

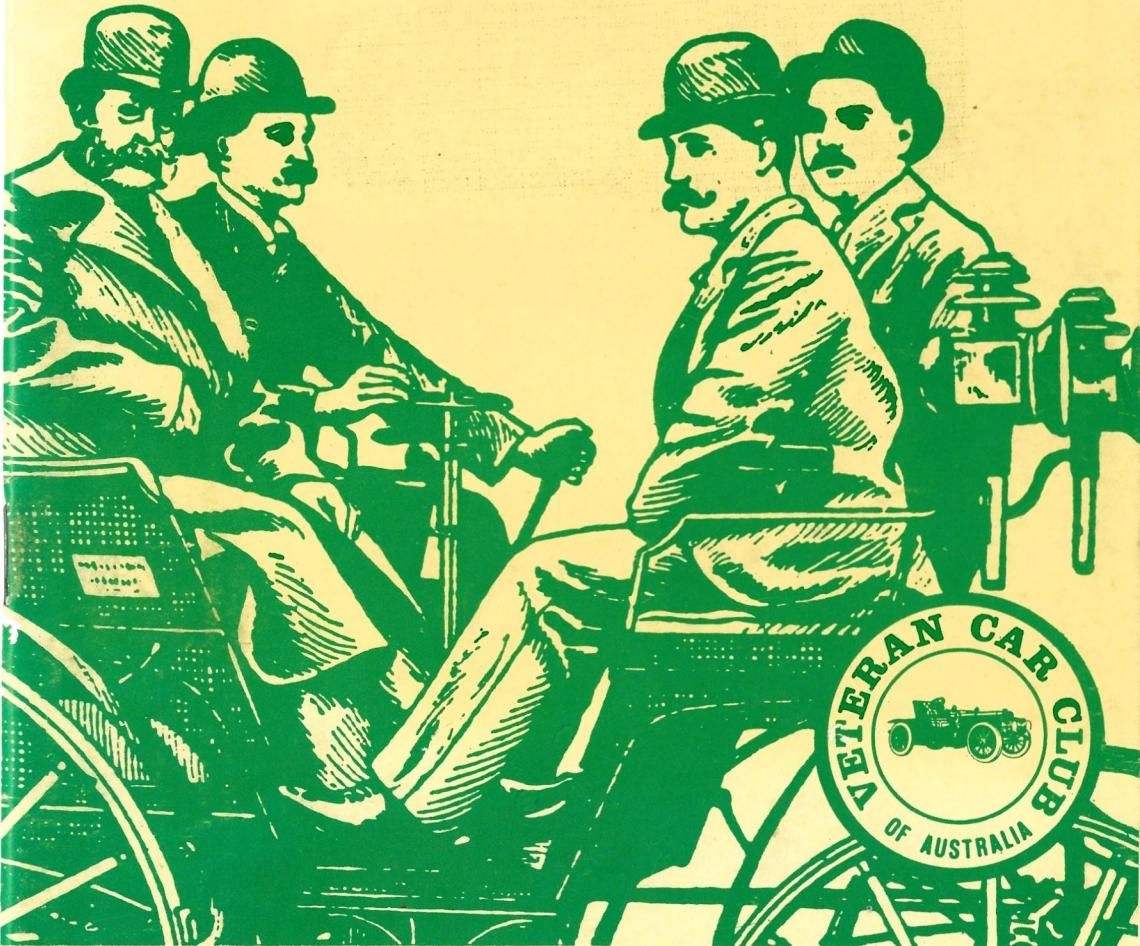
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

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June, 1985 Vol. XXVI No. 11



PATRON:

His Excellency,
The Governor of N.S.W.,
Air Marshal

Sir James Anthony Rowland,
KBE, DFC, AFC, K.St.J.



Spit & Polish

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

Volume XXVI No. 11

June 1985

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Other Veteran Car Clubs have permission to copy.

The ANNUAL GENERAL MEETING of the V.C.C.A. (N.S.W.) will be held in the Clubrooms at 8.00 p.m. on THURSDAY, 27TH JUNE, 1985.

