

SPIT AND POLISH

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



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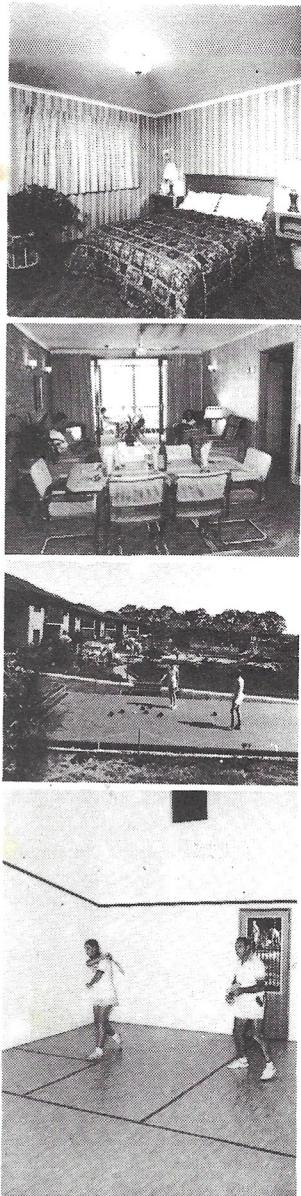


JUNE, 1987

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Tariff from \$390 p.w. (mid-year rate) for up to six people.

As there are 2 bedrooms and 2 bathrooms in each luxury apartment, perhaps you would like to share a holiday with your friends - share the cost and double the fun. Absolutely perfect for that mini Rally.

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His Excellency
The Governor of N.S.W.

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



SPIT AND POLISH

Newsletter of the Veteran Car Club of Australia (N.S.W.)

Volume XXVII No. 11

June 1987

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Other Veteran Car Clubs have permission to copy

NEXT MEETING

The next meeting of the Veteran Car Club (N.S.W.) will be held on Thursday 25th June, 1987 at the Veteran Car Club Hall, 134 Queens Rd, Five Dock. The meeting will begin at 8pm. This is the Annual General Meeting at which the office bearers of the Club are elected.

Cover Photo:

Max Chapman's 1914 Wolseley on official
duties at the Port Macquarie One/Two
Cylinder Rally 1984

EDITORIAL

The main event for the past month was the Presentation Dinner. The details of award recipients appear on later pages. Special mention must be made of the Veteran of the Year Award, presented to Malcolm Johns for his 1904 Speedwell which took part in the London to Brighton Run, returned to Sydney for the Blue Mountains Rally and then featured on the Club stand at the Motor Club Show. Even with that amazing record, it still had competition. If only more members could be as active as that! (If only I could be as active as that!)

The Concours at the Mountains Rally was won by Keith Wherry's Oldsmobile, another world traveller which was displayed at the Motor Club Show. By the way, here are some suggested replies to the question posed in an earlier 'Spit and Polish' :

Question: Is that car horse drawn?

Answers:

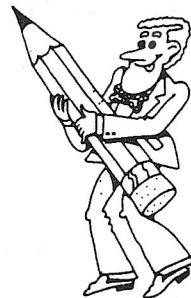
1. *Only if there is a passenger.*
2. *Yes but today is a holiday for horses.*
3. *If it is, someone should feed that poor horse.*
4. *It can be but the horse was only available as an optional extra.*

Another feature of the evening was the Best Matching Pair competition, won by Arthur Garthon and Max Roberts. Arthur is reported to have said: "I'm not going to talk to Max tonight; he's wearing my suit!". Later in the evening, Arthur softened his position and engaged in some "I'll show you mine if you show me yours" or "Beat this one". First, he pulled from his waistcoat pocket an antique silver watch. Max then pulled from his waistcoat pocket exactly the same type of watch, made by the same company in the same year, having the same insignia on the back and, unbelievable as it may seem, reading the same time! The competition was really hotting up when Max produced a sovereign case, complete with gold sovereign. Arthur admitted he wasn't carrying one of those, Val was! Sure enough, up walks Val with exactly the same sovereign case, complete with sovereign. There was a suggestion that the sovereign was made in the year of birth of each person but this was strenuously denied by both.

Despite catering by a clone of Harry's Cafe de Wheels, the restaurant atmosphere was very pleasant, thanks to the wonderful efforts of our Social Committee. It was surprising that seventy people were seated in comfort in our little Hall. Next year, perhaps the large hall will be in operation. Colour and sympathetic sound was added by George King dressed as a cowboy and grinding a street organ. Don Steer's comment after having a turn of the handle is, as usual, not suitable for printing in these pages. It was my first Presentation Night but those who have attended over many years said it was the best ever.

