

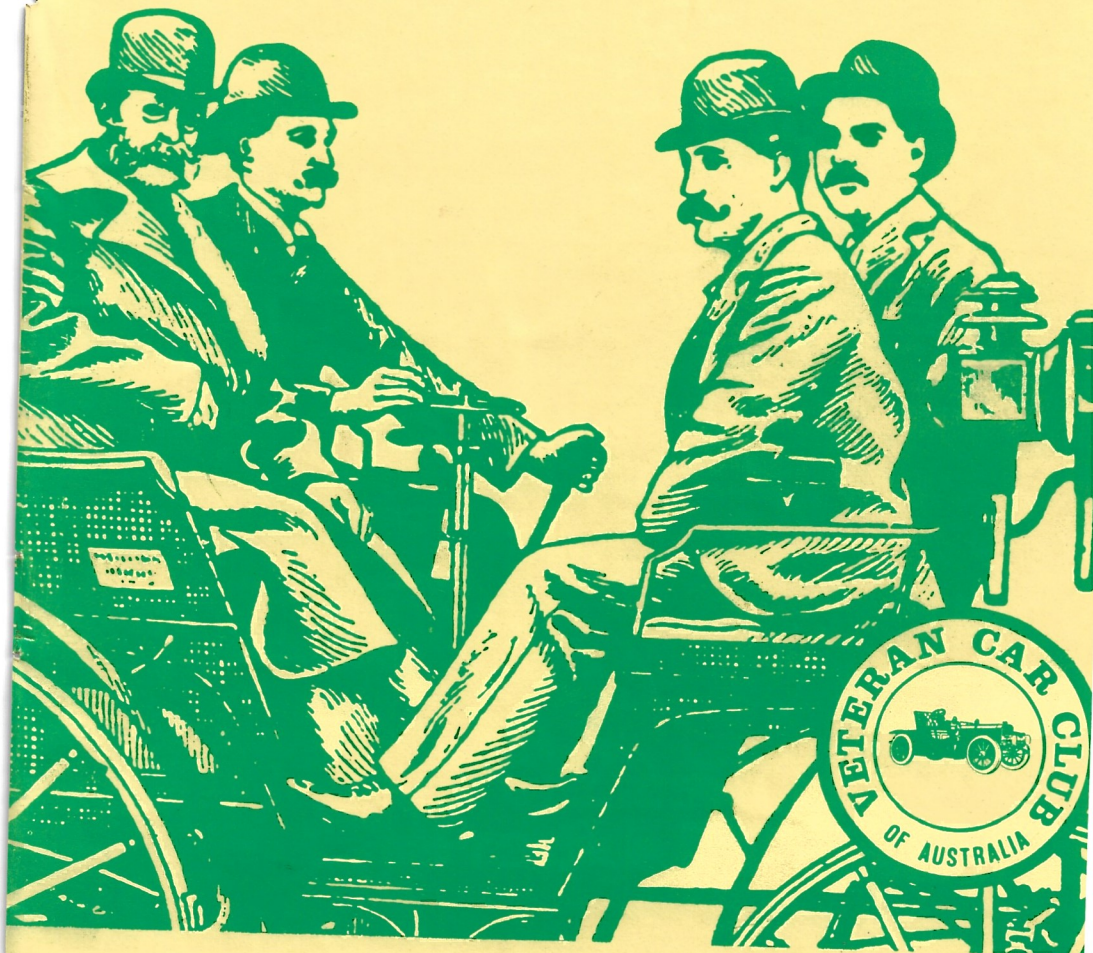
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

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September 1981. Vol. XXIII. No. 3.



PATRON:
His Excellency,
The Governor of N.S.W.,
Air Marshal
Sir James Anthony Rowland,
KBE, DFC, AFC, K.St.J.



Spit & Polish

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Volume XXIII No. 3

September 1981

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Other Veteran Car Clubs have permission to copy.

The next Monthly General Meeting of the V.C.C.A. (NSW)
will be held in the Clubrooms at 8.00 p.m. on THURSDAY,
24TH SEPTEMBER, 1981.

Editorial Comment

One of the hardest things to define these days is the term 'too far'.

Throughout the year you hear of members travelling several hundred miles in one day to attend a swap meet, and then find it is 'too far' to travel across Sydney to attend an organised outing. Each month, we see members travel approximately 100-150 miles round trip to attend our monthly meetings, while some find it 'too far' to the next suburb for an event.

Is it because 'the car was too dirty'? I have never yet seen a car break down because of dirty brasswork. Even modern cars will work when they are dirty, which eliminates the excuse for associates.

Could it be 'too much traffic'? With a little care, I have not found the Star much harder to drive in the city than the Mini Moke.

Maybe 'too lazy' is the real meaning in a lot of cases, down to reading this magazine to find out what is on and when.

Whatever the definition, let us hope that our Events Committees do not become discouraged because 'too many' continue to show 'too little interest' in travelling 'too far' to attend outings organised for our club.

- JAN C.

