



Spit and Polish

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

Hon Editor and Editorial Address—

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EDITORIAL

Firstly, I want to wish you all a Merry Christmas and a Happy New Year.

In this issue I have written the story of my Austin. I warned you at the last meeting that if I received no contributions, this would happen. I also said that if you couldn't see the car, you could at least hear about it. Sorry the write-up is so long.

May I make a plea for articles for the January issue? The little material which I have in stock requires a considerable amount of preparation, and I hope to get some of that done. Further articles would be greatly appreciated.

- EDITOR

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AUSTIN 10 H.P. 1911 - NO. 10054

Being a firm advocate for adequate documentation of veteran cars, I am confronted with the task of doing this on my own particular car. I could do this giving only the essential details, or I could give the story behind my whole experience with the car. I prefer the latter approach as I feel that I have things to say that may be of help to would-be owners of Veteran Cars. I hope that there will be the addition of human interest which will prove of interest and value.

Some readers would expect some explanation of why a person should be interested in veteran cars. I think any detailed explanation would involve another separate story. I merely say that as long as I can remember I have loved cars. I have not had a very long personal experience of driving or ownership - only about 20 years - and I state emphatically that I have had no mechanical training. Some club members are very much aware of this.

My involvement in veteran cars was by a natural drifting process. I saw them at rallies, I liked them, and in the end I inadvertently saw a veteran O.T.A.V., reputed to be 1909, advertised in the Sydney Morning Herald. This is where it started for me. The story of the O.T.A.V. is a separate one - very far from complete.

After two years of frustration, I decided I wanted to buy a complete vehicle with a roadworthy reputation. So having made the decision to be a veteran car owner, I had to seek a suitable vehicle. In my own case, as I said before, I knew that I could not start with a real derelict. The other requirements that appealed to me were the desirability of a moderate size - and I hoped a moderate performance. I also considered that as a non-mechanic, I needed a vehicle from a time when reasonable reliability was established. The Austin seemed to have these requirements. It was nearly complete and I knew I would not have to travel hundreds of miles for parts. It was advertised as a 1908 model 8 h.p. and the price was £425, which seemed reasonable.

At this stage, I think it would be wise for me to look back and criticise my ideas of the time (over 2 years ago) in the light of

later experience.

The first point I would make is that, whilst there is nothing wrong with low h.p., particularly if it can be all used, it has its problems, which probably affect a person like myself more than it would others. It definitely means more driving stress and limitation on performance, and these features do not make veteran motoring relaxing. I am quite sure it was temerity in my approach which made me seek "smallness" - I may have been a much more successful veteran car driver if I had had a 20 h.p. model. However, I must also say that the small cars still appeal to me immensely.

The decision to buy the Austin was not difficult for me. Club members assured me it had once been a successful club car, and the size and appeal of the car was virtually irresistible. My wife supported my enthusiasm and we hoped that before long we would be participating in rallies - how wrong can you be!

We drove the car home - the fan belt broke on the way, so it soon boiled. A roadside replacement was made with my trousers' belt. The car still wears it. We experienced the slipping out of second gear, the ferocious clutch, and virtually one-wheel braking. The trip home was about 25 miles.

My first effort to drive the car was next day - my first effort to drive a veteran - and I regret to say I wrecked the second gear pinion in half an hour. The cutting of a new gear and replacement took several weeks. I was determined to make a full assessment of the car - to know what had to be remedied.

I had the car on a few local drives about Mosman; the car had normal full registration so this was quite legal. A longer run was to the Fete at the Margaret Reid Hospital at St. Ives. I then realized that there was a great deal of oil being lost from the engine. Half way across, almost a gallon of water was also needed. I was very aware of my low power when Jack Dance swept past in his Talbot on a long up-hill grade.

There was also a fair amount of track lubricant being thrown out of the gear box - I had overfilled it. The local garage complained about "the failure in toilet training".

On another run, the clutch became the problem. In the first place, a deficiency of lubrication led to a gripping of the (male) section on the key. Clutch slip started to occur - and this was due to metal being ploughed off by the clutch brake, without its lining gouging into the metal. The metal with a little oil soon led to an ineffectual clutch. Appropriate washing with petrol and treatment with Neats Foot Oil remedied the clutch trouble. A new lining was fitted to the brake. I also discovered the engine was lacking mounting bolts on one side - the holes had broken away.

