

SPIT AND POLISH

The journal of the VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC.



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PATRON:
His Excellency
The Governor of N.S.W.



Volume XXVIV No. 15

May 1989

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Other Veteran Car Clubs have permission to copy

NOTICE OF MONTHLY MEETINGS

Regular monthly meetings of the Association will be held at 8.00 p.m. at the Clubrooms on:

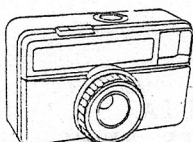
THURSDAY	MAY	25	1989
THURSDAY	JUNE	22	1989

The business of the meetings will be:

- * to receive and act on reports from Committee and Management
- * to raise issues for the attention of Committee
- * to discuss matters relevant to the interests and activities of the Association.

MICHAEL LOWE - HON. SECRETARY

COVER PHOTO:



*Mystery photo.
What is it and where?*

EDITORIAL

Here we are back behind the Editor's pen after a break of twelve years to find the problems and the solutions have hardly changed.

The Committee had a lengthy discussion about the use of our club vehicles for weddings and wishes to inform all members that the old rules still apply. V.C.C.A. registered cars are not to be used for hire or gain and if you wish to use your car for the wedding of a family member, then permission must be sought and received from the Committee. This rule is to be applied strictly to avoid any problems that may arise with the Road Transport Authority of N.S.W.

It was a pleasure to sit back and listen to the "wit" being bantered around at the May meeting. Barry Thew's enthusiasm was dampened considerably when his back gave way as he stood for the fifth time to give an explanation about some minor point. The sympathetic backchat from various identities must have certainly touched Barry's heart. Our Acting Chairman for the evening, John Wards, had to stand a good dose of lighthearted banter, but he weathered the storm very well to the enjoyment of all who attended the meeting.

The new chestnut of having a second or multi starting points for the Blue Mountains Rally was raised and much varied discussion ensued about the credits and debits of this new idea. The thoughts of country members are actively being sought on this topic - how about a letter to the Editor so that your committee can get a balanced view on this new idea.

Election of a new committee and executive takes place in August and now is the time to put your name forward to help run this great club. It should be a good year, because we are now completely free of debt, having paid off all the debenture holders and we own the building complex and its contents. This has lifted a load from the shoulders of the committee and means that it can concentrate on Veteran Motoring matters.

BOB BAXTER
EDITOR FOR THE MONTH

AS THE PRESIDENT AND THE TREASURER ARE IN SOUTH AUSTRALIA ATTENDING THE 1 & 2 CYL. RALLY, THERE WILL BE NO REPORTS FROM THEM THIS MONTH. OUR EDITOR IS ALSO IN S.A.

EVENTS

18TH JUNE: PICNIC DAY AT VAUCLUSE HOUSE
9TH JULY: SOUTHERN TOUR - ROUTE TO BE ANNOUNCED
13TH AUGUST: NAVIGATOR'S RALLY
24TH AUGUST: ANNUAL GENERAL MEETING

ANNUAL PRESENTATION DINNER**3RD JUNE, 1989****AT THE VETERAN CAR CLUB ROOMS,
135 QUEENS ROAD, FIVE DOCK**

Pre-dinner drinks and hors-d'oeuvres followed by a four course dinner at which cask wine and fruit juice will be provided. If you wish beer, bottle wine or port, then please provide your own.

Cost will be \$29 per head and must be paid at the May Meeting.

For bookings ring: SUE WARDS - 86.3430
LOIS COOK - 888.7927

MEMBERSHIP SUBS - YEAR ENDED 30TH JUNE, 1990 \$40.00

Please note that subs must be paid PRIOR to 30th June, 1989, under the Club Rules.

For your records, note CHEQUE NO.
DATE /6/89.

Please detach and return the slip below with your payment.

TEAR HERE

VETERAN CAR CLUB OF AUSTRALIA - NSW INC.

FROM.....(MEMBER'S NAME).....(NO.)

SUBS FOR YEAR ENDED 30TH JUNE, 1990 \$40.00

PLEASE RETURN TO SEC. V.C.C.A.NSW INC. WITH YOUR PAYMENT

VETERAN OF THE MONTH

1915 FORD MODEL "T" TOURER

This vehicle was produced in CANADA and is one of the 17 million T models produced between 1908 and 1927.

It was originally found and restored by Phil Gregory of Gosford, then passed on to Ross Marshall followed by John Wards who constantly rallied the car for about 18 years.

It was refurbished in 1980 by John and Peter Wards and this vehicle has seen many long rallies and is active in all club outings.

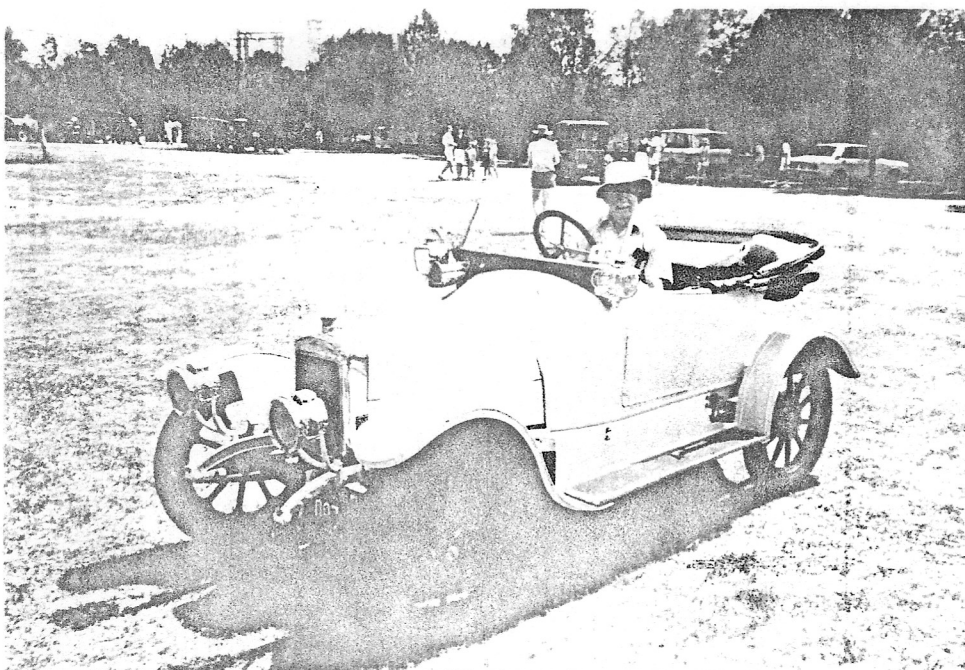
I purchased the Ford in June, 1987 and it was placed on full registration at the start of 1989 and it has given me many hours of pleasure since then.

Special features are:

- a) Ruckstell 2 speed differential
- b) 3:1 ratio differential in place of the standard 3.6:1.
- c) Aluminium pistons

MICHAEL SARKIS

GEORGE ROBERTS AND THE RARELY SEEN CALTHORPE MINOR AT SILVERWATER PARK DURING THE 1988 VETERAN AND VINTAGE DISPLAY DAY.



LETTER TO THE EDITOR

BATHURST

Dear Editor,
Spit and Polish,
Dear Keith,

You have asked in your Editorials for contributions (words, of course, not cash!) to the magazine. Herewith is some sort of collection of words, thoughts, comments, memorabilia, you name them!

I must stand up for myself at this stage, and explain that I am a very serious minded individual, but with a capacity to see and to practice passing on the humourous side of lots of situations.