*Editorial
Comment*



The Literary Award for 1984/5 was chosen for anonymous contribution to the magazine for forty (40) issues - for the MINDSTRETCHER, and of course he is no longer unknown - Warren Irish received his award at the Presentation Dinner. I gather from members later that it was a real surprise to know who had contributed the MINDSTRETCHER and as Editor I thank Warren again for his continued support to SPIT AND POLISH.

As I announced at the last meeting, Max and I are off on holiday and our previous Editor, Norm Wakeham, is again doing the mailing of this issue for me. Thank you Norm, SPIT AND POLISH has to run to very definite deadlines for covers, copy, printing and mailing or else you, the members, would not receive your magazine prior to each meeting.

There have been several letters to the Editor this month and a list of the winners of the club's Annual Trophies is recorded after a write-up about the Presentation Dinner for those who did not attend. Also at our Committee's request I have included an article on unleaded petrol - hot off the press from Melbourne for you all to read.

Enjoy your magazine.....

- SANDY ROBERTS

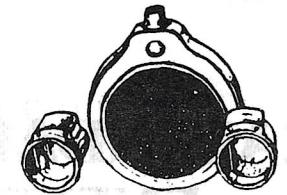
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COPY REQUIRED BY FIRST THURSDAY OF MONTH

Address all correspondence to:

SPIT & POLISH, 134 QUEENS ROAD, FIVE DOCK. 2046

President's Message



It is that time of the year for all members to carefully assess the management of this club and to make the necessary changes where they think changes are required. The Annual General Meeting offers you this opportunity, so make use of it.

The best Management Committee and the best Executive Officers are obtained by competition at the ballot box. Be there on Thursday night and have your say!

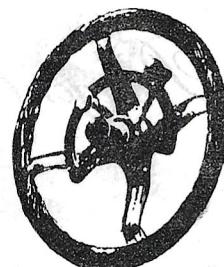
The combined display of Veteran and Vintage cars at Leppington proved to be a top day. Although our numbers were slightly down on last year due to the heavy rain during the preceding days leading up to the Sunday, the turnout of cars was commendable. Again this event was strongly supported by our Vintage cousins but only fairly supported by the Veteran flock. All praise must go to Ben Bronk for his untiring efforts in organising this event.

If not many Veterans turned up on the Sunday Display Day, then the opposite must be said for our Annual Dinner and Presentation of Awards. All tickets were sold some weeks beforehand for this function held at the Post and Whistle Restaurant and a great evening was enjoyed by all and especially by John Wards, who took out the top award for the Katoomba Rally. Again I have to thank Merryl Godfrey and Sandra Roberts for organising this fabulous night.

A second reminder that this Thursday night is your chance to offer yourself for election or vote in those whom you wish to run your club for 1985-6.

- BOB BAXTER

CALENDAR OF EVENTS



1985

July 14 (SUNDAY) Newcastle Branch Outing to Shingle Splitters Point - 11.00 a.m. arrival.

August 11 NAVIGATORS' TOUR.

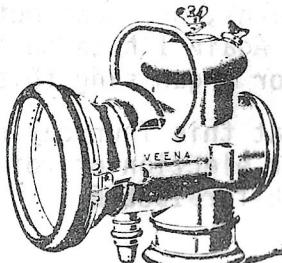
August 25 AUSSIE LUNCHEON - near Avalon - details page 5.

Sept. 22 Drummoynes Carnivale '85.

