SPIT AND POLISH

Journal of the Veteran Car Club of Australia (NSW) Inc.

April 2021

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ON THE COVER:

Michael and Denise Bendeich's 1913 Chalmers at the March Sydney North Breakfast Run to Brooklyn

CLUB INFORMATION

Club Management and Contact Details

OFFICE BEARERS

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BRANCH CHAIRMEN & SECRETARIES

Newcastle Branch

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Secretary	Graeme Newman	0412 138 063	kazngrae@bigpond.com

Macarthur and Southern Highlands Branch

Chairman	Doug Fulford	02 4654 5432	dougf@people.net.au
Secretary	Kevin Boardman	02 4654 5499	kboardman13@bigpond.com

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MINUTES

Minutes of Monthly Club Meeting held on 25 March 2021

ATTENDANCE

Committee: 5 Members at hall and 9 via zoom Family: 3 Visitors: 2

APOLOGIES: Lynette Martin, Neil Martin, Peter Martin, John Radzevicius, Dorothy Shinfield, Ian Shinfield and Phil Virgona

MEETING OPENED AT 8:05 PM

PRESIDENT'S OPENING REMARKS

The new president, Phil O'Loan, welcomed all members, their families and visitors at the club rooms and those attending remotely. He apologised for the drama with the technology and thanked the young team for their help in making it operate. Phil introduced himself as the new president and acknowledged the work of Doug and Vivian Fulford as Doug was the president for the last 5 years. Phil hoped Doug's health was improving.

Phil outlined his expectations for the future. If members have any concerns, Phil encouraged him/her to speak with himself or any of the committee members to resolve any concerns. There is a perception that the committee is a secret society and Phil reassured the meeting it was not. He said that the minutes of the committee and club meetings were very similar and at times the same. The secretary will read the correspondence. Members were welcome to join the committee. He reminded members that the committee are all volunteers.

Phil has been a member of VCCA for 25 years and he drives 1910 Talbot. He has a wife Terri, 3 daughters and almost 7 grandchildren.

Phil sees his role as president to steady the ship and members have no need for concern. It was most unfortunate that Doug has resigned. The survey about Spit and Polish started by Doug will be collated by Phil's wife Terri, who has had a career in market research. Terri will analyse the results and report back. Phil encourages anyone who has not yet completed the survey to do so either on paper or electronically. The survey closes on 2 April. It will be used to guide the new editor of Spit and Polish, Lauren Newman.

MINUTES PREVIOUS MEETING

Matters arising from minutes: Nil Corrections to the minutes: Nil

Moved: Graeme Newman Seconded: Robert Fordham

<u>INWARDS CORRESPONDENCE</u>

Other clubs:

Small Torque Early Auto

Brass Notes

Dickum Oil #12 &13 (A precis was given. Full copy will be in S&P)
Various other magazines are received online and distributed through Friday's Fact and Fiction
Other:
2 surveys of S&P
J Graham – 1959 Blue Mountains program
Helen Revell – thank you for flowers
Membership application from Col Harmer
Newcastle minutes
CMC meeting notice to delegates to register
Correspondence from Lauren Newman, Wendy Rose and Sarah Gotley were read

OUTWARDS CORRESPONDENCE
Rick Thomas – library donations
Garry Canton – membership letter
Bill Trollope – 50-year membership
Response to National Heritage Strategy
Independent Locksmiths and Security
Emails: Friday's Fact and Fiction
Moved: Graham Weekes Seconded: Will Garthon

TREASURER'S REPORT
The Treasurer's report was tabled. Balances are:

Income has been received through raffles, advertising and rents. Outgoings have been for accounting, printing, cleaning, postage, TVCCA for 100-year badges and electrical work for the bathroom renovations.
Moved: Les Johnson Seconded: Norm Mitchell

MAGAZINE
Lauren Newman announced that the next edition of Spit and Polish is ready except for the President's Report! The survey outcomes are likely to affect how Spit and Polish looks. She has had some feedback from Doug Fulford. The magazine will revert to portrait rather A4. Lauren asked for members to send in articles. On behalf of all members Phil O'Loan made a presentation to Neville Preston for his service for the last 15 years and 3 months as editor of Spit and Polish. All members applauded Neville's service as editor with a round of applause.