* * * * *

COPY REQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH, 134 QUEENS RD., FIVE DOCK. 2046

President's Message

OUR FOUNDATIONS

In motoring circles and even among enthusiasts there is a general misconception that the film 'Genevieve' was the impulse that sparked the formation of Veteran Car Clubs around the globe and there is no doubt that this production, viewed by millions in the 1950s, provided a stimulous that awakened the interests of many to this all-absorbing hobby. However one must reflect to an earlier period to trace the origins of these clubs.

Leader in this field of existing clubs was the Veteran Car Club of Great Britain, founded in 1930 and followed, soon after, by the 'Veteran Section' of the Sporting Car Club of South Australia and the Vintage Sports Car Club of G.B., both founded in 1934, while next in line came the Antique Automobile Club of America in 1935 and the Horseless Carriage Club of America in 1937.

Naturally the growth of these clubs slumped during W.W.2, but before hostilities ceased, in 1944 we saw the foundation of the Vintage Sports Car Club of Australia Ltd., while close to home the Vintage Car Club of New Zealand came into being in 1947 and our own club, "the first to bear the title of Veteran Car Club of Australia", registered its presence in 1954.

To place the origins of the Veteran Car movement in their right perspective, we owe a debt of gratitude and pay tribute to the three men, S.C.H. Davis, J.A. Masters and J.H. Wylie, whose foresight led to the foundation of the Veteran Car Club of Great Britain, in the "Old Ship" Pub. at Brighton.

I take this opportunity to pay additional tributes to the former of this trio, S.C.H. 'Sammy' Davis, who later became Life Patron of the V.C.C. of G.B. and whose multiple motoring activities during his long life were terminated only by his demise, on his 94th birthday, on January 9th of this year.

Sammy's interest in motoring date back to 1896, when he watched the first London-Brighton, Emancipation Run, while in 1899 he took part, as a driver in the re-run of this historic event, and for many years was a participant in his 1897 Leon-Bollee tricycle.

His prowess, as a motorist, emanated probably from the date of his acceptance as an apprentice of Daimler in 1906, followed by service in W.W.1, in armoured cars. In the field of motor racing his outstanding and winning performance with the Bentley team in 1927 at Le Mans 24 Hour Race caused the French to name a street after him, 'Rue S.C.H. Davis', while at Brooklands in the 500 Mile and 200 Mile events his wins in Austin and Bentley are now history.

Perhaps Sammy is most remembered as a motoring writer, for it was in this capacity that he reigned as Sports Editor of Autocar for a period of 32 years.

It is fortunate that he was to see, last year, the 50th Anniversary of the club he helped to found, for in his lifetime he became an integral part of motoring history.

He always maintained that there was a chequered flag at the end of life's race that no one wanted, but always got.

- GEORGE A. ROBERTS

* * * * *

R E M I N D E R !

The registration plates issued by the club to members remain the property of the club and should NOT be left attached to vehicles sold to non-members. Your co-operation would be appreciated.

* * * * *

EXTRACTS OF MINUTES

Monthly General Meeting held at Clubrooms 27/8/81.

PRESENT: 59 members and 4 visitors.

MINUTES OF PREVIOUS MEETING: Moved, accepted as read,
Barry Thew, seconded Alan Rose-Bray. CARRIED.

CORRESPONDENCE:

Received from:

- David Armstrong of Australian Bicentennial Authority.
- Warrawee Parents and Citizens re cars.
- Smithfield Stamp Collection Club re postcard sales.
- Newcastle Club - being Minutes of their meeting, August 1981.
- Federal Secretary - being copies of letters which he has received from F.I.V.A.
- Earlwood Caring and Information Service - request for cars.

Forwarded to:

- Registrar of Motor Vehicles re appointment with President and Treasurer.

Moved, accepted as read, Jim Redman, seconded Neil Martin. CARRIED.

NEW MEMBERS: R.E. Wilson - Buick 1917.

I. Milburn - Studebaker ex Bob Baxter.

Moved, accepted, Ben Bronk, seconded Terry Cook. CARRIED.

BUILDING PLANNING & DEVELOPMENT COMMITTEE:
Toilets under construction.

PROPERTY FINANCE COMMITTEE:

Raffle to be run, \$5.00 per ticket, 1000 tickets to be printed. First prize 2 weeks holiday at Port Macquarie.

PUBLIC AFFAIRS: Received an approach from a film company for cars for period from October 19th to November 14th.

MAGAZINE "SPIT AND POLISH": Editor commended on new style "Spit and Polish".

REGISTRATION OFFICER - PERMITS TO MOVE: Motor Cycle Plates now approved and available.

CLUB HISTORIAN: Called for photographs - still gathering information.

INSURANCE: It appears there will be no increase in rates for this year.

GENERAL BUSINESS:

Badges should be ready by next meeting.

Motion: Minutes be read in future and interesting points only to be printed in "Spit and Polish".

Moved, Jim Redman, seconded, John Wards. CARRIED.

MEETING CLOSED: 10.15 p.m.