And what has this to do with this letter? Quite a lot, I imagine, as this is my first attempt at making myself Known to (shall we say) the New Editor. Congratulations and commiserations!! I have occupied [], graced [], disgraced [], enhanced [], wrestled with [] that exalted position in the Club. (Tick appropriate box)

The well written and informative report of the Morpeth Rally has been eagerly ruminated upon by "one who has been there!!" As a Veteran Car Lunatic I have always received much enjoyment from every event I have been able to participate in, particularly those with a good deal of relatively open country involved, such as Morpeth (of course), The area in which the Ghost of one Freddie Fisher is alleged to disport himself (or do I mean "itself"?), the Blue Mountains Tours and how could a participant fail to recollect the Silver Anniversary Tour? The days at the Conference Centre would be difficult to beat.

Ah! Halt a minute here! We hear along the grapevine that Aunty Beat has made an excellent recovery from the "turmoil". Good on you! Out of sight is not necessarily out of mind!

Of course these few words do not dampen the ardor of an enthusiast who still enjoys driving his vehicle anywhere. Even the Waratah Festival and the subsequent Sydney Festival are enjoyable. Anything is an excuse to drive the old thing. Any questions?

My original idea in this missive was to answer your November Editorial. But I must jump a bit ahead and volunteer my complete compliance with the outpourings of Stan Rumble. In fact I will follow your suggestion that : "Comments from members are welcome". So - After all this time, I daresay that you will consider the subject "stale".

Yours etc.
JIM SIMPSON

PART 1 A SORT OF SHORT HISTORY OF THE ALFONSO X 111
HISPANO-SUIZA. THIS PART IS THE MORE INTERESTING.

I am sure a lot of members have seen one or more of the Hispano-Suiza's called the model Alfonso XIIIthtype 15T on the Blue Mountains Rally one at least turns up when all its related bits and pieces are in a simpatico state of mind to allow its owner to get it going. Time was when we had three on the Club register, sadly George Green's car has gone off to gaol in Western Australia where I am told it is being modified to look a year or two older than its is. We can only hope that the present owner keeps the original radiator, body and other bits so that in time it can be re-restored back to its original form.

This article, at the request of our editor was to be, or is to be, a specification of the car plus a short history. You are getting the history first because as I own an Alfonso, the white car and it being the best car in the Club give or take two hundred you will do as I say, Read this and get educated! He, the Editor, told me to to use up space.

The Alfonso, as I read recently, can only be compared with the likes of the 27/80 Prince Henry Austro-Daimler, 100 H.P. Isotta Fraschini, the big Napier's, 100 H.P. Benz, 60 H.P. Mercedes, Prince Henry Vauxhalls and at a pinch the London Edinburgh Rolls Royce.

You can see I am slightly biased, but you must agree for a small 64 H.P. Veteran its a bit of a goer if not much of a stopper. It also is a motor car of impeccable breeding being with the Albert 1st Excelesior, one of the only two cars to be named after a king, with his consent. The story obviously true has it that Alfonso XIII the Spanish King, was given his first 15T Hispano-Suiza by his Queen Ena, Queen Victoria's daughter, to enable him to dash off to assignations with his various mistresses. He, at various times, owned three other of this model, cars I mean not mistresses, so to save changing the name each time to match his girlfriends, being an egalitarian sort of a King he named it after himself. To get to the history; Mare Birkigt a Swiss by birth, and education, went off to Spain in 1900 to help found a motor car company with a couple of locals call Senor La Cuada and Domingo Tomana. They produced an I.O.E. 4-1/2 H.P. twin cylinder car oddly enough called a La Cuada, which by the way still exists in the E.N.A.S.A. factory in Spain. Following a workers strike this venture failed with Birkigt was sold with the goodwill to the major creditor V.Castro (this is fair dinkum) who formed E en C, Fabrica Hispano-Suiza Automobiles. As he could not fit all this on the radiator he called the car a Castro. For good reason, he did not like this name much so he changed the name of the company to The Sociedad-Hispano-Suiza. Fabrica de Automoviles S.A. and continued making the motor cars in two sizes a 6.3 litre and a 10.3 litre again as he could not fit this new name on the radiator either he decorated it with a couple of wings with a Swiss cross and a Spanish flag in its centre in lieu of an angel and named the top of the gear box and the engine plate Hispano-Suiza. I do hope you are remembering all these related details as they are all unimportant, but the editor wants filling out, as if he was not.

In 1909, King Alfonso presented a cup for Voiturette racing to be held outside of Barcelona on a special race track he had tatted up. Hispano-Suiza entered three 1802 c.c. cars. One seized its clutch, one fell over and the other came in last. Goux's Lion Peugeot came in first. The King was not amused, so the following month Hispano entered another team to race at Boulogne the Coupe de l'auto, there being no G.P. that year it was the big event. They lost again to a single cylinder 100 x 250 m.m. stroke Lion Peugeot. The King was once more not amused.

Now comes the good bit. In 1910 Marc Birkigt increased the engine size to 65 x 200 m.m. stroke, a 4 cylinder of 2655 c.c. being a size that fitted the rating set by bore and cylinder number, hence the long stroke. This car the predecessor of the Alfonso had a 4 cylinder T head engine, with a gearbox and 49 plate dry clutch in unit with the engine, and a shaft drive. This year they won, beating the twin cylinder 80 x 280 c.c. Lion Peugeot (this made the King very happy). The average speed was 55.6 m.p.h. for the 282 mile race. The Hispano-Suiza drivers were Zuccarelli, Chassagne and Peliverde. Zuccarelli the following year joined Henry in designing the twin cam Peugeot the first great twin cam racing car. It has been claimed that he pinched the details from Birkigt, but this has never been proven and only believed by Hispano Suiza owners.

From this racing car Birkigt took a similar chassis changed the bore and stroke to 80 x 180 to allow a more reasonable, sort of, engine than the racing regulations had allowed and fitted Rudge Whitworth wire lock on wheels which also were illegal on the race car. This was the type 15T--the Alfonso.

The first production model was on show in 1911 and continued with minor modifications through to 1915. The early Alfonso cars were built in Barcelona, but from 1912 on, the majority were made or possibly assembled in Lavilloy, Paris. It is known that three of the cars, including my car 1986 came to Australia came from a French salesman called Baron de Bruggman via England from Paris.

BILL BURROWS

NEWCASTLE DISTRICT VINTAGE CAR CLUB INC.

PRESENTS THE

1989 NEWCASTLE SWAP MEET

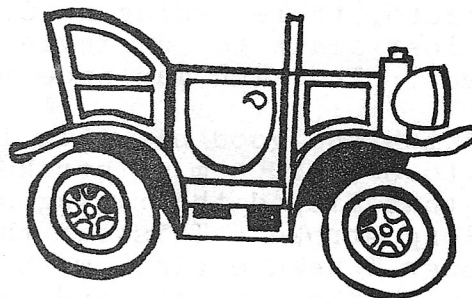
Sunday 27th August, 1989

at Newcastle Showground

* OVER 500 INDOOR AND OUTDOOR SITES.
* NUMEROUS TRADERS IN ATTENDANCE

from the Northern Enthusiasts...

On ANZAC Day many of the group ventured to Shingle Splitter's Point for a picnic outing. Although the weather wasn't the best there was still a pretty good roll, despite something of a lack of



Veterans. Those attending were -

Duncan family & friends - Renault

Marr family - Sunbeam

Hughes family - Talbot

Non-Veteran - Adams Snr & Jnr; Newman's Snr; Gorton's; Preston; Thomas Snr & Jnr, Bird Family.

