

SPIT

AND

POLISH

THE



N.S.W.

NEWS

SPIT AND POLISH

Volume 111 No.3

November, 1961.

EDITORIAL

Dear Members,

We approach the end of 1961 after a very active year of Veteran Motoring. A year in which we have seen many interesting cars come to light and fall into the hands of anxious owners.

Much work has been done in the country centres, and during the coming years we should see more rallies to these centres, one in particular is Canberra, here we have a band of enthusiastic members who would love to play host to Sydneysiders.

One thought comes to the fore throughout all Veteran events, that is the number of members who regularly turn up for outings, whether they be sponsored or not, and then we have the members who only come out when petrol and oil and accommodation is supplied by our sponsors, Golden Fleece. This is a real pity as the Veteran Car movement is one in which the spirit of Veteran motoring is the activating force, not what can be obtained for nothing.

Let us approach 1962 with the thought that the Club is the thing, and that we will support the events to make the whole show a more attractive exhibition of Veterans. Speaking of support the same goes for the magazine, at the present rate we will have a page of photos and an editorial in the next issue. How about it members, after all this is a Club for members not the Committee.

During the past year we lost one of our members, Rex Turner, we do extend to his widow and family our kindest thoughts. Rex and his Oldsmobile will long be remembered by his Club friends.

Lastly we would like to extend to all members the best for Xmas and 1962, may the next year bring you all you want yourselves.

Jock McGowen,
Hon. Editor

OFFICE BEARERS

1961/62.

The Veteran Car Club of Australia, (N.S.W.), founded 1954.

President:	Mr. George Green
Secretary:	Mr. Jack Dance
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Trustees:	Mr. Alan Rose-Bray Mr. George Roberts

LETTERS TO THE EDITOR

12 Bayview Ave.,
Gosford.
20th Sept. '61.

The Editor,
"Spit and Polish"

Dear Sir,

During the early part of this month I had the opportunity to take my 1908 8 h.p. Renault to Queensland, to compete in the Brisbane-Murwillumbah Banana Festival, and the Annual Golden Fleece Rally. This was the first trip after more than thirty years in the "grave yard" at Collarenebri.

The little vehicle weighing itself 15 cwt. and carrying a driver and passenger of 12 stone each, had to pull just on a ton. Each of the rallies were over 170 miles and with total travelling time the total mileage was over 400 miles. This was achieved with no maintenance at all, only the usual wash and polish. The car used no oil and averaged over 30 m.p.g. of petrol. This speaks well for the reliability of the Renault car.

The most important part was that I took out the Outright Winner in the two cylinder division of the Darling Downs Rally, won the first sub event and was runner up in the Concours d'Elegance, in the Banana festival. As a matter of interest there were 47 cars in the Darling Downs Rally and 52 in the Banana Festival.

The Lord Mayor of Brisbane presented me with a large silver tray for my win in the Darling Downs with a pewter mug for the sub event and a bronze medallion. I understand I am to receive a silver medallion for being second in the Concours d'Elegance.

You can see that I have something to be proud of, as this was mine and the car's first rally.

I would like to congratulate Golden Fleece and the V.C.C.A. (Q'ld.) for the marvellous weekend at Toowoomba and can only say that those that missed it missed something special.

(signed) Phil Gregory,
V.C.C.A. (N.S.W.)

LETTERS TO THE EDITOR

12 John Street,
BEXLEY

10th November, '61.

Dear Jock,

I thought that you might be interested to know how much we enjoyed the run to Camden last week-end. For the first time I was able to sit back and relax and enjoy the run with no worries about route instructions, maps, or calculations of times from point A to point B, which are usually wrong anyway.

The weather was perfect except for the last seven miles into Camden, at this stage I took refuge in "TOP HAT".

It was a very pleasant social weekend and I think we should have more of them, the only condition being that we should be able to censor the movies taken by Alby and Ken, who turned up in the most unexpected places.

The run home was Veteran Motoring at its best and we were only sorry when it was over.

Yours sincerely,

Pauline Jones.

NEWCASTLE RALLY

September 30th., October 1st and 2nd.

Of all the rallies I have attended this is probably the one that will live longest in my memory. Not a big rally, in the way we remember Wollongong, but a friendly rally, one that was full of the spirit of true Veteran Motoring.

Eric Barlow who is an active member of the Mayfield Lions Club, proved himself to be a Lion in every sense. Despite his bulk he continued to organise and direct the whole affair, on a day that was not cool, and then in the evening he continued to keep the show running. Eric, all those who attended I am sure join me in thanking you for a wonderful weekend, and we hope that you will extend our thanks to all your fellow helpers.