EVENTS

Previous events

26 February	Northern MaSH Run – cancelled and combined with Southern MaSH run on 19 March
7 March	Sydney North Breakfast Run to Brooklyn Park, Brooklyn – 7 veterans
19 March	MaSH run –Greg Roberts reported 19 people came despite the rain.
21 March	Newcastle Branch – Morpeth to Patterson run – cancelled due to floods

Future events:

25-28 March	RACV 1- & 2-cylinder rally Cobram
7-13 April	TAVCCA 1- & 2-cylinder rally Charleville, Queensland
9 April	Southern MaSH Run – contact Greg Roberts
18 April	Newcastle Branch – visit to Catalina Flying Boat restoration at Kilaben Bay
2 May	Northern Sydney Breakfast Run – Berowra Waters on Galston side
14 May	Southern MaSH Run – contact Greg Roberts
16 May	National Motoring Heritage Day /Drive Your Veteran Day
18-20 June	Singleton Weekend – see S&P for details
10-16 Oct	RACV National Veteran Vehicle Rally Swan Hill, Victoria

The Brush Rally has been cancelled.

National Motoring Heritage Day /Drive Your Veteran Day will be held on 16 May. Graeme has been disappointed with the response. These venues are where some veterans will be:

Tuckwell Park, Macquarie Park- contact Geoff and Louise Yeomans

Tour of wineries – Newcastle Branch Berry -contact Anthony Wood Parkes – contact Euan Coutts Kurrajong -contact Jenny Fawbert

PERMIT TO MOVE/REGISTRATION Nothing to report

LIBRARY

The library is starting to organise the collection and hopefully will have some new equipment by next month. A donation from Rick Thomas has been useful as it contained titles not held by the library.

DATING

John Burke has advised that two 100-year badges were issued to Laurie McGrath for a T Ford and Talbot. These are the first badges issued (under the new TAVCCA rule) without a dating certificate. He would encourage those interesed to apply for a 100-year badge to him.

MEMBERSHIP

Application received from Col Harmer who has purchased 1914 Talbot from Bob Hobson to be voted on next month.

CMC Nothing to report

HALL

Robert Fordham reported new rules for COVID start from 29 March. The restriction on singing is removed which will benefit Sydney Voice. The $4m^2$ changes to $2m^2$ per personal space. There has been a problem with the lights in the bathrooms, probably from water and Ian Shinfield is looking into it.

WEBSITE

Abbey Newman requested more veteran profiles which is the most popular part of the website. Forms were available for members to complete. A digital calendar of events is available on the website and she suggested members use it to check if events have been cancelled. More copies of Spit and Polish and registration lists have been uploaded.

GENERAL BUSINESS

1- & 2-Cylinder National Rally 2022 – Robert Fordham
Organisation is going ahead with the announcement of the location at Charleville. It has rained at Charleville but not flooded. The number of entrants has been reduced to 77. The program is very full.

Techie Talk - Barry Shinfield
Barry demonstrated how to rivet brake drums onto a hub. The length of the rivet needs to 11⁄2 times the diameter protruding.
The bit to form the rivet is called the snap and a bull nosed drill fits into the snap. It's placed in press and Barry used 25 ton to rivet the brake.
The rivet fills any holes as it expands and turns the end depending on the shape of the snap. With the loss of knowhow about rivets, bolts and nuts are substituted. Has Barry lost his snap after this riveting conversation!

The snap

The snap with drill bit

Veteran Snapshots - Neil and Peter Martin on making wheels. Due to the flooding at Camden this section was postponed. Next month David McCredie will talk about his book on Maxwells.

Raffle The raffle was drawn.

Spit and Polish will be late next month as Robert Fordham will be away at Charleville for the first part of the month.

Guess what this is and what it does? Geoff Yeomans challenged members to guess what this machine is or what it does. Details and photo on page 25.

Greg Roberts asked when will members be able to get their cars out. No rallies are planned until Singleton and there is no printed calendar of events. According to Greg, events such as the Blue Mountains Tour are no longer relevant. Graeme Newman responded as events coordinator. His role is to coordinate events and last year events were cancelled or postponed due to COVID restrictions. Planning is difficult with the shadow of COVID. The committee is looking at organising some events and he encouraged members to organise an event or if members have any ideas for future events to share these with the committee.

MEETING CLOSED 9:15 PM

Supper was served with cupcakes made by Karyn Newman.

