

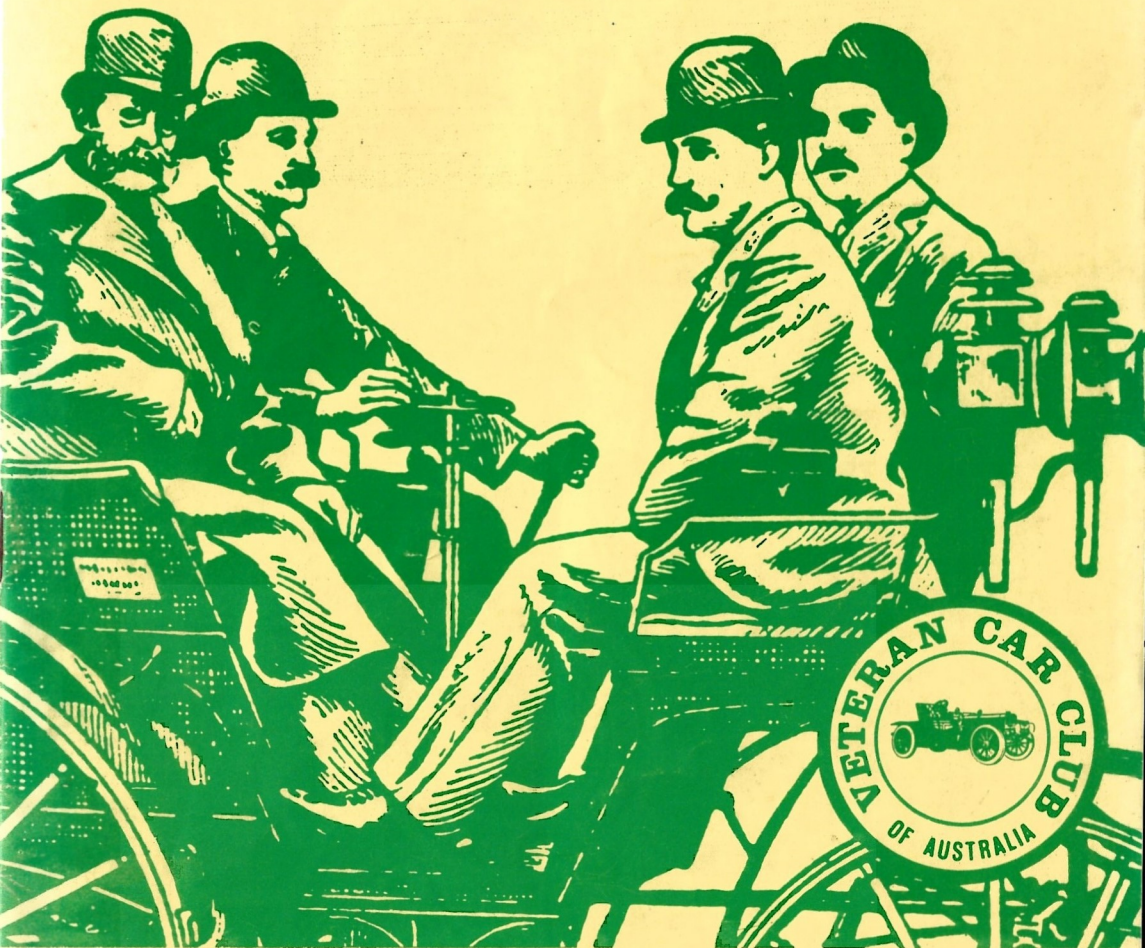
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

Registered by Australia Post,
Publication No. NBH 1442

• PRICE 70 Cents

March, 1985 Vol. XXVI No. 8



PATRON:

His Excellency,
The Governor of N.S.W.,
Air Marshal

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



Spit & Polish

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

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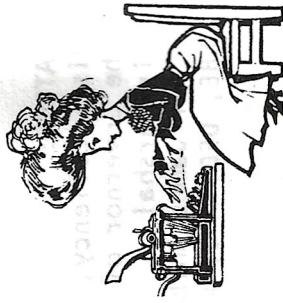
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Other Veteran Car Clubs have permission to copy.