* * *

The Northern Tour which began from Raymond Terrace on Easter Saturday, was, as far as I know enjoyed by all despite the damp conditions. I think we may have created history by being the first event hosted by the V.C.C.A. N.S.W. (INC) which was actually delayed by floodwaters.

Our planned two night stopover in Wingham became three, when on Monday morning the Pacific Highway north of Taree was impassable meaning we could not make our planned destination of Kempsey. Despite the problems we had an enjoyable stay at Wingham, and a couple of nice evenings together.

On Tuesday the floodwaters receded, the weather broke and we travelled via the scenic Comboyne plateau to Wauchope and on via Kempsey to the overnight stop at Macksville. Considering the torrential rain we had endured whilst at Wingham it was probably a brave move to travel over the dirt road that climbed to Comboyne. I think everyone agreed it was worth it as the scenery was great and there certainly wasn't much traffic about.

From Macksville we decided to continue in an adventurous manner and departed from the planned route, via the Pacific Highway, to travel via Bowraville, over more gravel road to Bellinger for morning tea. Once again the scenery was great and the traffic non-existent. We then travelled up the Bellinger Valley before climbing to Dorrigo. A few cars in the party had an interesting encounter with a semi-trailer that seemed to think it was entitled to all the road. I think the truckie may have been afraid the road was going to fall away from beneath him due to all the rain. One of the few advantages of the rain was the number of waterfalls which could be seen around the walls of the valley.

Thursday we travelled from Dorrigo to Uralla, unfortunately the plans for the day were disrupted for a variety of reasons. Just out of Uralla the Corby Cadillac expired and had to be towed into town. Later that night Jill & John were summoned home, leaving the Cadillac, their passengers Neil & Maie Todd and the rest of us in Uralla. The Todds were then accommodated in the rear of the Baxter Armstrong-Whitworth for the remainder of the journey.

On Friday we travelled from Uralla to Murrurundi, enjoying lunch at the Turner Family, Thunderbird Motor Inn at Nemingah.

On Saturday morning we headed for Scone where Gregory Chapman treated us to an interesting tour of the research station of the Soil Conservation Commission. We then journeyed via Lake Liddel to the finish at East Maitland.

I'm told everyone arrived home safely - the new road from Berowra meaning fewer traffic problems, which is great news for those contemplating the journey to Morpeth this year.

The participants were - Bob & Anne Baxter - 1910 Armstrong Whitworth Max & Jean Chapman - 1913 Wolseley, Nev Preston & Eve Gorton - 1913 Talbot, Bob & Alma Newman - 1914 Talbot, Graeme & Dianne Newman - 1914 Talbot, John, Betty & Denise Cherry - 1916 Chev. John, Sue, Stephen & Rebecca Wards & Stuart Shinfield - 1916 Benz, John & Jill Corby & Neil & Maie Todd - 1918 Cadillac, George & Beatrice Adams - Modern.

Graeme Newman.

LETTER TO THE EDITOR

49 Rembrandt Drive,
Merewether 2291
2nd March 1989

To the Editor
Keith Edwards Esq.
27 McRae Place
TURRAMURRA 2074.

Dear Keith,

After looking through some old records of my late father the other day I was prompted to give the enclosed account and perhaps an insight into something of what was experienced in the early days of what is now called Veteran motoring.

While our modern day restorers of veteran cars have been known to remark that the old cars must never have been greased, the enclosed is ample proof that copious supplies of the substance was applied.

The problems encountered in running Hire Cars on rough country roads in a large rural area can be seen, from a selection of monthly accounts which have withstood the ravages of time.

We tend to forget also, that garages in those days developed into fully equipped engineering workshops, with foundries and blacksmith facilities. These establishments produced often unprocurable car parts in rural centres.

Yours Faithfully

Martin F.W. Sorensen

- - - - -
- MOTORING IN RETROSPECT -

By Martin Sorensen

I was pleasantly surprised last Saturday morning when motoring from Newcastle to observe at 6.30a.m., Bill Trollope's 1912 Renault No. 171 proceeding south on the highway at Chatswood on the North Shore.

This prompted me to think of Hilda and Len Sheen who live close by the highway at Lane Cove. Len's article in the January 1989 issue of S & P was a revelation on how some 32 years ago he had acquired for himself the 1905 Wolseley.

MOTORING IN RETROSPECT - contd.

Having already seen this car, I would have been interested further had a photograph been produced in detail. I recall taking this photo of Len's 1914 Humber (see over page Ed.) at a 1959 Newcastle Rally when the car was showing brand new paint work at the Rifle Range stop. Ray Thomas was still at it, 3 decades ago when he turned up in Tiny Barlow's newly restored F.N. The latter mentioned came in his 1908 Renault. This car was acquired later by Bill Spraggon to be driven in the 1965 Katoomba event. Bill should have come across my 1915 Oakland as it was driven in the 1965 Rally by Ray Corlett. Cars have a habit of turning up again even when the driver's don't.

