

SPIT AND POLISH

OFFICIAL NEWS BULLETIN OF AND FOR
THE



Hon. Editor:

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Editorial Office

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HUNTERS HILL, N.S.W.

EDITORIAL NOTES

A good attendance was shown at last month's meeting night, where the main interest was in the arrangements for the forthcoming Katoomba Rally, which by the time readers receive this bulletin, will be over, and it is hoped that all had a most enjoyable week end.

Another very important matter, viz. the inclusion of Associate Members was brought up and discussed, but owing to it's importance it was moved by one of our Foundation Members, Frank Klein, that the President be asked to address the meeting giving a brief outline of the proposal, so that members could carefully construe the pros and cons, then at a later meeting fully discuss all angles of Associate Membership, which of course if agreed upon would have to be ratified or otherwise at a special meeting.

At various meeting nights in the past we have welcomed several Interstate and Overseas Members, and it has been very interesting to hear their views on veteran motoring. At the last meeting we had the pleasure of a visit from Mr. Richard L. Doyle who is a member of The Horseless Carriage Club of America, he was made very welcome, and as he is on a prolonged business visit to this State, was made an Honorary Member for the duration of his visit.

In the January issue of "NEWSLETTER" that splendid bulletin published by The Veteran Car Club of Victoria there appears an article from the President Mr. N. K. Strack in which he states that he and others found 6 veteran cars in a yard some 50 miles over the border in N.S.W., and they were very disgusted to find that they could not purchase any of them, or parts of same.

May I inform Mr. Strack that the owner in question is a member of the N.S.W. Club, and no doubt has plans for the future restoration of these interesting vehicles himself.

CAN WE HELP YOU

Most members have gas head lamps on their veteran cars, and when these were new they were finished on the inside with a neat flat black finish to obviate any side glare from the inside of the lamp body, but over the last 40 years or so this inside finish has become very worn and shabby.

A member now advises that he has recently used TAUBMAN'S PERMASTIC BLACK with great success, and his lamps now look like new. This finish can be either brushed on or sprayed, and dries hard overnight.

Another tip for badly tarnished or heavily stained brass work, is to use Rubbing Compound, or sometimes known as Polishing Compound. This material is used extensively in the spray painting business for polishing the lacquer finish. It will be found to remove all stains rapidly with a minimum of rubbing without marking the brass to any extent, after which brass polish can be used to get that final high finish.

LETTERS FROM READERS

Any opinions expressed are those of the writers, with which the Club does not necessarily agree.

The Editor, Spit And Polish.

Dear Larry,

Thanks for another fine edition of "Spit And Polish", and I am particularly glad you have managed to get well enough to escape from the hospital. They are uninteresting places at the best of times, but as you say, one can catch up with one's reading. I enjoyed the interesting letter from your delightful friend P.C. Nutt, and must confess that before I had the pleasure of meeting him with you in Brisbane, I got the impression from a conversation I overheard that he was a little mad, this conversation was between two members cleaning their veteran cars, and went something like this:

"Who is that nice looking chap with young Larry?"

"I'm not sure but someone said he's a Nutt"

P.C.N. will now know how these things get about.

I am very regretful that I shall not be able to make the Katoomba Rally this year. It is a long way from here and business worries have intervened, as well as transport difficulties - the Spyker is such a heavy old lady. I am currently retoring a Clement-Bayard circa 1910, a first class little car and quite capable of being driven to Sydney one of these times, all the interesting activities down there are the only reason which makes me wish I lived closer.

Each part of the Clement has as well as the Model No.4-AL2, the part number stamped on it, and when I commence re-assembly, I propose to make a list of these, and if I can name them properly shall send you a copy. The only part needing renewal and beyond me here is the crown wheel and pinion, have you any suggestions as to the best place to get these done. Your plea for contributions is a powerful one and merits the urgent attention of all of us who have any literary ability whatever, unfortunately I have none. If I could only get more fellows interested here beyond the "yak yak" stage and get enough cars for local events, I could supply news of that, but at the moment it cannot be. Isolated as we are, we were thoroughly delighted to have in our midst one evening, Jack McGowan. Apart from the pleasure of his company and news of doings, his helpful and careful criticism of the Spyker's restoration was an eye opener to me and just what I needed. You chaps who can get together with our common hobby and interest enjoy a bounty which is denied to chaps like me and for that reason you should enjoy it to the fullest. That is about all for this time. Congrats on your good work for the movement.