*The next Monthly General Meeting of the V.C.C.A. (N.S.W.)
will be held in the Clubrooms at 8.00 p.m. on THURSDAY,
28TH MARCH, 1985.*

Editorial

Comment



Newcastle branch is well represented this month with news from 'Belt Drive Burke' and their new Chairman, John Riley, encouraging us to mark October 4-7 in our motoring diaries and join in the fun at Morpeth.

Talking of fun - that's just what the navigators and drivers had on our recent city tour - read about it on p.7. The next event - a Colonial Picnic Day at Parramatta - should be an interesting outing too.

A technical article on how to 'locate a knock by the sound' from 'Vintage Torque' has been included in this issue for members' reference. Any other technical articles would be welcome if members would like to send them to me for inclusion in *SPIT AND POLISH*.

- SANDY ROBERTS

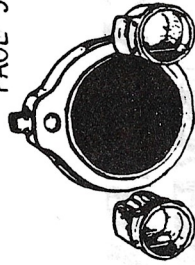
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Copy required by first Thursday of month

Address all correspondence to:

SPIT AND POLISH, 134 QUEENS ROAD, FIVE DOCK. 2046

President's Message



It should be clearly evident to me by now that May 1985 is a bad month to organise a Veteran Car Tour. There was literally no response from members to participate in the 1985 National Tour and subsequently it had to be cancelled. It was hoped to replace it with a May Tour of 6-8 days but I was unable to raise any more than three veteran starters, despite much lobbying among those members who usually attend this Rally, and consequently it means another cancellation. Possibly some other member may feel that he could organise an event for May?

On the brighter side of events we had a good rally on 10th March. The City Tour laid out by Terry Cook, although complicated, gave the participants a rarely-seen tour of Glebe and Balmain and we finished off with a very pleasant afternoon in Centennial Park.

Slowly but surely the Building Project advances. Neil Johnston has organised a clean-up of the building rubbish that had grown to immense proportions near the front door of the hall and the contract for the timber floor in the minor hall has been let. It will be laid once some plumbing and electrical work is completed.

Peter Wards organised a team of helpers, including George King, Ron Cox, Barry Garth and Bill Trollope, who levelled, formed up and poured nearly three metres of concrete at the back and partially down the east side of the hall. It was reported to me that there were some barked knuckles, sore backs and one badly scratched new barrow, otherwise no other complaints.

See you at the March meeting.

- BOB BAXTER

CALENDAR OF EVENTS



1985

Apr.	21	COLONIAL PICNIC DAY PARRAMATTA Details on page 4.
May	4	SUTHERLAND SHIRE ARTS COUNCIL Start Cronulla. Details next magazine.
May	24	(FRIDAY) PRESENTATION DINNER Details on page 5.
May	26	(SUNDAY) 3RD ANNUAL VETERAN & VINTAGE DISPLAY DAY. Details on page 6.
Oct.	4-7	25TH ANNIVERSARY NEWCASTLE TOUR. (Page 12)
Dec.	1	(SUNDAY) CHILDREN'S CHRISTMAS PARTY
Dec.	14	(SATURDAY) CHRISTMAS DINNER

* * * * *

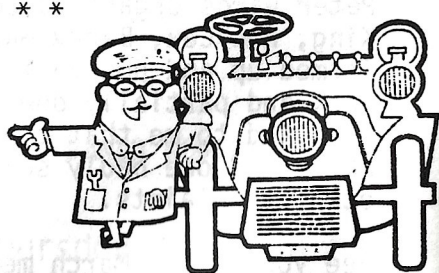
Next Event

April 21

PARRAMATTA COLONIAL DAY

Enter via Pitt Street Gates. Park near 'Old Government House'.

Time: 10.30 a.m.