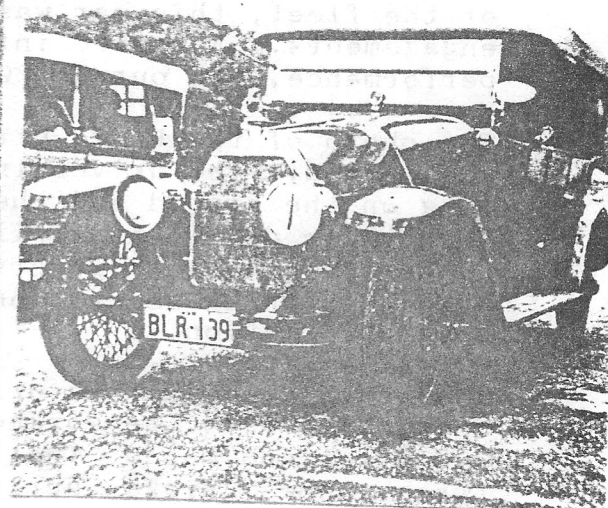
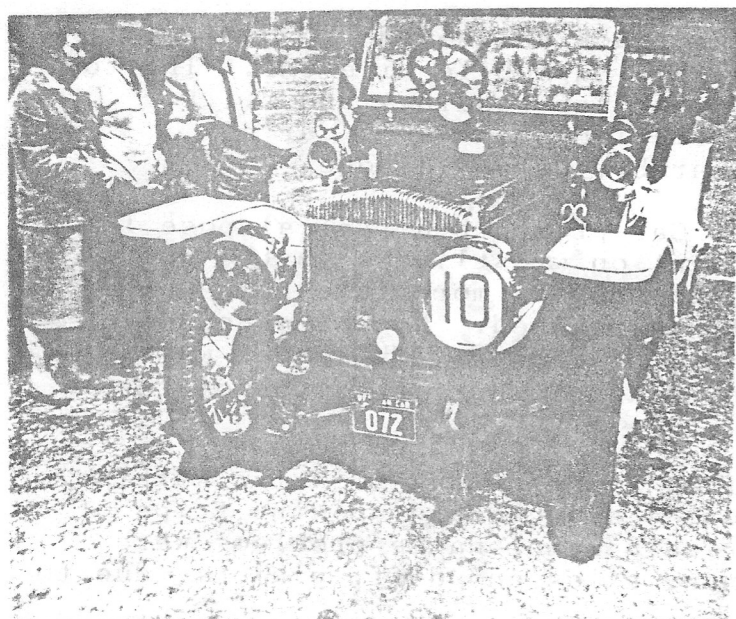
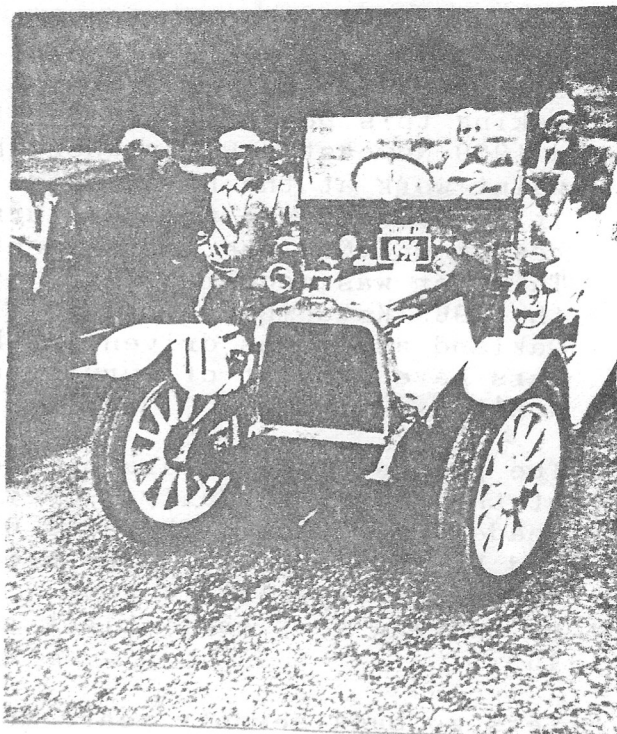
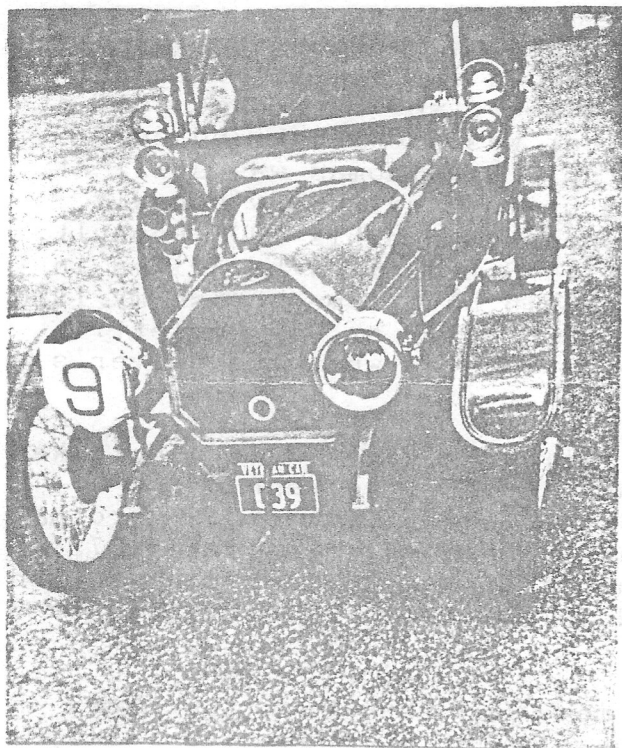
The photos of Club cars on the following pages were also taken at the same 1959 Rally. They may serve to refresh a few readers memories. There is 096 the Clement Talbot of Dorothy and Barry Shinfield. The Newcastle Daimler, the plates 072 now being on a 1913 T Ford. Then there is the car that turned up bearing very early black and yellow full registration BLR 139.

Lets go back seventy years and more and turn back the pages and try to get a real indication of what it must have really been like to own and operate a motor car. Some of these cars clocked up enormous mileage. In spite of what some restoration artists had reason to believe to the contrary, the old cars were given copious supplies of lubricating grease.

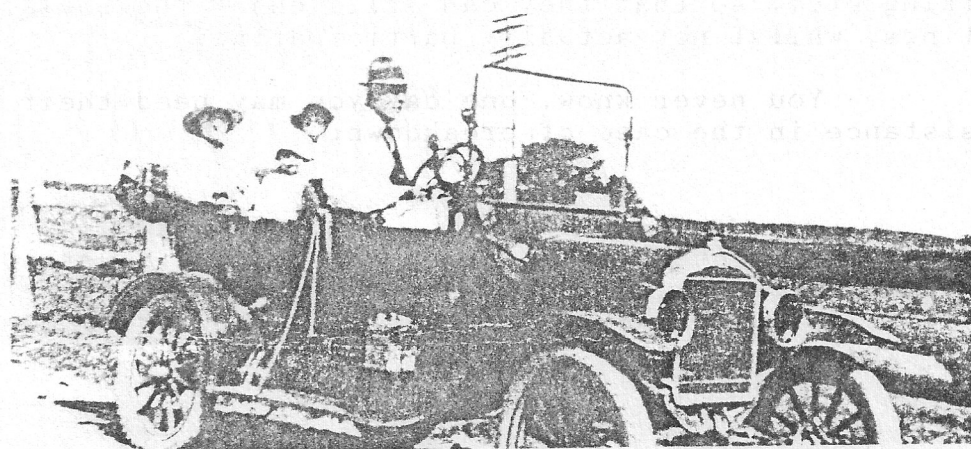
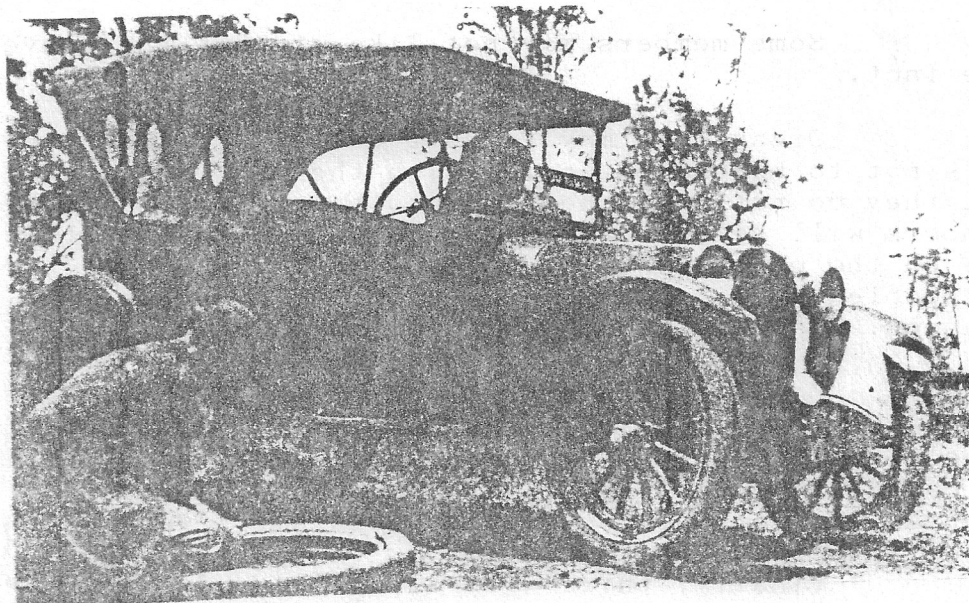
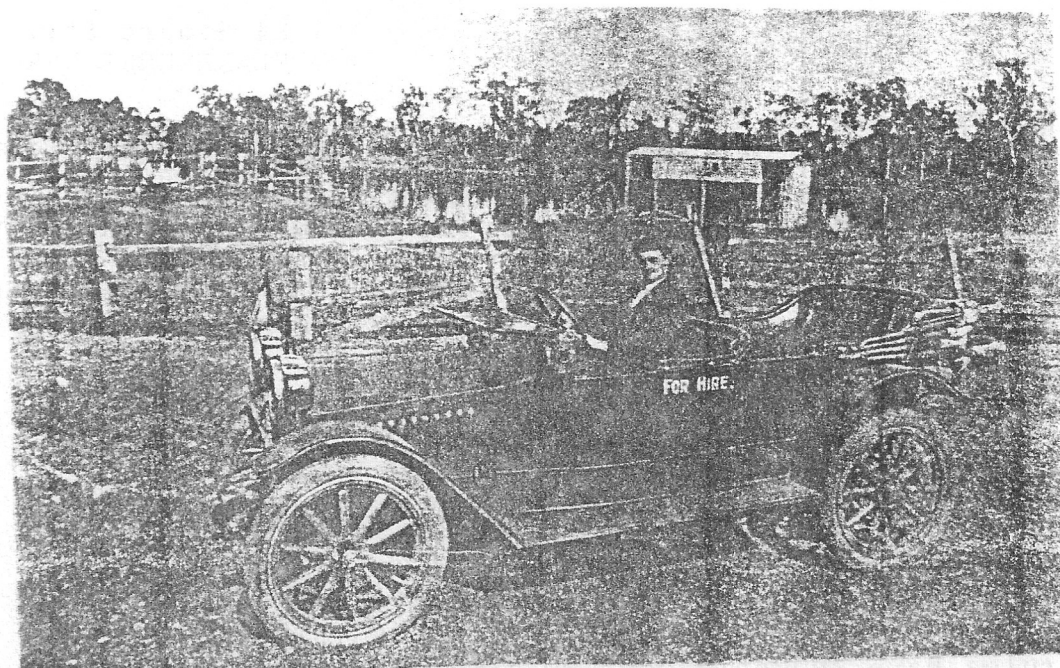
Forty years further down the track and seven decades ago is the author's father in his 1913 Hupmobile Hire Car. The top of the fleet, this car was used for weddings and V.I.P. engagements. For more information about this car's performance, ask our Ken Quarmby, he drives one.