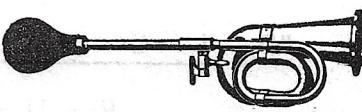
The May meeting concluded with the showing a films from the Club archives. Members of long standing were able to inform recent arrivals like myself that the events were around 1960. One was a Mountains Rally and the other was a rally as it passed through Casula. It was thought provoking to see so many veteran cars that have not been to a Club event for many years. "Where are they now?" Almost as interesting were the 'modern' cars tailing the rally entrants. Many were vintage cars in the hands of young drivers who probably wish they had cared for the cars more than they did and still had them today. I hope we have more nights like that.

This being the final 'Spit and Polish' for my term as Editor, I would like to thank Geoff Simmons for his work as Despatch Officer, Gwen Dunn for typing, Len Dunn for printing text and Ray Millington for covers. The magazine has cost a lot of money this year. I hope the changes have justified the extra expense.



Jim Moule
Editor

CALENDAR OF EVENTS



JUNE	SUNDAY	28	FAMILY PICNIC RUN - 10.00 A.M. START RUSSELL LEA TO GEORGES RIVER (SEE AD. P.4)
JULY	SUNDAY	19	GARAGE CRAWL (BOB BAXTER/SYLVANIA: GEORGE KING/SYLVANIA: JOHN SIMMONS/ CANTERBURY) (SEE P.4)
AUGUST		7-14	VICTOR JACOBS' VACATION VILLAGE, PORT MACQUARIE. INVITATION TOUR - SEE VIC JACOBS FOR DETAILS.
AUGUST	SUNDAY	9	NAVIGATORS TOUR - 10 A.M. START V.C.C.A. CLUB ROOMS, FIVE DOCK
SEPT.	SUNDAY	13	PRESIDENT'S TOUR OF THE EASTERN SUBURBS AND BEACHES. DETAILS TO BE ADVISED.
OCTOBER		3/4/5	NEWCASTLE BRANCH TOUR - DETAILS TO BE ADVISED
OCTOBER		31	BUNDANOON TOUR - DETAILS JOHN SIMMONS 78 2663
NOVEMBER		1]	
NOVEMBER			FISHERS GHOST TOUR - DETAILS TO BE ADVISED.
NOVEMBER			INSPECTION DAYS - DATES AND VENUES TO BE ADVISED
DECEMBER		8	CHILDREN'S XMAS PARTY] DATES TO BE MEMBERS' XMAS PARTY] ADVISED
<u>1988</u>			
JANUARY LONG WEEKEND			CAMP OUT
JANUARY FRIDAY		29	FUND-RAISER - 20 CARS REQUIRED
FEBRUARY			EVENT TO BE ADVISED
MARCH		8-18	INTERNATIONAL RALLY TO CANBERRA
APRIL		23/24/25	ANNUAL BLUE MOUNTAINS TOUR
MAY			PRESENTATION DINNER

PRESENTATION DINNER - SATURDAY, MAY 30, 1987

1987 TROPHY WINNERS

Len Masser Blue Mts Outright Winner:	Graham Steer - 1911 Argyll
W.T. Coggins Blue Mts 2nd Outright Winner:	Graeme Newman - 1913 Talbot
Sandy Holmes Blue Mts 1 Cyl Winner:	Malcolm Garthon - 1905 Rover
George Green Blue Mts 4 Cyl Winner:	Graham Steer - 1911 Argyll
Broadway Motors Blue Mts 6/8 Cyl Winner:	Peter Nissen - 1916 Cadillac
V.C.C.A. Blue Mts M/Cycle Winner:	Mike Morgan - 1917 Excelsior
Len Sheen Concours D'Elegance:	Keith Wherry - 1903 Oldsmobile

Rose-Bray Concours D'Etat:	(Max Roberts)
Veteran of the Year:	Peter Martin - 1912 T Ford
V.C.C.A. Navigators Trophy:	Malcolm Johns - 1904 Speedwell
V.C.C.A. - Goodwill Trophy:	Gail Moule - 1912 Rover
John Burke Officials Trophy:	Ron Cox
Sandy Roberts Literary Award:	Warren & Anne Irish
Best Matching Pair:	Bill Burrows
	Arthur Garthon/Max Roberts

"P - I - C - N - I - CR - U - N"SUNDAY, JUNE 28, '87

Short run from Rodd Park, Russell Lea.

Start 10.00 a.m. to Georges River Recreation Area

ENTRY FEE: \$2.00 per car

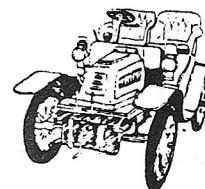
No questions -

No times -

No prizes -

Just a family day, so pack the picnic basket and come.