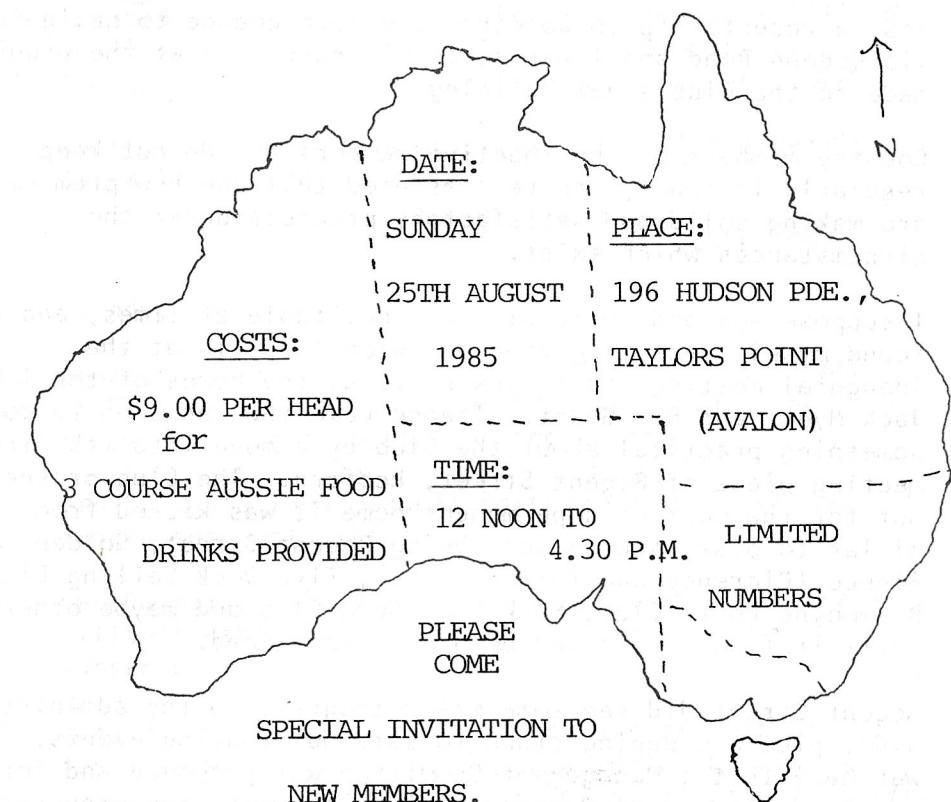
Oct. 4-7 25TH ANNIVERSARY NEWCASTLE TOUR - Morpeth. Enquiries: George Adams (049) 48.8140.

Dec. 1 (SUNDAY) CHILDREN'S CHRISTMAS PARTY.

Dec. 7 (SATURDAY) CHRISTMAS DINNER.
(Note change of date from March issue).



AUSSIE LUNCHEON



BOOKINGS: LYN MARTIN 682 5047

NOELENE THOMSON 651 2247

Letters to the Editor



The Editor,

Yes, a recent trip to Concord gave me a chance to navigate via Queens Road and I was agreeably surprised at the progress made to the Club's new building.

Country members, or the inactive members who do not keep regularly in touch, can rest assured that the new premises are making solid and satisfactory progress under the circumstances which exist.

I suppose age and nostalgia are inevitable at times, and I found myself recalling the days when I sat in at the inaugural meetings that took place at the homes of the late Jack Myers and Ron Grant. Thence came the decision to do something practical about the Club by a move into its first meeting place at Regent Street, Redfern. The Club prospered, but for the want of a permanent home it was kicked from pillar to post, such places being Regent Street, Golden Fleece (Clarence and York Streets), Five Dock Sailing Club, Drummoyne Footy Club, Bankstown Aero Club and maybe others, until it finally settled down in Queens Road.

Regent Street did see some major progress to the administrative side, plus a stepping stone to some outstanding events. It was here that a Management Committee was proposed and formed, but as we had to have another place to meet, the proposer came to the rescue with the G.W. Green premises. Veteran car business midst the perfumery of "Evening in Botany" was still carried on quite efficiently.

Even in these early days the idea of the Club perhaps one day owning its own premises was kept in mind and the bank balance began to grow.

Well, enough of the past, but back to those of the Building Committee, the members who have sweated and toiled, the

members who have assisted in various ways, congratulations from one of the oldies.

I agree and I will do my best to see that the bill is introduced in the House of Commons and to see that it is passed. - J. J. GARWOOD (Member No. 6)

Dear Editor,

With regard to the article in the April issue of SPIT AND POLISH, I still have my 1913 Berliet, but apart from picking up some bits and pieces it is still unrestored.

