

# SPIRITS & POLISH

registered at the G.P.O. Sydney, for transmission by post as a periodical — Category B.

● SEPTEMBER, 1972, VOL. XIV, No. 3

● PRICE 40 CENTS







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

134 QUEENS ROAD, FIVE DOCK, 2046

### OFFICE BEARERS 1972-73

PRESIDENT: R. A. Foy, Ph. 449-1524 (Home)

VICE PRESIDENTS: L. K. Sheen, Ph. 42-4198 (Home). R. C. Baxter, Ph. 522-9661 (Home)

HON. SECRETARY: J. Dance, Ph. 86-1432 (Home) HON. TREASURER: W. McCarthy, Ph. 798-6941 (Home)

#### MANAGEMENT COMMITTEE:

R. C. Baxter	A. Foy	E. J. Lang	G. A. Roberts	M. Welch
J. Dance	R. A. Hill	W. McCarthy	L. K. Sheen	J. C. Wilson

#### EVENTS COMMITTEE:

L. K. Sheen (Chairman)	J. Bourke	E. Lang	J. Wilson
------------------------	-----------	---------	-----------

BUILDING COMMITTEE: Chairman: M. Welch, Ph. 44-8418

INVESTIGATIONS: G. A. Roberts, D. M. Roberts

REGISTRAR: D. M. Roberts, Ph. 449-1722 (Home)

REGISTRATIONS OFFICER:

D. Berthon, Ph. 639-0603 (Home)

INSURANCE OFFICERS: V. Jacobs, P. Kable

VEHICLE RECORDS: P. Kable, E. Lang, M. Welch

C.V.V.T.M.C. DELEGATES: R. Baxter, L. Sheen

SOCIAL SECRETARY:

Mrs. G. King, Ph. 522-7108 (Home)

LEGAL OFFICER: E. L. S. Hall

HISTORIAN: A. Rose-Bray

DATING HISTORIAN:

G. A. Roberts, Ph. 371-8626

PHOTOGRAPHER: W. E. Hardman

LIBRARIAN: R. Hill

AUDITORS: W. V. King & Associates

PUBLIC RELATIONS: R. Baxter

"SPIT AND POLISH" PANEL: R. Baxter, Ph. 522-9661 (Home) P. Kable, Ph. 579-6942 (Home)  
E. Lang, Chairman, Ph. 579-5790 (Home) J. Simpson, Ph. 869-1350 (Home)

#### CLUB MEETING DATES 1972-73

1972			1973		
AUGUST	Thursday	24th	FEBRUARY	Thursday	22nd
SEPTEMBER	"	28th	MARCH	"	22nd
OCTOBER	"	26th	APRIL	"	26th
NOVEMBER	"	23rd	MAY	"	24th
	1973		JUNE	"	28th
JANUARY	"	25th	JULY	"	26th



# SPIT & POLISH



PATRON:

His Excellency  
The Governor of NSW  
Sir Roden Cutler  
VC, KCMG, KCVO, CBE

## NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (NSW)

Vol. XIV No. 3

### TABLE OF CONTENTS

Opinion	Page 2
Report of August Meeting	3
Correspondence	4
Social	7
Events	8
V.C.C.A. - Remagnetizing Ford "T" Flywheel Magneto	10
Steering Column	11
It's a Gas	12
Insertion - Acetylene Lighting Some Points of a Car	
Restoration Made Simple	15
Advertisements	17
Bits and Pieces	18

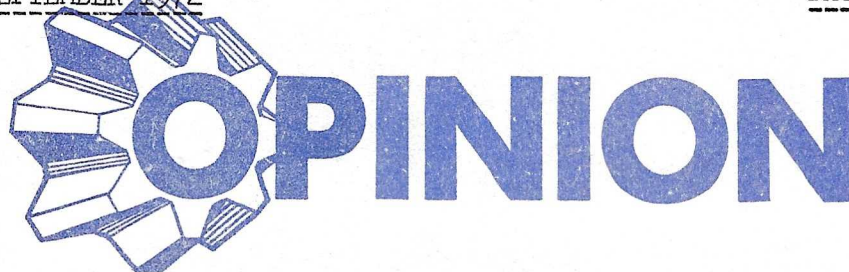
The next General Meeting of the Club will be held on THURSDAY,  
28TH SEPTEMBER, 1972, at Five Dock Community Hall, Great North Road,  
Five Dock, at 8.00 p.m.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH 134 QUEENS RD FIVE DOCK 2046





# OPINION

We have noted Erotica Foreshaw's comments last month regarding members' possible causes for mothballing their cars. Unfortunately in a lot of cases the modern social behaviour pattern of ease and comfort has attacked our members. Fresh air and sunshine are considered unhealthy and physical exertion is darn hard work, and to be avoided at all costs. The major exponent of these thoughts is the modern woman, who unlike Erotica sees the fresh air as a demon that attacks hair lacquer and sunshine a deadly ray that melts make up, and poor hubby is more than likely under the thumb nail polish, so his veteran stays outside under a cover.

Active members of the club and their wives find the outdoor life of veteran motoring very enjoyable (although everyone must have second thoughts on those wet Blue Mountain rallies) but these members are fairly cunning.

As most members' wives don't take a direct interest in the club, hubby has turned a few cogs to make things a little more bearable (for himself and his spouse) firstly he takes her out to the various social nights which aren't directly associated with cars like the Music Hall outings, the just past Bonaparte's Restaurant outing and, of course, the club Christmas Dinners and Presentation Nights. How often do you take your wife out just for a night of dancing?

Naturally, other members are there with their wives and your wife soon gets to know a few other members and wives. You can have a yak with the fellows about your car etc. but principally your wife will have had a night out where she can forget about cooking dinner, get dressed up and do something she would see merit in, just as you see it in driving your veteran.

A bit of give on your part will not only let you out on more club functions with fellow members but will include your wife also and must help to break the ice when she digs in her "sprag" and finds all those strange reasons why she can't go on that rally.

So if you are finding that it is the navigator not the machine that is keeping you out of the fun, put the old brain to work; next month there is a Progressive Dinner being organized, so help your club and the Social Secretary and give the old ball and chain a rest from the kitchen that will give you one ace up the sleeve of your overalls ready for the next rally that you want to go on.