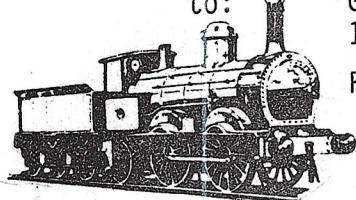
GARAGE CRAWL

SUNDAY, JULY 19, 1987

START - 1.30 p.m. Bob and Anne Baxter
65 Formosa Street, Sylvania

FEATURES: 1910 Armstrong Whitworth just completed
1912 Calthorpe

CONTINUE - 2.00 p.m.
to: George and Glad King
19 Kangaroo Point Road, Sylvania



FEATURES: Steam engines, music boxes, organs,
1908 F.L. (Keep your hands in your pockets!)

FINISH - 4.30 p.m. John and Ann Simmons
76 Fore Street, Canterbury

FEATURES: 1903 De Dion, 1902 Napoleon, 1926 Bentley
and loads and loads of KEEN JUNK

1988 RALLY

WAITING LISTS HAVE BEEN CLEARED AND WE ARE TAKING ENTRIES TO GO ON THE NEW WAITING LISTS. YOUR CHANCE OF A START IN THE RALLY ARE VERY GOOD. CONTACT TERRY COOK 88 7927 FOR ENTRY FORMS.

A MID-YEAR HOLIDAY

A MID-YEAR HOLIDAY

AT VACATION VILLAGE, PORT MACQUARIE

FROM THE 7TH TO 14TH AUGUST, 1987

A HOLIDAY WITH A DIFFERENCE

Victor Jacobs and Bill Spraggon are organizing a mini (holiday) rally in Port Macquarie for Members of the Veteran Car Club or Members of allied car Clubs.

The Vacation Village apartments have 2 bedrooms and 2 bathrooms and are designed to ideally suit 2 couples who know each other. So have twice the fun at half the cost !

The difference with this holiday is that Victor has organized a special \$100 discount off the already low mid-year tariff, provided at least one of the occupants of the apartment drive or trailer their veteran/vintage car for use in Port Macquarie.

Bill Spraggon, being a well-known local identity, has offered to organize several delightful picnic outings around the Port district.

Other activities with a difference will be enjoyed at the resort such as tennis, bowls, squash, snooker, table tennis or a swim in the heated pool. What could be more pleasant than an early morning bike ride to the beach with a bacon (?) and eggs breakfast awaiting you on your return to the resort.

Here's your chance - Victor is offering \$10 to any Member who can bowl him out in the Vacation Village cricket nets !

The tariff for an apartment is \$390 p.w. less \$100 discount - therefore each couple will one pay \$21 per day which is less than the most modest of motels.

Telephone Victor or Adele on 922-2999 and arrange your reservation now. If you would like to holiday for 2 weeks, the same rate will apply. There are only 8 apartments available - so first in best dressed - and there is no rally entry fee !!

VETERAN CAR CLUB OF AUSTRALIA (NSW) - NEWCASTLE BRANCHANNUAL TOUR AT MORPETH - OCTOBER 2, 3, 4 & 5, 1987

This year's Annual Tour will once again be based at the Morpeth Conference Centre near Maitland, and will be along similar lines to previous years. The programme will include a short run on Saturday afternoon to a place of interest, a night run on Saturday evening, and the main tour on Sunday. The roads covered will, as usual, be generally scenic rural by-ways with a minimum of modern traffic.

Two types of accommodation are available, both types being very reasonably priced. The "First Class" accommodation is in the new Bishop Tyrrell Lodge and is of a very comfortable standard, with excellent facilities including a common room for the use of those staying there.

The "Budget" accommodation is in the older parts of the Conference Centre, and provides basic accommodation particularly suitable for families. Please note that although prices for children have increased slightly, adult accommodation, as well as the entry fee, are still at last year's prices.

All meals, including morning and afternoon teas and suppers from the evening meal on Friday to breakfast on Monday are covered in the prices quoted. Meals are of the same high standard regardless of the type of accommodation selected.

We look forward to seeing you at Morpeth.

RETURN THIS SECTION (OR A PHOTOCOPY)

VETERAN CAR CLUB OF AUSTRALIA (NSW) - NEWCASTLE BRANCHANNUAL TOUR AT MORPETH - OCTOBER 2, 3, 4 & 5, 1987E N T R Y F O R M

NAME:

ADDRESS:

'PHONE NO.:

MAKE OF CAR:

NO. OF CYLS.: YEAR:

ESTIMATED DAY & TIME OF ARRIVAL AT MORPETH:

.....