For what it is worth, the original owner of the Berliet was Sir William McMahon's grandfather.

Dear Sandy,

In answer to your query on Page 19 of April's SPIT AND POLISH "Where Are They Now?" or "How Are They Going?", I can throw some light on some of the cars:

1. Jim Clough's 1909 Maxwell Briscoe was sold to Ray Hill, who subsequently resold.
2. Les Deimel's 1908 Maxwell was last sighted in Frank Illich's Ashfield Museum (approx. 1971) and was subsequently sold to a New Zealander.
3. John Hurley's 1915 S.C.A.T. was last seen at his North Balwyn (Vic.) home in 1972, garaged with an unrestored but mobile 20 h.p. Rolls, and the VCCA (Vic) Hotchkiss fire engine, which John won in a raffle.

- DAVID SAVILLE

Dear Sandy,

A subject of interest and confusion to me is the dating of the cars eligible for inclusion in our club, the Veteran Car Club.

During 1965 I became aware that other people were restoring old cars in Newcastle and that my 1924 Buick was

new by comparison, so at the invitation of R. Thomas I became an associate and sought an earlier vehicle. What I found was a Hupmobile, and knowing nothing of the make I gave Ray a description by 'phone; he was of the opinion that no head bolts meant Veteran, and that meant "go" to me.

Now, to find out what I had, I contacted some Hup owners from our roster and they came up with a list of car numbers, as did Detroit Lib. Auto Hist. and Enc. Britannica. The only car identical was in Melbourne, but Barry Thew was restoring one, so we pooled ideas and several packets of drawings passed between us; eventually two Hups came on the road again. Some small differences were apparent, the cars being a couple of thousand apart, but the Melbourne car is less than a hundred earlier so they may have been in the same shipment.

The Melbourne car is complete with sales docket etc., being landed in Dec. 1915. There is no doubt that it was made a 1915 Model N, but we know that they are 1916 models. "Why is it so?" American makers brought out their YEAR AHEAD MODEL in about OCTOBER so we have 1916 models October 15 on. I have the salesman's fact book and it gives every difference in Model K 1915 and N 1916. There is no doubt that N = 16. It is also true that some were made in 1915.

Just to confuse things further, at least one manufacturer, Buick, is said to have held a surplus of the '16 models at the start of the '17 model year, which were still on the hands of dealers when the '8 model was released, making three models available in one year, all a little different but a little like the runout models of today.

Now let us look at Studebaker. We have two examples in Newcastle; both were originally thought to be 1919 models but in recent years production dates have been found to convince George Roberts that they left the factory late 1918. Are they the end of the "Series 18", the start of the "Series 19" built in '18, or something else? Bob Newman has a gigantic electrical reference book giving serial numbers of units used in each year, but if the units have been changed, what then?

Did some cars made in England during the '14-'18 war go back through for a second run and come out as '19 models? I know that Sunbeam, for example, are similar, but on close inspection they are NOT the same. The Warners Bay Crossley certainly looked Veteran, and it turned out to be 1922. There is a Fiat of the 20's in Newcastle with a factory document stating that it left Italy in 1914, likewise the ex-John Cowan Renault was said to be a racing car of '05 rebuilt as a touring car. The Club gave it a date of 1910. The Macey SCHACHT was said by its original owner to have been made in '03, a ride on it downhill in high reverse would convince anyone that it should not have been made at all - still its a fair bet that if a model run was from '03 to '10, then the chances are that the one you just found was made in the last month of production! Call it what you will, the owner should prove the manufacture date, NOT pick the earliest figure and hope members will be too polite to notice. What is our policy on this dating business?

WHEN IS A VETERAN CAR NOT A VETERAN?

Answer: WHEN IT'S A REPLICAR - sorry - REPLICA.

This is practice that is indulged in by most of us, usually in the area of body and upholstery work because an original body can't be found. If this is done as closely as possible to the original style and dimensions, then let's do it, but let us not go too far!