The photo of the Dodge Hire Car presents a typical pose for the period. The driver intent on wrestling with the rubber ring on the ground and the passengers more intent in wondering when their destination will be reached. Note the unusual number of oval rear observation windows. The photo was evidently taken about noon in the bush by the look of the shadow formation.

The Henry Hire Car was driven by Mr. Frank Llewelyn Watkins. These cars were the workhorses and clocked up hire trips of 300 miles and more. Their main maintenance problems were tyres, tubes, broken springs, axles and diff. pinions, due to the rough terrain.



LETTER TO THE EDITOR



LETTER TO THE EDITOR

24 Stuart St.,
BLAKEHURST NSW 2221

Dear Editor,

Once again, the subject of "non-conforming" vehicles on club outings has raised its head. There have been two different types of vehicle involved in the argument - vintage vehicles on general runs and non-1 or 2 cyl. vehicles on special runs. I think the following comments refer to both instances.

There are two important points to be remembered before any argument is put forward:-

If a vehicle is on FULL REGISTRATION, no-one, with the exception of the police, has the right to dictate where and when that vehicle may be driven on public roads.

If a vehicle is on CLUB REGISTRATION, unless the rules have suddenly changed, that vehicle can be used on any authorised VCCA event.

Some members may not like it, but the above points are fact.

Organisers may request drivers of "non-conforming" cars not to become entangled with the participating vehicles, but they do not have the right to ban them. In general, most members will respect the wishes of organisers in this matter, but on the other hand, organisers etc. must respect the rights of people to drive whatever vehicle they choose, for whatever reasons.

Does it mean that because one does not drive the exact vehicle for an outing, that outing is closed to you. Surely, this club has not become so LARGE and EXCLUSIVE that it can dictate who, among its members, may or may not attend events. I, for one, certainly would not like to think so.

Finally, there will always be drivers of "non-conforming" vehicles wishing to attend outings. Ok, let them, but, treat them as "modern" (as other clubs do), with separate parking etc., so that they can still enjoy the social side of outings, whilst not actually participating.

You never know, one day you may need their assistance in the case of breakdown.

JAN COULCHER

P.S. Any argument involving the views of the general public in this matter really should be secondary, because surely, one of the objectives of the club should be to encourage member participation, in any form.

SNIPPETS FROM THE MINUTES

25-6-68 - Constitution changed to admit Junior members to the Club.

10-12-68 - Overall cost of the 1970 International Rally was estimated at \$400,000.00.

11-3-69 - Sponsorship of \$40,000 given by Dunlop and Mobil for 1970 Rally.

24-6-69 - 293 Financial members - 152 cars on club plates. During 1968/69, 69 different cars attended outings - 17 once only - 26 - five or more appearances, and of these, 12 belonged to the one member. First Children's Christmas Party held.

20 cars inspected throughout the year, average model being 1913.

26-2-70 - 28 cars entered for the one day Katoomba Rally, 32 actually attended.

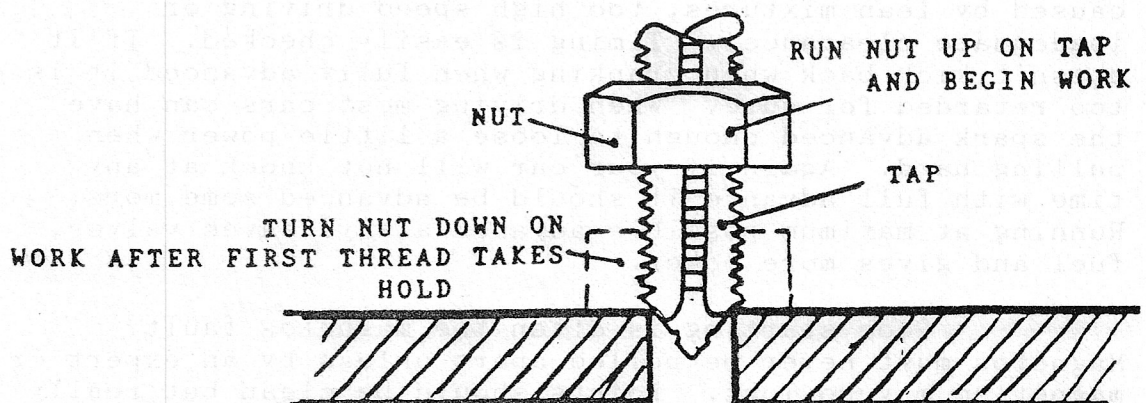
26-3-70 - This meeting was abandoned after about 5 minutes and members made a mass exodus to Darling Harbour to remove NZ cars entered in the International Rally from the wharf.

28-5-70 - Profit from 1970 International Rally was approx. \$3,000.00.

25-6-70 - 297 members - 13 events plus International Rally, 78 cars took part, best attendance, 38 cars at Castle Hill Showground.

28-7-70 - A report on the International Rally was give. 484 starters (7% dropout) - \$25 entry refunded to officials. - \$6000 net profit. \$180,000 turnover in rally, \$600,000 including overseas visitors costs.

TAPPING AT RIGHT ANGLES TO WORK



This little idea was passed on to me by ~~my uncle~~ ^{my uncle}, and it really works. This tip keeps threads at right angle to the work. Clamp the materials down firmly, run a nut the same size as the tap up the tap, start the first thread, then run the nut down until it seats on the material being tapped, then continue tapping. The method keeps the tap straight for a perfect threaded hole every time.

CLUES ON VETERAN PERFORMANCE

It is a fact that many owners and regular users of cars in our club have little mechanical aptitude and bravely set off on each rally with fingers crossed not being really aware whether their car is going properly or not. This little guide is to help you evaluate how your car really is.