Please fill in Accommodation Details on Page 7

Prices for meals and accommodation at Morpeth Conference Centre are as follows, from evening meal on Friday to breakfast on Monday:

	<u>1st Class</u>	<u>Budget</u>
Adult	\$105.00	\$80.00
Child under 12 years	\$ 80.00	\$70.00
Child under 5 years	\$ 64.00	\$53.00
Child under 3 years	Free	Free

ENTRY FEE is \$12.00 per car. Please send the full cost of accommodation and Entry Fee with Entry Form to:

John Riley
Red House
Rosebrook Road
BOLWARRA NSW 2320

Please send entries as soon as possible as accommodation is limited.

ENTRIES CLOSE SEPTEMBER 1, 1987.

Refunds will not be guaranteed for cancellations made after September 15, 1987.

The event is open to vehicles manufactured prior to 1919 only.

For further information telephone:

JOHN HUGHES (049) 374 646 OR:

JOHN RILEY (049) 301 519

RETURN THIS SECTION (OR A PHOTOCOPY)

PASSENGERS (INCLUDING DRIVER)

NAME	ACCOMMODATION REQUIRED (Please tick)		PRICE (See List)
	<u>1ST CLASS</u>	<u>BUDGET</u>	
<u>ADULTS:</u>			
			\$
			\$
			\$
			\$
			\$
			\$
<u>CHILDREN:</u>	<u>AGE:</u>		
			\$
			\$
			\$
			\$
			\$

ENTRY FEE: \$ 12.00

TOTAL ENCLOSED: \$ _____

NEWCASTLE PAGE

FROM THE VETERAN CAR DIVING ENTHUSIASTS

The last month or thereabouts has seen quite a deal of activity from the northern enthusiasts.

On Mother's Day a small group journeyed to Tanilba to inspect the historic Tanilba House. I'm told one of our members was the subject of some criticism for arriving in his modern vehicle - due to the inclement weather - such behaviour is very much frowned upon up our way.

Those attending: GEORGE ADAMS - STUDEBAKER
PETER ADAMS - F.N.
CHRIS DUNCAN - RENAULT
DON MOFFAT - STUDEBAKER

On Saturday, May 16, this Branch participated in a combined outing with the "Newcastle Vintage Motor Cycle Club", the venue: The "Welwind - Aeroplane & Motor Car Works" at Luskintyre. This is a private airstrip and workshop whose goals include the restoration, preservation and USE of Tiger Moth Aircraft - similar goals to those we have set for veteran cars. This group, however, are implementing at least one of the aims somewhat more enthusiastically than our club is at present.

We were privileged on the day to witness some spectacular and enthralling flying of aircraft from Tiger Moths to present-day home-made aircraft, which circled the airstrip throughout the day. The airstrip, I might add, is a mowed strip in the middle of what resembles a cow paddock, although there were no cows seen on the day.

Although the date of the event was changed at short notice we still had a pleasing roll-up:

PETER ADAMS - F.N.	MAX BURKE - HUPMOBILE
CHRIS DUNCAN - PAIGE	DOUG MARR - SUNBEAM
DON MOFFAT - STUDEBAKER	GRAEME NEWMAN - TALBOT
NEVILLE PRESTON - TALBOT	MARTIN SORENSEN - OAKLAND
MAX BURKE JNR - NEW HUDSON (WITH N.V.M.C.C.)	
RAY THOMAS - MODERN	

The only damper, excluding the numerous rain squalls, on an otherwise great day, was the news received later that an Auster had made an unplanned and unceremonious touchdown into some power lines. Both the aircraft and crew sustained fairly serious injuries - the aircraft more so than the crew. The only problem with the event was that one could enjoy the whole idea too much - just imagine building a hangar in the backyard or under the house - and that's without a thought about an airstrip - sounds expensive!

Our major activity of late has been the just completed weekend to Denman over the Long Weekend. For the fourth successive year we journeyed to Denman where we enjoy a weekend of leisurely motoring and social activities - somewhat similar to Morpeth.

Although the weather this year was a little damp, we had nine veteran cars and one veteran motorcycle depart Branxton on Saturday morning. We arrived at Denman mid-afternoon after enjoying a relaxing drive, interrupted only by an equally enjoyable lunch stop, in time for all to 'Havachat' - to coin a phrase - before setting off to the R.S.L. for the first of our two Chinese banquets. Denman only boasts one dining room so both evening meals are held at the R.S.L.

On Sunday we travelled to Merriwa, where Peter and Robyn Wards and family joined us, where we inspected the premises of the local 'Steptoe'. This quite amazing collection of antiquities included unrestored vintage vehicles, old bottles, a balding cockatoo, ancient furniture and other oddities too numerous to mention. We then visited the local museum, opened specially for our perusal, before lunching on the bank of the river.