* * * * *

ROSTER ALTERATIONS:

New Members:

TURNER, J.A., Thunderbird Motel, Armidale Road, Tamworth.
2340. Full Member No. 44

BENHAM, Margaret J., 3 Ronald Ave., Wyoming. 2250
Associate Member No. 749

WILSON, Robert Ernest, 63 Lakeview Road, Toronto. 2283
Full Member No. 750

MILBURN, Ian, 72 Victoria Ave., Mortdale. 2223
Full Member No. 751

Changes of Address:

DUNGLISON, Peter, 30 Station St., Pymble. 2073

HUGHES, Howard J., Officers' Quarters, Cessnock Corrective
Centre, Cessnock. 2325

PEARCE, Doug. G., 36 Paragon Drive, North Rocks. 2151

* * * * *

Events

NAVIGATORS RUN - 30TH AUGUST 1981

The Events Committee turned on fine weather for the Run. Those attending were:

Michael & Denise Bendeich in the Chalmers.

Ron & Edna Cox in the Renault.

Jack Dance & Warren Irish in the Talbot.

David Manhart & Company with the Hurlu. (Sorry, David, we forgot to get their names).

Alan & Melba Rowe in the Buick.

David Bean & Elizabeth Csedi in the Vauxhall.

Peter & Robyn Wards in the Hupmobile.

John & Sue Wards in the Ford.

In moderns were:

Terry & Lois Cook

Anne Irish & mother

Peter & Lorraine Michaels

The run started in Cabarita Park and followed the Parramatta River and bays as close as possible to the city and back along the northside, finishing at Rhodes Park - a delightful spot.

The run made the participants navigate and the cryptic clues kept them on their toes. To their credit no one had to use the destination envelope.

The results were close and answers to questions are available to those interested participants. Thank you to those attending.

- THE EVENTS COMMITTEE

#####

COMING EVENTS:27TH SEPTEMBER, 1981 - GEORGE ROBERTS DAY TOUR

Start: Flying Boat Base, Sunderland Ave., Rose Bay
or alternatively (in the event of congestion from
from sailing and R.S.L. traffic): Car Park area,
rear Rose Bay shops off Newcastle Street or Dover
Road.

Time: 10.30 a.m.

Finish: Yarra Bay, near La Perouse for lunch. The club
club trailer will be available for B.Y.O. B.B.Q.

OCTOBER 3-4-5 Newcastle Tour
 25 Government House
 31 Picnic Run to Dharug near Wiseman's
 Ferry. (Meet here with Newcastle
 Club.)

P.S. Don't forget Blue Mountains entries. Rooms with
facilities almost full.

P.P.S. Xmas Party FRIDAY 27TH NOVEMBER. (Not 21st as in
Events Calendar, August SPIT AND POLISH).

* * * * *

Entry Forms for Council of Country Antique Motor Club's
Rally - Easter 1981 - are now available by writing to:

The Rally Secretary,
P.O. Box 476,
DUBBO. N.S.W. 2830

'Phone: (068) 82.1736

* * * * *

WANTED: *Deck Hands for the Irish Navy.*
Apply to Submarine Base.....

* * * * *

History Corner

You will notice from the list of Club Presidents hanging in our Clubroom that the Founder President was RON GRANT. The following is from a typescript of a tape taken at Ron's home some years ago:

"I was the Founder President, actually, and I held the shortest office of Presidency in the Club's history because I resigned. I think I resigned at a meeting - we held about four or five meetings. I think I was in office for about four or five months. I resigned under protest. I was never a stickler for protocol and I always reckoned the Club was formed for us to have a good time and preserve cars and get together.

"FRANK KLEIN was a stickler for exactness. Frank stood up one night over at JACK MYERS' and he said that he protested about the way the meeting was opened. We just opened the meeting - declared the meeting open and that was that. Frank stood up and said: 'I protest.' I said, 'What do you protest about, Frank?' He said, 'We haven't opened the meeting in the correct manner.' I said, 'Well look - this is it, Frank; I was never a stickler for formality and protocol. If you can do it any bloody better you take over the job.' I said, 'I resign.'"

#

In 1953 a Sub-committee of the VSCCA, comprising JOE CAPPER, JOHN MC LEAN, FRANK KLEIN, BILL DALY and RON GRANT staged the first "Brighton" Rally for Veteran Cars owned by members of the VSCCA. Fourteen cars fronted the start line. Information regarding the cars (i.e. make and year model) and the owners' names would be appreciated.

- THE HISTORIAN

* * * * *

Bits & Pieces

Do you remember the little 1904 Pope Tribune with the blue and white umbrella? After the passing of Laurie Sykes, Pope became the proud toy of Ray Hill who immediately set about restoring this little gem. But alas, in a fit of pique, Ray gave up and Pope is now blessing the household of ALLAN BLEVINS who is as keen as mustard to complete its restoration.

* * * * *

So hope continues to spring eternal in one called TERENCE J. COOK, who has undertaken the restoration of a very rare 1911? V8 De Dion. This machine will be a real competition for Frank Nissen's V8 Cadillac.

* * * * *

By the way, congrats. to FRANK NISSEN on reaching 3 score and 10 years, celebrated with a surprise party at Peter and Maria Nissen's.