The biggest villain and most fiddled with is the carby. These should need little attention once set up and a simple glance at your exhaust after a rally will tell you a lot. A grey exhaust is ideal, on a Veteran verging on black is still OK, but sooty with ridges of carbon indicates gross fuel wastage. This not only costs you money in fuel but saps power, increases cylinder wear rates, and can cause lumpy running, plug trouble and smoke emission. All Veterans should run rich to promote easy starting and engine flexibility. If plugs are black it is far too rich but clean plugs are no guarantee of correct running due to high temperatures in the area that may have burnt off the carbon. Many an engine has been dismantled due to exhaust smoke blamed on worn rings when the real culprit is the carby. Basically you should screw in the jet until the engine falters then back out a little. On cold starting an occasional pop back through the carby indicates mixture is about right, but repeated blow backs indicate a too lean mixture. Again an exhaust check after a run will tell all. Hard starting from cold means more fuel is needed and the idle jet may need to be enlarged. A leaky manifold gasket gives similar effect. Remember if the car used to be alright in the past and is not so good now, it is safe to say it is most likely NOT the carby. Jets don't change size, or floats sink all that often. More likely is a weak magneto, burnt valves, manifold air leaks or retarded ignition timing.

These are easily checked, compression by a compression gauge, 45 - 65 PSI being typical for a veteran and should be within about 10 PSI of each other. Piston rings in Veterans run on modern oil rarely leak so low compression is probably burnt valves (common in vets and caused by lean mixtures, too high speed driving or inadequate clearance). Timing is easily checked. If it doesn't kick back when cranking when fully advanced it is too retarded for sure. When driving most cars can have the spark advanced enough to lose a little power when pulling hard. Again if your car will not knock at any time with full advance it should be advanced some more. Running at maximum possible advance always saves valves, fuel and gives more power.

Poor starting is often the magnetos fault. Magnetos must never be pulled apart unless by an expert or magnetism may be lost. Points should be clean but really a magneto should never be touched. Much damage can be done by over oiling and neglect is probably the best thing

CLUES ON VETERAN PERFORMANCE - contd.

you can do to a magneto. Hot days are a danger to magnetos with old windings as they may ooze shellac and seize. Rewound ones from the last 10 years are immune. If closing the plug gap improves starting do it. Magnetos require closer plug gaps than modern cars but the spark being very hot at running speed means performance is equal. If the car seems to quit on hot days don't blame vaporization. The maggie is no. 1 suspect and a pause of a few minutes allows enough time for it to cool enough to go on again. Culprit is probably the internal condensor. A modern one connected between the cutout terminal and engine block may get you home from a rally.

Uneven idling or medium speed running at small throttle openings usually means worn valve guides or manifold gasket leaks. Run the motor at full throttle and its OK proves it. Switch the light in the shed off for a moment and start up. The fireworks will amaze you and indicate new leads are needed. Stop every bit of sparking or corona discharge and you should get the best spark into the cylinder where it is needed. Don't asphyxiate yourself from the exhaust. All tuning must be done in the open and with a fire extinguisher handy.

A car that boils is a misery indeed and it can be prevented. After all they were made for all conditions originally and conditions are easier now.

Culprits are retarded timing, weak mixture, poor pump performance or most likely if a honeycomb radiator is fitted core blockage. To check for this the bottom hose should be much cooler than the top hose. The core must have no hot sections, with a smooth gradation of heat from the top to the bottom across the whole width. If not suspect missing or broken internal baffles before tearing out the core and fitting a new one. A rusty system is a sick one and all cars must have corrosion inhibitor added at all times. Corrosion has ruined many engines and is next to impossible to repair. Prevention is vital if our cars are to see this century out in good health. Remember corrosion occurs whether you use the car or not and cannot be easily detected until it is too late.

For easy starting hot or cold always advance the spark as far as possible without risk of kickback. Most magnetos produce better sparks when advanced. Remember all fingers on the same side of the crank always. Cars like T Fords, single cylinder engines and others with light flywheels can never be trusted and their kick can be vicious.

CLUES ON VETERAN PERFORMANCE - contd.

A little cylinder wear matters little even in a modern engine. Veterans with their low firing pressures are very tolerant of wear and many an engine has been needlessly rebored. Taper of 15 thou or more is no problem in our cars. Vertical marks from say a gudgeon pin are more serious. Rust pit marks are of no consequence at all provided a ridge is not associated with them. Don't assume aluminium pistons will improve your car. Many I have seen are heavier than cast iron ones. They need more clearance, can be noisier, are less tolerant to dirt, and conduct heat to the oil. In engines originally fitted with heavy pistons lighter ones will improve the performance usually but there can be a cost. Higher rotational speeds can mean torsional vibrations may occur causing crank failures, the lubrication system may not be up to it with bearing failures, the extra power means extra heat which may mean boiling, valve burning and other ails. Just be careful when making changes. Our cars designers did know a thing or two and made a few blunders.

A serious power sapper overlooked by me until I experienced it myself is carbon build up. It occurs slowly so is not noticed easily. If your engine is not as sweet, on a long pull up a hill the advance retard control has little effect, or pinking is audible then a decoke is in order. Cars that use a little oil are particularly vulnerable. Modern cars have enough heat and good combustion chamber design which minimises carbon build up but our cars with low performance, pockets with little turbulence often need decokes.

Many Veterans have endless water pump problems. String packing rarely lasts long, nor do the hard graphite variety. Don't overlook the humble "O" ring as a viable seal. A single ring has been in my car until this week when it failed, roughly 8 years and 27000 miles later. Wobble in bearings will guarantee leaks so fix them first then the seal. Don't have the fan belt too tight to ease the load on the bearings.

Crankshafts are a critical part of any engine and Veterans are no exception. The design is quite different to modern engines however with small diameters used due mainly to lubrication difficulties. Small bearing diameters mean lower surface speeds easing oiling problems with splash or low pressure systems. The bearings are consequently wider to get acceptable surface areas hence the piece of bent wire appearance of a Ford crank which is mist lubricated only. What all this means is that clearances need to be greater to get the oil in, grooves need to be located to collect oil and under

CLUES ON VETERAN PERFORMANCE - contd.

centrifugal force feed it into and not out of a bearing. The longer length of the bearings means they are even more critical than modern cars for alignment. Con rods cannot be fitted even if they measure right without some basic checks. Fortunately an easy and reliable method exists to check clearance and alignment in a few moments.

The product "Plastigauge" sold by Repco makes it easy. It is a fine piece of precision plasticine like string which laid across a journal as it is assembled will by measuring the width it is squashed out to when removed will tell in one go the clearance existing and if there is an alignment problem existing. Many failures I believe are due to one side of a bearing being tight due to misalignment causing heat build up and eventual failure. You should aim for at least 1.1\2 thou clearance at all points of an assembled bearing in operating position. With our wide bearings clearances of .008 to .010 are no worry. To monitor your engine bearing condition I suggest when doing a service to drain the oil through a petrol strainer as in a funnel. Any white metal flakes or visible brass should be treated with suspicion. No metal, no worry!

The tyre availability situation has improved greatly in recent years. Quality of beaded edge tyres is at an all time high and prices are little different to straight sided. Many cars were altered years ago and I suggest owners should consider changing them back to BE for several good reasons. Firstly for the authenticity, appearance and less obvious are the lower rolling resistance hence better performance and easier steering due to smaller road contact area. Some cars are very heavy bordering on being dangerous because of the fitment of larger low pressure tyres.

Bill Sides

VCCA (VIC)

Editor's Note:- I did not know until relatively recently (International Rally) that spark plug gaps should be reduced for magnetos (to about 18 thou.) compared to normal coil ignition systems (say 25 thou.). - Ed.