Request from Events Committee:

Would all 1984 trophy winners please return perpetual trophies as soon as possible so that they can be engraved for 1985.

1988 International Rally Update:

All entrants for above rally should have received Federal Bulletin No. 2 and N.S.W. accommodation forms. If you have not - contact Terry Cook.

* * * * *

PRESENTATION DINNER

Post & Whistle
RESTAURANT

163 VICTORIA ROAD, GLADESVILLE

FRIDAY, MAY 24, 1985

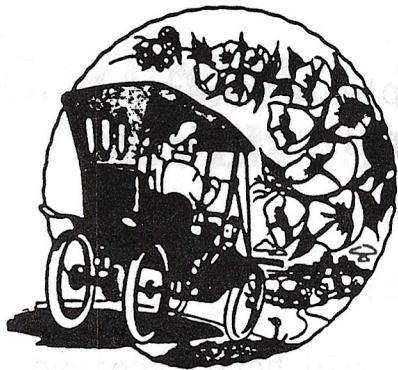
7.30 p.m.

An elegant colonial restaurant has been booked for the evening. Built in 1855 as a twin terrace cottage, later became the Gladesville Post Office in 1867 with Joshua Irvine as first postmaster. This early Victorian sandstone dwelling has been charmingly restored, even to the shales on the roof.

Come and see for yourself and enjoy a three-course dinner, presentation of trophies and a surprise guest speaker. A very special evening, so book now as numbers are limited.

\$18 a head plus drinks.

Bookings: MERRYL GODFREY 85.6924; SANDY ROBERTS 817.4052



The 3rd Annual Veteran and Vintage Display and Picnic Day will be held at 'The Old Green's Museum Property', Leppington, on SUNDAY, MAY 26, 1985.

The display area will be open to all vehicles manufactured prior to January 1, 1931. Admission to the grounds will be \$3.00 per vehicle, and plenty of parking will be available.

Trophies will be presented for:

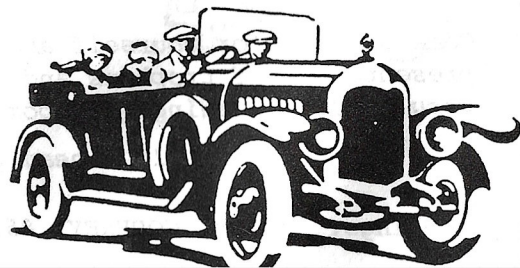
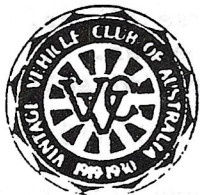
- (1) Most Appealing Veteran Car
- (2) Most Appealing Vintage Car
- (3) Most Appealing Motorcycle

1. Post-1930 vehicles will not be admitted to the Display Area.
2. All tender vehicles will be marshalled to a suitable area outside the Display Area.

The event is being organised jointly by the Veteran Car Club of Australia (NSW) and the Vintage Vehicle Club of Australia 1919-1930. Further information may be obtained from:

BOB BAXTER 522.9661

BEN BRONK 624.8224



CITY TOUR - MARCH 10, 1985

Fearlessly eight of us set out from Queen Elizabeth Park, Concord, soon after 10.15 a.m. with a handful of instructions written out by Terry Cook. Irrespective of these clear and precise instructions, there were veteran cars spread throughout Haberfield and Balmain streets within 15 minutes of the start.

We all enjoyed criss-crossing each other from Balmain to Centennial Park and in the meantime we had a good view of some of the oldest areas of these suburbs. Such sights as old mansions with harbour views, to a line of some twenty brick loos all perfectly restored, built exactly in line and providing a different view of Australian architecture exclusive to down town Glebe.



The weather was perfect and all had a good day.