The entries were:

1908 Renault	Eric Barlow
1914 Clement Talbot	Bob Newman
1910 Straker Squire	Ron Hepworth
1909 Ford T	Kevin Ryan
1911 F.N.	Ray Thomas
1915 Ford T.	Don Barker
1913 Renault	Jack Garwood
1912 Humber	Len Sheen
1913 Ford T.	Stan Barlow
1906 Pope Tribune	Laurie Sykes
1913 Fiat	Roy Farrell
1914 Ford T.	Hunter Thomas
1912 Calthorpe Minor	George Roberts
1912 Metz	Wal Barker
1908 Renault	Phil Gregory
1911 Renault	Stan Rumble
1916 Ford T.	Barry Thomas
1914 Hispano Suiza	Allan Foy
1913 Fiat	Allan Rowe
1908 Talbot	Jack Dance
1912 Austro Daimler	Martin McCarthy
1912 Cadillac	Ken Moss
1912 Ford T.	Vic Jacobs
1912 Ford T.	Len Willock

For the Rally and Gymkana, the place getters were:

First:	Ken Moss	Prize:	Tea Set
Second:	Jack Garwood		Travelling Rug
Third:	Bob Newman		Polish, etc.

The Steering Test:

won by Phil Gregory and the prize, a pair of wing mirrors.

"Spot the Dot" test:

won by Phil Gregory and the prize a spot lamp.

The Flag Race:

won by Allan Foy and the prize, a fire extinguisher and mirror.

Blind Parking:

won by George Roberts, the prize was a Rear view mirror and a set of spark plugs.

The Rally without sub events:

won by Ray Thomas	prize a beer mug
second: Bob Newman	a fog light
third: Ken Moss	a set of spark plugs.

The Concours D'Elegance was won by Eric Barlow, and nobody would dispute this win, Eric's Renault is a perfect restoration, and I understand that he even had to make a complete new radiator, congratulations Eric for a job well done.

All drivers competing received a silver plaque, with suitable engraving, and a set of Piston rings was donated for competition between the Sydney motorists on the trip back.

A pleasant interlude to Veteran Motoring was the exchange of banners between Sydney Lion Club member Vic Jacobs and the President of the Mayfield Lions Club, Mr. Roy Oliver.

"AN ASTOUNDING VEHICLE"

by Dallas Moore V.C.C.A.(NSW) Associate.

I thought it would be of interest to members in general to present this article on a veteran car which can only be described as "astounding".

The vehicle in question is a 1907 Metallurgique-Maybach. This car is at present owned by Mr. D.G. Fitz-Patrick, and resides in Great Britain. It has been restored but not to its original condition.

When new this car had a 10 litre Metallurgique engine and was at one time owned by Ernest Eldridge, George Eyston's partner in many land speed record attempts, who had ideas for it at Brooklands but he sold it in favour of the monstrous FIAT "Mephistopheles". A gentleman in Norfolk bought the car and proceeded to lengthen the chassis and install the present engine.

The new owner died not long after the job got under way, and the partly finished car lay for more than thirty years, until its present owner bought it and completed the installation. Effective brakes were fitted and Panelcraft Pty. Ltd. fitted a new body of the "Mother in law" type. The whole job was finished in a blue-purple colour and lined in red with red wheels and red leather upholstery.

The exhaust system consisted of a large copper expander box fitted under the chassis on the passenger side, this was fed with two large copper pipes from the motor.

When finished the car had a top speed well in excess of 100 m.p.h., and the acceleration would hold an XK 140 Jaguar up to 80 m.p.h., all this was achieved without any fuss or bother. The car could be driven "hands off" at 90 m.p.h., which is unusual for the cars of that day.

The final drive was crown and bevel and not chains, and the top gear ratio was 1.27 to 1 which gave a cruising speed of 85/90 at 1000 r.p.m. With a 21 litre motor, the fuel consumption must have been very heavy indeed.

CONCOURS and INSPECTION DAY - LIVERPOOL

The Concours and Inspection Day was held at Liverpool on October 8th., and 18 cars attended. Again the weather was kind and the day although overcast, was pleasant.