Monday morning we travelled to Warkworth for morning tea, after which we set out on our separate journeys for home. All in all we enjoyed a weekend of carefree VETERAN motoring and socializing, proving once again you can have a great weekend AND DRIVE your VETERAN car.

Finally, the entry forms for the Annual Newcastle Tour, based at Morpeth are on Pages 7 and 8 of this edition of SPIT AND POLISH. Take the trouble to have a look at it, read it, realize what great value it is and even ring one of the regular entrants from Sydney - M. Chapman, B. Thew, M. Bendeich or J. Wards or one of our more recent converts, J. Corby, and ask them about it. I'm sure they'll tell you how good the weekend is, and please don't use the excuse of traffic. If you're prepared to listen to a little advice you won't have any problems. If you do attend and it isn't one of the best outings you've attended, I'll eat the remains of the first BETCO tyre you wear out attending a better veteran car rally.

To Jeff Vanstone, all the best for a quick recovery, from everyone at Newcastle.

Regards,

- GRAEME NEWMAN

INVESTIGATIONS AND DATING

Dating Certificates presented at the April and May 1987 meetings were issued in respect of the following vehicles:

1. 1903 CADILLAC Model 'A', one-cyl., 6.5 hp

Curved Dash Rear Entrance Tonneau

Owner: Stan Rumble, Padstow, NSW

If one thinks of the name Cadillac and of club activities over the past 30 years, the name is more or less synonymous with Ken and Joan Moss and it was from this source that Stan Rumble in 1986 acquired the ever-popular Model 'A', which he has restored to perfection.

Operated as the power supply to a sawbench at Scotalde, Tasmania, by the late Peter Weddel of Evendale, Tasmania, Ken Moss acquired the car in the 1960s.



Cadillac had its origins at the hands of Henry Martyn Leland, born to Quaker parents in Vermont in 1843, who followed a course of precision engineering in Connecticut developing and producing hair clippers, before moving to Detroit in 1890. At the turn of the century, together with Robert C. Faulconer, he contracted to produce engines for the Olds Motor Works and in so doing developed an engine with 23 per cent more power, an engine that was rejected by Olds as it would require retooling and further delay production after Olds' disastrous fire in March of 1901, from which only the prototype survived. The next year 1902 Leland entered the motor business as a consultant to William Murphy and Lemuel W. Bowen, financial backers to Henry Ford, to appraise automobile plant and equipment, showing them also the engine rejected by Olds. This meeting resulted in an agreement to produce an automobile, named after the French explorer "Le Sieur Antoine de la Mothe Cadillac" and thus the Cadillac Automobile Company was born, completing the first car 17th October, 1902.

However, Cadillac's greatest achievement at this time was probably not in the U.S.A. but at Brooklands racing Track in England, when in 1908, "under Royal Automobile Club supervision", three single cylinder cars were dismantled, all parts scrambled, reassembled and successful run to demonstrate the company's demand for precision engineering and the interchangeability of parts.

An equivalent Cadillac of Stan's 1903 Model 'A' Rear Entrance Tonneau styling is the centre display piece (protected by a surround of highly polished brass railing) in the Antique Auto Pub Tack Room, of the Hershey Lodge and Convention Centre, Hershey, P.A., U.S.A., home of the Antique Automobile Club of America.

2. 1906 REO Model B1, one-cyl., 8 hp Runabout, Eng. No. 4816
Owner: Don Liddle, Wentworthville, NSW

Seemingly among the oddities peculiar to the one-cylinder REO is its ability to maintain speed averages equal to many of the larger vehicles of the same era, yet this runabout has the flexibility to operate at a very slow pace, when the engine is hear to fire (colloquially speaking) once every telephone pole.

It's relatively large, horizontally mounted, low speed engine, the answer to Ransom E. Olds triumph, which together with the 2-cylinder version were in production from 1905 through 1910 and in commercial models as late as 1914. The models 'R' and 'S', each with 4 cylinders, made their appearance in 1910. Thereafter, in 1915 through 1920 the peaked radiator distinguished REO from its competitors, but perhaps it was with the introduction in 1931 of the straight 8 Flying Cloud and Royale, each rated at 125 hp, also 130" and 152" wheel-base respectively that REO reached its peak of perfection. Flexibility was then quoted at 2 to 92 mph in top gear.

1936 saw the demise of passenger cars and the company's conversion exclusively to commercial vehicle production.