CARS ATTENDING:

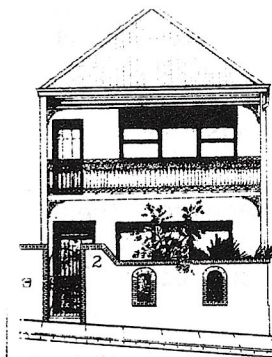
1904 De Dion	M. Luckey (first rally)
1902 Napoleon	Ann & John Simmons
1904 Rover	G. Simmons
1911 Star	J. & R. Coulcher
1908 Metallurgique	J. Vanstone
1912 Calthorpe	R. Baxter
1918 Cadillac	J. Corby
1927 Ford	D. Steer (Vintage)
Modern	J. Moule

- BOB BAXTER

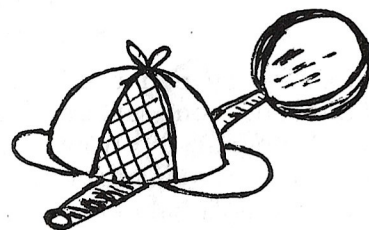
* * * * *

What did the driving instructor tell the student driver when the car's brakes failed?

Aim for something cheap!



D A T I N G A N D I N V E S T I G A T I O N



Dating Certificates announced at the February 1985 meeting and presented to vehicle owners were issued in respect to the following veteran cars:

1. 1915 FORD, Model 'T', 4 cylinder, 22.5 h.p. Tourer
Engine No. 37746
Owners: Ron & Maureen Clarke-Bruce, Campbelltown, NSW.

Most members will know this particularly good example of the Model 'T', produced in August 1915, the year that Ford first introduced electric headlamps. The car then had no provision for a battery (other than a HOT-SHOT, 6 volt, dry cell, portable unit, used exclusively for starting purposes) the power supply to the headlamps was therefore obtained from the flywheel magneto, from which the output fluctuated with any change in engine speed, resulting in a dim glow at low engine revs. and reasonably adequate lighting only when driving at cruising speed, say 25 mph or above. The system was inefficient to say the least and poor road surfaces at the time added to this inefficiency, thus necessitating much clutch slipping to maintain engine speed and subsequent adequate light.

Another problem arose from the system, which required the headlamps to be connected in series, using 9 volt, 27 watt lamps, that of total light failure, if one or the other lamp fused, or the system open circuited.

The first of the 'T' Fords to have battery lighting also starter and generator installation standardised, did not occur till 1919.

This car was originally restored by the late Tony Roberts, having been discovered initially in Gilgandra.

2. 1904 SPEEDWELL, 2 cylinder, 10 h.p. Rear Entrance Tonneau, Engine No. T.H.B. 408. Dating Certificate transferred to New Owner: Malcolm Johns, Double Bay, NSW.

This car was dated 20th July 1976, the result of 13 years' research, firstly to name the vehicle, as it has no identifying plates, nor markings attached, to suggest Speedwell, with the exception of three letters (T.H.B.) arranged in a small circle, embossed on both the crankcase and timing cover, the initials of TONY HUBER BILLANCOURT and secondly to determine the year of manufacture.

During this lengthy period, the late Dennis Field, VCC GB and myself, working from detailed photographs and investigation of the vehicle itself, considered many makes (not the least being Tony Huber, engine manufacturers and makers of a small number of vehicles between 1902 and 1906).

Our efforts were at last rewarded, not from any motoring magazine or journal, but the chance opening of the back cover of a 1904 edition of the London STRAND, wherein a full page advertisement, description and illustration of the car appeared. I might add that this discovery took place at the home of Dennis Field, then in Swindon, England, at the ungodly hour of 2.00 a.m., while our wives tried to make conversation in the lounge room below.

The origin of the car is the Speedwell Motor and Engineering Co. Ltd., Reading, Berkshire, later New Speedwell Motor Co. Ltd., London, who commenced in 1900 and ceased production in 1907, but it's parentage, like many other makes, e.g. Gamage, Napoleon, Capelle, Lacoba, Innes and Tony Huber - to name a few - stems from Lacoste et Battman of Paris and Automobiles Tony Huber, Billancourt, Seine.