27 Henry Street,
Gunnedah. N.S.W.

Yours sincerely,
Lionel Erratt.

The Editor, Spit And Polish.

Dear Larry,

Please accept my contribution herewith for Spit And Polish.

"THE ALLDAYS STORY"

As long as I can remember the Alldays has always stood in one of the stables at the back of my grandfather's house. He had purchased it about 1914 from Sargood Gardner Ltd. to use in his business of butchering. It was originally fitted with a "pie-cart" type body which was unsatisfactory, as it's carrying capacity was small and the power of the 2 cylinder engine was low. Nevertheless, it saw many years service until it was eventually retired to the stable where it remained until Jeff Vanstone and myself came along.

Many parts were missing, including manifolds, low tension magneto, the timing case cover, priming cocks, trembler coils, contact points, and parts of the carburettor. These setbacks were overcome by Jeff who made a timing case cover pattern, and a new one was cast in aluminium, the ignition problem was overcome by using a 6 volt coil and adapting a Ford Consul distributor with two points cut out and altered to run backwards. The carburettor was replaced by a Ford A type, the car then became temporarily mobile until such time as the original equipment could be found or made.

On our first run, we found the car had plenty of speed, but very little power and needed careful driving to keep the speed up so that the many hills and tight corners could be negotiated. On General Holmes Drive we reached a speed of 40 m.p.h. which was all very well, but something had to be done to get more pulling power from the engine. New 19" wheels were fitted to replace the Model T Ford ones we had used in this first run, and the next trial showed slight improvement. Next the engine was retimed, and this gave still further improvements, and gradually with an adjustment here and a replacement there, performance improved to a very satisfactory state.

Now, lamps and a horn had to be found and when a holiday week-end came along, Jeff Vanstone, Jack Butcher and myself headed South towards the Victorian Border, but nothing of any use was found, but a good time was had by all. On our return, I searched the City for brass work and came up with a complete set - all in perfect condition, and found within a radius of two miles of home, this proves that when looking for brass, go on foot.

Yours faithfully,
R. M. Williams.

76 Aston Street,
Canterbury.

BITS AND PIECES

An "on off" ignition switch is urgently required to suit an AMERICAN car, can any member help with a complete switch or parts so that one could be built up. Contact -

J. H. Butcher,
No. 1 flat, 34 Scott Street,
CROYDON.

Wanted - 9 tyres 34 x 4 to suit old model Overland car (no information is given as to whether these are straight sided or clincher bead - Ed.)

Also one only 26" rear wheel with brake drum to suit about 1912 Overland car. One only head light 8" to 9" make First Light Of Dawn, this make uses a rising sun stamped in the back of the lamp.

For exchange 3 Dependance tail lights. The same member would like any information available on the Brotherhood Car.

Barry Willis King,
XY 3845.

Two front wheels complete with hubs and bearings belonging to a Clement Bayard car that was at Cherry Tree Hill near Mudgee, the member that owns this car now can have these wheels and he is asked to collect them as early as possible. Contact -

Larry Leresche
WX 1608.

A number of model T Ford parts required such as crown wheel and pinion, roller races for rear axle, universal joint, races for front wheels etc. Contact -

Victor Jacobs,
C/o Broadway Motors,
184 Broadway. Sydney.

Wanted for early model Overland car about 1910 model. One only brass hub cap, this has Overland stamped on it in scroll writing, one only cover plate for the top of the diff. housing, also magneto and carburettor (it is thought Schebler make) and any information or photographs of the body for this car. Contact -

C. L. Bryson,
21 Raglan Road,
MIRANDA. LB 8219.

Wanted for Clement-Bayard about 1910. 5 tyres and tubes 765 x 105 B.E. 1 pair of English or Continental kerosine side lights.

Lionel Erratt,
27 Henry Street,
GUNNEDAH. N.S.W.

CLUB EVENTS

The Gymkhana which was set down for Sunday 14 February took place at Fairyland Picnic Grounds on the banks of the Lane Cove River, and the following Members attended with their veteran cars.