REPORT OF AUGUST MEETING

The meeting was opened by Vice-President, Len Sheen, in the absence of President Allan Foy. The minutes of the July meeting were read and confirmed and the Treasurer's Report adopted.

Letters were received from C.B. Weston and Son of Gunnedah, Victor Jacobs, an invitation was received from the Post War Thoroughbred Car Club to attend a film night, the South African Veteran and Vintage Association notifying us of the 15th International Rally to be held in South Africa in 1974. Miss Jennifer Tweedie informed us of the formation of the N.S.W. branch of the Studebaker Car Club.

The Events Committee reported that the Dominelli Ford day was an outstanding success, with twenty eight cars in attendance. The Navigators' Rally to Waratah Park attracted twenty six veterans and about one hundred and forty people enjoyed an excellent rally in fine weather with good interesting competition. The C.V.V.T.M.C. outing at Warwick Farm is to be held on 10th September and the Newcastle Tour on Six Hour Weekend. The Lion's Club (Victor Jacobs' Day) outing is postponed from November to 6th May, 1973. The V.S.C.C. has invited us to join them for their Bi-Annual tour to the Snowy and Riverina in May 1973. Len Sheen reminded all those members who volunteered to participate in the Waratah Procession on 7th October that this is a 'MUST' so that we can continue to project a good image of the club to the public. Victor Jacobs gave a progress report on the Easter Rally to be held at Bowral.

Mr. R.J. Nixon of Tamworth with his 1917 T-Ford and Mr. E.J. Hoy of Walcha with his 1918 Buick to be, were accepted as full members of the club. Ross Marshall's Talbot was nominated to take part in the mobile event at Warwick Farm.

Max Welch reported that progress on the hall is running as planned and it will require only two more working bees to complete the renovations.

The Annual General Meeting of the C.V.V.T.M.C. was held on 31st July and the following senior officers were elected:

President: G.W. Green; Secretary: P. Schweinsberg; Treasurer: L. Sheen

Our Social Secretary, Gladys King, announced that tickets were available for Boneparte's Theatre Restaurant on 1st September and that a progressive dinner is being arranged for 14th October at the homes of Mrs. R. Craze, Mrs. G. King, Mrs. R. Baxter.

Alan Blevins was welcomed back and gave a brief account of his travels. It was announced that Reg Jones had donated several books to our library, Doug. Pearce has donated the fire extinguishers for our new clubrooms and Jim Eisenhower is donating the security screens for the windows of the clubrooms.

It was brought to the notice of the members that the club owns a large collection of rally equipment and John Burke was elected to the position of custodian of this equipment - so if you have any of this gear from former



rallies, kindly return it to John.

John Robertson arranged the purchase of a very cheap electric typewriter for the club.

Since there was no further General Business the meeting was closed at 10 p.m.

\* \* \* \* \*

C O R R E S P O N D E N C E

In the August issue of SPIT AND POLISH Mr. Adrian Garrett sought information regarding petrol residue in the tank of his 1907 Rolls Royce. After leaving my 'T' Ford standing for nearly six months I experienced the same trouble. The remainder of the petrol when drained off would not light with a match. The smell was terrible and it was nearly impossible to stay in the garage for more than a few minutes. It was more than a week before one was able to satisfactorily work in the garage.

Luckily, only about one and a half gallons was in the tank and the varnish-like substance on the bottom was only 1/8" deep. The smell was so bad I left it till I could work in comfort, which as I said was about a week. This was possibly my best move as the varnish went rock hard and upon putting in more petrol has, in over a year, shown no signs of softening.

The one thing which I did do at the time because I couldn't at first drain the petrol out of the tank was to remove the tap from under the tank. I soon discovered that the brass had been most affected and was covered with a green slimy film. Having numerous solvents, even one which will dissolve the supposedly inert "Aruldite", I could make no impression on the film and had to resort to burning it off with a Portagas flame. Even this took some doing and the wire gauze which filters the line became unsoldered first; it had to be replaced anyway.

I cleaned up the pieces, replaced the copper fuel line and the car is as good as new. Chemists at Golden Fleece, I am told, have a solvent that will work but I haven't seen it or heard any reports on its success. I think concrete would present less problems - at least you could chip it off!

The above might help someone if faced with this problem, but I believe Adrian will just have to persevere till it is all drained off and only petrol is left. Maybe an extension pipe a couple of inches long in the bottom of the tank at the outlet may help if he keeps the petrol level up, but two things are certain - use your car or drain off the petrol and watch brass fittings in the petrol system.

PETER KABLE



LETTERS (CONTINUED)

Dear Jack Dance:

Thank you for taking up the challenge for the title for the most travelled Veteran car in Australia.

On reflection I considered that the "long distance runners" of the Veteran Car Club, who had any claims for this title, were cars belonging to:

Yourselves, Ron Craze, Jack Godfrey, George Green, Reg Jones, Peter Kable, Jack McGowen, Ken Moss, Stan Rumble, Don Steer, Laurie Sykes, Jeff Vanstone and myself, and my humble pardon for anyone whom I have left out of this category.

Of all the names mentioned, you, Jack, I considered would have been my closest rival as "Tilley" would be the only one that would be able to top "Henrietta's" record of the past years. However, Jack, "Tilley" is good, but just not good enough. Perhaps this is because "Henrietta" has been in the Club longer since restoration.

Therefore, in order to clarify this position once and for all, here is "Henrietta's" record -

- \* Drove on every Blue Mountains Rally from 1957 (the very first one held by the Club) through to 1971. (In 1972, the car was in New Zealand awaiting shipment back to Australia.)
- \* Drove on every Brighton Rally until they ceased. (Although these were not of any long mileage).
- \* Drove to Canberra for all the Canberra Rallies except 1972 when the car was on the water coming from New Zealand.
- \* Drove to Newcastle for their Rallies in every year except 1970-1971, and one in the year when I was sick. (Of course, a car is no good without a driver!)
- \* Drove to the Wollongong Rally. (I am still trying to dry the car out after that 12" deluge of rain).
- \* Drove to Wollongong and thence to Goulburn on a long week-end to George Green's farm. (Who could ever forget that lost week-end when George Green's drivers had to drink 12 dozen cans of beer before they would go to sleep).
- \* Drove to Crookwell for their Expo 1968 (Bob Baxter, Navigator). Incidentally, "Henrietta" was awarded the Concourse Prize whilst I was out playing golf and I received a beautiful set of silverware which Hilda Green quickly grabbed and I have never seen it since!
- \* Drove on both Bundanoon Rallies.



