



SPIT AND POLISH



OFFICIAL NEWS BULLETIN OF AND FOR
THE



Hon. Editor:

A. G. LERESCHE

Phone: WX 1608

Editorial Office

26 MADELINE STREET,
HUNTERS HILL, N.S.W.

Vol. 1. No. 8

February, 1960.

EDITORIAL NOTES

During a recent enforced four weeks visit to hospital, I had ample time to catch up on my study of Overseas and Inter State Veteran Car Club publications. This reading gave me a lot of food for thought, it was especially necessary as The Antique Automobile Club of America have paid your Club the compliment of appointing me, your Editor, their Australian Correspondent, and from time to time I shall be writing articles for them about the various happenings of the Veteran Car Movement in Australia.

The Antique Automobile Club of America, is America's oldest and largest automotive Historical Society, with a membership of well over 2,000. Their magazine "The Antique Automobile" is worthy of a place in all Club libraries.

Whilst your Editor realises that the Members of the Veteran Car Movement in Australia are doing a mighty fine job of restoration, none of us can afford to emulate the ostrich by burying our heads in the sand and not learn something from what the other fellow is doing.

All those Members owning American Veteran cars, would do well to read, mark, and learn how our contemporaries on the other side of the Pacific go about the restoration of their cars. The finished result is a masterpiece of perfection, not only in the mechanical side of restoration, but if you examine the fine illustrations of these finished cars, I think you will agree that they are perfection in every detail.

Two of the office bearers of this Club, George R. Norton Jr. Executive Vice President and Leslie R. Henry, Technical Vice President, have recently collaborated with Henry E. Edmunds, Director of The Ford Motor Company Research and Information Department, and have published an article in the Christmas 1959 edition of The Antique Automobile headed "New Notes on 1909 T's." and Spit And Polish is grateful to Editor L. Scott Bailey for the privilege of publishing extracts from this article which appear on other pages of this Bulletin.

Incidentally the Christmas edition of "The Antique Automobile", has other articles on the brass radiator model T Ford, one on body building and one on the mechanical restoration, which articles are well worth studying.

Yes, it's only 4 weeks now to the Katoomba Rally, and it is understood that quite a few new cars will be facing the starter. Had it from the horse's mouth (not The President) that Jack Smith with that much talked of Sizaire-Naudin would be there, also R.S. Williams will be showing his Alldays & Onions with an authentic reproduction of a single seater body for this car. Several cars have also changed hands recently and will be running with new owners at the wheel. Rumour has it too that several Inter State Members will be bringing their cars along from Queensland, Victoria and South Australia, it's very nice to think that old friends are going to meet again, a number of N.S.W. Members have in the past gone to Inter State Rallies and some very good friendships have been made, and a good deal of valuable information has changed hands.

The Editor thanks all those who kindly called to see him in hospital during the Christmas and New Year periods.

NEW NOTES ON 1909 T's.

The following extracts taken from "The Antique Automobile" are those that are referred to in "Editorial Notes" on front page of this Bulletin.

"Here are some notes released by the Ford Research and Information Department which give new and authoritative information on the 1909 Model T Ford. Of particular interest are the notes concerning the body styles and the body colours. The first Model T purchasers had a choice between the touring car, the coupe, and the town car, priced at \$850, \$950 and \$1000 respectively. Equipped as a taxi cab, the town car could be purchased for \$950. Shipments on the coupe did not begin until November, 1908.

Among the advantages of the Model T, salesmen were to emphasise, was the fact that the engine was water cooled and the cooling system driven by a centrifugal pump. The fan was gear driven so as to eliminate belt slippage.

The gasoline supply was adequate for 225 miles and customers could purchase an extra body that enabled them to have an open car for pleasant weather and a closed car for winter or rainy days.

The Model T appeared as a car controlled by two pedals and two levers, but the "two-lever" Model T is today a rare specimen. Only 1,000 were built before the lever that controlled the reverse speed was replaced by a pedal.