Ken Moss & Family	Panhard Levassor
Mr. & Mrs. Stan Rumble	Renault
J. Dance & Mr. Potter	Talbot
H. Hall & Friend	Minerva
Mr. & Mrs. F. McGowen	Armstrong Whitworth
B. Perdriau & Family	Le Zebe
L. Shean & Family	Humber
R. Gregory & Family	Overland
John Giddy, driving	G. Green's Vauxhall
Mr. & Mrs. G. Green	Rolls Royce
Mr. & Mrs. A. Foy	Reo
Mr. & Mrs. Leresche	Hupmobile

A number of other members arrived in their modern cars:

Mr. & Mrs. Wal. Barker, E. Barlow & Family, Roy Thomas & Family, these all came from Newcastle. The Sydney members were:- President Alan Rose-Bray, Sep Hall & son William, Mr. & Mrs. A. Frost, L. Jones & Family, Stan Donney & Family, Mr. & Mrs. J. Butcher, G. Sevenoaks, and Barry Willis King. Forgive us if anybody has been omitted.

The first event, a rolling test commenced at 2 p.m.

Secretary Frank McGowan gave a masterly display and stopped within 16 inches of the line. Ken Moss was a bit heavy footed with the Panhard and is still rolling, we have not seen the Panhard go so fast in a long time. Wal Barker then took the wheel of the Panhard and showed how it is done in Newcastle, stopping within 3 inches of the line, and Royce Gregory failed to give the Overland enough urge and took 3rd place to be 2 ft. 4 ins from the line.

2nd event was a reversing test over 3 golf balls.

Stan Rumble managed to run over all three golf balls as did Royce Gregory and Frank McGowen, the rest of the boys just did not get the message from their navigators, they want bigger tyres and bigger golf balls.

Results for the two events were as follows:-

1st. F. McGowen	Armstrong Whitworth
2nd. Royce Gregory	Overland
3rd. Joint effort	
W. Barker, K. Moss	Panhard Levassor
4th. Stan Rumble	Renault. 6 cylinder

The ladies tried their hand at driving nails, the competition was keen with Alby Frost in charge. Mrs. Barlow hit the wrong nail but still came out as champion with Mrs. Frost and Mrs. Shean runners up.

The next event was held down at the water front, and thanks go to A. Frost and K. Moss who at great expense and much effort had secured two rowing boats, and Ken rowed them to the start a distance of about a mile and a half.

3rd event was a boat race.

1st heat. Won by W. Barker & A. Frost, who showed very good form after a false start to down H. Hall and Neville.

2nd " Barry Perdriau and Oats proved too much for Sep Hall and his crew.

3rd " G. Green and L. Jones got away to a good start to down R. Gregory and friend who seem to have forgotten to pull the anchor up.

4th " President Alan Rose-Bray and S. Rumble proved the weight tells to down Larry Leresche and D. Rose-Bray who steered rather an erratic course.

The girls then took over Mrs. Foy and friend running out the winners.

All had a good time and the weather all the afternoon was excellent but a heavy storm broke just as the cars were leaving and am sure a number of veterans had a bad ducking.

The New South Wales Society For Crippled Children opened their new building in Chalmers Street on Saturday 20 February and at 1.45 p.m. a number of veteran cars took part in a procession from Redfern Park to Chalmers Street via Bourke Street, and the following took part.

George Roberts	Calthorp
A. Garthon	Delahay
Col. Parker	Martini
Len Masser	DeDion Bouton
Jack Garwood	Renault
G. Green	Rolls Royce 1914
G. Green Driver Stan Donney	Rolls Royce 1910
G. Green " Dick Heher	Rolls Royce 1912

President Alan Rose-Bray was on duty at the Bank and was unable to make it in the Brush but accompanied George Green. The members and their cars were well received at the Crippled Children's Fete, and Alan Rose-Bray had a few words to say over the P.A. system. After the Governor arrived all were invited to afternoon tea, but instead decided to pay Jack Smith a visit and inspect the Sizaire-Naudin which was being prepared for the Katoomba Rally. All were made most welcome, soft drinks, pop corn and paddle pops being the order of the day on the house. And so another good deed was done by the Club, this time for The Crippled Children, thanks to all those that showed up in the procession.

VETERAN CARS FOR SALE

1914 Model T Ford touring car, this car has been completely reconditioned mechanically and it's finish and appearance have won it Concours honours, and it is complete in every detail. Contact.

W. Nicholson,
16 Fleming Street,
Beverley Hills. LY 7135.

1912 (about) 4 cylinder ITALA chassis less radiator, this is quite capable of being built up into a very good veteran car - price £8.

W. Nicholson,
16 Fleming Street,
Beverley Hills. LY 7135.

LOOKING BACKWARD

The Editor has in front of him the Motoring Section of The Daily Telegraph dated Saturday September 11, 1909, and the following interesting items appear:-

MOTORS, BICYCLES, ETC.