Floyd Clymer once wrote: "If you were born at about the same time that the twentieth century was born you were lucky enough to be a child about the same time the automobile was a child." "The two of you grew up together." I was such a child. In 1902, when I was seven, I fell in love with my father's Curved Dash Oldsmobile. At ten I owned a single-cylinder REO and at eleven I was (in the words of President Theodore Roosevelt) "the world's youngest automobile dealer". I sold 26 cars in my first two years. Other children, in later years, picked Red Grange and Babe Ruth to identify with; I picked "REO" and worshipped the men with wrenches and greasy hands.

Quite an epitaph for REO from a man whose publications in later life spanned almost all phases of the American automobile industry and are much valued by the enthusiast to this very day.

Found in the Gosford area in 1956 by W. Pearce (Snr) and George Gilltrap (Snr), the REO was restored by the former, with assistance from Ed. Sims of Kenilworth, Qld. During 1980 it was displayed in George Green's Motor Museum at Birkenhead Point and purchased by Phil. Bagnall in 1983.

In 1986 it changed hands again to its present owner, Don Liddle, who is seen very frequently in the ever-popular 1 & 2 cylinder rallies enjoying the attraction of four road wheels, as a diversion from his motorcycles and that one-lunger, every telephone post beat.

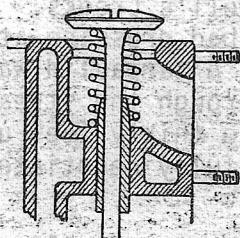
- GEORGE A. ROBERTS
Research Historian

ALL OLD 1924 & 1926 REPRINTS

Valve-grinding Hints

When an engine valve is being ground in it should not be completely rotated while pressure is applied to it by means of a screwdriver or grinding tool; it should be given a series of half turns, and at the end of each oscillation should be lifted momentarily clear of its seating. The lifting draws back on to the valve face the grinding medium that works away from it during the semi-rotating movement, and not only results in the work being completed in a shorter time, but also prevents the formation of grooves in the face and seating. Such grooves are liable to occur if continuous pressure is applied and several full rotations are given.

To obviate the need for lifting the valve by hand after every oscillation, a light coil spring should be threaded over the



Light coil spring under valve head to facilitate grinding-in.

valve stem before it is put into its guide, after the grinding medium has been applied to it. The spring will lift the valve (as shown in the illustration) if screwdriver pressure is momentarily relieved before the reversal of movement commences.

It is a great mistake to use a coarse grinding medium under the impression that it will remove pittings in less time. A moderately fine abrasive cuts better and quicker into the glass-like "skin" and needs less pressure applied to the valve. Moreover, it is far less liable to cause the circumferential grooves that frequently result in subsequent leakage of compression.

An extremely fine abrasive is advisable to finish off. I have used french chalk with good effect, but it is rather too fine; a better finishing medium is rottenstone powder. But whatever is used, great care should always be taken to remove every trace of grinding medium before a valve is finally refitted.

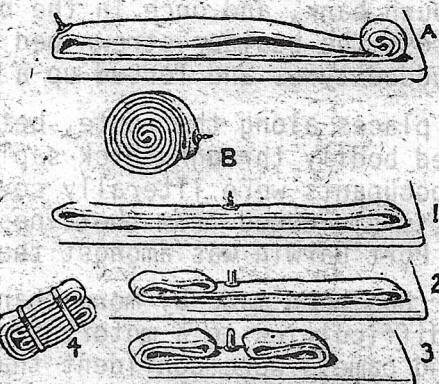
Do not be disappointed if the compression is not perfect after valve grinding. The "hammering" that occurs when the engine is running will generally result in a better seal after the first trip of five or ten miles. W. M. BOURDON.

THE FIRST TRIP OF HVE OF
W. M. BOURDON.

Folding an Air-tube for Storage 1926

UNLESS he has been shown the far better plan, the average motorist will fold and roll a spare air-tube on the lines indicated in the accompanying illustrations at A and B, attempting to store it in its rolled condition. As will be seen, the result is the valve projects from the roll, where it is liable to be stressed at its seating by being pulled or pushed to one side wherever it may be stored on the car. Moreover, a rolled tube is more difficult to keep in that state than one that has been rolled and then folded as shown in the views A and B and 1 to 4.

The latter processes are as follows: The "insides" of the valve must first be removed so that when the tube is laid out flat on a table or elsewhere with the valve projecting at one end as shown at A, it can be rolled up tightly to discharge all the air within it, commencing, as indicated, at the other end until the form at B is attained. Without allowing the tube to become unrolled, the valve insides and the inner and outer caps should be replaced, otherwise air will return to the interior. That done, the tube should be laid out as at 1 (valve central and projecting upwards), the ends doubled in as at 2 and 3, and then the folded ends brought together as at 4. Two rubber bands (cut from an old air-tube, if necessary) should be wound around the tube at 1 and 2 to hold the folded ends in place.