Recently I was shown two early cars being restored side by side, pre-1910 to be on the safe side. The restorer is a retired engineer, highly skilled with lots of old-fashioned ability to make complex castings, gears and all the other bits and pieces to make a motor car. People did it years ago - why not now? Trouble is one is counterfeit like the three \$ note, but which one? All anyone has to do is find a make that is not too well known, make up two chassis instead of one, mix in a few genuine parts with the remade or adapted ones and you have an early car; the small ones seem to be easier to make.

The whole thing looked genuine to me; I'm only a boy. It's not new either. In the '70 run Bob Newman invited me to

look at an early model of one cylinder and estimate how much had been made in the last two years. My guess was about sixty per cent.

Another method is to make up a car using pieces of the same make but from different model types. The gearbox of a Type B20 with engine and axle of a B60, just as long as the five needed pieces are there, and who knows if the gears are grafted from a Dodge Four?

I believe this practice is wrong but if you are a member already, just add it to the list in the roster as a car and never have it inspected. I once saw a car listed in the sanctuary of the roster that consisted of an engine only, and this had a burst block.

Enough - enough - I hear you shout. Surely there must be genuine honest restorations going on out there, and there are.

Several years ago John Riley brought home a utility load of ironmongery. It was an Austro Daimler. He started to collect all information of the model from anywhere and everywhere, until he had exhausted the supply, but he was able to determine how to restore the vehicle to the ALMOST exactly as it had left the factory. Almost, because after the work was done, more drawings were found showing the manifold to have been a different shape; the effort was made though to rebuild the Austro to its original spec.

Bob Ware's Overland is a different story.

This car is complete to the original upholstery, only needing dismantling, cleaning and ball races and bushes etc. replacing in assembly. IT IS ALL THERE! Perhaps the magneto had been replaced but even the upholstery is useable after some repairs. Now any one of us could have been the owner, had we outbid Bob at the auction, but we didn't, did we?

This car, when finished, will be original except for the paint and hood and I expect safty glass.

When DATING CERTIFICATES are issued, surely some form of spec. should be included. My Hub, for example, would be

HUPMOBILE Model N 1916

Restored

Replica body, hood and replacement wheels, tyres and sidelights incorrect.

Items not noted would be assumed to be correct. Would this promote a higher standard closer to originality? Would it give our Dating Certificate value, as something other than an ornament?

Regards,

- MAX BURKE

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ATTENTION: IMPORT DUTIES ON CAR PARTS

Imminent loss of concessional import duties on parts for cars over 30 years of age.

How can you help?

This may not affect you now, but it could in the future.

There are pending proposals to effectively alter the import duties applicable to parts for vehicles 30 years old and older, as from June 30, 1985.

There will be a petition form to Parliament available for members to sign at the next meeting, requesting investigation and the continuance of the present favourable import concessions for parts for veteran vehicles.

If you cannot attend the meeting, and want a petition form, contact Terry Cook or use the petition from in the magazine "Restored Cars".

* * * * * * * * * * * * * * *

PRESENTATION DINNER

Eighty members and friends enjoyed a delightful evening at the "Post and Whistle" Restaurant venue for the 1985 Presentation Dinner.

The three-course dinner having been served, the guest speaker was introduced by President Bob Baxter, as no other than Bob Hawke. Yes, Ron Gamble fooled them all and spoke words of wisdom as a Prime Minister would and presented Merryl Godfrey and Sandy Roberts each with the "Spare Tyre" Award - as every veteran car needs a back-up spare tyre, so he felt the Club needed social secretaries.

Then came the Presentation of Trophies won over '84/'85 Club Year. (A list is published below). George Roberts announced the winner of the Veteran of the Year Award and also presented the Concours trophies. Then Terry Cook announced the other winners and Bob Baxter presented the trophies.

After drawing raffle prizes and lucky door prizes, the evening still continued on with coffee and chatting and the night made a good social finale for the Club Year.