LEN and HILDA SHEEN were there too, both looking very well. It is reported that Len played 15 games of indoor bowls, so must be feeling pretty fit after his new plumbing job.

* * * * *

Diversify your investments and equalise your returns - all good advice, but MICHAEL and DENISE BENDEICH have gone too far! What with Chalmers, Morgan, stamps, blue crockery (Wedgeplastic) and now Tiger Moth aeroplanes - that is too much Michael.

* * * * *

BOB BAXTER has changed from Yankee Black Iron to British-to-the-core Armstrong Whitworth, formerly in the Kable stable - just so he won't have time on his hands, he says.

* * * * *

So we have a new Australian film being produced in Balmain. The story, we believe, is "Bordello" based and requires suitable veteran cars as props. It was so obvious that the Vinot et Deguinand, commonly known as 'VD', was avoided like the plague by our PR man, Jim Redman. It was a pity because we all agree that, as a centrefold car, she really has 'IT'.

We all like you Bill, despite the company you 'keep'.

FROM THE PROGRESSIVE DINNER:

Sometimes you don't hear the behind-the-scenes stories of outings, but one of our reporters had to listen to the 'Squire of Kareela', BILL HARDMAN, tell his 'heart-rending' story of the hard work involved in cleaning his swimming pool before the Progressive Dinner. All his hard work was for nought when the big westerly blow filled it up with leaves, timber, stone and 'tears of blood'.

BILL and LESLIE cried further 'tears of blood' on the night when the stove blew up on THE night. The gas BBQ came in very handy for simmering pots etc. before the crowd arrived.

Not to be outdone, the KINGS also blew a fuse, but theirs was on the refrigerator. Thank heavens for extension cords.

With the exodus from JAN and ROLEY'S was heard the comment 'neighbours will think it must have been a crook party, everybody's going home'. (JEAN CHAPMAN'S advice at the Coulcher's: "Tell REG JONES to get his OLIVES out of the cheese".)

Maybe their veterans are slow, but the mob let their heads (or feet) go between stops. Nearing the Hardman's, the procession closed and no doubt had locals puzzled when it went up the wrong cul-de-sac. Who was leading, anyway?

GEORGE KING ably demonstrated his collection of entertainment machines and had his fabulous clocks and furniture duly admired.

Nice to have GWEN DUNN with us. Also along was a northerner who repeatedly commented that the journey exceeded his annual holiday trip. His face was long on arrival at each place, but regained its customary smile in the congenial company.

DARRYL CAWTHORNE was there too - not been seen much club-wise for a few years.

You missed a wonderful outing if you weren't there; food and drink in plenty and pleasant company. Thanks to all who made it so successful.

Brief but Important

Greetings once more in my scrawl, Jan, as the typist is now engaged to some one at the hospital called physio and she sees every day this foreigner who is slowly getting the use back in her fingers so she can once again hit me with closed fist.

Whilst on the closed fist topic, it seems I have been handed a slap from no less than the SUPREMEO himself, IAN IRWIN, all the way from the A.C.T., for my criticism of the inclusion of Vintage vehicles in the Veteran Gazette. Stubburn fellow that Burke be, he remains convinced that Veteran Car Club be for Veterans only and the Veterans Gazette likewise. I'm really thankful that Ian L. Irwin is a moderate fellow as the last time we at Cessnock incurred the wrath of the Federal Capital they sent up a team of thugs who shot one of our chaps at Rothbury in the 20's, but that's Vintage and I really shouldn't mention it.

MILBRODALE - MY VERSION.

We had a strange call at our place the other Saturday morning. A nameless fellow who read off a list of things that were right with his Veteran Ford, but the Ford still

wouldn't go. This anonymous fellow decided to wait for help in the form of his wife to put into practice the advice of the sage R.S. NEWMAN and tow the xyz thing. In the meanwhile our hero arrived, none other than the great Ford barber and lawn trimmer DON from down the road who started the Ford in a twinkling but declined to accompany the owner on the grounds of previously bitten etc.

The nameless owner then proceeded to change to sail as the engine was going on only three of its several cylinders and rang again to tell the rest of the Veterans to make off without him, after ascertaining the location of lunch stop.

Coming round the end of the mountain the sail was blown from the main mast so our driver, finding the engine now running on four or more, let it be folded in the bows and lowered to the deck.

As the rest of us were having our meagre repast, who should drive up but RAY THOMAS, who tried to swap the Ford for a bag of oranges. Hope you enjoyed the day, Ray.

Long distance regulars GRAEME NEWMAN with Uncle NEV in the reliable Talbot outsped the rest of the family in the modern as BOB was really off colour with a bad cold and didn't want to risk the draughts in the Veteran. GEORGE and BEATRICE in the Stude and our Hup made up the Veterans, while the chairman and his family were in modern limo. Hup developed a valve stick up on the way home but made the gate O.K. By the way, RUTH, JOHN wasn't there - he never rode with the ADAMS'S and left his car at our place despite what he said, but we hope your afternoon with the band was a musical success.

The way I hear it, the RILEYS will be in the Austro in the not-too-distant future.