Incorrect and correct methods of folding an air tube for storage.

sary) will keep the folded unit firm and compact, with the valve protected. If the tube may be carried or stored thus for a long while (as when it is a spare for a new set of tyres) it is advisable at stage No. 1 to wrap the valve round with paper or a clean rag, securing the binding with tape or twine, so as to prevent the metal from chafing the tube when it is folded and tightly secured.

THE FIRST MOTOR CAR ACROSS AUSTRALIA

2100 miles of Desert, Sandhills and Dry Water Beds. (From Talbot Cars Catalogue, 1910)

What is probably the finest motoring performance on record is the feat of Messrs. Dutton and Augers, of Adelaide, in crossing the Continent of Australia on a 25 hp Talbot, a journey of 2100 miles, occupying a little over a month.

In July 1908 these two intrepid Adelaide motorists set out on a tremendous undertaking of threading the pathless Australian Desert and traversing the entire Island Continent from North to South.

Mr. Augers, in a summary of the trip, says that practically no mechanical troubles were experienced except the breaking of two leaves of one of the springs in crossing Sturt Plains, where the country was so rough and bumpy that it was almost impossible to retain their seats on the cars.

The bearings of the machine were only greased upon one occasion - at Alice Springs - and there was never occasion to use a spanner or to clean or examine the sparking plug throughout.

The worst parts of the journey were crossing the parched, steep and stoney MacDonnell Ranges, the Burt Plains, with the mulga and spinifex desert constituting most of the country between Barrow's and Powell's Creeks. Approaching the latter place the motorists encountered a bad crossing at Edith, in which there were four feet of strongly-running water. A tarpaulin was secured over the front of the car, which was driven full speed through the stream, carrying by its impetus a sheet of water of some twenty to thirty feet up the opposite bank. Many very bad crossings were also successfully negotiated in the 154 miles transversed between Pine Creek and Port Darwin.

The old wagon road from Southport to Goldfields was overgrown and obliterated, except where faintly visible on some of the ironstone ridges. At several of the crossings rough corduroy tracks had to be formed.

The worst crossing was Bridges Creek, where there was sheer drop of thirty feet on the south bank, and once in the bed of the creek the car was sent full speed ahead across the boulder-strewn bed of the creek in a shower of sparks from the steel-studded tyres and forced up a steep bank on the opposite side.

In other places along the route, between Pine Creek and Port Darwin, the car was forced bodily through thick sapling growths of considerable size. The car and its occupants were literally covered on occasions, by showers of green ants and insects dislodged from their nests overhead. From Burrundie to within ten miles of Port Darwin was amongst the roughest experiences of the journey.

This tour has been made by more than one cyclist, but it presents infinitely greater difficulties to a motor car and old bushmen who have traversed it with horses and camels were confident that a car would never be got across.

It is the successful accomplishment of this daring trip that the two intrepid motorists, Messrs. Dutton and Augers of Adelaide, are to be congratulated upon, and the trials and difficulties overcome render unnecessary any eulogies on the reliability of the car which enabled the motorists to perform this previously deemed impossible feat.

* * * * *

CHEMICAL COLOURING OF METALS

Polishing and Cleaning. It is of the greatest importance that all metal objects selected for chemical colouring be perfectly clean. The object should first be polished. Then it should be "degreased" by swabbing it over with methylated spirit or some other grease solvent. Finally, it may be advisable to dip the metal object in a bath of warm diluted hydrochloric acid (spirits of salts) for a minute or two in order to scour it thoroughly. After this treatment, the object is rinsed in warm water, and is then ready for "bronzing".

A Dead-Black Surface. Most common metals can be given a dead-black surface colouration very readily by chemical means. For instrument work, such a colouration is very useful and often, indeed, a necessity. The black colour, unlike many of the painted-on lacquers, does not flake off or chip away. Brass and copper articles can be blackened by immersion for a few minutes in the following liquid:

Copper nitrate	1 oz.
Water	3 oz.

A small quantity of silver nitrate dissolved in the above solution is said to improve the black colouration produced upon the metal, but its employment is by no means essential.

Copper (but not brass) articles may be made to acquire a slightly shiny black surface by immersion in the following solution:

Ammonia sulphite	1 part
Water	4 parts

Brass articles take upon themselves a steely-grey colour in this solution.

By immersing iron articles in a solution of photographers' "hypo" they are given a blue-black colour, particularly if a little lead acetate or nitrate is dissolved in the hypo. Silver immersed in sodium sulphide solution turns almost black, while a black colour on zinc can be obtained by immersing it in a solution of antimony chloride.