TROPHY WINNERS 1985Blue Mountains Rally

Outright Winner	John Wards	1915 Ford
Second Outright	Ken Moss	1912 Cadillac
1-Cylinder	Peter Hill	1905 De Dion
2-Cylinder	Bill Spraggon	1908 Renault
4-Cylinder	John Wards	1905 Ford
6/8 Cylinder	Peter Nissen	1915 Cadillac
Motor Cycle	Rob Hart	1916 Rover
Navigators' Award	Dorothy Wilson	1913 Oakland
Concours d'Elegance	Bill Trollope	1912 Renault
Concours d'Etat		

Trophy Winners (Cont'd.)

GOODWILL TO THE PUBLIC	Don Steer
VETERAN OF THE YEAR	John Riley 1912 Austro-Daimler

ANNUAL TOUR POINTS

John Wards	27	Jack Dance	62
Ken Moss	29	Arthur Garthon	63
Rob Hart	30	Max Chapman	67
Malcolm Johns	31	Neville Preston	67
Joe Quattrochi	39	Graeme Newman	67
Bob Newman	39	Graham Steer	72
John Hughes	43	Peter Hill	72
Jack Godfrey	45	John Simmons	73
Don Steer	49	Ross Marshall	74
Jim Wilson	49	John Riley	79
Bruce Knight	50	Ian Millburn	100
Cliff Ward	52	George King	107
Jeff Vanstone	53	Greg Daley	108
Peter Nissen	53	Keith Carden	114
Neil Martin	54	Bill Spraggon	132
John Corby	56	John Pickup	134
Bob Hobson	57	Roly Coulcher	162
Bob Baxter	59	Ian Steer	184
Sandy Roberts	59		
Robert Clarke-Bruce	60		

- TERRY COOK
Events

* * * * *

1988 RALLY

N.S.W. Accommodation Forms, with deposits, should have been returned by June 1, 1985; many are outstanding.

It is suggested that if you have not returned your form that you should immediately or you will find that you will be booking your own accommodation.

- TERRY COOK

MEMBERSHIP UPDATE:New Members

SORENSEN, Martin F.W.
49 Rembrandt Drive,
MEREWETHER HEIGHTS. NSW 2291

EDWARDS, Keith Allen
27 McRae Place,
TURRAMURRA. N.S.W. 2074
'Phone: (H) 449.6121
(B) 264.8866

Change of Address

ANDREW, John
"Springleigh",
Triamble Road,
HARGREAVES. 2850
'Phone: (063) 73.8518

New Members

WALTON, Ian Graeme
6 Londonderry Drive,
KILLARNEY HEIGHTS.
'Phone: (B) 234.1910
(H) 451.0320
Overland Tourer 1910

RODERICK, Alan Jackson
20 Gillian Crescent,
CARDIFF. 2285
'Phone: (049) 549.676
Napier Tourer 1908

Associate

MEMBERSHIP NO. 798

Associate

MEMBERSHIP NO. 799

MEMBERSHIP NO. 47

MEMBERSHIP NO. 800

MEMBERSHIP NO. 801

(Reproduced from current June issue of Victorian VCCA magazine, "BRASS NOTES").

In response to our President Gordon for some information about the use of Unleaded Petrol and the concern of the Club Members of what harm it will do to their Veteran and Vintage motors, I will endeavour to pass on what knowledge and information I have about U.L.P.

I recently attended a seminar held in Melbourne, by the Vic. Automobile Chamber of Commerce on U.L.P. and its uses. We were told that it was a great pity that so much fear was placed in the minds of the motoring public about U.L.P. through incorrect advertising and publicity when U.L.P. was first talked about.

The Instructors, Officials and Speakers also assured us that any motor car, regardless of how old or how new, currently running on Standard leaded petrol (Octane Rating 89-92) and is performing quite satisfactorily, can change over to U.L.P. without any alteration to motor or drop off in performance. In fact it could perform slightly better, as U.L.P. has an Octane Rating 91-93. However, engines running on U.L.P. and doing high mileage or heavy work loads continually may experience premature valve seat and valve head wear. Now this is not to be confused with burning of valves, as this valve seat and head wearing is caused by no lead in the petrol to lubricate the valve seats or to form a cushion as the valve snaps shut on the valve seats. However this valve seat wear can be reduced in engines running on U.L.P. by using 1 tank fill of Super Leaded petrol after every 10 tank fills of U.L.P. in your motor vehicles.