Well AUDREY MOFFAT, your secret is out! Talk about big wheels? I've seen them in GEORGE ADAMS' shed so shiny and special. Now we all know where Don goes at night and comes home so tired. I can see the Stude will soon be wearing these big wheels then even the neighbours will have

to believe the stories.

"Recollections of a Veteran" - now there's an article for you. You can feel the Brush under the paint tins, can't you? My own earliest encounter with a Veteran was with my father's motor cycle. This marvel, a Triumph of 1911, stood in the shed near the millet hackler which it had been hoped that it would one day drive. The tyres were gone and the light and Veeder mileage meter were upstairs in the shed.

We always put sump oil or water in the tank and turned the taps and worked the piston hand oil pump. Dad loaned the magneto to a "friend" who kept it, but that didn't stop one of us sitting on it while anyone who would, pushed it. The sitter also pedalled, and we ran it down the hill towards Draytons Vineyard where it stayed until enough help could be found to pull it back to the top or Dad could be bribed to put it on the slide and let the horse do it.

You guessed it - it stayed at the bottom eventually until it rusted up enough not to interest us any more and was raided for bolts and things for other projects until Dad gave it away to an old bike collector a bit before I caught the habit. That's life, I suppose.

Regards to all - see you at Morpeth Rally.

- BELT DRIVE BURKE

* * * * *

A wife looked up from the evening newspaper. "It says here," she told her husband, "that in some parts of India a man doesn't know his wife until after the marriage."

"And why," her husband asked, "do they single out India?"

* * * * *

Letters to the Editor

Congratulations to the Editorial panel on the new SPIT AND POLISH presentation which will help have the journal delivered in better condition than the larger format.

Long may they prosper.

- PAUL W. BUTLER

(Thank you Paul, and this seems a good spot to say "thank you" to the many members who have expressed favourable comment on the new format of SPIT AND POLISH. Ed.)

The Secretary,
Veteran Car Club of Australia (N.S.W.)

On behalf of the Committee of the C.V.V.T.M.C. I wish to express regret at the termination of your Club's affiliation with the Council. We note with appreciation the initial efforts of your Club in forming the Council and your continued interest since its inception, which has been illustrated by providing distinguished Presidents and other officers.

We trust that if circumstances change in the future your reaffiliation with Council will take place and this would be most welcome.

- ROGER FOOTE,
Secretary,
C.V.V.T.M.C.

Mr. Alan Rose-Bray,

I was very interested in your article "Recollections of a Veteran" in the August issue of SPIT AND POLISH, more particularly in the reference to the Brush. You would have no idea at the time of writing your article that it would enable me to identify (though not positively) what appeared overleaf in the same issue under the For Sale

column as a single cylinder engine, thought to be early Star.

The crankcase is aluminium, the cylinder head is recessed with + shaped cooling fins. The crankshaft is counterbalanced and the big end hinged as you described. The counter-rotating balance weight is missing but provision for it can be seen. On the right hand side of the water jacket is the marking:

1206D
MF

raised in the casting. The engine is quite free to turn over anti-clockwise according to the crank handle, valve springs are exposed and the spark plug is located over the inlet valve.

The original carburettor is missing - now equipped with a model T, no magneto either.

There are two shafts protruding from the front of the engine, the right hand one appears to be for the magneto drive, and another small diameter shaft (with keyway) over the crankshaft. Could this have had anything to do with a make and break circuit??? Quite obviously a fan wouldn't fit on it but it may have been the driving point for one.

This engine has been lying in my garage since about 1965; unfortunately no other parts were located. At the time of acquisition I thought that the engine was possibly mounted on part of an original wooden chassis. Enclosed is photo.

I hope this may be of some interest to you and also hope you may be kind enough to verify the above for me.

With kind regards,

Yours sincerely,

- REX WIGLEY

* * * * *

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

Solution to No. 1 - VETERAN:

The six-letter word is TAVERN.

NO. 2 AGELESS ANNE

One of our club members has two daughters. Mary is now twice as old as Anne was when Mary was as old as Anne is now. If Mary is 24, how old is Anne?

(Solution next month.)

* * * * *

NEWS FROM NEW ZEALAND

Cuttings from a Hawkes Bay newspaper make some interesting reading. The more topical one for this club concerns a 1908 White Steamer Model L. It is powered by a compound engine, of which only three are known to exist in New Zealand, and produces 20 h.p. It is fitted with a heat exchanger, water pump, water regulator, scavenger pump and air compressor. It has two bucket-type seats, with a third single seat at the rear.

Restoration work has been carried out by an engineer, Eric Watt, who spent years and many hundreds of hours, plus a trip to U.S.A. to seek parts, and numerous trips in N.Z. He had little more than photographs to work from. It is a sad thing that he died at the end of last year, only months before final work was completed. However, other enthusiasts - some of whom have been associated with the restoration - decided to finalise the job.

Members who will be part of the next contingent to rally in N.Z. will perhaps remember then, having read this article.

- J.S.