LETTERS (CONTINUED)

- \* Drove to Melbourne and return in 1962 for their Rally to Sorrento. Travelled approximately 1,550 miles.
- \* Drove on the 1st National Rally in 1965 to Canberra, Melbourne, Adelaide and return, and travelled approximately 3,050 miles.
- \* Drove to Canberra, Cootamundra, Wagga, Albury and return to organize accommodation for the 1970 Rally. (Peter Kable, Navigator) and travelled approximately 1,000 miles.
- \* Drove on the 10th International Rally to Melbourne and return via the Coast Road. Approximately 2,000 miles. (Eric Lang, Driver).
- \* Drove to Coffs Harbour and return on the 3rd National Rally. Approximately 1,200 miles.
- \* Drove on the 1972 International Rally in New Zealand, travelling through both Islands, covering approximately 1,450 miles (Neil Martin, Driver) plus a host of Club events, Charity functions too numerous to mention.

Just to put a seal on the trophy, Jack, when you read this in the SPIT AND POLISH, "Henrietta" will be on its way back from Brisbane after competing in the 1972 Sunshine Coast Hub Tour at Nambour in Queensland, forecasting 2,100 miles.

Yes, Jack, I give "Tilley" full marks for the miles that she has travelled in long distance runs, but I know you will now agree she is just quite not up to "Henrietta's" record. Incidentally, you had better get her polished up for the drive across to Perth next year if you want to stay right close to her for this coveted title.

Whilst we are talking on the long distance runs, I would also like to put out a challenge to club members for my "Yellow Terror". My challenge is that the "Yellow Terror" has done more big runs than any Club car that has been restored since 1969, and I would even go back a further few years as a handicap.

The "Yellow Terror's" record since 1969 is as follows -

- \* Drove on the 1969 Rally to Katoomba. (In 1972, it was in New Zealand).
- \* Drove in 1969 in the Newcastle Rally.
- \* Drove to Canberra, Cootamundra, Wagga, Albury and return to organize accommodation for the 1970 International Rally. (Arthur Garthon, Navigator). Approximately 1,000 miles.
- \* Drove to Melbourne and return on the 10th International Rally, returning via the Coast Road. Approximately 2,050 miles.



LETTERS (CONTINUED)

- \* Drove to Coffs Harbour and return in 1970 to organize accommodation and other arrangements for the 1971 Coffs Harbour National Tour. Approximately 1,000 miles.
- \* Drove on the 1972 International Rally in New Zealand completing the longest run from Invercargill, which is the bottom of the South Island through to Auckland in the North Island. Approximately 1,750 miles.
- \* Many local events and Charity outings in Sydney.

Just in case I have a close second when this Bulletin is being read, the "Yellow Terror" will be on its way back from the 1972 Sunshine Coast Hub Tour in Nambour, Queensland, budgetting for approximately 2,000 miles. Now that these challenges have been put out, I think it may do one thing - and that is encourage members as far as possible to go on these long distance tours.

I am not a pot hunter and, therefore, not in the class of Reg Jones, Jeff Vanstone, Bob Baxter and the like, who just seem to attract trophies like bees to a honey pot, but like them I enjoy my Veteran motoring to the fullest.

I honestly feel like my many co-members that being on long runs you derive the most amount of pleasure from your car. Not only is it a challenge to drive these old cars long distances, but the fun of Veteran car motoring, friendship, companionship and fun that you meet along the way is something that has to be experienced. Perhaps members may be able to coincide their holidays (as I do!) with such events in order to make it a Rally and an annual holiday at the same time.

Perhaps Jack Dance and a few others and myself could put out a challenge to Veteran car drivers in other States!

(Signed) VICTOR JACOBS

\* \* \* \* \*

S O C I A L

Sorry to say we have quite a long sick list. Believe Jack Jeffries, Frank McGowan and Barry Helsham are all showing good progress.

Bill East says his Pacemaker is ticking over like the Studebaker.

Allan Foy and George Green were down with 'flue and Peg Lang is back on deck after small op.

Welcome home to Alan Blevins and his wife from their overseas trip. Also to Helen McLeod.



SOCIAL (CONTINUED)

Double event in the Wards family. Congratulations to John and Susan Crust on their engagement and also to Peter and Robyn Godfrey on the announcement of their engagement.

Jack Dance has become a grandfather for the third time and doesn't even look a day older.

SATURDAY 14TH OCTOBER. We are having a Progressive Dinner Down South. Sherry and savouries at Ron and Eileen Craze's, 17 Amy Street, Blakehurst. 6.30 p.m. onwards. Main Course at George and Glad King's, 19 Kangaroo Point Road, Sylvania. Coffee and Sweets at Bob and Anne Baxter's, 65 Formosa Street, Sylvania.

This is all within a radius of four miles. Must limit it to 50. \$2.50 per head.

Please let me know at September Meeting if you wish to come (or ring 522.7108 - or Anne Baxter, 522.9661).

GLAD KING.

\* \* \* \* \*

E V E N T S

DATES TO REMEMBER

SIX HOUR WEEKEND NEWCASTLE TOUR (HUNTER VALLEY)

30th September, 1st and 2nd October.

WARATAH PROCESSION (SPRING FESTIVAL)

Saturday 7th October.

BULLEN'S ANIMAL WORLD AT WALLACIA

Sunday 5th November.

This outing is to take the place of Vic Jacobs' Lions Day which will now be held next May 1973, the time of Lions National Convention which will be held in Sydney.

\* \* \* \* \*



EVENTS (CONTINUED)NAVIGATORS' TOUR 1972

Sunday 20th August was a beautiful sunny spring day, resulting in 26 drivers in Veteran Cars and 9 drivers in other vehicles coming along, which made the Events Committee very happy at such a good roll-up, particularly considering the petrol shortage at this time.