Naturally when engines require cyl. head overhaul they will be fitted with special hardened valve seat inserts and hardened valves as will all engines built after Jan. 1, 1986.

Now back to the concern of our Veteran and Vintage engines, which we have been running for years on Standard Leaded Petrol (89-92 Octane Rating). We must realise that this Octane Rating is far in excess of the rating when our Vet. and Vint. engines were built and designed and there has been no evidence of engine failure, in fact our Vet. & Vint.

engines perform extremely well considering their age and design. So if you don't want to use U.L.P. in your Vet. or Vint. vehicle, you can use Super Leaded Petrol without any fear of damage to your engines. The only difference may be a slight rise of a couple of degrees in temperature but this is most unlikely.

If we use U.L.P. in Vet. and Vint. engines we will not experience the valve seat and valve head wear as in the modern motors, as our old motors are slow revving and slower cam profile and naturally the valves don't snap shut so hard on the seats to cause the above mentioned wear. Also, U.L.P. will help, as it does not contaminate the engine oil like leaded petrol and so when we start up our Vet. and Vint. engines after standing for periods as they do, they will start up on cleaner oil and help reduce general wear on engines.

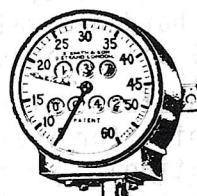
Well, Mr. Editor, I hope this bit of information will be of some relief to our Club Members and I must confess I was concerned myself of what was going to happen to our old cars when U.L.P. was first talked about, but we have little to worry about.

Worth mentioning is the use of U.L.P. in lawn mowers and small engines etc. This is good news as we will not experience the fouling up or that dreaded carbon spike across the electrodes of the spark plug just before we finish cutting the lawn.

So happy motoring.

- JACK BRITTAINE

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RALLY REPORT

VICTORIAN FEDERATION 150TH YEAR PROVINCIAL TOUR

APRIL 15-24, 1985

As Victoria celebrates its 150th year, a tour was organised with some 214 Veteran, Vintage, Classic and Motor Bikes, arriving from most States of Australia. The tour was over a 10-day period, travelling around provincial centres throughout the State.

We arrived at Flemington Racecourse in "Henrietta" after having to replace the main leaf on the front spring, which I was lucky enough to get from a Victorian Club Member.

The enthusiasm of all participants was high when at 9.00 a.m. the cry came "Gentlepersons start your engines," as the first vehicle was waved off.

We journeyed to Geelong and through to Ballarat in the coldest weather we have ever felt. A gentleman asked me how we went, on arriving in Ballarat. I answered, "the wind was so bad, I had to tie my feet to the pedals". The poor fellow believed me.

Len Sheen was not so lucky, having clutch trouble not far out from the start; anyway Hilda and Len seemed to enjoy the Tour, following in their modern. We left Ballarat after some wonderful entertainment by our hosts, the Ballarat Car Club, to Castlemaine through to Bendigo, where again we were hosted by the Bendigo Car Club. From Bendigo we made our way through Echuca to Shepparton, the autumn weather was turned on to the fullest. We then moved on to Wodonga, and we were again welcomed by the Wodonga Car Club in the form of a very enjoyable dinner dance.

SPIT & POLISH - JUNE 1985

We had by this time renewed old friendships and met new ones, as we moved on to Wangaratta, thence on to Melbourne. Congratulations must go to the Organising Committee, the Road Traffic Authority and the R.A.C.V. - the task of moving such a large contingent of vehicles was no easy job. This was the 10th large rally Elizabeth and I have been on in "Henrietta"; we thoroughly recommend a tour of this nature for good companionships, great sightseeing, enjoyable touring. The Veteran Vehicle was the minority on the tour, but performed admirably.