* * * * *

I N V I T A T I O N S

11TH OCTOBER, 1981. Austin Motor Vehicle Club N.S.W.
All British Day - Display, Swap Meet - Top Ryde Shopping
Centre Car Park.

Admission: 50¢ per vehicle - in aid of Multiple Sclerosis
Society of N.S.W.

Display opens 10.30 a.m. Win a trip for two weeks to
Surfers Paradise. You may become a member, or simply look
for that obsolete part.

All enquiries: Robert Moore,
36A Wattle Street,
Haberfield. 2045
799.7252

31ST OCTOBER/1ST NOVEMBER 1981. Members are invited to
take part in the Shabon-Phillip Island Classic on this
week-end. Event is in the form of a Historic Race
Meeting and Concours to take place on Phillip Island
circuit.

Anyone interested please contact the following for
details:

Shannon's Classic Car Centre Pty. Ltd.,
321 Warrigal Road,
Cheltenham. 3192, Victoria.
584.7266 (all hours)

* * * * *

*Two cannibals were having a meal. One said, "My word,
your wife makes a good stew."*

*"Yes," said the other cannibal, "she certainly does, but
I'll miss her just the same."*

* * * * *

PRESSURE SYSTEMS

(PART ONE)

A letter on this subject appeared in SPIT AND POLISH for July 1980. That article ended with the thought that undoubtedly there is pressure in the exhaust system, and we now explain how it is harnesssed.

In the casting of the exhaust manifold a step is included, which protrudes a short distance into the exhaust gas stream, and directs gases up the pipe which has been tapped into the casting.

Now that the air is being compressed into the pipe to check valve, it would seem that all worries are over. This is not so, as the repeated thrusts of exhaust gases at the check valve, even at relatively low revolutions, soon builds up too much pressure in the tank, with consequent flooding at the carburettor. Therefore a relief valve must be incorporated in the air pipe, and is adjustable for changing circumstances.

This covers petrol delivery when on the road at average speeds with the engine warmed, but starting up from cold can be a little tricky. In the case of the modern engine, which has forced lubrication, revs. when cold are no problem.

For the oldtimers, slow idle is a must when cold. But with low revs., how is pressure induced in the air pipe? It is not, so it must be forced in by hand pump. Even at idle, when warm it is necessary to supplement the pressure. (Those who organise festivals and send us through city streets in 'low, low' have no idea of the difficulty encountered when keeping one eye on a pressure gauge and the other on Marching Girls!!)

Of course that is not all! One must be on guard for loss of pressure, such as when ambling along the flat or maybe on a very slight down grade, conditions under which the engine is not really building up a manifold pressure.

The same condition exists when proceeding uphill and the tank level has been lowered during the run. A greater pressure is needed now because of the extra lift required with the tank appreciably lower than the carburettor and the surface of the spirit lower "as the tide runs out".

Air, of course, is compressible, so that as the fluid to air ratio in the tank decreases, so a greater volume of air must be pushed through the check valve in order to put sufficient air into the tank to displace the fuel.

(To be continued in October issue of SPIT AND POLISH).

* * * * *

A FINGER IN THE DYKE'S

(Conclusion of the random selection of useful hints and suggestions extracted from Dyke's Automobile and Gasoline Encyclopedia, Ninth Edition, 1919).

In order to clean the inner lining of a top and to remove stains, gasoline should not be used. The best method is to lift the top off, and, after inverting, clean the surface thoroughly with pure soap and water. If gasoline or other quick-acting fluids are used the waterproof of the fabric will be destroyed.

A disagreeable rattle can often be traced to the hood where it rests on its seat. Strips of rawhide or other anti-friction material should be installed to prevent any squeaks or rattle.

Although French chalk placed between a tube and the shoe is very desirable to prevent adhesion, too much of it may prove as bad or worse than none. If too much is used it is likely to work up into little balls, when the continual rubbing and rolling around will ruin a tube in short order

and make it almost beyond repair, scarcely worth the cost of the work.

To tune a car up for slow race or slow running on high:
Probably the engine which runs the slowest and the car which is geared the lowest will be the winner. We will assume that the race will be only on the high gear. By retarding the spark this will also assist in reducing the speed of the engine, but if run too long with retarded spark, engine will heat. The timing of the valves could also be changed by setting the valves to open and close just a little late.

If one prefers to have his engine adjusted to run slow on high, to best advantage, the valves can be adjusted accordingly, but the speed will be sacrificed.

"Don'ts" for drivers:

Don't drive a car until you are old enough to have good ordinary "horse" sense.

Don't look around when your hat blows off.

Don't try to kiss the lady in the seat beside you.

Don't go to sleep while driving.

Don't trust one hand to do the guiding.

Don't try to make up lost time by speeding down hill.

Don't run at night without lamps.

Don't delay putting on the chains when the roads get greasy.

Don't forget to "STOP, LOOK and LISTEN" before crossing a railway track - Safety First, Last, and all the time.

* * * * *

AH TOO he say - other fellow's sin, he like car lights -
he always appear more glaring than your own.