All crews had a very enjoyable day both on the Tour and Waratah Park in the afternoon, especially the children with train rides and Skippy films. Following are the Cars and Drivers and point score.

	<u>CAR</u>	<u>PLATE</u>	<u>DRIVER</u>	<u>NAVIGATOR</u>	<u>POINTS LOST</u>
Wolseley	1	117	M. Chapman	G. Chapman	66
Vulcan	2	080	W. Maunsell	M. Maunsell	82
Metallurgique	3	113	J. Vanstone	-	84
Ford	4	175	R. Petersen	J. Petersen	64
F.L.	5	002	G. King	J. King	- *
Calthorpe	6	123	R. Baxter	A. Baxter	51
Star	7	143	A. McLeod	J. McLeod	56
Ford	8	139	M. Roberts	-	- *
Talbot	9	096	J. Dance	J. Thorp	56
Buick	10	109	J. Lewis	E. Lewis	65
Chalmers	11	163	M. Bendeich	D. Bendeich	- *
Talbot	12	100	R. Marshall	D. Berthon	33
Ford	13	015	J. Godfrey	M. Godfrey	45
Delage	14	101	D. Berthon	A. Marshall	33
Overland	15	203	F. Rassiter	L. Rassiter	59
Ford	16	102	J. Wards	S. Crust	- *
Delahaye	17	066	A. Garthon	V. Garthon	26
Clement Bayard	18	200	R. Jones	O. Jones	58
Hupmobile	19	160	B. Thew	J. Thew	40
Ford	20	199	B. Garth	J. Garth	27
Vauxhall	21	060	A. Foy	L. Foy	71
Ford	22	164	F. Ehlert	G. Ehlert	61
Humber	23	039	L. Sheen	-	- *
Buick	24	166	J. Weir	-	- *
Hurtu	25	173	D. Manhart	-	- *
Delaunay B'ville	26	152	M. Welch	-	- *

(Over 100 points - \* )

<u>FIRST</u>	Car No. 17	Delahaye	Val Garthon	Points Lost - 26
<u>SECOND</u>	" " 20	Ford	Judy Garth	" " 27

Congratulations to the winners and the Events Committee wish to thank all officers for their help on this tour.

Events Committee - L. Sheen  
J. Burke  
J. Wilson



VETERAN CAR CONSERVATION ASSISTANCEREMAGNETIZING FORD "T" FLYWHEEL MAGNETO

For the information of members restoring "T" Fords, or when starting is difficult (using magneto only) adoption of the following procedure will restore the magnetic flux in each of the 16 magnets to maximum density.

To magnetize the flywheel magneto a D.C. supply of 48 volts is required and can be obtained by connecting 4 - 12 volt batteries in series.

- (a) Disconnect the ignition lead from the main terminal on top of the transmission cover.
- (b) Connect a positive lead from the D.C. supply to the main terminal.
- (c) Position a small pocket compass on top of the transmission cover approximately 5-6 inches to the rear and 1 inch to the left of the main terminal.
- (d) Crank engine very slowly until the compass needle is in line with the fore and aft axis of the engine.
- (e) Remove compass.
- (f) Flash a negative lead from the D.C. supply on to the engine or chassis frame 4-5 times.
- (g) Disconnect D.C. supply and reconnect ignition lead.

It should be remembered that such factors as time, vibration and temperature will cause magnets to demagnetize.

It is quite unnecessary and indeed not always successful to attempt any form of magnetizing while the engine is dismantled.

If during overhaul the magnets are removed from the flywheel they should be remounted with like poles together. However, if unlike poles are mounted together in error, external magnetizing as described above will correct this error.

The magnets should revolve with a clearance of 1/32 inch, set between the magnet pole pieces and the core face of the stator coils. To maintain this clearance minimum crankshaft endfloat is essential.

GEORGE A. ROBERTS.

\* \* \* \* \*

Boy to gentleman motorist while mechanic works under Veteran: "How fast will she go, guvnor?"

"About 50 m.p.h. if I push her."

"And how fast will she go if you both push?"



If any member has a tape player fitted in his private car, here is a sad story ----

Picture a Holden station waggon pounding along the highway just past the metropolis of Darlington Point, M.I.A. Our hero selects a cassette from a rack mounted on the dashboard, slides tape into player and Wham! Bang! Crash! No, not the Beatles, but six guide posts removing the side of said station waggon. It seems our hero picked the only bend in a 100 miles of straight road to look away from the road.

MORAL OF STORY IS: If man named JOHN buys new gramophone, make sure it has an automatic PICKUP.

#####

Twinkle, twinkle, little star -  
 This time you've gone too far  
 To get a mention twice in a row  
 Oh! to what lengths some people go.  
 Not content with brand new lights  
 Our star has risen to greater heights.  
 Would you believe? It now has a hood  
 In Queensland's hot sun this should be good,  
 This will quench his raging thirst  
 And maybe help him come in first.

#####

That fella who wrote "Marshall's Portable Music Machine", currently top of the hit parade, must have put his ear to the engine of Marshall's Talbot, because the tune sounds "B" awful.

#####



STEERING COLUMN, CONT'D.

Who won the guessing competition at Bonaparte's Restaurant to pick the males from the females from the audience. No doubt some of them were as queer as a concrete magneto.

#####

Also observed that non-smoking, non-drinking Dr. of motors, REG JONES, breasting the bar and drooling into the ash-trays with his blinkers firmly focused on the blonde topless barmaid who, I believe, succeeded in selling him two double whiskies. The question that arises is 'are they now bosom pals?'

PITMAN

\*\*\*\*\*

IT'S A GAS

It is amazing the number of members who think that acetylene lights are 'messy' to operate but they are no more so than putting the vegetable peelings into the garbage bin. As the only product left after using the lights is a greyish powder in the bottom of the generator all one has to do is empty it onto a piece of newspaper, wrap it up and pop it into the bin, you can do it in your Sunday best.

You never know when you might need headlights, a flat tyre on the way home from a rally when you have just enough time to make home before dark and you're in trouble. From time to time our cars are invited to attend movie premieres which have old cars in them and a free night out (sometimes with chicken and champagne following), help to keep the wife happy about Veteran motoring. At the moment only a select few can go to these nights and they always do, but if for no other reason than safety - get those headlights burning.