Future Event Information

NATIONAL HERITAGE MOTORING DAY

Sunday 16th May 2021

Our Club is looking to increase our involvement in National Motoring Heritage Day this year by participating in a number of events throughout the State., increasing the exposure of our vehicles to other motoring enthusiasts.

At this stage there are two events being run by our Club.

The first of these, being on the northside of Sydney at Tuckwell Park, Fontenoy Rd, Macquarie Park meeting at 10 am. Here you will find plenty of parking, toilets, swings, climbing wall & net. It's also just across the road from the Eden Gardens Nursery. Louise & Geoff Yeomans can be contacted for further details.

The other event the Club is running is being conducted by the Newcastle Branch which will start from Ray Lawler Reserve (Morpeth Common) Edward Street, Morpeth at 10.00am. From here we will drive to Tucker Park, Paterson for a B.Y.O. picnic lunch. For further details contact John Burke or Graeme Newman.

We have also had members indicate they are hoping to participate in the following events:

The display at Berry Showground being hosted by the Shoalhaven Historic Vehicle Club. For further details and to **REGISTER** go to their website. Despite the closing day listed on the website it is requested registration be made by the 30th April. One of our members, Antony Wood is also involved with the Shoalhaven club and would love to see some veterans attending. If you are considering attending please contact Antony a call to find out a bit more. Antony would prefer contact by email: antonywood@shoal.net.au

There is a display being held at the Parkes Motor Museum, which is located within the Henry Parkes Centre, 66 – 78 Peak Hill Rd, (Newell Hwy) Parkes, although if you are thinking of attending, you're probably familiar with the location. Euan and Wilga Coutts are planning on taking the Scat so if you live out that way, give them a call to get some further details.

The Vintage Motor Club are also planning an event which is to be held at a private property at Kurrajong. The VMC and the hosts for the day would be more than happy to have VCCA members join them. Our contact for the day is Jenny Fawbert, Ph: 0417 203 384 . Jenny has provided the following details:

Make your own way to 16 Jacaranda Road, Kurrajong (off Blaxland's Ridge Rd.) to arrive about 11.00 am or lunchtime. BYO everything you need for your picnic lunch, chairs too. Tea, coffee and hot water provided.

[For those who want a place to leave a car trailer in the Hawkesbury area and then drive their veteran up to Blaxland's Ridge, trailers and tow vehicles can be left at my property at Oakville, or you can meet at my place at about 10.00, and convoy on from there if you wish. Jenny]

Whatever you do on this day, please take a photo and send it to us to include in Spit and Polish and on the website. Contact details are on page 2.

President's Report

By Phil O'Loan

First and foremost I would like to acknowledge the effort and contribution that Doug and Vivian Fulford have made to the club, particularly Doug's role as President for over the five years. Doug bought innovation and change to the club and was responsible for a number of initiatives during his tenure the latest being the introduction of Video Conferencing at the monthly meetings which is proving to be a major success with many members that are unable to travel to the club house.

Doug and as all of the Club Committee members are volunteers and take on these Roles in the interest of the Club and want to see the Club prosper. We have a very hardworking, talented and dedicated Committee with a high representation of strong Women, their contribution have proved to a major advantage to the Club and will prove invaluable as we look to the future.
In February's meeting a comment was made about the secrecy in decision making of the Committee and keeping things from the General members. From my perspective this perception is incorrect, however if this is the perception we must correct it. The committee has already made a number of initiatives so that the committee is more transparent and that regular feedback be made particularly during the General Monthly meetings.

Now that COVID 19 seems to be under control, forward planning for future Rallies will now be on the agenda. Over the past year with all the uncertainty it was difficult to plan for such events. Ideally I would like to see the establishment of a yearly major Rally similar to the Blue Mountains Rally together with smaller weekend (three to four days) outings to selected areas of NSW. If any member would like to take up this initiative I encourage you to contact the committee and hopefully this will develop into a regular Agenda item.

Members in new roles!
Phil O'Loan and Lauren Newman

Finally, should any member have a concern or issue with the committee or the club in general, I would encourage you to respectfully contact the committee or myself so that we can address the issues as quickly as possible all work together in the making our club have a strong and healthy future.

Editor's Report

By Lauren Newman

I have contributed to the magazine a number of times throughout my life, but this is definitely something different! For those of you who don't know me, I am a third generation VCCA member, with my grandfather Bob and my father Graeme members before me, and my great Uncle Neville also a previous Spit and Polish editor (and my Aunty was for a while too!). It wasn't until I was thinking about what to write that I realised I currently have eight VCCA members within my surrounding family, and even those who aren't members are very heavily involved!