A pleasant grey colour is produced on iron by boiling it for half an hour in a weak solution of iron phosphate. This process is akin to that of "coslettisation", a thin film of iron phosphate and oxide being formed on the surface of the metal.

In order to colour brass or copper, a variety of shades ending in black, the metals should be immersed in a very dilute solution of ammonium or sodium sulphide. Brass, for instance, placed in an extremely dilute solution of either of these sulphides will acquire a golden appearance, whilst copper, in the same solution, will be reddened. By making these sulphide colouring solutions stronger or by allowing a longer time for them to act upon the metal, the mechanic will find that he can get almost any yellow, red, brown or black colour he desires on these metals.

Steel articles can be "blued" simply by passing them through a flame. Better still, they may be blued by boiling them for a short time in a strong solution of hypo containing a little lead nitrate.

Dulled Aluminium. The silvery appearance of aluminium is not always desirable. It may, however, be permanently and uniformly dulled by dipping the metal in a hot, moderately strong solution of caustic soda (sodium hydroxide) for a few seconds. The metal will thereafter have a matt appearance. If aluminium so treated is immediately rinsed in warm water and then immersed in a hot solution of an aniline dye, the aluminium surface will take up a little of the dye stuff, and will become permanently tinted. This constitutes an imitation of the now well-known process of "anodising" aluminium and the subsequent "dyeing" of the metal.

MEMBERSHIP UPDATE

NEW MEMBER:

BRETT JAMES EISENHAUER No. 825 F
7 Lancaster Crescent
COLLAROY NSW 2097
(H) 982 7554
1908 Fiat Tourer

CHANGE OF ADDRESS:

N. (NIGEL) C. PRICE No. 765
8 Cobden Avenue
LANE COVE NSW 2066

VAL & ARTHUR GARTHON
153 Rosa Street
OATLEY NSW 2223
(Same 'phone numbers)

RESIGNATION:

MR. CLIFF WARD
(Moved to Melbourne) No. 730 F

M = I = N = D = S = T = R = E = T = C = H = F = B

Solution to No. 61

WORDY WORK

The 10-letter word, appropriately enough, is DICTIONARY.

No. 62

SIMPLE AS A.B.C.

If two A's equal a B and two B's equal a C, how many A's can fit into a CAB?

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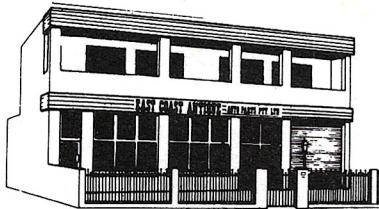
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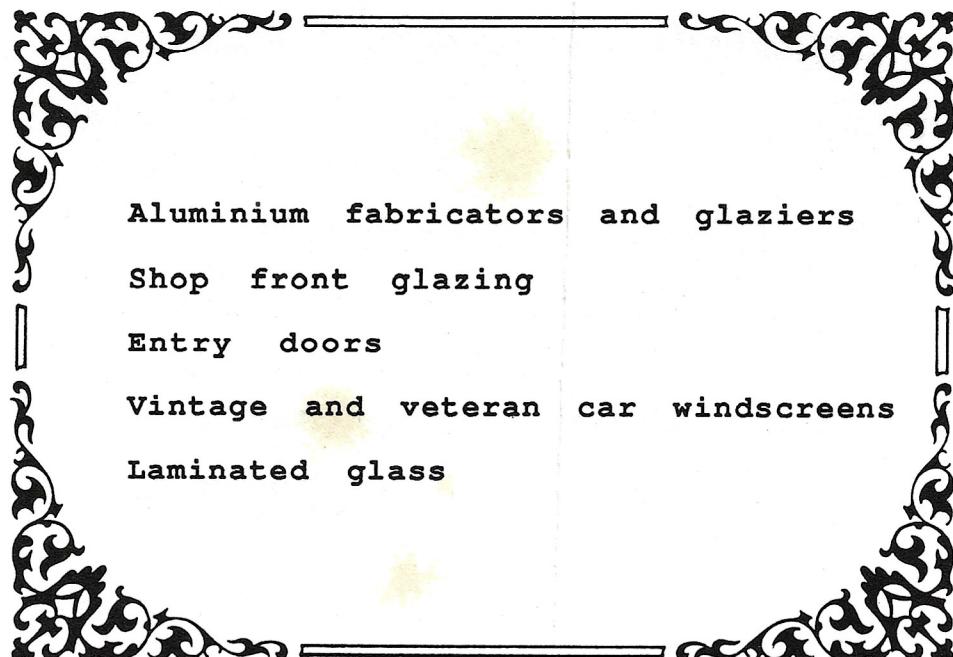
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