* * * * *

TWO EXTRACTS FROM A PUBLICATION DATED 9TH APRIL, 1910:

"An interesting admission has been elicited from the police by the Union's local solicitor at South Shields. Under the provisions of the free legal defence scheme Mr. V. Grunhut was instructed by the Union to defend Mr. Francis Daniel, a member charged with driving at a speed dangerous to the public. At the hearing of the case it transpired that the only basis for the charge was an accident in which Mr. Daniel was unfortunate enough to be involved. The police gave evidence to the effect that had it not been for the accident the speed at which the car was driven would not have been reported. Upon hearing this admission the magistrates at once dismissed the case."

(Apparently the accident damage and injuries incurred meant nothing.)

"Melbourne-Sydney Record.

After two unsuccessful attempts Mr. S. Day, of Melbourne, on Saturday, February 26th, 1910, was successful in lowering the Sydney to Melbourne record, held by Mr. G.G. White (Adelaide) at 21 hours, 19 mins. Mr. Day was accompanied on this occasion by Mr. W. Whitburn, his usual companion, Mr. H.B. James, being unable to spare the time for the trip. The car was a 25 h.p. Vinot, fitted with Dunlop detachable rims and tyres, and the schedule was drawn up for 20 hours, 5 mins. Leaving the Sydney G.P.O. at 1 a.m. on February 26th, despite two front wheel punctures, Mr. Day drove practically to schedule, and reached Melbourne in 20 hours, 10 mins. From Sydney to near Goulburn (129 miles), light rain and mist were encountered; nevertheless, an average of 28½ m.p.h. for the entire journey (575 miles) was maintained. It is probable that Mr. White will shortly make an attempt to regain the record.

It is interesting to note that the fastest express between the cities is timed to occupy seventeen hours for the journey; and the car had some appalling roads to traverse.

(See note over page.....

"Melbourne-Sydney Record (Cont'd.)"

(NOTE: We have now (quoted the newspaper) received an intimation from the Clement-Talbot, Ltd., that Mr. White, the holder of the original record, on a 35 h.p. Talbot, has just succeeded in reducing the time to 19 hours, 47 minutes. Ed.)"

* * * * *

SMITHY'S CAR ON POSTCARD

A unique and historic photograph will be the subject of a colour postcard to be carried in a Vintage and Veteran Car Rally organised by the Southern Cross Air Race Committee with the Sporting Car Club of South Australia. The car rally and the air race will both finish at Mt. Gambier on Sunday, 22nd November 1981.

The Smithfield Stamp Collectors Club plans to reproduce the photo as a postcard and have a quantity carried by a participant in the rally. The postcard will bear a 24¢ stamp which will be cancelled at Mt. Gambier on 23rd November. Unserved (i.e. unstamped) postcards will also be available.

The photo is almost certainly the only one of its type in existence.....a superb shot of the "Southern Cross" car ("The Car That Smithy Built") expertly produced and coloured in late 1933 or early 1934. It was stored away from public eye until exhibited by the Club at "Smithpex" in 1978, along with many other historic and philatelic items relating to Sir Charles Kingsford Smith and his associates.

It is believed that only two models of the car were ever completed, a tourer and a sedan. The tourer will be featured on the postcard. Sir Charles played a large part in the design of the car and it was mainly due to his influence that laminated wood was used for the body.

It will be remembered that in those days propellers were made of wood and much research had gone into the use of laminated wood with the result that great strength and durability was attained. In fact, a fore-runner of the Southern Cross car, the Marks-Moir of 1923, also of laminated wood, had proved astonishingly reliable over ten years and 200,000 miles. However, the early 30's were bad years to launch a new car and the project folded for lack of funds. No surviving models are known. The postcard will carry a brief description and history of the car.

Cost of the postcard will be: Serviced \$1.25 each and Unserviced \$1.00 each. Please add postage to orders for these items.

The Smithfield Stamp Collectors Club is also taking orders for Flight Covers carried and signed by pilots competing in the 1981 Southern Cross Air Race from Bathurst to Deniliquin and Mt. Gambier on 21st and 22nd November. These attractive flight covers cost \$10.60 per set of five and depict different pioneers famous in Australian aviation. Each set will be enclosed in a souvenir folder printed with a brief history of the pioneers. Each cover will bear a 40¢ "Winjeel" Aircraft stamp.

Pictorial Postmarker. The Air Race this year is dedicated to Mr. C.A. Butler who is featured on one of the covers. To mark the 50th Anniversary of his remarkable record flight from England to Australia, November 1931, in a tiny Comper Swift, a pictorial postmarker has been authorised for use at Bathurst on 21st November. All flight covers will be cancelled with this postmark.

Orders, with payment, should be sent to:

The Secretary,
Smithfield Stamp Collectors Club,
Box 260, P.O.,
SMITHFIELD. N.S.W. 2164

* * * * *

*Advertisements*WANTED

RUDGE WHITWORTH wheelcentres only '72' long spline.

- BEN BRONK
133 Merindah Road,
BAULKHAM HILLS. 2153
624.8224

FOR SALE

FULLY REGISTERED 1913 Ford. The car is a VERY authentically restored factory body tourer, with engine casting date 1.15.13 and engine number C1270. It has been fitted with a "Watts" non-dragging clutch, and it also has the correct wheels, carburettor and lamps etc.