Very little is needed so we will start from the beginning. You obviously need Headlights, Burners and a Gas Generator - let's take the Headlights first.

The headlights should have at their backs a concave mirror, most lights have had hard lives and naturally glass is always broken first. Concave mirrors are hard to come by but a good substitute is to buy watch-glasses which are the right diameter and have them mirrored on their backs (domed side). O'Brien Glass Co. can arrange this for you. Their Camperdown branch is the best to contact.

Burners are placed in the centre section of the light under the 'smoke stacks'. They are usually screwed into a stem which fits in a slot at the bottom of the light.

# ACETYLENE LIGHTING

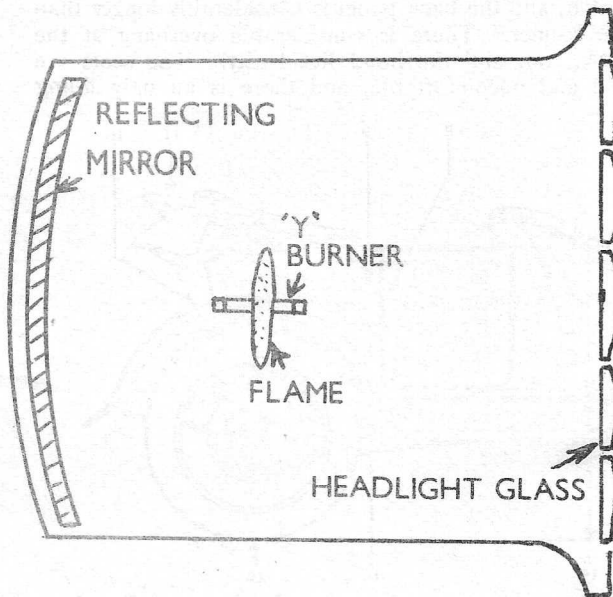


FIG. I

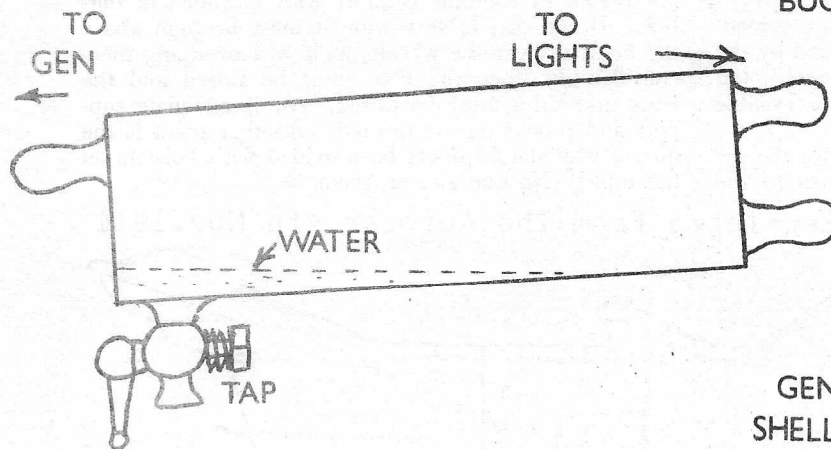


FIG. III

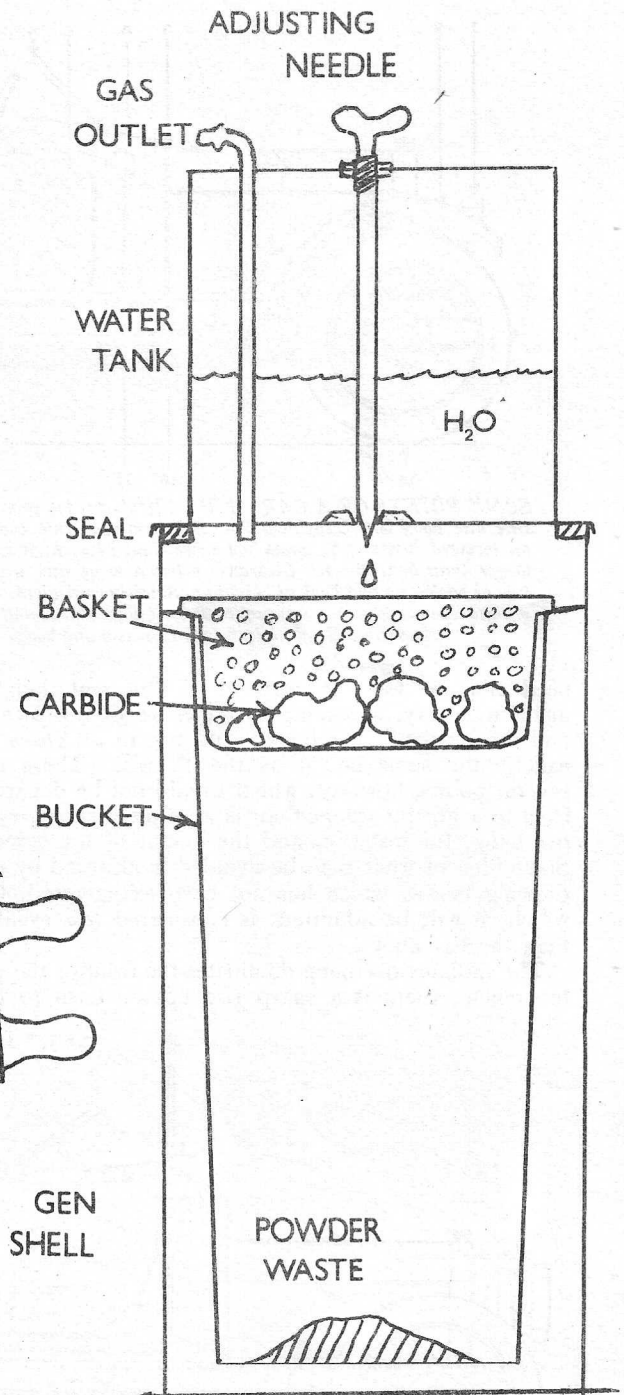


FIG. II

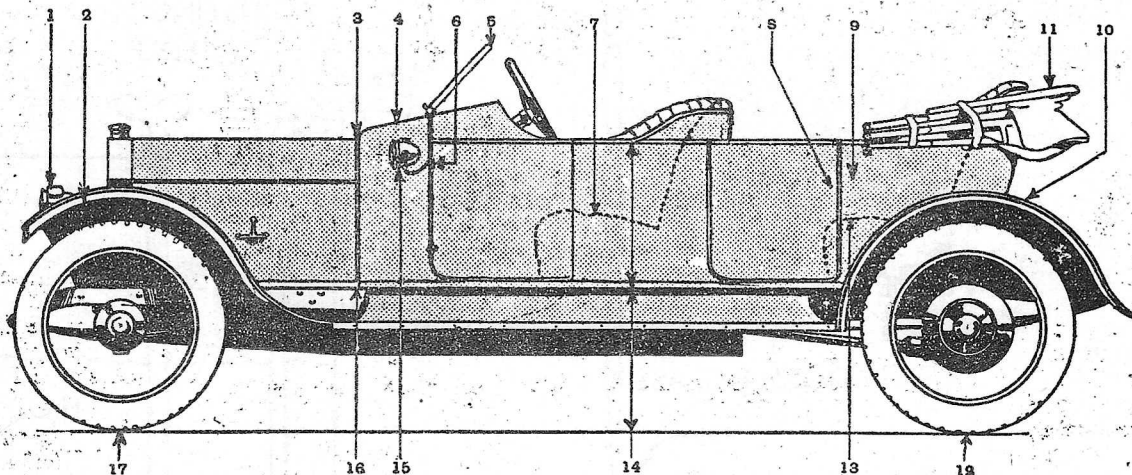


# Some Points of a Car.

Diagrams designed to Indicate at a Glance the Main Features which affect the Appearance of a Car.

THESE two illustrations are intended to give the uninitiated some idea of what constitutes a well-designed car. It should be understood that the points here indicated need not be adhered to rigidly. For instance, lamp makers are not agreed as to the best height for the head lamps, but they

scuttle, and the screen is unnecessarily high. The door and body panels are ill-shaped, and do not match, and the back panel is considerably longer than the bonnet. There is considerable overhang at the back, too, and the hood lies badly. The seats are odd and uncomfortable, and there is an ugly filling



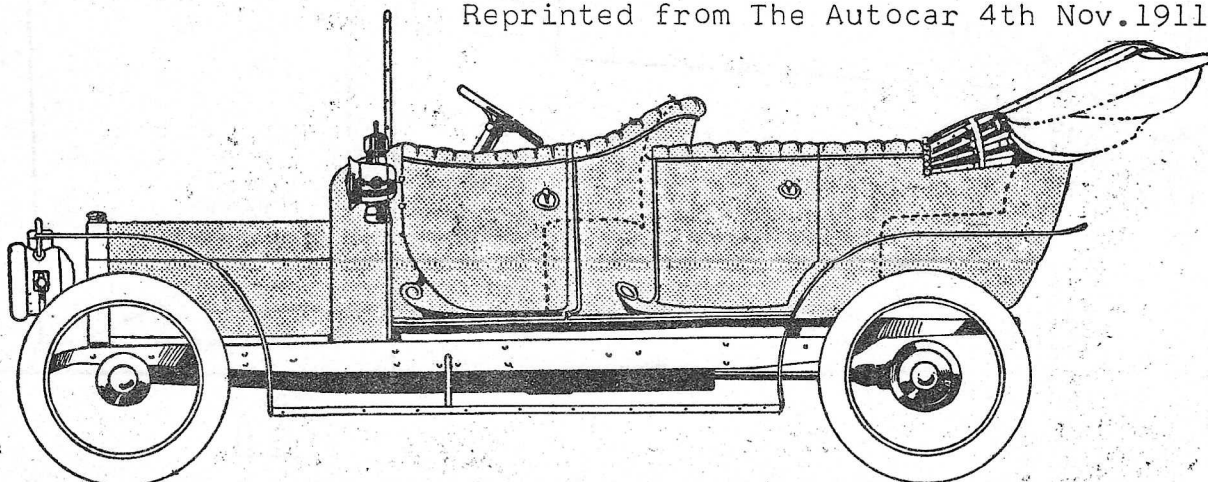
**SOME POINTS OF A CAR.** 1. Head lights not too prominent. 2. No unnecessary space between wheel and wing. 3. Bonnet line and body line coincident. 4. Scuttle merged into body line. 5. Height of screen just below driver's eyes. 6. Doors hung on forward hinges. 7. Seats not more than 14in. high sloped backward. 