



# Spit and Polish

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

Hon. Editor and Editorial Address—

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## EDITORIAL

### DATING

There are many contentious problems in owning a veteran car; the correct dating of a vehicle is such a problem. In order to try to ease some of the misunderstandings, SPIT AND POLISH has been enlisted to provide this article.

The correct dating of a vehicle will do much to produce an adequate documentation of the car. This should include whatever history can be rediscovered, as well as the mechanical and restoration facts.

It is necessary to have an agreed criterion of dating. The year of manufacture of the complete chassis with engine, gear box, differential and wheels, is essentially the date required. It is acknowledged that there are many recorded incidents of a chassis having been stored for years before a body was fitted. In many cases, the body was ultimately fitted in a different country to the actual country of manufacture of the chassis.

It should also be mentioned that many manufacturers fitted dating plates and numbers to the bodies. The hardware of such bodies will probably be stamped somewhere with the appropriate numbers. It is well known that some of the components of a car may have been manufactured some years before their actual use in the assembly of the car. Cylinder blocks were turned out "to grass" for a couple of years before they were used. If embossed dates are found on a component, then these are related to the time of casting, and not to the year of manufacture of the car. So a car might have a variety of embossed possible dates which will probably all be unreliable. In fact, probably the only significant date and number is the stamped one, in establishing the year of manufacture of a car.

A further complication arises from the fact that many cars are hybrids. Engine, gear box and differential may come from entirely different cars (of the same make). It is quite likely that these will have embossed numbers leading to a very conflicting series of dates.

In ultimately deciding the date, it is essential that exact numbers are established as well as exact dates, as quite often the progression from one number to the next may lead to a change in year of manufacture. Some firms still have records of these facts and numbers. Some clubs have been able to build a substantial body of records containing these facts. Exactness is essential in quoting any number for investigation. This is particularly with reference to stamped numbers. As mentioned before, the embossed numbers of components are not reliable in the dating of a vehicle.

Now, having considered the subject generally, we wish to establish some uniformity in the procedure adopted by this Club to assist the Dating Committee. Although a number of pink dating forms have already been issued, it has been decided to require the deposit of 10/-, which will be ultimately used in providing the date certificate when the form is requested. So in future, the procedure will be:-

1. Obtain the dating form and deposit 10/-.
2. Complete the dating form and make available all documentary evidence.

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3. The dating committee can review the dating form, the evidence, and inspect the vehicle.
4. The dating committee will consider the case, investigate further if necessary, and ultimately issue a report.

The report issued may:-

1. Date a vehicle. (This would probably mean that the evidence provided was, for the most part, accepted and confirmed by records in general.)
2. The dating committee may reject some of the evidence provided or some aspect of the vehicle.
3. The dating committee may require new evidence.
4. The dating committee may possibly make suggestions.

If a vehicle is accepted and dated by the dating committee then it is generally agreed that this is a significant event, not only to the individual, but to the whole club, and the date certificate will be presented, if possible, at a club meeting.

The contentious cases will be where there is insufficient evidence, conflicting evidence, or evidence of unestablished reliability. No doubt there will be some cars which cannot be dated. In other cases, there will inevitably be delays, particularly if inquiries have to be made overseas.

So far, discussion has been confined to those vehicles where there is a major proportion of original components or original replacements. There will be cars where a great deal of fabrication has occurred. Whilst this may not prevent dating, particularly if faithful reproduction has occurred, an extreme in fabrication would destroy the significance of the dating procedure.

- GEOFFREY LEHMANN

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#### MEETING REPORT

The June Monthly Meeting was held on 27th instant at the H.C. Sleight's Amenities Rooms.

This month's proceedings were preceded by the presentation of the medallions from the Katoomba Rally by Mr. Les Lones for H.C. Sleight.

The normal formalities took place and the items of interest concerned the further placing of £500 on fixed deposit, thus further increasing the reserve funds of the Club.

