. The Editor believes his trip has been extended for another month.

CONGRATULATIONS AND THANKS

To our Social Secretary, Paula Bryson for the excellently organised Farewell Dinner arranged by her for Ann Leresche, who sailed from Sydney on Friday, 24th July. Paula was ably assisted by Alby Frost and Ken Moss. Ann, when she was leaving, particularly asked me to convey her thanks, not only to the organisers, but to all those who attended the dinner. She had a lovely evening and the bouquet of orchids that was presented to her was worn by her when the ship sailed.

To George W. Green, Chairman of Events Committee, for that excellent 1959-60 Events Card he drew up - a very handy size for any member to carry in his wallet. George apologises for a printer's omission of the next BRIGHTON RALLY, which will be held on 27th September, 1959 - would members please add this to their care DON'T FORGET - DO IT NOW!

To N. K. Strack, President of The Veteran Car Club of Victoria; Lionel Erratt, President of The Veteran Car Club of Gunnedah; George Brooks, Editor of "The Veteran Car" of South Australia and Colin Graham, Hon. Secretary of The Veteran & Vintage Car Club of Tasmania, all of whom wrote such encouraging remarks about the publication of Spit and Polish. Thank you, gentlemen, very much.

Ed.

To Ken Nutt, who advises that he has discovered and taken delivery of a very nice veteran F.I.A.T. Touring car. It is understood that this car is practically complete, even to the lamps and Ken is busy restoring it.

INFORMATION REQUIRED

Any possible data about a 1911 15 h.p. Straker-Squire, fitted with single seater body, would be much appreciated by :

Ron Hepworth,
C/o 75 Melbourne Street,
EAST MAITLAND. N.S.W.

Any information about a touring body suitable for a 1909 Brazier Car. This car has no body, so perhaps some member could help with information, or better still, may know of a body that could be fitted to this car. The owner is a new member, quite young, very enthusiastic, and worthy of your help.

L. G. Nichols,
19 Napier Street,
DOVER HEIGHTS. Tel. FU 8064.

EDITOR'S NOTES

It is regretted that this edition of SPIT AND POLISH has had to be cut down considerably, owing in the first place to the imminence of the Editor's departure for the Queensland Invitation Rally, but mainly to the almost total lack of support by any of the members of the Club.

The Editor looks to members to send in information about their cars, how and where they found them, how their restorations are coming on, what parts they require and any interesting pointers for other members to benefit by. Also parts or equipment that they may have, but do not require and wish to exchange, also queries on the method of handling certain mechanical restorations, and information as to the best method of painting and finishing the body-work etc.

F O R S A L E .

1911 OVERLAND. Engine completely reconditioned and running.

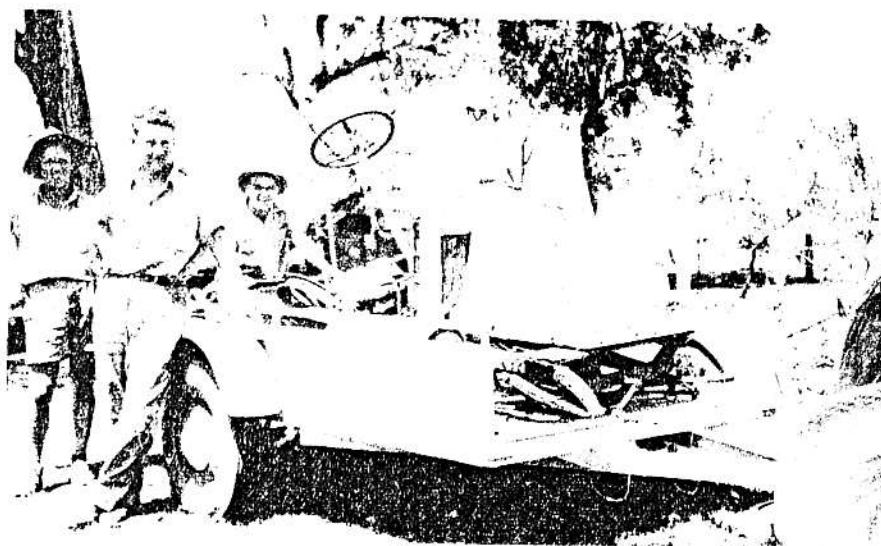
Gear box overhauled. New woodwork to body almost completed.

Price: £350.

H. M. BISLEY,

Robertson Street,

MUDGEE. N.S.W.



The above picture of a 1908 twin cylinder 8 h.p. Renault belonging to Club member Ann Leresche was taken in Scone N.S.W. where the car was found.

Col. Bryson who is seen standing behind the steering wheel had offered to bring it down to Sydney for Ann who is standing behind the bonnet.

The large box trailer that the car is loaded on proved very useful, as a number of parts belonging to this car were scattered over a wide area, and as these were collected they were stacked both over and under the car. This car has been completely stripped of all parts, the chassis, which had several cracks and loose rivets, has been restored, and after a good oil base primer coat has been finished in black Dulux; the same has been done to the front axle and springs. Steering column and box received attention next, and a complete new steering wheel was made exactly to the Renault specifications. The engine of this car fortunately had all the original parts, even to the magneto and Renault carburettor, everything was stripped down and rebuilt to as near new as possible. The cylinder block was sleeved and bored out and ground to suit the original pistons which had been ground true, and this in turn required a new set of piston rings which were specially made to suit the new bore diameter. Crank shaft throws and journals were ground true, and new main bearings and connecting rod bearings were made to suit, using of course the original connecting rods.

The timing wheels and cam shaft and it's bearings were in excellent condition, and only needed the stale dried oil removing from them; valves and valve seats received attention with the Black & Decker valve grinding machine, and all in all this engine should perform very well.

Next the radiator and bonnet were gone into, both these important and conspicuous items had received bad treatment in the past, the radiator, though sound, had a number of bent copper tubes showing in the front and these had to be straightened very carefully, the bonnet was even worse and some 100 odd rivets had to be cut out to enable it to be completely dismantled, and all cracks and dents removed. However, with patience and a lot of hard work both these items have been reconditioned and to-day look almost as good as new.

The gears and shafts in the gear box were fortunately both in first class order, but new ball races had to be fitted throughout also new seals. Quadrant gear change lever and brake lever also needed a good deal of attention to bring them up to the almost new condition they are in now.

As this interesting little French car stands today, everything has been completed with the exception of the rear axle and differential, and it's single seater body. The bonnet, radiator, and sheet metal covering on the inside of the dash board have been brush finished in an attractive maroon colour, and this colour will follow later on the single seater body work, mudguards will be black.

Ann is away in England, and her Father who is doing the rebuilding hopes to have the car completed for her return, which will be in about 18 month's time.