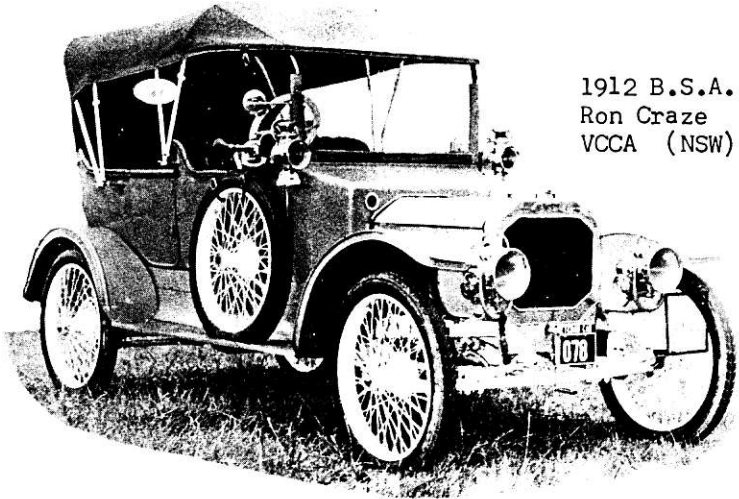
The inspection boys did a very good job and certain cars were rejected for various small points. This was good to see as it proves that our standard of mechanical inspection is very high even though it is done by our own boys. You will remember that this was a condition of issue of the special plates for low cost registration.

Len Masser's dog 'Billy' was probably the highlight of the day, it spent all its time sitting in cars, obviously Len won't let it sit in his own cars. Its final effort was to sit on the bonnet of the Armstrong Whitworth, yes, it still bears the scratches to prove it, not the dog - the bonnet. Masser you should really take out increased life insurance on that dog, one of these days it won't be able to move as fast as it did that day.

The following members attended:

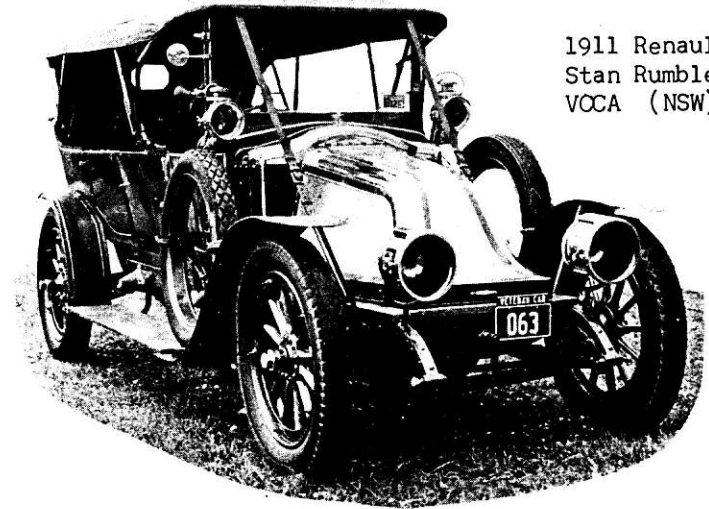
1914 Ford T.	Len Willock
1908 Metallurgique	Jeff Vanstone
1910 Armstrong Whitworth	Jock McGowen
1912 Calthorpe	George Roberts
1912 Humber	Len Sheep
1906 Pope Tribune	Laurie Sykes
1913 Fiat	Roy Farrell
1909 Hupmobile	Lionel Jones
1911 Renault	Stan Rumble
1910 Humber	Alby Frost
1912 Ford T.	Vic Jacobs
1914 Hispano Suiza	George Green
1911 Napier	George Burton
1912 Buick	Alan Craze
1912 B.S.A.	Ron Craze
1913 Renault	Jack Garwood
1911 Hupmobile	Percy Nutt
1912 Crosley	Austin Grellman