The car, when located, can best be described as a "sugar-bag-job", as it was found in bits and pieces, scattered over a paddock in the Ingleburn district, N.S.W., in 1958 and later acquired and restored by the late George Green, who shipped it to England in 1971 and with Dorothy seated beside him, was an entrant in the London-Brighton Run and successfully completed this commemoration spectacle.

I should add that from 1905 Speedwell manufactured cars to their own design in England, one example of which is in existence in South Australia, owned by Mr. D. Carter of Tranmore.

- GEORGE A. ROBERTS
Research Historian

* * * * *

Brief but Important

What is the best news for the veteran car people in 1985? If you think the Blue Mountains Rally, the clubrooms or Chris Duncan's fiddle, then you are wrong, mate! The answer is the Adams Betco Tyre Company and if you haven't heard what it is that they are selling, you should put a few drops of peroxide in each ear before retiring tonight. If you have had to look the other way when, on the standing start at the lights, some pest in semi-modern gives you the thumb, fear not even if you have a layer of canvas from the last regroove --- you can still win --- remember, these tyres are used by R.J. Newman, who use and recommend, etc. etc. Where is this Betco Adams to be found? In the Members - Roster of, under the disguise of (049) 469.741.

Who is the one person who can give the most intimate details of any obscure make of veteran that you can name and be uncannily accurate, yet couldn't get the firing order right on a single cylinder? Ray Thomas, I hear you shout. Well, lightning strikes him again with yet another Ford, earlier model and semi-restored or unrestored, depending on how well you know him. This is the man who got out with the Ford on three and got back in with only two, and I mean cyls. not twist tops. Fifty miles further on finds the pliers on top of the engine fully hardened and tempered. I never saw an enthusiast try so hard to finish a day's run. Once, when the engine was failing, he rigged the hood up as a sail, junk rigged, but made it to the lunch stop. Think of your back, Ray, and let Peter crank it and remember, I drove a flaming Ford once - Howard won't let me drive it again.

While on the good news there is just no need to be nice to Gorton any more, as after a record term he is no longer Supremo of N'cle Branch. This man is just made of money - must be, as I saw about four or five hundred cars in his possession when last invited inside. I like to check the silver, also, but could only see spoons. Well, that's put the bookcase back another year or so I expect.

The new clan leader is Riley from the clan Austro - sounds foreign, what! What tartan would an Austro wear? Govt. Railways, what else, and as the line goes through his estate, the toll may be paid in Brasso at the motorhouse.

A note from George Adams advises members wishing to cancel on swap meetings on dates to contact him. Should read:

"George's Introduction Service - discretion guaranteed".

Alma and Neryl now both home from hospital. Neither should crank the car for a few weeks.

Betco Tyres "factory-sponsored" team at Blue Mountains Rally reminder: prize money and trophy to Peter before next meeting. Never knew Peter sponsored a team? He didn't - we just haven't paid yet: Bob and Graham, Nev., Howard, John and George.

T-shirts available at next meeting, like the water rates user pays.

LATE NEWS: John's Sunbeam finished at last.

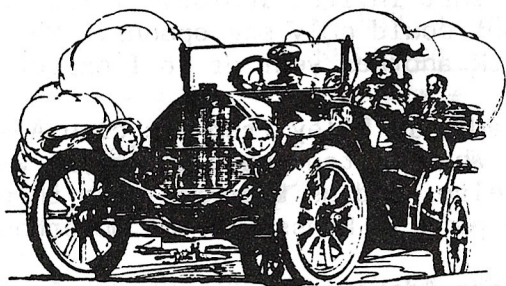
Regards,

- BELT DRIVE BURKE (MAX)

* * * * *

OFFICE-BEARERS - NEWCASTLE BRANCH 1985

Chairman	John Riley
Secretary	George Adams
Treasurer	Don Moffat
SPIT & POLISH Reporter	Max Burke

25TH ANNIVERSARY NEWCASTLE TOUROCTOBER 4,5,6 & 7, 1985

For some years the Newcastle Branch has conducted its Annual Tour over the October long weekend, based at the Morpeth Conference Centre. This year, to celebrate the 25th Anniversary of the Newcastle Branch, we are endeavouring to attract as large an entry as possible, while maintaining the previous format for the event. For the benefit of those members who have not been to Morpeth in previous years, we would like, therefore, to give some details of the venue and the programme for the weekend.