The Management Committee reported on the election of office-bearers and this was recorded in last month's issue.

Mr. Len Masser spoke at length concerning the question of dating. He tried to clear up some difficult points in which he felt that there had been some dissatisfaction expressed. Attention was drawn to the fact that the decision of the Dating Committee was final with regard to the question of dating, but this did not happen until the forms were actually signed, and that was only after a great deal of investigation, which should enable any appeals which members desired, to be made and considered. There was also consideration given to the need of training some suitable younger member in the detailed type of work necessary. It is suggested that such a person become associated with the Dating Committee so that he could have the benefit of the experience of the present investigating officers.

The Management Committee reported further on the Federation of Veteran, Vintage and Classic car clubs. The problem of membership with C.A.M.S. has been worked out and it is hoped that ultimately several combined outings will be arranged each year.

There was also advance notice of a New Zealand rally to be held starting the first Saturday in March, 1965. This rally will cover over 1300 miles, all in the South Island, and it will take fourteen days. Custom clearance on the cars will be arranged and boat fare for the cars, with hood down, is from £50 to £80. It is thought that block booking may be possible so as to secure more economical rates of travel and enable members to travel together.

Len Sheen of the Events Committee produced a suggestion box, hoping to bring forth some ideas from members. He also announced that the production of the Calendar was being delayed in order to try to reduce the clash with Interstate events. Ultimately, he hoped to be able to give the Events programme three months in advance in SPIT AND POLISH. In the immediate future there is a social night being considered for July, and it is probable that an outside hall will be hired.

The Waratah Festival on October 12 is a fairly definite date, but there has been no finality reached concerning the Newcastle Rally. It is felt that probably the Millers Hotel rally, as was held last year, will occur in late October or early November, and that this will probably replace the old Brighton rally.

Still under consideration is the question of a rally to Canberra next year. The Kewarra Festival Committee have asked for cars for Saturday, November 2nd, in the area Campsie, Belmore and Lakemba. They desire cars for the transport in their "Miss Maid of Spring" competition.

Another charity seeking the Club's support is the "Aid Retarded Persons", who are holding a Village Fair on Saturday, August 3rd at "Ranleigh", at Parramatta.

Plastic Rally Numbers were shown and the estimated cost of these would be about £36. It was moved and accepted that these be purchased, and it was further moved that the person responsible for them should replace them if they are lost or destroyed.

The Registrar appealed for any changes that are to be made so that he can proceed with the production of this year's edition of the Register.

A letter was also received from the A.C.T. and as this is of considerable interest to members, it has been published in full.

The meeting closed and after supper films were shown.

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LETTER RECEIVED FROM CANBERRA BRANCH:

"Dear Mr. Dance,

Further to my letter dated 17th May, 1963, concerning the proposed formation of a branch of the Veteran Car Club of Australia (N.S.W.) in Canberra, I am now in a position to advise you of our decision.

The contents of your letter of 2nd May was discussed at length at our last meeting, and it was decided to decline your offer.

As you know, the Australian Capital Territory is administered by the Department of the Interior and has no ties with the State of New South Wales. Such an arrangement presents quite a number of problems, especially with regard to registration and insurance.

Initially, we were very keen to become a branch of your club, but however, now that we have considered the matter carefully, we feel there would be very little advantage to either parties with such an arrangement. As I mentioned, with regard to registration and insurance, should we become a branch of your club we would still have to enter into fresh negotiations with the Canberra authorities to obtain concessions. Furthermore, being so far distant from Sydney it would only be practicable to attend one major



event every year which would indeed be little incentive to offer prospective members.

Therefore, we feel that we have made the only possible decision in the circumstances, and sincerely hope that you are in full agreement with us.

We do however intend to take steps to obtain affiliation with the Federation of Veteran Car Clubs in Australia, and, as a result become the Veteran Car Club of Australia (A.C.T.)