I started to compile my list of jobs to be done. As the engine had to be removed, I decided to clean back and repaint. I also started to look at the body and I found that virtually only the vertical members of the woodwork seemed solid enough not to be replaced completely. Most of the horizontal members were so rotten that only a shell remained.

So restoration was started, and after two years is still not complete.

The engine was leaking oil due to a complete failure in the front main bearing. (There is a 5-bearing crank shaft). This was remedied by the capable hands of Lionel Jones. It was a great thrill to find that his efforts were successful. The only problem found in this regard was that No. 1 big end decided to seize up after a little running - it was early remedied. The bottom end of the engine now seemed healthy. I had been reassured that a thorough rebore and re-pistoning of the engine had already been done - actually the pistons are too long. The compression is very good.

The next problem was the magneto. This was described by the expert as the "biggest heap of rubbish he had seen for a long time".

Carburettor and induction had been saved for last. The car had been running on a Solex downdraught carburettor of modern design, the opening

in the manifold being on the top.

The original Claudel Hobson Carburettor was connected by a long inverted J connecting tube. Many attempts to make the car run with this failed - the carburettor was completely and reliably serviced without avail.

I sought advice from the Montague Motor Museum. The interesting information was revealed that the particular car was not sold on the English market until 1912. There had been trouble with the induction system. A photostat copy of Autocar 1912 was sent showing a side entrance with a very much shorter connecting venturi. This modification seemed justified, and was eventually fabricated under the direction of Ray Hill. The necessary modifications had to be made to the manifold. However, the car still would not go - perhaps the cup of rust in the petrol tank was the reason for this. The other problems of water leaks were solved with some Bars Seal.

Lesser jobs on chassis included the fitting of hardened shackle bolts with proper split pins to replace soft bolts with lock nuts. The shock absorbers were completely restored at great expense. A new brake cable was fitted and a few attempts were made to equalise the brakes.

The abortive attempt to run in the Blue Mountains Rally 1963 soon revealed the weakness of the front universal. The fabrication of a new one was quite successful. The universal is incorporated into the transmission brake drum.

With the engine performing very badly, and stalling if any stress were put on it at low revs., and a ferocious clutch, all the traffic lights in Parramatta Road on a Saturday morning proved too much.

The body work was a simple matter of carpentry, and I think this part of the restoration suited my particular talents best. I substantially rebuilt the main body work, but I patched up the low storage compartment behind (I now wish I had rebuilt it - it would have been easier, although considerably more expensive). The duco was a disappointment, as although the colour sprayed on was satisfactory, it did not match the other blue, and overspray badly blistered the painting on the chassis - so much so that it had to be completely redone.

Nickel work was all redone, and missing screws were replaced. The present upholstery is Vynex - I consider that the car has to prove itself before this is redone with leather. The floor boards were a tiresome job. The existing hood is in fair condition, but the metal fittings need attention.

I am hoping that 1964 will prove more successful.

- G.M. LEHMANN.

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MEETING

The last meeting for 1963 was held on November 28th and there was the usual good attendance.

The normal reports were received and some discussion developed from them, particularly concerning the recent Brighton Rally. Criticism was invited and the question of the possible traffic hazard created by participants in the Observation Section was considered. It was quite obvious that quite a few members felt that this type of sub-event had some fairly serious aspects in that it caused distraction from the actual duty of correctly driving a car. However, the problems remain in that it is a difficult matter to work out satisfactory interesting sub-events for this type of rally.

The question of Honorary Life Membership was again brought before the meeting; on this occasion with particular reference to Mrs. J. Myers who has recently tendered her resignation from the Club. The discussion which followed made it clear that the Club considered Honorary

Life Membership should only be conferred in cases of prolonged devoted and interested service to the Club, or in consideration of some other special and unusual factors. It was recalled that the DoYLES were made Honorary Members just prior to their return to the U.S.A., and on this occasion their generosity to the Club was acknowledged, and although their period of membership had been relatively short, they certainly were active members. It was also considered of importance from the point of view of goodwill to have this link with the U.S.A.

The outcome was that Mrs. J. Myers was not elected for Honorary Life Membership, and her resignation was accepted.

An acknowledgment was made to Mr. W. Spraggon for a donation of £5 received for displaying his car at Woolworth's at Top Ryde.

The Events Committee were able to report on their discussion with quite a variety of establishments at Blackheath in connection with accommodation for the rally in February.