The weekend's activities will consist, as before, of a run to a local point of interest on the Saturday afternoon, a short night-time run on Saturday evening, and the main tour (of approximately 100 miles) on Sunday, all conducted over the scenic and traffic-free rural byways of the Hunter Valley. Accommodation will be at the Morpeth Conference Centre, established in the extensive grounds of Closebourne, a house built in 1827 overlooking the Hunter River and the lush farmlands beyond, and adjacent to the historic village of Morpeth (near Maitland).

Two classes of accommodation are available at the Conference Centre, the better type being of very comfortable standard in a new building and the other, "budget" type, in older but still comfortable buildings. All meals are of the same high standard, both in quality and quantity. Accommodation will be available from dinner on Friday evening, to breakfast on Monday inclusive and - if specially requested by those who

do not wish to travel home in the holiday Monday traffic - an extra day's accommodation may be arranged at additional cost.

Accommodation prices for 1985 have not yet been finalised, but, as a guide, 1984 prices (including all meals, morning and afternoon teas and suppers) were \$90.00 for the First Class accommodation and \$65.00 for Budget accommodation for one adult for the entire weekend. Concession rates for children are available.

Entry forms will be available in May. We hope that as many members as possible will support this Anniversary event which we believe offers unrivalled conditions for enjoyable veteran motoring over quiet, scenic roads, a pleasant venue and outstanding value for money.

- JOHN RILEY
Chairman Newcastle Branch

* * * * *

MEMBERSHIP UPDATE:NEW MEMBERS

WALKER, Stephen James No. 796 (F)
Richmond Hill Road, Lismore. 2480
1909/10 F.N. 2100 Tourer

FULLER, Dale S. (nee Nutt) No. 797 (F)
5 Edmund Street, Beverly Hills.
(B) 546.1584 (H) 57.7796
1908 Hupmobile 2-seater Tourer

CHANGE OF ADDRESS

LAMOND, Robert Allan (& Family) No. 771
16 Cleveland St., Wahroonga. 2076
(H) 48.0420

SLENDER, David J. No. 611 (A)
"Merrowie", Pacific Highway,
Urunga.

Technical Information

To locate a knock by the sound

To locate the cause, first see that engine is firing properly on all cylinders, then drive the car until the engine becomes warm or reaches its average temperature; second, select a run of about half a mile, running into a grade of about 8 to 12%, of whatever length may be had.

Drive the car at from 10 to 15 miles per hour on the level road, and maintain this speed up the grade if possible. At this speed the engine should run quietly.

Sound indications of some of the common engine knocks are as follows:

1. CARBON: Metallic sound when labouring, accelerating or overheated; will not diminish noticeably when spark is retarded.
2. PISTON RINGS: May be due to interference with cylinder head gasket, variations in cylinder bore diameter, ridge or shoulder in cylinder bore, pounding worn grooves; broken rings producing a light tapping sound, a click or a sharp rattle at idling and acceleration; cannot be entirely eliminated by short-circuiting. Rings fitted too tight in grooves make a snapping noise, sometimes noticeable when new pistons and rings are fitted.
3. LOOSE PISTON PIN: Sharp metallic double knock at idling and with advanced spark; when shorted out may change tone and become more intense; less audible with retarded spark, loudest usually when idling. Connecting-rod upper end striking piston-pin boss may be mistaken for loud tappet noise; determine by removing oil pan checking clearance on each side; distances between rod and bosses should be equal on each side.