CLUB CARS

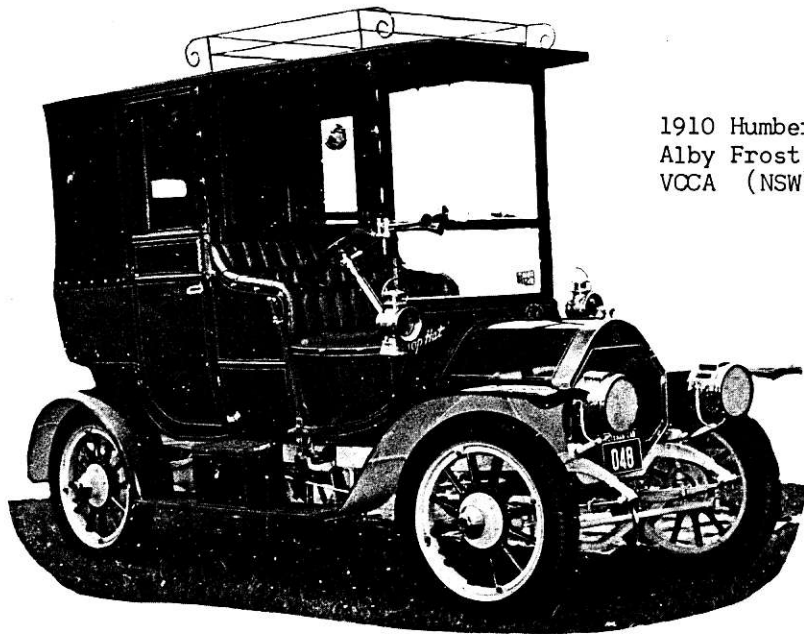


1912 B.S.A.
Ron Craze
VCCA (NSW)

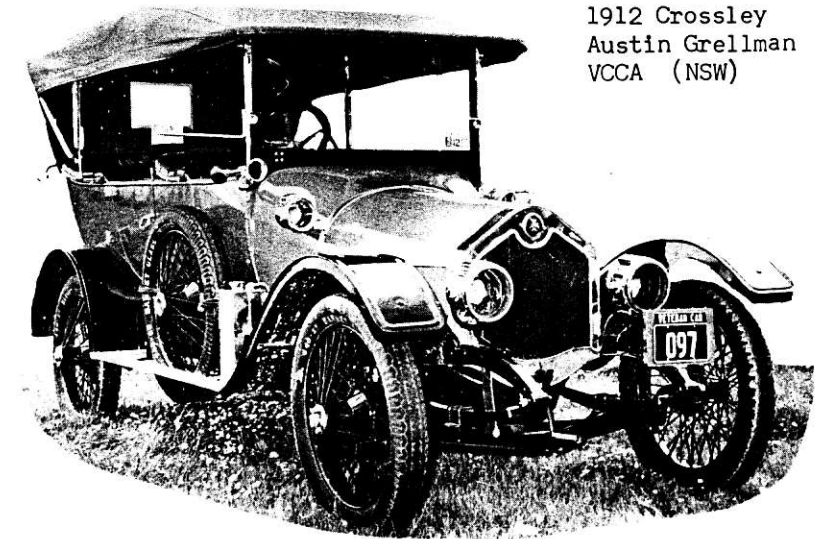
CLUB CARS



1911 Renault
Stan Rumble
VOCA (NSW)



1910 Humber
Alby Frost
VCCA (NSW)



1912 Crossley
Austin Grellman
VCCA (NSW)

PETROLEUM

An article supplied by Geoff Lehmann V.C.C.A. (N.S.W.), and taken from "The Textbook of Organic Chemistry" by J. Read.

The automobile only became successful essentially with the introduction of petroleum type fuel. It was the development of the internal combustion engine using this type of fuel that triggered off the final development of the motor car in its classical form. It is not denied that steam and electricity, for a time, created interest, but these proved to be rather dead limbs on the automotive tree. The word "Petroleum" has a latin derivation - 'petra' meaning 'rock' and 'oleum' meaning 'oil'.

Natural petroleum then occurs in deposits situated deep under the earth's crust, the most abundant being in the U.S.A. and in the Caspian region of the U.S.S.R. The 'Eternal Fires of Baku' attracted fire worshippers as far back as 615 B.C. The catastrophe of Sodom and Gommorah has been attributed to the fire in an oil field following on an earth movement. However, commercial interest led to the discovery of oil in Pennsylvania in 1859. Quite apart from the fields in U.S.A. and U.S.S.R. there are fields in Borneo, Rumania, Galicia, Japan, Mexico, Canada, Burma, Persia and Iraq.

The crude Petroleums are viscid, fluorescent liquids, dark yellowish brown to green in colour, offensive in smell and consist of complex mixtures of hydrocarbons mixed with smaller proportions of organic acids and other materials. Two main theories have been advanced to account for the origin. One is the effect of high temperature and pressure in the presence of metallic catalysts, which caused the formation of the hydro carbons. The other theory, according to Engler, suggests that both plant and animal remains have probably functioned in producing natural petroleum.