Wanted, Motor Bicycle $\frac{3}{2}$ h.p. or over. Wire T.W. Green, Commercial Travellers Club, To-day.

The gentleman referred to above is of course the father of our Events Committee Chairman, George Green but what many of you perhaps do not know, is that T.W. Green was a well known early speed motor cyclist. He won the first T.T. race put on by the Motor Bicycle Club of N.S.W. This was on The Sunny Corner Track near Hartley. The machine that he rode in this event was a single cylinder $\frac{3}{2}$ h.p. Rudge Multi - the Editor was also at this famous race, riding a 6 h.p. twin Zenith with Gaadua gear, and to the best of his memory it was held about 1914. Earlier than this in 1908 or about Tommy Green riding a V twin 5 h.p. Matchless won the Australasian Championship at Donnybrook, Victoria at an average speed of 54 m.p.h. and it is quite on the cards that this very machine will be seen in the forthcoming Katoomba Rally, for it is understood that George Green still preserves these interesting machines together with his father's trophies.

(6)
"TILLIE the TEAPOT"

With acknowledgements and thanks to the Editor V.C.C. Gazette and Mr. Warren S. Weiant the owner of this interesting vehicle.

Mr. Warren S. Weiant, of Newark, Ohio, U.S.A. and his locomobile Steamer won highest honours at the recent New York Meet of the A.A.C.A. and hence also won a trip to Europe to take part in the London-Brighton Run. Mr. Weiant here tells of the discovery and restoration of his car.--Ed.

The idea of collecting and restoring an old automobile lay dormant in my mind for many years, but since 1945 has taken tangible form. The nostalgia connected with the old days of varnish and brass, kept taking me back to the time when it was an all-day job to wash and polish our family cars.

I made the unguarded remark one day to my son that if he could locate a steam car for me around 1900 I would get him the two-cylinder 1909 Maxwell he had wanted. I didn't wait long. He clinched the Maxwell deal and we set out for Tillie's hiding place forty-five miles from home.

When I first saw Tillie (Locomobile Steamer, Serial 1121, 1900) she probably came nearer to being like a carefully laid away great-grandmother's shawl than anything else I could think of. In "mothballs" for forty years, this delicate little horseless carriage upon blocks, covered with an ample crazy quilt, well insulated by the walls of an ancient barn with hay mow filled with lumber, was unintentionally shielded from the destructive elements of heat, light and extremes of moisture and dryness. Three of the original 28 x 2½ inch single tube tyres held air, and the leather coverings, upholstery and leather fenders were completely intact and pliable. What sort of man would have been so much in love with his "self-propelled object" that he would have given it the attention reserved only for heirlooms!

The location of this car had been known by several collectors but the owner of the property where the car rested had been hostile to most inquirers.

He had apparently liked my son's friendly approach and I felt welcome when we both returned to see him. We realised later that the contents of the barn belonged to a previous owner of the farm who had moved to Texas many years ago. In closing the deal with the Texan, it was necessary for me to buy the entire contents of the barn, which later proved a blessing in disguise. This was in 1946.

The original Locomobile plates had been removed, but the serial number was intact. Birds, squirrels and chipmunks had lived in and around the engine and water tank: some liked their undisturbed apartment house so well they had died there and left their bones. The squirrels had stored their prized possessions of bed castors, nails, etc. in and around the Stevenson Link action. The piece of furniture the farmer called a part of a baby crib turned out to be the completely intact dos-a-dos seat and cushion. The angular board which had no meaning was the foot rest for the dos-a-dos.