8. Inside door latches. 9. Longest body panel not longer than bonnet. 10. Clearance between wing and wheel only sufficient for spring play. 11. Flat neat hood. 12. Centre line of back axle and back of car approximately coincident. 13. Back seats same height as front seats. 14. Height of frame from ground and height of body approximately equal. 15. Small unobtrusive side lamps. 16. Bonnet board and body line coincident. No visible filling strip between chassis and body. 17. Front axle centre and radiator approximately coincident.

need not be too far forward. The seat heights again will vary, according to the build of the owner, and the height of the body could not in all cases be exactly the same height as the chassis. There are several points, however, which should not be departed from to a greater extent than is absolutely necessary—overhang, for instance, and the height of the screen. Some idea of what is to be avoided is afforded by the drawing below, which has not been exaggerated, but which, it will be admitted, is considered less eyeable than the car above.

The radiator overhang dominates the front of the car too much; there is a sharp rise up the dash to the

strip between the body and the frame. There are several other bad points which will no doubt reveal themselves to our readers. One point which is too often forgotten is that if a really wide back seat, wide enough for three wide people, is insisted on, it is impossible to combine comfort with elegance of outline. If the seat is very wide it must be high above the floor to clear the wheels, as it will overhang them considerably, then the floor must be raised and the back and sides must be raised, too, if adequate support and protection are desired. Another point is the query, why should doors be provided with bolsters on the tops? No one sits on them.

Reprinted from The Autocar 4th Nov. 1911



A badly proportioned car, which lacks almost all the points of the good looking one above.

It's a Gas (Cont'd.)