In your previous correspondence you have stressed the fact that a few representatives of the Management Committee would be prepared to come to Canberra for the inaugural meeting. This of course will be no longer necessary but you would indeed still be very welcome when the time comes. However, with regard to the formation of our own club and affiliation in the Federation we hope that you will still be able to give us some assistance and possibly come to Canberra to give advice on several matters.

Once again, I hope you agree with our decision and see fit to make a date to come to Canberra.

I look forward to hearing from you again.

Yours sincerely,

Errol Rumpf

Secretary Pro Tem  
Canberra Branch."

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#### VETERAN MOTORING IN CZECHOSLOVAKIA.

(Laurie Stewart discovered this account of a veteran rally in Czechoslovakia, in Czechoslovak Life, July, 1962.)

Early one morning last May, an 1899 Decauville and a 1907 Renault drove, under their own power, out of the Prague Technical Museum. They had no sooner set wheel to pavement than a policeman flagged them down. "I don't care whether these are museum pieces or not," he told their drivers. "No wheeled vehicle is allowed on the public highways without a valid licence plate." In spite of this setback, the pair and their drivers made it to Pardubice on time - aboard a lorry.

Long proud of its annual grand international steeple chase and Golden Helmet Motorcycle Race, Pardubice went into high gear last spring to organise its first vintage car rally. This year again the word went out to owners of ancient automobiles. Months of determined tinkering ended when the latter chugged into town emitting claxon honks and explosive exhaust reports. Although all 17 aspirants managed to arrive, more than one hopeful owner had to get out and get under along the way. Those specimens which for some reason couldn't make the trip under their own steam came in some other manner. The bright red American-built Mason Regulator, a 1900 steam-driven automobile, entered town on a lorry. A rather battered vehicle of 1912 vintage arrived at the end of a rope, tugged by its younger brother, a 1912 Praga. A third venerable model was hauled to the race by a co-operative farm tractor. As the entries took their places beside the race course, the valve-adjusting, spark plug cleaning, oiling, testing and dusting continued. This event was no laughing matter, however. The majority of mechanic-owners had spent the best hours of their lives scouring the countryside searching old sheds, rummaging in half-forgotten antique shops to find these precious specimens - in one or many pieces. Little by little they had reassembled them and put them back into running condition.

"Troubles?" exclaimed Oldrich Pulpan, proud father of a rare 1910 Turikum. "We had nothing but troubles! My wife and I had to make most of the parts ourselves - and rebuilt the motor as it originally was, like the race regulations stipulate. How many entire nights did we put in on the Old Girl to get ready for today's rally?" he asked his co-driver.

"A lot," she said, rubbing still-bleary eyes. Mr. Petr Ryznar of Mohelnice, owner of a 1907 Opel, had less to say - in fact, nothing at all.



Before the rally began, we found him snoring gently in his vintage sedan, like a man stretched out in a large black wheeled bathtub. The kilometre-long course was a roped-off section of the main thoroughfare of town which skirts a spacious park. As two o'clock approached spectators thronged more thickly than ever along the sidewalks and an air of nervous anticipation wafted over the participants. Motor Club officials called drivers together.

"This isn't a circus!" Mr. Jan Fait, official race steward, pointed out. "There's no room here for clowning or dangerous tricks - or for break-neck speed, either! We're not trying to simply amuse people, but rather to encourage a respect for the tradition of automobile-building and make people become vintage car conscious." Drivers in chequered pants, spats and derbies, crash helmets or just plain trousers and shirts, listened attentively. They, more than anyone, knew how much time and resourcefulness had gone into rejuvenating their antique treasures. Among those attending the pep talk were owners of 18 ancient motorcycles, as well as the riders of two huge-wheeled ancestors of bicycles.

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#### JIM COOPER'S RENAULT

In regard to the Renault Tourer which we recently acquired, I have the following details:

The previous owner, Mr. R. Colyer of Ryde, obtained the car from Ira Berk & Co. when they relinquished the Renault franchise. Prior to this I believe the car came from Queensland.