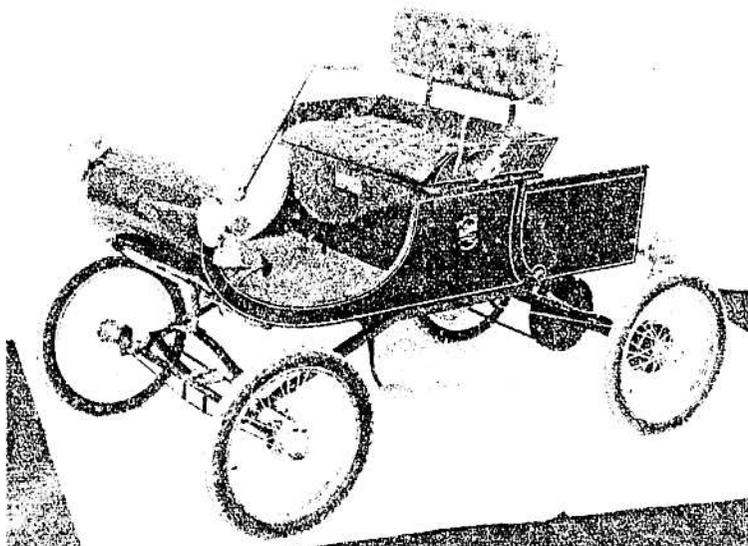
In the tool box were the original tools, oil cans (filled with oil) asbestos packing, waste, extra piping, gauge glasses, a flue cleaner, chain and extra links, as well as the original collapsible rubber bucket, which still holds water. A stove pipe that the farmer thought was a part of an incubator was the T shaped flue for Tillie. The rear view mirror for watching the water level in the boiler glass turned up carefully rolled in an old black cotton sock tucked into a box of ancient books. Four buttons missing from the upholstery were found in an old tin marked TEA. The carbide in the two nickle-plated self-contained side lamps fizzed happily when drops of water touched it. Four gallons of sweet smelling gasoline lay safely inside her lead-capped gas tank.

For forty years she had slept and scarcely aged and I could not wait for that tense moment when her generator would be lashed into action by her whistling burner, gasp for that breath of fresh air and emerge a happy little teapot. Tillie's restoration was long and complete and took six years.

Numerous cracks had developed on the body and it was necessary for me to sand, prime and coat many times to cover properly. The upholstery was in excellent condition and only needed leather dressing to bring back its beauty.

The fenders were re-covered as the original was slightly crazed. The piping and fittings took a lot of time, refurbishing the old and renewing the bad. The engine was bench tested with steam after overhauling. New piston rods and valve rods of stainless steel replaced the old cold rolled ones.

The water tank of copper had a dozen or so leaks that were easily fixed. The boiler had a couple of bad tubes which were replaced and tested up to 400 lbs. p.s.i. with cold water. Everything went back together tested except the vaporiser, and there was no way of testing except by actual operation. The great day came. Armed with my CO2 extinguisher I put the match to Tillie's touch hole: Tillie was once more brought to life and she has operated perfectly ever since with only minor adjustments. Tillie has been judged the finest in her class under both the A.A.C.A. and the V.M.C.C.A. as well as receiving the A.A.C.A. National Award in 1952 for the best restoration by the owner.



This is the
"ROLLSMOBILE"
the car with the backward look
Manufactured by
Starts Manufacturing Co., Ft. Lauradale, Fla.
Captain Al Starts, Owner and Designer

So reads the advertisement on a card sent in to the Editor by member Bill Nicholson, who on a world tour last year visited the factory where these "advertising" cars were being manufactured.

They are of course made and sold with the main idea of attracting attention, and generally assisting some trade organisation towards selling their goods.

The manufacturers state that it is a 2/3rd scale of the 1901 Olds, and I do not think that any veteran car club need worry that any new member will be wanting to "join" with one of these cars, for other than the body shape, tiller steering, and springing, no one could mistake it for an Oldsmobile 1901 model.

The motive power is a Briggs & Stratton two stroke air cooled motor, the wheels are wire spoked, and the rear ones carry a brake drum for internal expanding brakes, and for the convenience of the owner, electric lighting and self starter are fitted, these mechanical items rule it out as being a 1901 Oldsmobile, or any other veteran car for that matter.

On the other hand there was a Factory new 1909 model T Ford touring car that rolled off the assembly line at the Ford Motor Co. assembly plant at New Jersey in 1958. This car no doubt was also "made" for advertising purposes for use within the Ford Motor Company Organisation, and is not likely to ever get into the hands of any veteran car club enthusiast.

All the parts that were used in the assembly of this car were genuine Ford parts made in the early days of the model T; these parts had been found stored away on shelves in old Dealers' establishments in various parts of the U.S.A. and many of the essential parts of the brass radiator, gas headlight model T Ford could have been made in any year between 1909 and 1914. The guards shown in the picture of this car are later than 1909, and the body has doors fitted to the rear compartment, whereas the 1909 model touring body had no doors either back or front.

It all goes to show that an ingenious person with a lot of perseverance and luck in the art of finding bits and pieces can build up a "veteran" car and make it look just what it aint.