The flame will be a wide flat one which will burn across the face of the headlight. See Figure I. The burner will be slotted, or if the 'Y' type is used the prongs will face fore and aft in the light.

The headlight glasses must be cut into strips because a great deal of heat is given off and they must expand. Curved glass to diffuse the light is preferable. As stated before, the lights get hot, so treat them like your radiator and don't try to use the handy bottle propane gas as one Sydneysider tried it, and melted the lights. The flame is too blue anyway, and a very poor light is obtained.

Next step is to get the generator working. This consists of a water tank on top with a gas tight container underneath. Inside the container will be a bucket which may have a removable gauze basket which sits inside the top of it. See Figure II.

The water tank has a needle and seat on the bottom of it which must be water tight when screwed down. Carbide is placed in the lower container inside the bucket or the gauze basket.

Water is allowed to drip onto the carbide and the acetylene gas is given off. The needle is best controlled by a ratchet arrangement so that it won't move when driving. Some generators have rocking or spreading arrangements to allow the water to fall onto new calcium carbide rocks. The powder left falls to the bottom of the bucket for easy removal but carbide placed into the bottom of a bucket will work satisfactorily as the car's motion will move the rock under the dropping water. When finished the bucket can be removed and the powder tipped off and any carbide rocks left replaced till next time.

The bottom chamber must be gas tight and a rubber ring usually seals off between the base of the removable water tank and the chamber. A gas outlet is usually placed through the top of the water tank; some generators have it out the side of the lower half.

Calcium carbide can be brought in 500 gm tins (1 pint size) and this will last approx. 8 hours depending on the consumption of the lights. The cans are handy to keep under the seat or in the tool box and can be obtained from H.B. Selby & Co., 61 Epping Highway, North Ryde, at approx. 67¢ per 500 gms.

Test the rate the water drips and select a position where approx. 1 drop per 2 seconds falls. This should be a good start.

Hosing should be run to the headlights. The rubber hosing can also be obtained from Selby's at the required size to fit the fittings on lights and generator. This can be used all the way or copper tubing can be permanently fixed to the chassis connected by short lengths of rubber tubing.



on those night runs next time. Cheers.

FOOTNOTE:

Some members have 'Prestolite' cylinders on their cars - these have to be refilled from commercial acetylene bottles but BEWARE! Compressed acetylene is dangerous so be very careful - make sure the cylinder is in VERY good order and complete with proper fittings. These cylinders are now very old and are not recommended.

\* \* \* \* \*

RESTORATION MADE SIMPLE

OR A FEW GOOD REASONS WHY ANOTHER HOBBY MIGHT BE SELECTED - By a Staff Writer.

MISCELLANEOUS HEARTBREAKS. We would like to tell you about the problems of an upholstering job, but we can't bear to see grown people cry, or about having to replace sheet metal parts in the back, under the rear seat - we'd tell you about how we finally had sheet metal shop make patterns and build us all new sheet metal parts from scratch (and the cost, phew!!) Except it would break your heart.

You see, after paying a hell of a price, and waiting months, we came across the very part at the Cooma Swap Meeting for quarter the price we'd paid. How about the front wheel coming off and leaving us stranded in the middle of the street, just as we were showing off to some friends, but it's too embarrassing. We'd tell you about the damn thing leaking dirty oil all over my boss's concrete driveway, but we don't want to remind him should he see this. Or the time it stalled out in the country, miles from nowhere, or about the time - well, never mind.

Let it just suffice to say that we hope the foregoing has convinced you that this veteran car is not a true veteran car at all, but a reincarnated, cranky human being. We would welcome any suggestions on how we should proceed to establish a better rapport with it. We need help!!

RANDOM OBSERVATIONS. We noticed a couple of things since getting our veteran car mobile which amuse us. We've found there's always some character walking up and oohing and aahing and touching (usually the polished brass) and just loving this veteran car, and these characters always try to impress you with their great fund of knowledge. They'll invariably come out with a statement like:

"Boy oh boy, look how solid the steel was in this model" and sooner or later they'll add, "Boy, look how easy they are to work on, with everything right out where you can get to it." Well, bull, repeat BULL!!! - we know two things right away anybody who'd say such a thing, (1) he doesn't know his hind end from a tin cup about veteran cars and (2) he sure ain't never worked on one because a veteran car is aitch-ee-double-ell to work on. Another thing, have you ever noticed how everybody over fifty is automatically an authority on veteran cars?

Restoration Made Simple (Cont'd.)

Seems their grandpappy owned one so they drove sitting on gramp's lap when they were still too little to reach the pedals and they know all about them!!

These experts invariably come out with the bit (as if you've never head it) "How you gotta crank it with your thumb under, not over, the crank handle." This little gem of wisdom, I guess, is supposed to establish their great fund of knowledge about veteran cars. I think they expect you to grasp their hand in delighted recognition of their expertise, and invite 'em to take it for a spin. Like hell - I wouldn't let my own brother drive mine. One more: did you ever notice how many times a complete stranger will walk up, give out a superior laugh like a braying ass, and exclaim: "A 1925 'Dudmobile'" (it's a 1914) and within two minutes will demand "What did you pay for it?". One such character, when we ignored his question, said "You didn't say what you paid for it". I fixed him with my very best Humphrey Bogart level-eyed stare and replied: "That's right, I didn't."

Another time I told an unusually persistent character who wanted to know how much it cost me that I'd be glad to tell him but I was afraid he might call the men from the lunatic asylum - and besides, my wife might divorce me if she found out.

Which, I guess, is true!!!!

# # # # #

That story was true only the names have been changed to protect the innocent and it originally came from the "Vintage Ford" magazine, the magazine of the "T Ford Club of America". (Psst - the car was a Ford 'T' - what else!!)

The veteran conked out at the top of a hill just outside a little country town. The driver got out and started to check under the bonnet. Suddenly a voice said: "The trouble's in the ignition switch". He gazed about but the only thing in sight was a black horse looking over the fence, so he continued checking, pulled off the magneto but it still had plenty of spark. Checked the carburettor but there was petrol there and nothing was blocked. Again the voice said: "Check the ignition switch!" He looked around but still there was no one but the horse. Anyway he decided to check it as he couldn't think of anything else. Sure enough, a wire was loose so he tightened it up and gave her a crank - away went the motor so he climbed in and drove to town.