I was six weeks old when I went on my first Veteran Car Club event which was a Newcastle Branch Singleton Tour (this is according to photos - I obviously have no memory of this), and have spent many weekends in a Veteran Car. I have been driving our Talbot's since I was 16 years old, and while many of these occasions have been enjoyable - and eventful as you can imagine if you know Graeme - I would say one of my favourite trips in our Veteran would be when my sister and I (at 21 & 22 years of age), along with our relatives in their Veterans, drove from the Central Coast to Forbes and back for the 2018 National Rally, some 1700kms across 2 weeks.

I am obviously very new to this role so please have patience while I adjust. I welcome constructive feedback, and more importantly I welcome **ANY AND ALL ARCTICLES** about Veteran Cars and Veteran Motoring so please send them my way. The most helpful way you can support any editor is to supply material so please send any written material, photos, old advertisements, recipes, information about period clothing etc to me. I am not fussed by what form that it is in (typed/hand written) or how I recieve it (email/snail mail/carrier pigeon) so if there is anything you would like to see in YOUR magazine, send it to me. Thank you to the members that have submitted articles for this edition.

At the time of putting this edition together, the survey regarding Spit and Polish had not closed, but the committee and I will be looking at the results from the survey and look to apply the suggestions moving forward.

Happy reading!

Sydney North Breakfast Run

Sunday 7th March 2021 - Brooklyn NSW. Article by Louise Yeomans

Up early, the picnic basket packed, the thermos filled with coffee and the car warned up we were ready to go to Brooklyn and excited to take out the Wolseley for the morning after so long. The morning promised a fine autumnal day so we willingly shared it with walkers and their dogs, runners, cyclists and motor bikes aficionados. Once onto the motorway the car quickly reached its cruising speed of 58 km per hour, according to Navman. Leaving the motorway and passing along the inlet, the smell of the estuarine mud and mangroves meant low tide – one advantage of travelling in a veteran is the full sensory experience! We arrived spot on at 9 o'clock to the spectacle of a fabulous long line of veterans parked along Brooklyn Park attracting much interest from locals. David and Kate Norton in a modern pulled in behind us. Already there was a row of Talbots – Phil O'Loan, Dorothy and Barry Shinfield, Dianne Newman and Christopher Gotley, Neville Preston, Karyn and Graeme Newman. Five Talbots! Denise and Mike Bendeich arrived in the Chambers and Darren Grant with Bailey and Madison came in an Austin. Travelling in moderns, Robert Fordham, Ian Shinfield and Lauren Newman joined the party as did Nika and Terry Lyness with some delicious cakes made by Nika.

Wolsley, Talbot, Talbot

After COVID safe greetings, we gathered under some shade at the side of the park for morning tea. It was wonderful to actually see people and hear their news in person. While Phil had to rush off, the Martins arrived and then Maria and Neil Hielbrunn deviated on their way out for lunch. Some energetic people took the boardwalk around the mangroves. Lots of little black crabs with red nippers and some bigger crabs with green thoraxes started popping out of the mud as the tide receded. Surprisingly as it was designated as Clean Up Australia Day there was no sign at any time during the morning of any volunteers. The mangroves were fairly free of rubbish as was the side of the motorway. Australians seem to be taking responsibility for their litter.

Members enjoying a face-to-face catchup

There was very special news. Dianne Newman and Brett Corrigan are engaged and Dianne's new diamonds sparkled in the sun. Christopher wondered why it taken Brett so long to propose. Wedding bells will be ringing some time next year. Felicitations and congratulations to Dianne and Brett and much happiness always.

Sydney North Breakfast Run

Sunday 7th March 2021 - Brooklyn NSW. Photos by Lauren Newman

Members enjoying a face-to-face catchup

Thoughts about places for coming breakfast runs were canvassed and included a return visit to Saddles in September and a tour of Shinfield collection of cars in July. The May venue is yet to be decided. Book your place at Saddles for breakfast on 5 September - more details next month.

It was a great day out with people leaving late in the morning. After a safe run home on the Old Pacific Highway Geoff spent the afternoon pulling the exhaust manifold to pieces. Hopefully we will be travelling in the Wolseley to the next breakfast run.