A conversion kit enabling owners to substitute the new pedal for the lever could be purchased later for \$15. The water pump and the gear driven fan gave way to the thermo-syphon system of cooling on Model T's numbered above 2,500. Introduction of this new system made a necessary change in the cylinder head casting to provide a larger passage for water as it rose from the block through the head to the top of the radiator.

The model year followed by Ford Motor Company corresponded with its fiscal year; thus, even though Model T was introduced in October 1908, it was in fact, the Ford car for 1909.

In January 1909, a Model T roadster was displayed in New York for the first time. In contrast to the bright red of the touring car, the roadster was painted a pearl gray with black trimming. Price for the roadster was \$825, f.o.b. Detroit, Michigan and this figure included three oil lamps, a tube horn, gas lamp brackets, and irons for the top. Deliveries of Model T touring cars were scheduled to begin October 1, 1908. An announcement mailed to all dealers on September 5 stated that each dealer would receive one Model T until every dealer had a car for demonstrating the new model. All orders thereafter were to be filled in rotation as they were received.

Among the accessories available to the Model T owner, the windshield and the top were perhaps the most necessary. Ford Motor Company was ready to accept orders for windshields beginning in January 1909. A brass tube was used as a windshield frame and was fitted with spring stops that held the glass without rattling. Two grooved brass discs pressed together by spring tension held the upper frame of the windshield in one of three positions: vertical, horizontal or at a 45 degree angle. The top offered as an optional accessory was unlined, strapped in front and included side curtains for the front in the event that the owner who purchased the top had purchased no windshield. The comfort of the top cost the owner an additional \$60.

Speedometers were added to the list of accessories in February 1909. A prospective buyer had his choice between the National Speed Indicator, a Jones Speedometer, and the Model 11 Stewart Speedometer. For a dial that registered from zero to sixty miles per hour Jones or National Speedometer cost \$30 and the Stewart \$25. The Jones or National could be obtained with a dial that registered five to fifty miles per hour for \$25.

Particularly useful was a set of tools especially designed to facilitate adjusting and repairing the Model T. The kit included a piston pin socket wrench, a crankshaft bearing nut socket wrench, a flywheel cap screw wrench, a socket wrench for a $\frac{3}{8}$ " cap screw, a socket wrench for the $\frac{5}{8}$ " cap screw used on the cylinder head, a commutator screw driver, a hand gear puller a rear wheel puller, a transmission drum puller, a valve grinder and a valve spring lifter. This imposing array cost \$8.70 and for an additional \$2.50 a metal tool box measuring 9" x 9" x 21" could be purchased and mounted on the running board.

Faced with the necessity of maintaining his car the owner was armed with very meagre mechanical detail. He could determine easily that the wooden dashboard used through to 1911 measured 21 $\frac{3}{4}$ " x 31-1/16" and that the front rubber matting measured 27-7/16" x 29-7/16". If a new carburettor was needed he could purchase either a Kingston or Holley model from 1909 through to 1915. Kingston coils could be used from 1909 through to 1913.

The coil unit itself measured 2-9/16" x 2-5/16" x 5 $\frac{3}{4}$ ". Actuating the coil was the famous Model T magneto, equipped with 9/16" magnets in 1909 and 1910 when demands for this source of energy were at a minimum.

Valve timing for the Model T in 1909 was checked in terms of piston travel. The intake valve opened when the piston had moved $\frac{1}{8}$ " past top dead center and closed when the piston had gone $\frac{1}{4}$ " past bottom center. The exhaust valve opened $\frac{1}{4}$ " before bottom center and closed on top dead center.

The tourabout was introduced in July 1909 at a price of \$850 and was promised for August delivery. The front seat and chassis of the tourabout was identical with the touring car. The back of the rear seat curved in the manner of two bucket seats, and the entire seat and back could be removed for replacement with a brass railed package deck. There were no doors on either the front or rear compartments.

Legend has it that the Model T never changed during the eighteen years and seven months in which it was manufactured, but those who are restoring the Model T find this a painful misconception. General specifications provide a slight basis for the legend for they remained without change as follows.