The oil emerges from the bores at times with great pressure, later it has to be pumped, and the refining process is by repeated fractional distillation. This means that the crude oil is heated and at certain temperatures, certain portions boil off and are collected. The portions that boil off, of course, are further refined and, ultimately, a whole range of petroleum products are produced.

MARRICKVILLE CELEBRATIONS

At the request of the Marrickville Council members were invited to attend the centenary celebrations. These consisted of a procession through the streets of the suburb and finished at Henson Park.

The following members took part with their veterans:

1910 Humber	Alby Frost
1912 Fiat	Alan Rowe
1912 Cadillac	Ken Moss
1911 Martini	Col Parker
1913 Fiat	Roy Farrell
1908 Metallurgique	Jeff Vanstone
1912 Buick	Alan Craze
1912 Renault	Jack Garwood
1914 Delahaye	Arthur Garthon
1909 Sizare Naudin	Jack Smith
1910 Armstrong Whitworth	Jock McGowen
1903 De Dion	Len Masser
1909 Hupmobile	Lionel Jones

Len Masser had a certain amount of trouble, but with the help of Lionel Jones soon overcame the trouble and re-entered the procession.

The showing of Veterans was appreciated by the public and in view of the need to use Henson Park next year, the appearance no doubt assured us of a starting point for next year's rally.

"ONE FOR RIPLEY"

Martin McCarthy and Guy Parsons found themselves a 1913 Benz the other day, yes it was found in Sydney.

On checking, the date 1913 was found on the crankshaft, further checks revealed the engine number 15775. The natural thing to do was to check with Kelvin Perdreau on type etc.. This check revealed the astounding fact that Kelvin's engine number was 15774.

The following letter has been taken from the July-August 1961 edition of the Horseless Carriage Gazette, and has been sent in by member Mrs. Paula Bryson.

The Truth about Model "T" Colours

FORD MOTOR COMPANY,
The American Road,
Dearborn,
Michigan.
13th June, 1961.

Dr. Alfred S. Lewerenz,
Horseless Carriage Club of America.

Dear Sir,

Thank you for your letter of June 8 requesting information regarding colours and paint mixtures for all years of the Model T.

In the early years of the Model T, that is, from 1908 to 1911, the bodies were of wood, and as many as 14 coats of varnish were applied, each coat being carefully rubbed down after drying. As a result it sometimes took up to 30 days to finish one auto body.

The use of metal bodies was introduced in 1911, making a priming coat necessary. This was applied by spray guns in spray booths. The varnish finish was "flowed on" through nozzles attached to flexible hoses. Small parts, the fenders, wind-shield braces and the hood were finished in black dipping enamel which was baked dry in gas-fired ovens. Wheels were dipped in varnish and then spun dry.

This process continued through 1924. Ford changed over to pyroxylin lacquer as a body finish in 1925.

In the 1909 Model T, introduced in October 1908, the roadsters were pearl grey with black striping. Touring cars were carmine.

In June 1909, the Company announced that "as soon as the present stock of red touring bodies and grey roadster bodies have been shipped, all cars will be Brewster Green with black trimming and red striping."

With the introduction of metal bodies in 1911, all cars were painted Midnight Blue, sprayed on. Fenders and splash aprons were Black, wheels were blue with French Grey striping.

This colour continued until mid-1914, when the Company started painting all cars black, and nothing but black. This continued until 1925 when the 1926 closed cars were offered in Brewster Green, open cars were still Black. Late in 1926 the 1927 models were offered in optional colours. Open cars were Gun Metal Blue or Phoenix Brown with no stripe; Coupes Fordor and Tudor sedans could be had in Highland Green with Cream stripe; Fawn Grey with Cream stripe; and Royal Maroon with Vermillion stripe.

Sincerely yours,

(signed) Henry E. Edmunds,
Manager,
Research and Information Department.
FORD MOTOR COMPANY.

NOTHING NEW

Reprinted from "The Klaxon", the journal of
The Crankhandle Club of South Africa, June 1961.

"When the turbine engine is called upon to run vehicles, then even railroad trains will have to look to their laurels. The call has gone forth, and the turbine is coming, more quickly, too, than most people imagine."

("The Motor World." 1900.)

WARATAH FESTIVAL PROCESSION

As is our usual habit, the pageantry of Sydney was added to in the form of 17 Veteran Cars, who joined the annual Waratah Procession through the streets of Sydney.

Early cloud and possible rain cleared and most were able to put their hoods down and enjoy the sunshine, the public always seem to enjoy the appearance of the Veterans, and the small children get a real kick out of the blowing of horns of all types, come to think of it some of the "large" children get a kick out of horn blowing too.