The engine is a 2-cylinder 9 h.p. unit and has a 4-drip feed oil system.

The body is a four seat tourer made of vertical wooden slats and has doors on the rear compartment only.

Restoration has been carried out on the motor and chassis and the body has been painted. We are in the process of having the mudguards renewed and the wheels checked.

This leaves only the upholstery to be done and a hood to be made (if possible).

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#### REVS. & BACKFIRES

By Len Masser

Strange tastes - Keith Carden who used to be Hon. Sec. of the Stock Car Club has just acquired a veteran and has joined our illustrious club. Starts bashing away at a 1912 Cadillac and apparently thinks that it is easy meat after welding up one of those horrible messes, to wit, a stocky. I can assure you now, old boy, that it won't have anywhere near the herbs that your last piece of mutilated metal had, but I am sure that you will treat it with the reverence it deserves.

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What happens to all the blokes who pass in their subs. every year and never turn up to Club meetings or outings? Jack Dance was on the blower to me and mentioned how strange it is. Old Royce Gregory with his lovely little Overland seems to have buried himself up the North Shore - what a nasty pun considering his occupation! - whilst his car languishes in some forgotten garage.

Could name a dozen more in the same category, including Sandy Holmes, Frank Klein and Newton Goldman, who would be one bloke with a good excuse. One can't wrap spanners around the darn old Wolseley and learn to be a good medico at the same time. Still, make an effort and come out some time, Ben Casey.

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(More revs. Page 6....

Got a verbal thrashing at the last meeting after pointing the bone at Jack Butcher regarding the dating of his Mitchell. Never care, Jack, because even if it doesn't come in the 1916 class, George Roberts tells me that during his visit to England recently, that V.C.C. Great Britain is now accepting cars up to 1918. "The moving finger writes....."

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Col. Bryson tells me he received a smoke signal from Dick Doyle - one of our few life members who is now back in God's own country. Dick seems to think that by my cracks about Yanks, we must have another one of the breed in our club. We haven't even got one yet, Dick, but by what Col. tells me you have kinda gone up in social status. If I remember rightly you were a dyed-in-the-wool Ford man, and now you have a V8 Cadillac circa 1916. A traitor, I calls you, so choose your weapons! A fight to the death, with conrods or tail shafts.

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Now hear this! The Garrett's new baby's name. "Suzanne". And I thought I had a copyright on my De Dion. I'm mighty proud, folks.

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My Gestapo tells me that Mrs. Nicholson, wife of the late Bill Nicholson, is coming along fine with the Overland coupe. Was extremely happy to receive this little snippet of news.

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If you want to see something really good, try to get a glance at an extremely rare 1905 nine h.p. De Dion that our old friend Mort-the-sport is restoring at Hunters Hill. Don't see much of Charles, but he has helped a number of blokes in a quiet way and has gone to a tremendous amount of trouble to make sure his car will be authentic. I think that there are only two in the world of this marque.

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When are we going to see George Sevenoak's 2-seater Rolls on the road?

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What a beaut. trip if the New Zealand tour comes off in 1965! Can see some of the boys coming back with tattooed faces and swinging a poi instead of a crank handle.

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WEDDING BELLS will ring for Bill Dudley and fiancée Margaret very shortly. Our very best wishes to you both.

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## NEW MEMBERS

Arnold L. Worboys, "Sandford Hall", GUNNEDAH, N.S.W.

Buick Tourer

P. Cornish, Winton Crescent, GWANDALYN, N.S.W.

Ford T Tourer 1915

John L. Cowan, 84 National Park Street, HAMILTON.

Renault 1910

K.E. Carden, 50 Gloucester Road, EPPING.

Cadillac 1912

### ASSOCIATE MEMBERS

Norman Harwood, C/- Museum of Applied Arts & Sciences, BROADWAY.