(Reproduced from Brass Notes)

ARE YOU CHARGED UP?

How many of us really understand our cars electrical system?

Not many I think! We have lots of information on how to do up our charging system but getting it running is one thing and to keep it running is another.

I continually get cars coming in with generator not charging, with the wiring burnt out, and the solder thrown out of the commutator. WHY?

The three brush charging and electrical system is like a working man on a Bank Account. You earn the money and put it in the Bank - just as the generator charges the battery. Unfortunately though in the electrical system you can't have an overdraft - take out too much and the whole thing goes flat.

Now, with mathematics you can understand, I will try to tell you how to budget with the electricity. Firstly you will notice that your Amp Meter is marked in Amps; your battery in Volts; your globes etc. in Watts. Confusing? You bet!

To ascertain the Watts you have, you multiply your volts by your amps. As most systems are 6 volts and the most you can safely take from a three brush generator is 14 amps, we see that $6 \times 14 = 84$ watts. This is how much we are putting into our battery.

Now, it is not uncommon to find 30 watt globes in our old car headlamps and these are the largest consumers of energy; so, if we take 8 or 10 watts for our tail lamps, 12 watts for ignition and 10 watts for our dash lamp we have 32 from our 84. This leaves 52 watts for the rest - headlamps, wiper, stop lamp and a small trickle to bring the battery up after we have started the motor - say around 122 watts and yet we had only 84 to start with. No wonder some cars electrical systems go bankrupt!!!

I hear so many people complain that they have poor lights on their car and then go and put a larger bulb in the lamps; which makes the light even dimmer. Example :- My 1918 Studebaker had 21 watt globes in the lamps when I got it and it had already burnt out the generator (recently) but when repaired, the lights were still poor. The first thing I did was to check the voltage at the globes and sure enough they were 5 volts. Reason? The larger wattage globes not only consume more than the generator puts out but drops down the voltage of the battery also. This higher current also causes a voltage drop in the wiring. Hence dull lamps. I put 15 watt globes in the lamps, the voltage went up, the generator charged the battery and the result - brighter lamps.

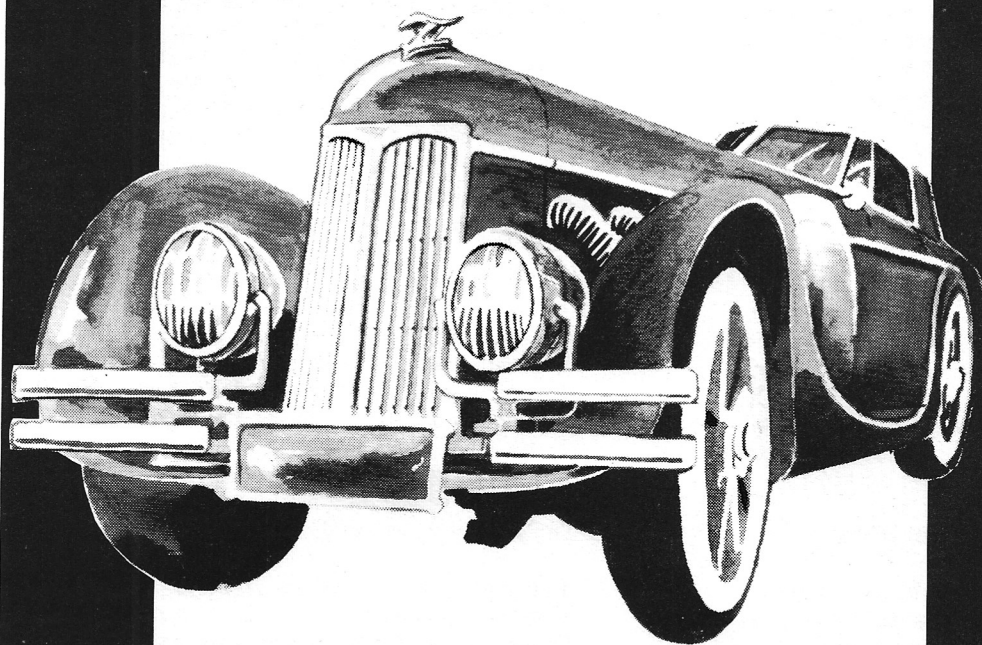
A good idea for all 'old car buffs' is to work out your electric budget so that everything in the car totals no more than 14 amps, or, in a 6 volt system, 84 watts. You will find that your whole outlook is brighter, your wiper sings (rather than growls) and if you are on a long trip you won't run out of spark.

A chap once told me "A Chev. was only good for 100 miles at night then everything went to sleep" and "he never ever could get that dang generator to keep the battery up!" I guess if he reads this he will know why!

A.F. RANSLEY

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LAMENT OF A "FRONTY" OWNER'S WIFE !

(Written by Adele Jacobs after their return from the September 1986, Glenelg to Birdwood Run, Adelaide).

"A rally next month" Victor said to me,
"And we'll go in Fronty - don't you agree?"
And I thought of my vow after the last 10-day trip
To Adelaide and back - the next one I'd skip.
That last was a marathon in disguise,
Cold and rain, then heat and blue skies.
A snaking road - far as eye could see,
But that was a great challenge to our Fronty.
But time has come - I have to relent,
Perhaps I'm a glutton for punishment !

On that trip, just before leaving,
I suggested to Victor - was it worth considering
That we trailer Fronty as far as the border,
But Victor's look of disgust was made to order.
"Trailer Fronty?" - (What a dastardly thought),
Victor said on a trailer he wouldn't be caught.
"What would Members say - I would hate to be told!"
Their cry would be - "you're getting old !"
So get that thought out of your mind"
He said "Its Fronty - or you run behind".

I knew he meant it - he's that kind of bloke.
There's nought about Fronty that he'd make a joke.
What more could I do but climb up instead,
And think of the miles that lay ahead,
Open to elements - wind, rain and weather,
May hair all a mess, no lipstick, no mirror,
Hanging on tight in a 2-seater racer,
No seat belt or helmet or even a bracer.
So I gritted my teeth and prayed for no error.
The Fronty's well named "The Yellow Terror" !

For days we travelled across the land.
The Hobsons in Henrietta not far behind.
We froze in some spots and sweltered in others,
I was wind blown, wind burnt, rained on with no covers.
And triumphantly passing cars on the road,
(Thought of Wind in the Willows and that reckless old toad).
And Fronty went on with wings of a bird,
Not a sound of complaint from her engine was heard.
Mile after mile - world without end,
I was always on lookout for that welcome last bend.
The scenery sped by and at last we made
Our destination - Adelaide.

We were there for the Bay to Birdwood run.
A rally that Victor said would be lots of fun
Which it was - I have to admit,
But in the back of my mind was the return trip.
So again all aboard, cases tied on the side,
And Victor proclaiming "what a wonderful ride".
In our white overalls, helmets and goggles,
"What a lovely old car" everyone boggles.
I wave to all with a smile on my face,
While Victor is driving a remarkable pace,
At times inside I'm a shiver and shake,
When those bloody big trailers overtake
Their wheels so close I hold my breath,
And when they have passed, I sigh with relief.

At last the day dawned - we were on the last lap,
It was freezing cold and the clouds opened up.
"We are nearly home" was Victor's proud refrain.
I muttered under my breath "At last - never again".
But would you believe as we walked in the door
Imagine how I felt - right to the core.
Victor said "Guess what, I suddenly remember,
There's another rally next September.
Seeing you've had such a wonderful journey,
Let's hurry up and we'll sign up early !"