In attendance:

Denise and Michael Bendeich	1913 Chalmers
Dianne Newman and Christopher Gotley	1914 Talbot
Karyn and Graeme Newman	1914 Talbot
Neville Preston	1913 Talbot
Phil O'Loan	1910 Talbot
Dorothy and Barry Shinfield	1911 Talbot
Louise and Geoff Yeomans	1914 Wolseley

Modern:

Robert Fordham Neil and Maria Heilbrun

Nika and Terry Lyness Lynnette and Neil Martin Lauren Newman Ian Shinfield

Kate and David Norton Darren, Madison and Bailey Grant

Preston Talbot

Shinfield Talbot

DID YOU KNOW?

VCCA (NSW) is on Facebook and Instagram! Like the website, photos and videos are uploaded to these platforms regularly so be sure to check it out!

Facebook: Veteran Car Club of Australia - NSW
Instagram: veterancarclub_nsw

Events Calendar

Club Events

APRIL

Tuesday 20th	**Newcastle Branch Meeting** - Westlakes Mining Museum, Teralba. 7:30pm
Thursday 22nd	**Monthly Club Meeting** - 134 Queens Road, Canada Bay. 8:00pm See below for further details.

MAY

Sunday 2nd	**Sydney North Breakfast Run** - Crosslands Bay, Berowra Waters. From 9am BYO Morning tea supplies. *Enquiries: Louise Yeomans.*
Friday 14th	**Southern Highlands Coffee Run** - Cnr Osborne and Moss Vale Roads *Enquiries: Greg Roberts*
Saturday 15th-16th	**RACV Pre-1905 Pioneers Run** - Ballarat, Victoria. See page 24 for info.
Sunday 16th	**National Heritage Motoring Day** - See page 7 for further information
Tuesday 18th	**Newcastle Branch Meeting** - Westlakes Mining Museum, Teralba. 7:30pm
Thursday 20th	**Committee Meeting**
Thursday 27th	**Monthly Club Meeting** - 134 Queens Road, Canada Bay. 8:00pm

JUNE

Friday 11th	**Southern Highlands Coffee Run** - Cnr Osborne and Moss Vale Roads *Enquiries: Greg Roberts*
Tuesday 15th	**Newcastle Branch Meeting** - Westlakes Mining Museum, Teralba. 7:30pm
Thursday 17th	**Committee Meeting**
Friday 18th - 20th	**Singleton Tour** - starting at 20 Valley View Place, Nulkaba. Entry form on page 23. *Enquiries: John Burke*
Thursday 24th	**Monthly Club Meeting** - 134 Queens Road, Canada Bay. 8:00pm

GUEST SPEAKER

Jenny Fawbert will be speaking at the April monthly club meetting on 22nd April. The title of Jenny's presentation is '*Keeping Moving Heritage on the road! Cutting the red tape!*' .

Join us from 6:30pm for a sausage sizzle!

Major Events

OCTOBER 2021

Sunday 10th - 16th **RACV National Veteran Vehicle Rally** - Swan Hill, Victoria
Enquiries: Michael and Claudia Holding

Sunday 17th - 22nd **National Veteran Motorcycle Rally -** Manjimup, Western Australia
Enquiries: Sharon Rudler. Hosted by the Indian Harley Club (Bundury) Inc.

NOVEMBER 2021

Monday 22nd - 26th **National Highwheeler Rally** - Mount Gambier, South Australia
Enquiries: Noel and Sue Holbrook

MAY 2022

Sunday 8th - 14th **National 1 & 2 Cylinder Rally** - South West NSW (location to be announced) *Enquiries: Robert Fordham*

OCTOBER 2022

Sunday 23rd - 28th **National Veteran Vehicle Rally -** Dusselton W.A
Enquiries: Peter and Pauline Hume

APPLICATIONS FOR MEMBERSHIP

Geoffrey Colin Harmer
YOUNG, NSW
1914 Talbot 4CB
Nominated: Robert J Hobson Seconded: John A Fryirs

Inez Mitchell
WENTWORTHVILLE, NSW
Associate Member
Nominated: Norman Mitchell Seconded: Louise Yeomans

Voting on these membership will take place at the April club meeting.