Feeling that the whole thing was a trifle strange he decided to call in to the local pub for a drink, where he told the barman of his experience. "Must have been on the hill outside of town?" said the barman. "Yes" replied the motorist. "Big black horse there I suppose?" "Yes" he replied. "Boy, weren't you lucky; usually there's a white horse there and he knows nothing about cars!"



A D V E R T I S E M E N T S

FOR SALE. 1913 Vulcan, complete and original, 7,250 miles on speedo, mechanically restored, body excellent, needs upholstering, excellent family rally car, cruises at 30 m.p.h., stand any test or inspection. Reason for selling - have purchased 1913 Silver Ghost chassis.  
- BILL MAUNSELL,  
660-6044 (Office)

FOR SALE. 1926 20 h.p. Rolls Royce Tourer. - BILL MAUNSELL (as above).

FOR SALE. Limited number of reproduction E & J and Dietz "Dainty" brass fonts available at \$6.50 each. (Please note that the Dietz are not fitted with the four prongs and side catch. You finish.)  
- COLIN PARKER,  
"Mount Pleasant",  
Kurrajong. 045-71422

FOR SALE. One Dependence sidelamp, left hand, very good order, without font. Offers.  
- WAYNE SMITH,  
11 Toyer Ave.,  
Sans Souci. 522-9704

EXCHANGE. 1910 Fiat engine. 1906 Scat engine. 1910 Itala engine. 1906 De Dion 1-cylinder engine. 1910 Darracq engine. 1906 Reo engine. 1910 Star engine. 1914 Peugeot engine. 1910 F.N. radiator. 1910 Berleit radiator. 1910 Loraine Deitrich radiator. 1910 Overland radiator. 1910 Minerva radiator. 1921 Rolls Royce Silver Ghost radiator. 1910 Star rear end. Itala gear box.

FOR (WANTED):

- i. 2 Mint self-generating headlamps suitable 1909 Daimler.
- ii. Speedo suitable 1909 Daimler.
- iii. Engine, gear box, diff., front axle, wire wheels, 1909 Daimler.
- iv. Pair of Rushmore headlamps, brass side lights.
- v. Wheel spanner - suit 1908 Daimler - Rudge Whitworth.
- vi. Coupe or touring body suitable 1928-1930 Cadillac.
- vii. Radiator badges.
- viii. Older style hub caps.

- FRANK ILLICH,  
2 Belmore Road, Punchbowl.  
Business - 759-4200  
Private - 522-7543

WANTED. 1915 Model T Ford parts.  
Good radiator core.  
Horseshoe bonnet former.  
1 only 30 x 3½ wheel (demountable).  
Will trade other 1915 and later parts.

- P. MICHAELS,  
22 Bonds Road,  
Punchbowl.

Advertisements Continued:

FOR SALE. One new 600 x 18 tyre.  
Very good 33 x 6 eight ply tyre.  
2 tyres 600 x 23 eight ply.

- REG. MAC DONALD,  
35 Shirley Street,  
Inverell. 2360

BITS AND PIECES .....

Max Welch reports that if everything goes to plan the October meeting will be held in our new premises. See October SPIT AND POLISH for details.

#####

Members who have submitted copy for SPIT AND POLISH may find some delay in printing of it as it has been found some articles fit better in the available space and others if only of a general nature are deferred rather than edited to fit.

#####

A comprehensive list of members' veterans, restored or otherwise, is being compiled for the benefit of all members who may need to know about a particular car. This is being arranged alphabetically under car names so that members may track down owners of a similar car to that which they are seeking.

Only those appearing in the roster have so far been gathered. Any other veterans which members may have are naturally unknown. Please help us help you and send in a list of your cars and your name so that a record of veterans in the club is completed for everyone's benefit.

Send to:

VEHICLE RECORDS,  
134 Queens Road,  
FIVE DOCK. 2046





# **Law Union & Rock Insurance Co. Ltd.**

(Incorporated in England)

GIBBS BRIGHT & CO. PTY. LTD., Agents and Attorneys

8 SPRING STREET, SYDNEY Phone: 2 0548

also at

60 Fitzmaurice Street, Wagga Wagga Phone: 2283

35 Watt Street, Newcastle Phone: 2 2308

● FIRE

● ACCIDENT

● MARINE

## **Vintage & Veteran Restorations**

(Regd.)

RON FERGUSON (Proprietor)

"THE ORIGINAL SPECIALIST"

**67 Church St., Lidcombe, 2141. Phone: 649-2624.**

- ★ Ford "T" wide range of new spares.
- ★ Brass body fittings including door handles, hinges, hood fittings, scuttle vents, etc.
- ★ Cylinder head gaskets for most makes.
- ★ Accessories including compression whistles, bulb horns, brass mirrors, etc.
- ★ Rubber sections, good range as applicable to Vintage and Veteran vehicles.
- ★ Special parts made to order.
- ★ Mail orders promptly despatched.
- ★ Complete or part restorations carried out.
- ★ No job too large or too small.

YOUR ONE STOP SHOP FOR **NEW** PARTS AND SERVICES

# GOES EVERYWHERE!



The sensational new Chesney Kampa GT. Weighs only 10 cwt., can be towed easily by the smallest of cars, maintenance free, moulded fibreglass body, only 11 feet long and 5 feet high on the road. Opens up to comfortably sleep seven adults, full headroom inside, equipped with two burner stove, fridge with full width freezer, dual circuit lighting, 240/12 volt, fully screened windows, easy lift spring loaded roof. Special built-in roof racks for carrying Chesney Fibreglass dinghy.

See the eye-catching "Hot Mustard" GTK exclusive to Blue Point Caravans.

**IMMEDIATE  
DELIVERY**

***EASY TERMS  
FROM NO DEPOSIT***

## **BLUE POINT CARAVANS**

1033 Canterbury Road, LAKEMBA. Phone 759-4100

## **BLUE POINT CARAVANS**

Cnr. Hector Street and Hume Highway, BASS HILL. Phone 644-1877

## **BLUE POINT CARAVANS**

201 Parramatta Road, FLEMINGTON. Phone 76-8890