- BOB HOBSON

* * * * *

'CLASSIC ANSWERS'

Continuation of classic answers made by insurance policy-holders to describe how and why their accidents occurred:

I was on my way to the doctor's with rear end trouble when my universal joint gave way, causing me to have an accident.

As I approached the intersection, a stop sign suddenly appeared in a place where no stop sign had ever appeared before. I was unable to stop in time to avoid the accident.

To avoid hitting the bumper of the car in front, I struck the pedestrian.

My car was legally parked as I backed into the other vehicle. An invisible car came out of nowhere struck my vehicle, and vanished.

I told the police that I was not injured, but on removing my hat, I found that I had a skull fracture.

I was sure that the old fellow would never make it to the other side of the roadway when I struck him.

The pedestrian had no idea what direction to go, so I ran over him.

SPIT & POLISH - JUNE 1985

PAGE 19

I saw the slow-moving, sad-faced old gentleman as he bounced off my car.

The indirect cause of this accident was a little guy in a small car with a big mouth.

I was thrown from my car as I left the road. I was later found in a ditch by some stray cows.

The telephone pole was approaching fast. I was attempting to swerve out of its path when it struck my front end.

I was unable to stop in time and my car crashed into the other vehicle. The driver and passenger then left immediately for a vacation with injuries.

(Thanks to George Sevenoaks for the 'Classic Answers'.)

* * * * *

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

Solution to No. 40

EYE QUEUE TEST

The five gentlemen arrived as follows:

Following, Subsequent, After, Previous, Before.

No. 41

BURNING QUESTION

Three candles were lit at 6 p.m. Candle 1 burned out at 11 p.m. Candle 2 burned for twice as long as Candle 3, which lasted for only one quarter of the combined burning time of the other two candles.

At what time did Candle 2 go out?

* * * * *

Advertisements



FOR SALE WILLYS OVERLAND 1912 Model 59T

Fully restored - \$18,000 o.n.o.

L. OCHRAME - 30.1172; 300.9160

FOR SALE: 1912 OVERLAND T60 Tourer.

Fully restored. Royal blue and black.

Black all-leather upholstery.

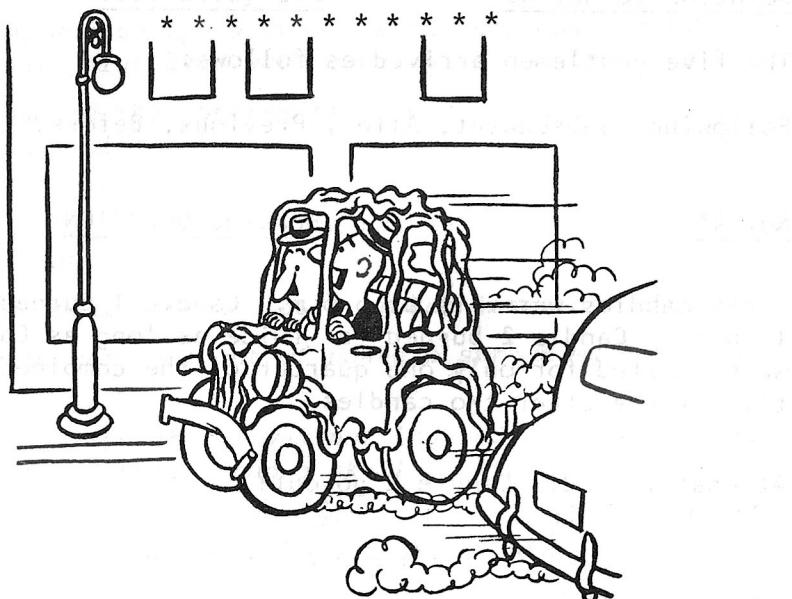
Proven rally car - sale due to illness.

\$18,000

JOHN ANDREWS

C/- Garry Coxon, Richmond

(045) 71.1878



"In a way I'm glad it happened - I prefer a small car."