Balancing Veteran Car Tyres on the car, and other wheel matters

By Jenny Fawbert

I learned to do on-the-car wheel/tyre balancing years ago from my dad , who was for over 60 years hands-on in the truck and car tyre trade (1935-1998). What follows is largely what I was shown to do, what I was told. As such I am not professing to be an expert, just sharing what I was taught and heard. I've never written this down before so if I've got something not well explained or not right, or something missed, please jump in and add to everyone's knowledge via Spit and Polish, or email me.

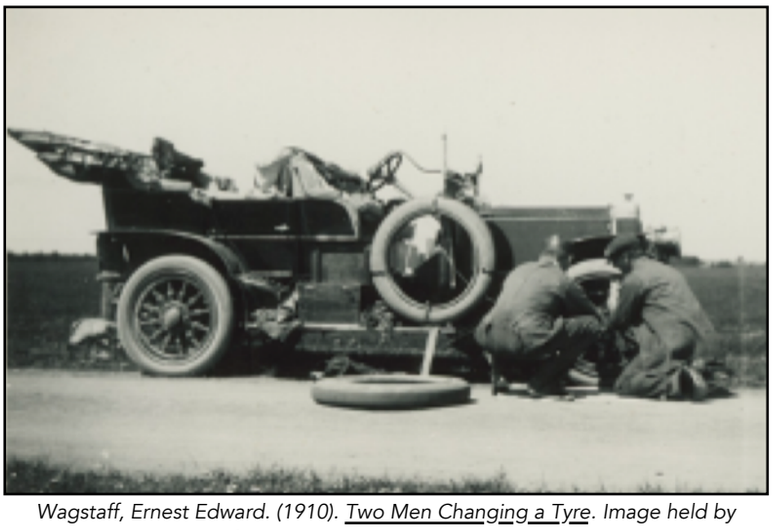
I accept no legal liability whatsoever arising from or connected to any material contained on this article. You should consider whether the information is appropriate to your needs, and where appropriate, seek professional advice.

Wheel balance is the equal distribution of the weight of the wheel and tyre around the axis of rotation. There are 2 ways every wheel may be balanced – static and dynamic.
Static Balance – is the equal distribution of the wight of the wheel and tyre assembly about the axis of rotation in such a manner that the assembly has no tendency to rotate by itself. E.g.: a wheel with a chunk of dirt will always rotate by itself until the heavy side is at the bottom.....Static unbalance of a wheel causes a hopping or pounding action, commonly known as wheel tramp, which will also develop into wheel shimmy.

Dynamic balance – means that the wheel must be in static balance and also runs smoothly at all speeds on an axis which runs through the centre line of the wheel and tyre, and is perpendicular to the axis of rotation. Dynamic balancers are for modern radial ply and low- profile tyres used on vehicles with sophisticated light suspension and steering, and that travel at higher speeds than we do.

Static balancing is simple and inexpensive, dynamic balancing requires more specialist equipment than the DIY'er veteran and vintage car owner usually has in the shed.

We usually check our historic cars' wheels and tyres whenever we are rotating tyres or fitting new ones, and do so without ever thinking formally about the process. So, here goes my attempt at explaining what we do.



Wagstaff, Ernest Edward. (1910). Two Men Changing a Tyre. Image held by the State Library of Victoria. http://handle.slv.vic.gov.au/10381/45221

Before balancing:

1. What condition are your wheels, rims and tyres in? Now is a really good time to do some important checks.

- Check your wheels thoroughly, without tyres, for rust, wear, loose spokes (wooden or wire), worn lug/wheel nut holes, etc., and remedy any faults found. For wooden artillery wheels. If the wheel is creaking, ticking or clicking when you drive the car, or you can feel any movement when you twist a spoke, then your wheel isn't as safe as it should be. A simple old-school check is to "tap" the spokes – use a rubber mallet or the handle of a big screwdriver, hit each wooden spoke lightly and listen to the sound it makes – spokes that are working their way loose make a different sound to those that are solidly in place. Good spokes sound "tight", if that makes sense! Loose spokes will only get worse, the old "soak the wheel" in water trick does work temporarily for some, but you only put off the inevitable with this method. It was fine for horse drawn vehicles and when veteran and vintage cars ran on slow veteran and vintage roads, not fine for modern highway driving! Watch a video about why not to do this https://youtu.be/lZInN6uN4x0

Using wedges between the inner ends of the spokes to pack them against the other spokes was another old way of tightening up loose spokes, a fix though that you should consider carefully before using under modern driving conditions.