The following members took part:

1912 Calthorpe	George Roberts
1905 De Dion	George Green
1910 Armstrong Whitworth	Jock McGowen
1909 Hupmobile	Lionel Jones
1913 Fiat	Roy Farrell
1906 Pope Tribune	Laurie Sykes
1908 Talbot	Jack Dance
1912 Humber	Len Sheen
1912 Buick	Alan Craze
1911 Renault	Stan Rumble
1910 Rolls Royce	George Green
1912 Fiat	Alan Rowe
1908 Renault	Phil Gregory
1909 Argyll	George Campbell
1908 Metallurgique	Jeff Vanstone
1910 N.A.G.	Bill Dudley
1911 Martini	Col Parker

The Committee of the Waratah Festival thanks all members for attending, as do the events committee of our own Club.

We must always remember that events such as this were the main reason that we obtained our low cost registration, and we must support them, if we are to retain the privilege.

From "The London Observer" 18th June, 1961.

"1912 Car sold for £1375"

by Gordon Wilkins
Motoring Correspondent.

" There was brisk bidding at the second annual auction of Veteran and Vintage Cars at the Montagu Motor Museum, at Beaulieu yesterday.

Bidding for the oldest car, a 1900 single cylinder De Dion, which has done many Brighton runs, reached £1300, but it was withdrawn, the reserve price being over £1600. The highest price was made by an immaculate 1912 Alfonso XIII Hispano Suiza two-seater. Lord Montagu bought it for the museum at £1375, and a few moments later refused an offer of £2000 from an American woman tourist.

A 1912 brass radiator Model T Ford went for £340, a spotless 1921 Humber 11.4 for £90, and a 1924 Unic saloon, partly restored, for £35. A perfectly preserved 1928 16/55 Daimler, driven from Nottingham by its original and only owner, fetched £155, and a 1933 Wolseley 6, with only 5,800 miles on the speedometer and with its original spare wheel and tyre unused, was withdrawn at £210. Its owner used it once a month to go to the bank. "

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SEEING IS BELIEVING

Alex Hawke arrived at a recent meeting with a brand new, yes, that is correct, brand new Powel and Hannier of Birmingham, No. 540 side light.

This light was still wrapped in its original tissue paper and packed in its original cardboard box, and it had never been lit.

Alex told us that the owner wanted £35 for it, we don't think he sold it to Alex.

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A7
-34.

A V A I L A B L E

Ken Moss advises that the following tyres are available ex America.

For prices and delivery give Ken a call and he will be only too happy to assist you.

The sizes available are:

30x3	4 ply	cl rim	27.95 dollars
30x3½	4	cl	28.95
33x4	4	cl	42.80
33x4	4	ss	35.34
32x3½	4	cl	42.80
32x3½	4	ss	35.34
32x4	4	ss	34.40
33x5	6	ss	49.20
34x4½	4	ss	44.80
35x5	6	ss	50.83
37x4½	6	ss	56.26
6.00x20	6	ss	45.37
6.50x20	6	ss	50.73
7.00x20	6	ss	58.26
7.00x17	6	ss	49.74
7.50x17	6	ss	53.22
7.00x19	6	ss	58.26
7.00x21	6	ss	59.62
4.75x19	4	ss	20.75
4.50x21	4	ss	20.50

The above prices are all for Black Rubber, variations are made to the price if Red or White rubber is required. Tubes are also available.

CONGRATULATIONS

To Frank and Val McGowen, another son - Christopher.

Editor's Note: What chance has the Veteran Car Club got in 20 years.

Spit and Polish is available in single copies free to financial members and associate members of the Veteran Car Club of Australia, (N. S. W.) and to Secretaries of Associated Clubs throughout the world.

Extra copies available at 2/- each, plus postage.

IN CONCLUSION

Spit and Polish circulates to all Veteran Clubs in Australia, New Zealand, South Africa, England, U.S.A., and Belgium.

In return we receive copies of magazines from these Clubs and the Editor hopes that Editors of interstate and overseas journals will write and give their comments on our new journal and also their permission for us to reprint articles from their magazines.

As stated earlier all information contained in Spit and Polish may be printed by any Veteran Car Club journal in the world provided a credit is given to Spit and Polish when an article is used.

Address all correspondence to:

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CAMPERDOWN. N.S.W. AUSTRALIA.

Authorised by
The Hon. Editor,
Jock Mc Gowen.