Sole reason for sale is the acquisition of an earlier Ford.

Price: Best offer over \$12,000.

- JOHN HUGHES
Officer's Quarters,
P.O. Box 32,
CESSNOCK. N.S.W. 2325
(049) 90.2800

WANTED

FOR 1911 FORD LANDAULETTE. Two piece tail shaft, "Kingston" four-ball carburettor, two GOOD 30 x 3½ rims, and a pair of suitable bud vases and brackets.

- JOHN HUGHES
(As above)

WANTED

RIMS 815 x 105 B.E. and any parts or information for a carburettor to suit my 1910 12/16 Wolseley.

- DAVID PERKINS
66 Reigate Road,
HIGHTON. Vic. 3216
(052) 43.6042

FOR SALE

1916 HUPMOBILE, complete but dismantled and unrestored. Chassis is A1, so are the wooden spoke wheels, but the body has been chopped down to a utility.

The Hupmobile was the first car to arrive on King Island, Tasmania.

Price: \$2,000.

- D.W. GOFF
P.O. Box 9,
GRASSY, King Island,
Tasmania. 7256
(004) 61.1185

WANTED

(FOR A N.Z. RESTORER)

Simms-Bosch D6 Three Magnet Magneto for a 6-cylinder Darracq.

(FOR A Q'LD RESTORER)

Delco Motor Generator to suit 1915 Buick and crown wheel and pinion to suit 1912 Talbot 4ct.

- PAUL W. BUTLER
1 Darley Rd.,
Randwick. 2031
(02) 399.3786

AVAILABLE

"PREST-O-LITE" cylinder
Pair small steel acet. lamps
1914 Metz engine
Early kerosene tail-light.

- PAUL W. BUTLER
(As above)

WANTED

Starter motor and generator, headlights and instruments panel - 1916 Hupmobile.

- BOB HUDSON,
C/- N.S.W. Bank,
WINTON. Q'ld. 4735

WANTEDGETTING DESPERATE!(All States)

Dashboard Lubricator suitable for 1904
Clement Bayard 2-cylinder. Will buy, swap
or copy; have to swap Charcon chassis,
2-cylinder Bayon's motor. Vintage Star bits
and loads of odds and ends.

- H. ANDERSON

Q'd.

(07) 376.1826

FOR SALE

COMPLETE SET of hood hinge brass brackets and
all fittings (approx. 40 bits and pieces) to
suit 4 bow hoods of Veteran Cars. All parts
available were cast from originals, 2 sets
only available at cost price of casting,
\$95.00 per set.

- GRAEME EDWARD

3 Eaton Street,

BALLARAT. Vic. 3350

(053) 39.2009

FOR SALE

VETERAN 1916 DODGE TOURER, original and
complete, all mechanical parts fully restored.
Body restored and painted. Needs trim, hood,
tyres to complete.

- DOUG RICHES

120 Portarlington Rd.,

NEWCOMB. Vic. 3219

WANTED(All States)

PARTS FOR 1910 "AB" TALBOT. Inlet manifold,
oil filler (air vent) complete, dashboard oil
pressure indicator, radiator cap, water inlet
pipe (bolts to side of head), crankcase
inspection cover and handle, clutch and brake
pedals, accelerator foot button unit
(complete) and linkages, gate for gear change
lever and sector for handbrake lever.

- LAURENCE KATHAGE,

49 Lilley Street,

SHERWOOD. Q'd. 4075

(07) 379.3953

AVAILABLE

STELLITE RADIATOR with cap. Brass.
\$150 o.n.o. Also motor cycle gas lamp, two
gas cylinders, tail lamp (N.C.) \$80 the lot.

- COLIN VANDERBY
(03) 570.7288

FOR SALE

1916 BUICK. This vehicle has been completely
dismantled. All mechanical parts, some body
panels.

- PAUL KELLY
2 Kiandra Court,
FRANKSTON. Vic. 3199
(03) 789.5535

WANTED

(All States)

ELLIOTT BROTHERS Speedometer gearbox and
drive to suit Veteran. I have the
speedometer, I require the small gearbox
under the speedo.

- G. WILKINSON
100 Leybourne Street,
CHELMER. Q'ld. 4068
(07) 379.8887

STOP PRESS

Regarding the Mt. Gambier Rally described on Pages 23 and
24, a late note from Smithfield Stamp Collectors Club
advises that the Sporting Car Club of South Australia
should read: "The Federation of Vintage Car Clubs of
South Australia."

- Ed.

Restoring a legend..



or taking out the bumps.

David McKay selected us to repair his legendary Ferrari 250 LM after the car was badly damaged in practice for a race with the Racing Maestro, Juan Manuel Fangio last year. The car was lovingly and completely rebuilt to David's satisfaction.

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We specialise in repairing and restoring the best cars. Ferrari, Lamborghini, Rolls-Royce, Porsche, Mercedes, BMW, Jaguar, etc.

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