Engine— Model T, Type— L Head, Stroke—4", Bore— $3\frac{3}{4}$ ", Cylinders 4, N.A.C.E. or S.A.E. Rating— 25 H.P., Developed Horse Power— 20, R.P.M. at Maximum Horse Power— 1600, Firing Order— 1,2,4,3. Engine Suspension— 3 point, Cylinder Casting— En Bloc, Piston Displacement— 16.7 Cubic inches, Wheelbase— 100", Springing— Transverse, and Drive was by Torque Tube."

ANOTHER VETERAN FOR THE BRYSON STABLE

Two years ago when the Editor was in Scone with Col Bryson to collect the Renault for Ann Leresche, he found and had given him an early model Overland. This car was partly under cover as it had been used in the past to drive a saw bench. However the ownership of this car was later passed over to Col Bryson, and two years later almost to the day saw three enthusiastic veteran car members heading for Scone.

Col Bryson accompanied by Alan Rose Bray called at Hunters Hill and collected Larry Leresche, and these three started off complete with Vauxhall and large trailer, using the Putty Road to Singleton, and despite 40 miles of bad road and a long stop at Singleton for a meal, Col made the journey in about 5 hours. After an early breakfast the next day, the trio, headed for Owens Gap. Col was very taken with the almost mint condition of the lovely brass radiator with it's oval badge, and when the crank handle was engaged, the engine with five bearing crankshaft turned over perfectly— from then on both car and new owner took an immediate fancy to each other. The introductions being over, Alan and Col tackled the removal of the saw drive set up, while that other fellow Larry went hunting for the parts that had been dismantled in the past, and were to be found lying scattered about in a three hundred yard circle of where the car was. After the chassis with it's engine and radiator attached had been strung up by block and tackle to a near-by tree, then lowered on to the chassis and securely lashed, it took over 2 hours to wire on all the bits and pieces. Temperatures were well over the 100 deg. and on getting back to Scone a rush was made for the shower baths (you may not know it but your President has quite a good voice), liquid refreshment and something for the inner man, and the "rattler" headed for home, arriving at Hunters Hill around midnight.

When this car appears amongst you in it's finished condition it will not only carry the well known hallmark of "Bryson perfection", but will be an added attraction, and credit, to our Club movement generally.

DECEMBER QUIZ PICTURE

The quiz picture printed on the front page of "Spit And Polish" December issue. This is a German car called "Piccolo". They were manufactured between 1905 and 1912 by the Apollo Werk A.G. Apolda, Thuringen, Germany, and had a 5 h.p. V twin air cooled engine. The steering wheel of this car has you will notice peculiar curved spokes and the side lights are acetylene with self-contained generators.

Three members only replied to this quiz, and two of them, Malcolm Elmslie and Martin McCarthy gave the correct answer.

The Editor would like to thank these three members (all new and young) for the interest they displayed.

Three replies out of a membership of over 120 is a very low percentage.

BITS AND PIECES

One Dietz oil side light with bale handle for near side fitting, or pair of oil side lights suitable for 1909 Renault.

Ronald Sevenoaks,
27 Nicholson Street,
Crows Nest.

Carburettor butterfly assembly for model 2 F.I.A.T. or could someone loan this part as a copy.

F.J. Klein,
Telephone: FM 1210.

FOR SALE

Maxwell 1907 2 cylinder roadster, 10 months full registration
Price— £750.

I.H.C. Buggy, complete and in running order
Price £500.

For particulars of both these cars contact— Frank Kennedy,
Richardson Road,
Raymond Terrace.
'Phone 68.

LETTERS FROM READERS

The Editor, Spit And Polish.

Sir,—You may be interested to know in a few brief lines how I became a member of the V.C.C.A. Some time ago my son Ken became the owner of a 1912 Crossley, then later he found a Darracq, and the back garden had bits of old cars all over the place, reminding me of a junk yard.

I told him that he was mad and that there was no future in this veteran craze, he tried to explain his hobby to me, but I still thought he was off his rocker.