The Annual Inspection Day was scheduled to take place on December 8th, and Mr. George Roberts stated that cars unable to attend would be required to furnish a Certificate of Inspection which could be obtained from a Service Station. It is probable that the Certificate of Inspection would in actual fact be a Certificate of Rejection, the important point being that the items required for Veteran registration be satisfied.

Another item of interest was raised in connection with the Club having a listed telephone number. After some discussion, Mr. J. Dance accepted the suggestion that his number be used, particularly as he was more available than most members, and was in close contact with all Club affairs. Some economic considerations will be made on account of this. Mr. G. Green's number will also be listed under the club name in the telephone directory. The telephone numbers are as follows:

J. Dance - 86/1432
G. Green - 68/2282

Two new junior members, Ian and Graham Steer of St. Ives, were accepted for membership.

Mr. George Roberts appealed for any data on Renaults which would assist in establishing the years of manufacture.

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DATES TO REMEMBER, 1964.

January 25th, 26th & 27th	Anniversary Weekend, Mid-Coast Rally, Gosford.
February 22nd, 23rd	Ninth Blue Mountains Invitation Rally to Katoomba.
March 27th, 28th, 29th & 30th	Easter Weekend, Canberra Rally and Tour.

Don't forget the Gosford Tour. If you are unable to come for the full weekend, come along on the Sunday. Its only 45 miles from Sydney and we have daylight till 8.0 p.m. in late January. A good day is assured for all - with prizes you KEEP.

L. Sheen, R. Farrell, J. Tulloch

Events Committee.

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REVS. & BACKFIRES

Len and Jean Masser wish everyone a MERRY CHRISTMAS and a HAPPY NEW YEAR. They are just about to go on holidays and will see you all in January.

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STARTERS SECOND ANNUAL OBSERVATION RALLY

	<u>Driver's Name</u>	<u>Car</u>	<u>Year</u>	<u>Questions</u>	<u>Points Loss</u>		<u>Road Section</u>	<u>Grand Total</u>
					<u>Bonus</u>	<u>Total</u>		
1	K. Lober	Oldsmobile	1901	150	0	150	150	300
2	R. Marshall	Brush	1908	100	5	95	50	145
3	J. Turner	Bedelia	1914	No Score	-	-	-	-
4	A. Foy	Reo	1906	Non-Starter	-	-	-	-
5	J. Knight	International	1910	210	-	210	70	280
6	L. Leresche	Renault	1908	230	10	220	60	280
7	J. Hochstadt	Renault	1910	Non-Starter	-	-	-	-
8	P. Garwood	Renault	1912	140	25	115	60	175
9	W. Horwood	Renault	1912	Non-Starter	-	-	-	-
10	L. Sykes	Humberette	1913	200	15	185	180	365
11	F. Nissen	Humber	1906	180	-	180	60	240
12	J. Dance	Talbot	1908	230	-	230	150	380
13	J. Vanstone	Metallurgique	1908	140	35	105	50	155
14	G. Daley	F.N.	1908	200	-	200	50	250
15	W. Dudley	N.A.G.	1909	170	-	170	100	270
16	W. Hardman	Daimler	1909	260	-	260	-	-
17	P. McKeown	Austin	1909	160	-	160	60	220
18	K. Moss	Panhard Levassor	1910	200	5	195	105	300
19	S. Frost	Humber	1910	Non-Starter	-	-	-	-
20	K. Nutt	Hupmobile	1911	120	35	85	100	195
21	A. Colbourn	Crossley	1911	170	-	170	60	230
22	G. Burton	Napier	1911	110	15	95	10	105
23	F. Craze	F.N.	1911	150	40	110	70	180