Jeff. N. Wolfgang, "Mayland", DENMAR, N.S.W.

Norman Robinson, 335 Turton Road, NEW LAMBTON, N.S.W.

A.T. Cooper, 19 Howe Street, NEW BRIGHTON, CHRISTCHURCH, N.Z.

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EVENTS CALENDAR

SATURDAY AUGUST 3RD Charity Outing, Retarded Persons, Parramatta.  
Well worth your effort.  
Starting place: Cnr. Macquarie & Marsden Sts.,  
Parramatta. 1 p.m.

SUNDAY AUGUST 18TH Picnic and Gymkhana.  
Like to see all mobile cars.

SUNDAY SEPTEMBER 15TH Children's Day.

SATURDAY OCTOBER 5TH OURIMBAH. Procession and Lunch 10 a.m.,  
while on way to Newcastle.

SUNDAY OCTOBER 6TH NEWCASTLE RALLY,  
Charlestown Lions' Club.

SATURDAY OCTOBER 12TH Waratah Spring Festival,  
175th Anniversary Pageant.

EVENTS COMMITTEE: L. Sheen, R. Farrell, J. Tulloch.

Katoomba medallions may be collected from me at the next General Meeting.

- LEN SHEEN

W A N T E D   A N D   F O R   S A L E

WANTED URGENTLY:

Good crown wheel for Model T Ford. 1911 or 1912 block or information of same, also Stewart or other speedometer. Headlight lens, late model. Four aluminium pistons, oversize  $3\frac{3}{4}$ .

Have 3-speed Sturmey Archer gearbox, primary chain, secondary drive V belt. Anyone requiring can have.

Wal. Barker, 18 Christo Rd., WARATAH, N.S.W.

WANTED:

For Renault 1905 - 10, 4 cylinder. Rear hubcaps, lights and generator, radiator, oil and water caps, or any information on the above car would be appreciated.

John Cowan, 84 National Park St., HAMILTON, N.S.W.

KEN MOSS has the following TYRES AND TUBES available:

|                         |             |           |
|-------------------------|-------------|-----------|
| 500 x 23                | 6-ply       | £10. 5. 0 |
| 500 x 23                | 4-ply used  | 8. 0. 0   |
| 500 x 23                | Second hand | 8. 0. 0   |
| 440 x 23                | Goodyear    | 7.17. 0   |
| 875 x 105               | Beaded edge |           |
| 30 x $3\frac{1}{2}$ (3) | Dunlop      | 7. 5. 0   |

TUBES ALL NEW.

|                     |              |
|---------------------|--------------|
| 440 x 23            | Brass valves |
| 30 x $3\frac{1}{2}$ | " "          |
| 450 x 500           | In stock     |
| 525 x 21            | " "          |
| 880 x 120 (2)       | " "          |

WANTED:

Bosch. Du2 Magneto, 2 Rear Hubs 2 Cyl. 8 h.p. Renault. BEN BRONK - 663/1243.



WANTED:

Rear wheel complete with hub, brake drum and axle for 1912 model T.61, 30 h.p. Overland. If necessary will take complete rear end. All leads appreciated.  
G. SUNDELL, C/- Sundell Motors, 821 Pacific Highway, CHATSWOOD.

FOR SALE:

1913 Hudson 4-Cyl. complete except manifold and carburettor.  
1914 Studebaker S.D. Model (Motors only).  
1 Du4 Magneto.

Stan Small, 225 Culloden Road, EASTWOOD. WM2468.

AVAILABLE:

Argyll Engine and other spare parts.

Mrs. Myers - 663/4058.

FOR SALE:

Brass horns now available for all those who placed one on order, £4. 0. 0 each.

Please pick up next meeting, or see me at Lane Cove. Country members please post cheque and horn will be sent by return mail.

LEN SHEEN,  
694 Mowbray Road,  
Lane Cove.

JB4198.

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