Then one day Ken was talking to Larry Lerescha, who asked him if he would like to act as navigator for him and his Hupmobile in the Queensland Centenary Rally, but as Ken could not spare 7 days away from business, it was suggested that I might like to go, I was not very keen at the time, but on talking the matter over with Larry, I decided to go.

Well all I can say is I enjoyed every minute of it, all the people I met were most enjoyable and treated me as a personal friend, and I began to think this veteran craze was not so mad after all. Later I acted as navigator again for Larry and his Hupmobile in the Brighton Rally.

In the meantime I was rebuilding the Darracq which Ken had passed over for my use, but I realised as I was no engineer it was going to be a long job. However when at the St. Ives outing I got talking with Ray Hill and learnt that he intended selling his Hupmobile car which had been completely reconditioned, and I thought here was my chance to have some fun right away instead of waiting till I needed a wheel chair. Having bought the car all my friends now think that it is I who is mad.

I think Ray has made a wonderful job of the car, and I hope I can keep it in the same condition— anyway I will try, and look forward to some more good times with the good old veterans.

Yours sincerely,
P. C. Nutt.

24 Villiers Street,
Rockdale, N.S.W.

SPECIAL NOTICE

As you all know the Katoomba Rally is to be held on 12 and 13 March next and time is drawing close.

This year the controls will be manned by members of The Peugeot Club, who have kindly agreed to assist, and any member of V.C.C.A. not taking part in this rally is urgently asked to help also.

It is understood that there will be two Peugeot Club Members on each control, and your Events Committee would like a number of our members to help them.

Will you please help and make this 1960 rally a bumper one, as many new members as possible that can get their cars finished are asked to enter, and those not entering with their veteran car are asked to contact the Chairman of Events Committee, George Green, or Ken Moss or Alby Frost, who will gladly give full particulars to all those who can help on controls or in any other way to make this event run smoothly.

Many members do not realise what a huge task falls on the organisers of an event such as the Katoomba Rally— please help them all you can and contact them as early as possible. DO IT NOW.

G. Green. UM.6232 (private) Ken Moss. WY.4005 (business)

A. Frost. UM.8639 (private) LA.2517 (business)

Britain's oldest veteran car driver, J. RUSSELL SHARP, 82, died recently at his home in Selsey, Sussex.

He was the last survivor of those who took part in the original Brighton Run in 1896, held to celebrate the passing of a law which gave the freedom of the roads to horseless carriages.

R E M I N D E R

The Editor regrets to say that unless suitable pictures of members cars' are sent in to the Editorial Office, there will be no more pictures and descriptions of these vehicles in Spit And Polish. These have been a feature of the back page ever since this Bulletin was first published, and am told have been appreciated by all. Requests have been made on numbers of occasions, and promises have been given, but a Club Bulletin can not be run on promises.

LAST - BUT BY NO MEANS LEAST

A SHORT STORY OF WORDS AND THEIR MEANINGS

An Editor	:	One who edits
To Edit	:	To prepare the work of an author or contributor for publication.
Publication	:	Spit And Polish.

Q.E.D.:

No contribution	:	means NOTHING to edit.
Nothing to edit	:	means NOTHING to publish.
Nothing to publish	:	means NO SPIT AND POLISH.

The Editor has no stock of reserve articles - it's up to you, please, members!!!

NOTICE FROM THE SOCIAL SECRETARY.

As announced by the President at the last monthly meeting, the V.C.C.A. Presentation Ball will be held on Saturday, the 26th March, at the Rainbow Room of the Hotel Australia, from 8.00 p.m. to 1.00 a.m.

The tickets are 25/- each and dress will be semi-formal.

On this occasion all trophies relative to the Blue Mountains Rally will be presented to the winners of same as will the pennants and medallions which are presented each year by Messrs. H. C. Sleigh Ltd.

Do rally round members and make this a memorable evening. Bring your friends, the more the merrier.

For bookings, please phone either the Social Secretary, Paula Bryson (business MA9516, private LB8219), or any of the Events Committee Members, George Green (business MW1849, private UM6232), Ken Moss (business WY4005, private WW2497), or Alby Frost (business UM8639, private LA2517)