4. LOOSE PISTON: Usually causes a piston slap, and is a hollow tinkling bell-like sound. If driven 10 to 15 m.p.h., then accelerated, may give a clicking sound; more pronounced on acceleration and increasing in intensity as load is applied and the throttle opened. Piston slap may also occur at idling speed when engine is not under load but will always slow up under load. When closing throttle for slowing down or coasting noise will cease. If aluminium-alloy piston with split skirt is installed with split facing the explosion thrust side, it would probably slap.
5. CONNECTING-ROD BENT OR TWISTED: Light knock at idling increasing when accelerating; cannot be entirely eliminated, but will diminish by short-circuiting spark plugs.
6. LOOSE CYLINDER NUT: Intermittent knock and vibration.
7. LOOSE CONNECTING-ROD LOWER BEARING: Light pound, sometimes a clatter or series of short raps becoming louder with increasing speed; best located by shorting out, which will reduce the intensity of noise; may also occur when coasting.
8. LOOSE CRANKSHAFT MAIN BEARING: Dull pound or thud; usually noticeable when quickly accelerated at intervals; may be slightly diminished by retarding spark; loudest under a load or pull.
9. LOOSE TIMING GEARS: Sharp clatter or knock; varies with different engines; loudest at idling, particularly when engine does not idle smoothly; may disappear at low speeds, then appear at about 25 to 30 m.p.h. as a growl similar to noise of gears that are too tight; test by causing the engine to lope by partly closing carburettor choker. Loose timing chain is usually a rumble at idling and accelerating (when striking case may be a dull scraping noise); noises from either gears or chain can be located by sounding rod; cannot be shorted out.

10. WORN CAM, VALVE-LIFTER ROLLER OR PIN: Light tapping at idling; flat spot on cam of camshaft or tappet rollers cause an intermittent noise at low speeds.
11. WORN VALVE-LIFTER GUIDE: Light tapping at idling.
12. WORN VALVE-STEM END AND VALVE-LIFTER (Also called Tappet or Push-Rod): Causes too great a clearance clicking noise; test with feeler gauge and re-adjust.
13. VALVE-SPRING COCKED: Light knock at idling if face of tappet is cupped.

Vibration

Vibration is the car's worst enemy. One of the best ways to describe vibration is a shaking action within the engine caused by improper balance of the moving parts and their subsequent twisting and quivering. These actions are transmitted right through the car where you feel them as thumps and bangs, but there is another form caused by pre-ignition in the combustion chamber.

Without question the crankshaft can be blamed as the worst offender. The shaft's job is to convert the up-and-down power to rotational power to actually drive the car.

As the connecting rod big end does its duty, it alternately twists and untwists the crankshaft by a microscopic amount. Since the flywheel stabilises the shaft at one end, the twisting begins usually near the rear main bearing and reaches its peak at the front of the shaft.

Because the shafting is twisting and rotating at the same time, its front end is constantly accelerated and deceleration by a small but computable amount.

Trouble develops whenever the natural frequency coincides with the artificial one imparted by the connecting rods.

Whipping and resonance occur and the result is known as the engine's critical point. If not subdued, this will cause stress and much additional wear on the components, plus the risk of snapping the crankshaft.

The simplest way of overcoming this torsional vibration is to damp the front-end of the crank by using it to drive the engine accessories such as water pump, timing gear and alternator. Because they demand constant power and have a certain amount of inertia, these auxiliaries counteract vibration to some extent.

Dr. W.F. Lanchester, the famous British designer, was the first in work on vibration dampers. His first was devised for the Daimler Company in 1914. It consisted of a small fly-wheel driven by the crankshaft through a springloaded multiplate clutch that ran in oil. The inertia of the fly-wheel created a theoretically calculable damping effect on the vibrations. The device, however, was expensive to make and its performance proved unpredictable because of the effect of temperature changes on the viscosity of the oil; so it was soon replaced by another Lanchester design in which a dry, spring-loaded, single-plate clutch, lined with friction material, took the place of the oil-bathed multiplate clutch. In this form the design was the accepted method for dealing with torsional vibration until the 1930's.