I must admit after thinking it over,
I've got a few months in which to recover.
On reflection, I'd say I was quite happy,
Sitting next to Victor in the Yellow Fronty.
So as we pass - please give us a wave,
Don't think us silly, reckless, or brave,
The suns burning hot or the wind more than cools,
Everyone thinks - we're bloody old fools !
But if you offered Victor a fortune for Fronty
He wouldn't take millions - but just ask me !

(Its now 1989 and wish to advise Fronty is not for sale !)

**AUCTION - 3RD JUNE, 1989 - at the home of Stan & Robin Cox,
"Tantallon", Bourke St., Dubbo N.S.W.**

Antique furniture & Bric-a-Brac
 1917 CHEVROLET ROADSTER, Model 490, in Concourse condition,
 excellent rally car.
 Hudson Engine - Large 6 cylinder - circa 1915
 Veteran & Vintage car and Motor Cycle parts.
 Old wares and enamel signs
 Old bottles and old tools
 Cast iron scales, pots, pans and urns
 Numerous brass and glass lamps & parts, Buggy lamps
 Collectors items such as:- 2 Blue & White whiskey
 jugs, produced by "Jas Watsons Distillery" Centenary in 1915
 6 Royal Doulton Kingsware Whisky Flagons:- "Ben Johnson",
 "McNab", "Nelson", "Pipe Major", "Sporting Squire" & "Tony
 Weller"
 Whiskey water jugs and ashtrays
 Edison Gramophone & records
 Early sewing machine
 Marble top scales
 Morris Minor Ute, split windscreen, partly restored and parts
 1937 - 2/3 ton Chev truck, complete with side boards & bag
 elevator attachment
 F.C. Holden parts; 1928 A model wheels, lights & parts
 1942 Jeep grille
 Lister 3.1/2 hp stationary motor
 Cast iron fireplace, complete
 Singer, treadle sewing machine 3/1920

FOR SALE & WANTED

FOR SALE

ROLLER CHAIN: 3/4" PITCH x 7/16" WIDE AND 3/4" PITCH x 1/2"
 WIDE. IN ASSORTED LENGTHS AND NEW. SMALL DONATION TO CLUB
 FUNDS.

REG. JONES - 759.5685

FOR SALE BY TENDER

1911 LITTLE GIANT - 2 CYLINDER VETERAN, RESTORED TO MINT
 CONDITION, VERY ORIGINAL VEHICLE OF SUCH RARITY AND
 UNIQUENESS, VERY ROADWORTHY, HAS BEEN DRIVEN ON MANY
 OCCASIONS. VIEWING BY APPOINTMENT

TENDERS CLOSE - SUNDAY 18TH JUNE, 1989.

PETER NISSEN - (02) 498.7036
 GARAGED AT GORDON

FOR SALE & WANTED - CONTINUED

FOR SALE

1910 2 CYLINDER RENAULT - \$22,000.

BILL MAUNSELL - (02) 32.2379

WANTED

JAMES FLOOD BOOK 2. VERY KEEN BUYER.

BRYAN INDER - (02) 489.7172 (H)

WANTED - ALL STATES

GEARBOX FOR 40 HP OR 18/24 HP AUSTIN, CIRCA 1908-12. ANY
OTHER PARTS FOR SAME ALSO WANTED.

ADRIAN BIBBY,
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LEGANA, TAS. 7277
PH. (003) 30.1667
(REVERSE CHARGE ACCEPTED)

WANTED & SWAP - ALL STATES

2 CYL. RENAULT BRAKE DRUM. CAN EXCHANGE PARTS.
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RILEY WHEELS.

DAVID WATSON,
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(03) 25.1289 (A/H)
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WANTED - ALL STATES

FOR 1909 35 HP TALBOT - RADIATOR CAP, OIL CAP, 36 DEF TRIPLE
DIFFUSER UPDRAUGHT CARBURETOR AND STEERING COLUMN CONTROLS.

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(03) 824.7449

OR

COLIN DANIELS
(03) 583.5592

SWAP - ALL STATES

5 - 880 x 120 BEADED EDGE SANKEY WHEELS IN GOOD CONDITION
FOR

5 - 815 x 105 BEADED EDGE SANKEYS

MEL POPE
(02) 227.1443 (B)
(02) 521.2821 (H)



VIDEO HISTORY



A visual record of veteran cars of
THE V.C.C.A. (NSW) INC.

Any member who has attended the meetings in Sydney or read this magazine in the last 12 months, would be aware of my endeavour to create a videoed record of veteran cars and motorcycles belonging to members of this club.

Participation is not hard, simply send 2 OR 3 PHOTOS, (any size up to and including 8 x 10 inches, in colour or black and white) of each of your cars or motorcycles, showing, where possible, before, during and after restoration, complete with a separate RESUME (as per reverse page), \$1.00 PER PRINT, to cover costs. If your car is not yet fully restored, or you do not have any before shots, any 2 or 3 photos showing your car will do.

PRINTS ARE RETURNED IN AS RECEIVED CONDITION.

Sounds easy, doesn't it, but only about 30 sets of prints have been received. These were put on tape and shown to members at one of our meetings last year. With the proviso that commentary be added, the tape, as shown, was received well. Since then, repeated requests for photos have received lots of promises, but only 3 further sets of prints have appeared.

COUNTRY MEMBERS would be especially welcome to participate, as a means to show their rarely seen, and, sometimes, unique cars to city members. Photos, mailed in jiffy bags, to the address below, would be most welcome and returned to members.

As with everything, output is only as good as the input, and unless more members will take the time out to participate in this project, we will never have any more than the 10-15 minutes of Video History that we have now.

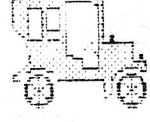
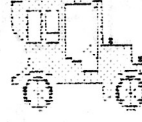
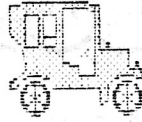
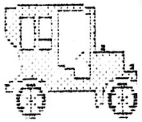
If this endeavour had had the success envisaged, copies of the completed video were to be made available for sale to members at a small profit to the club. (Several members have already expressed an interest in this.)

This is the last call for members to submit photos for this Video, before finishing touches are added to the tape and it is handed over to the Club Librarian.

My thanks go out to those who have already taken the time to participate and hopefully more members will now put words and promises into action, so that we can come up with a viable history.

JAN COULCHER
24 STUART ST.
BLAKEHURST NSW 2221.

PHONE (02) 546.4791 (H)
(02) 27.3416 (B)



VIDEO HISTORY RESUME

Members wishing to participate in the making of a video to record the before, during and after of cars in our club are requested to complete the following form:

YEAR: _____ MAKE/MODEL: _____

BODY STYLE: _____

YEAR FOUND/YEAR PURCHASED: _____

WHERE FOUND/PURCHASED FROM: _____

PREVIOUS OWNER: _____

CURRENTLY OWNED BY: _____

DO YOU WISH THESE PRINTS RETURNED: YES/NO

PLEASE FIND ENCLOSED:

1. _____ PRINTS OF THE ABOVE CAR (One each before/during and after restoration.)

2. \$ _____ (\$1.00 per print enclosed)

MORE THAN ONE CAR PER MEMBER MAY BE INCLUDED, BUT A SEPARATE RESUME IS REQUIRED FOR EACH CAR.

PLEASE FORWARD: (a) Completed form/s
(b) Prints
(c) Money

TO: JAN COULCHER
24 STUART ST.
BLAKEHURST 2221.

IF YOU HAVE ANY QUERIES, PLEASE RING (02) 546.4791 (H)
(02) 27.3416 (B)

VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC.

134 QUEENS RD, FIVE DOCK 2046

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