24	C. Parker	Martini	1911	110	25	85	90	175
25	D. Trounson	Argyll	1912	140	40	100	30	130
26	A. Rowe	Fiat	1912	120	-	120	80	200
27	V. Jacobs	Ford "T"	1912	190	35	155	100	255
28	N. Spraggon	Renault	1909	No Score	-	-	-	-
29	J. Garwood	Renault	1913	60	50	10	90	100
30	R. Baxter	Studebaker	1913	170	65	105	50	155
31	J. Cooper	Ford	1914	230	10	220	60	280
32	R. Newman	Talbot	1914	Non-Starter	-	-	-	-
33	L. Parry	Ford "T"	1915	60	40	20	39	59
34	F. Russell	Hupmobile	1914	170	20	150	50	200
35	R. Farrell	Fiat	1913	No Score	-	-	-	-
36	P. Hokin	Dodge	1915	380	-	380	130	510
37	M. McCarthy	Rolls Royce	1912	150	10	140	60	200
38	R. Jones	Oakland	1913	170	45	125	90	215
39	G. Green	Rolls Royce	1913	No Score	-	-	-	-
40	D. Davis	Vauxhall	1913	160	-	160	152	312
41	P. Davis	Hispano Suiza	1914	240	-	240	270	510
42	S. Rumble	Renault	1911	200	45	155	50	205
43	C. Bryson	Empire	1911	Non-Starter	-	-	-	-
44	R. Craze	Buick	1912	180	45	135	110	245
45	A. Craze	B.S.A.	1912	220	-	220	80	300
46	L. Sheen	Humber	1912	No Score	-	-	-	-

29	J. GARWOOD	FIRST - OBSERVATION SECTION - 10 POINTS LOST - RENAULT 1913	-	MILLERS PRIZE
22	G. BURTON	FIRST - ROAD SECTION - 10 POINTS LOST - NAPIER 1911	-	MILLERS PRIZE
33	L. PARRY	OUTRIGHT WINNER OF BOTH SECTIONS - 59 POINTS LOST - FORD 1915	-	LODGE PLUGS PRIZE

SECOND ANNUAL OBSERVATION RALLY - SYLVANIA TO BRIGHTON,

SUNDAY, NOVEMBER 24TH, 1963.

Early morning was very overcast and not too promising for our Rally, but as the day progressed the sun came out and the tour was carried out without any rain.

Our starter, George, had the first car away on time at 9.30 and then at two minute intervals. The first question was at Sutherland, thence the route was to Cronulla, to Captain Cook's landing place at Kurnell, and back to Sylvania for a barbecue lunch at the Millers Hotel.

The morning run of 25 miles and 30 questions was covered by most cars well under the set time allowed, although those who stopped for morning tea were late back at lunchtime.

After a leisurely lunch, we were off again at 1.30 to Hurstville via a round-about route which followed Georges River for four miles, then alongside the railway line to Tempe. (Those people who crossed the railway line at Hurstville as on last year's occasion, did not read route instructions. They could not answer the questions.) The route continued across Tempe Bridge to Mascot, and along General Holmes Drive to Doll's Point Park for the finish and afternoon tea.

The afternoon run of 23 miles was covered by all cars well inside the allowed time, with only 20 questions on this section.

The lessons learned on this rally were to have fewer questions, and to avoid stopping of the cars. However, all the crews had a very enjoyable day and the winners of the three sections are listed on Page 6 of this issue of SPIT AND POLISH.

The Events Committee wish to thank all officials who helped them on this occasion, for without them the rally could not be run.

I was very pleased to see the Canberra boys at Sylvania and hope they had an enjoyable day and a pleasant drive home - see you all at Easter!

I also saw the Newcastle president, Jim Turner, in the Bedelia.

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CHRISTMAS DINNER

The Annual Christmas Dinner was held at the Ling Nam Restaurant on Saturday, December 7th. It was a most inclement night which created confusion because of parking problems, coats and umbrellas. In spite of this, everyone had a very good night.

The hostess was disappointed because she had made much effort concerning table arrangements, and this was completely unrewarded, as most people were already seated when she arrived.

The atmosphere was congenial and it was not only wet outside, but Ling Nam was also pretty wet inside!

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THERE IS NEWS from Brian Lewis at Hong Kong. Brian sent photos to his father showing racing events at Portuguese Macao. He tells that the oldest car in Hong Kong is a 1915 Ford. There is also a 1928 Austin and a vintage Rolls.

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INSPECTION DAY, DECEMBER 8TH.

In spite of the inclement weather, over 20 cars reported for Inspection Day on December 8th at Centennial Park.

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W A N T E D: Radiator for 1910-12 Maxwell 4-Cylinder, any condition. Contact: Stan Rumble, 24 Barkl Ave., Padstow.

F O R S A L E: Argyll 1911 - Price £975.
Contact: Mrs. J. Myers, 73 Rothschild Ave., Rosebery. 663/4058.

CHANGE OF ADDRESS: Mr. Jack Smith,
82 Portland Crescent, Maroubra Bay, N.S.W.