In the late 1920's Chrysler supplemented the springs by a metal-covered rubber ring in a tapered recess. As the engine picked up speed, centrifugal force threw the rings further out, making the flywheel gradually pick up speed until eventually its rpm were the same as those of the driving member.

Most modern dampers are dependent on the successful bonding of rubber to metal. Silicon oil is employed instead of a straight petroleum product. The silicon damper consists of a metal casing that revolves with the crankshaft and a fly-

wheel suspended in oil inside the casing. When the unit is rotated the flywheel moves only as it is dragged by the fluid. If the direction of rotation is reversed, the flywheel keeps moving in the original direction until the action of the oil stops and reverses it.

Why then isn't the engine balanced at the factory? The answer is that it is balanced after a fashion, but factory tolerances allow a supposedly balanced engine to be completely out of balance. One piston a few grams heavier than its fellows can throw the whole engine out.

This possibility of imbalance is one of the penalties of mass production. For the utmost in performance it is necessary to have an expert balance your engine. Pistons and connecting rods must be brought into static balance. In this the lightest is found and all others are reduced until equal. All rotating parts must be balanced both static and remain in balance when rotating.

When completely balanced the pre-ignition can be removed by careful timing and correct fuel mixture.

If properly attended to these steps are all that are needed to root out the enemy - vibration - and put him on the run for good.

ACKNOWLEDGEMENT: BRASS NOTES VCC OF AUSTRALIA
NOVEMBER 1984

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NEXT ISSUE: 'KNOCKS DUE TO OPERATING CONDITIONS'

* * * * *

M - I - N - D - S - T - R - E - T - C - H - E - R

Solution to No. 37

REFLECT ON THIS

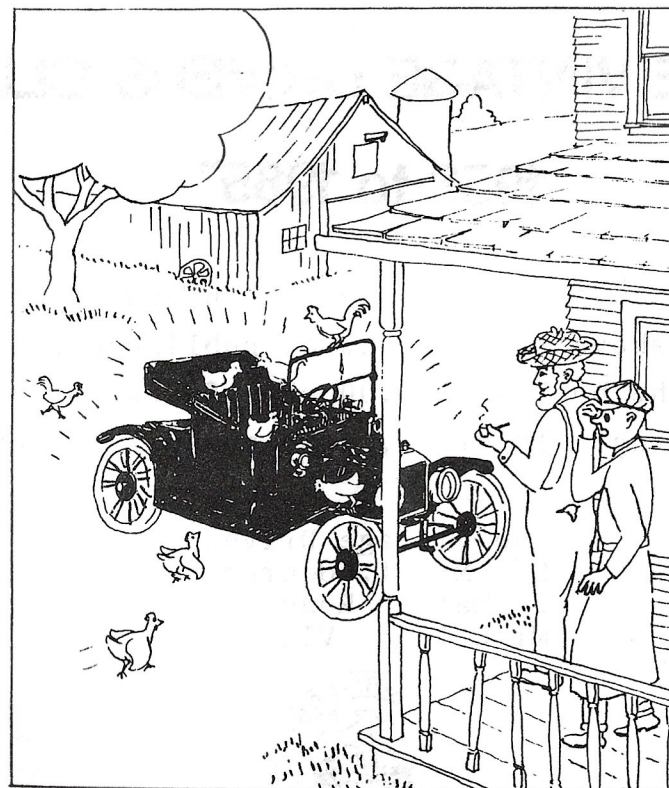
The word is EKE - but only when it's written in capital letters.

No. 38

DAY'S WORK

The letters M, T, W, T, F are the start of a series. What are the next two letters?

* * * * *



LOOKS LIKE MY CHICKENS HAVEN'T FORGOTTEN WHERE THEY ROOSTED BEFORE YOU BOUGHT AND RESTORED 'ER.

Advertisements



FOR SALE: 1912 Overland T60 Tourer

Fully Restored. Royal blue and black.
Black all-leather upholstery.
Proven rally car - sale due to illness.
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* * * * *

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1958 to 1985"

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