- Wheels, especially old wheels, are often statically untrue. Rotate each wheel, minus the tyre, on a freewheeling jig or hub, against a simple fixed arm, like a rod on a stand, to see they are truly round (laterally and vertically) and how much overbalance there maybe just in the wheel alone. A simple old time fix was to wrap lead wire around the spokes close to the rim at the upper, lighter, position until the wheel will remain in any position, but you may find your wheel needs more attention than that, and in some cases may be too bad to continue using safely. [It's always interesting when pinstriping wheels to see just how out of round some veteran and vintage wheels are!]
- Check demountable rims thoroughly fortrueness, rust, fractures and dents. Run your hand around the edges to feel for any damage, check the clip mechanism for wear and good fit.
- If in any doubt about your wheels or demountable rims ask those in your club who've extensive experience with such matters, or contact someone of the wheel rebuilding business (say, for wire wheels), or a wheelwright experienced with motor wheels.

2. Check your tyres are good too - not all tyres are well made, no matter how much you paid for them, and not all tyres have been well stored before you bought them, especially if second had.

Searcy collection. (1922). Display of Perdriau tyres. Image held by the State Library of South Australia. https://collections.slsa.sa.gov.au/resource/PRG+280/1/37/172

- **Roll them across the workshop floor**, look for flat spots, and look inside the casing and at the bead for any significant moulding irregularities that can cause flat tubes and cost you tube repairs, and at the bead for breaks or roughness that can also cause tube wear and more serious problems. Make sure inside the tyre is clean of dirt, grit or rust flakes, etc. before fitting to a rim.
- Look for delamination of the rubber, **cracked or wavy side walls**
- **If tyres are second hand** check very carefully for cracking, flat spots and damaged beads.
- Check the **age of your tyres** – this is another whole discussion topic really, but if you value safety don't use old tyres on the road, no matter how much tread they still have or how good they look. Rubber degrades, whether it's used or not. If your tyres are over 7 years old monitor them closely and consider ordering a new set, if they are over 10 years old replace them.

General tips

- Ensure the vehicle's **wheel alignment** is correct, **and the steering is set up correctly**, neither too tight or too worn before balancing wheels and tyres.
- Make sure that the **brake shoes are quite free** from the brake drum, and spin the brake drum by the hub. The drum should stop in any position; ideally no obvious heavy part which always settles down at the lowest point. Some drums actually have this heavy part, which will interfere with balancing and needs to be taken into consideration.
- **Fitting tyres to rims:**
  - **If you are unsure of fitting tyres to rims please seek the help of someone in your club who really does know about fitting tyres to the rims your car uses.** There are techniques, tips and tricks that can save you hours of frustration and money to avoid damaging rims, tubes rust bands and tyres. Poorly fitted rust bands can cause leaking tubes, poorly fitted tubes likewise and poorly fitted tyres are an expensive pain to drive with. There's lots of videos on YouTube from tyre shops and specialists in the US and UK that are useful too. And manuals of the period of your car can be helpful.
  - These days your local tyre shop may know nothing about V&V wheels and tyres, its all air ratchets and automated tyre fitting machines. If using a local tyre shop ascertain that they actually have a fitter there who knows how to fit up the type of rims and tyres you have.
  - New tyres may be marked by a dot on the bead or sidewall, to indicate the correct place to locate tube valve. The tyre companies discovered quite early on that the weight of the tube valve was enough to throw wheel assemblies out of balance. So, tyres were made compensating for the valve weight at one point in the casing and a dot (yellow or white or maybe blue) shows the lightest part of the tyre sidewall, where the valve should be placed to bring the tyre in balance. These days new tyres may have yellow dots, they mean different things in balancing, but for veteran and vintage car purposes it's the (usually) yellow dot that indicates the lightest part of the tyre sidewall, that's if your tyres have the dot, the dots are often scrubbed off in use so not always visible on used tyres, and perhaps not on all mouldings of veteran and vintage car size tyres. (in the 1920's the "balance" dot was red!) The yellow dot indicates the lightest part of the tyre. On a wheel or rim, the heaviest part is generally the valve stem so aligning these is the go.

Static Balancing on the vehicle

1. Chock the back wheels so car can't roll away, jack up the front axle and fit a wheel and tyre assembly on the front axle. Or fit on a suitable jig if you've one, or if really lucky, you may have a portable static balancer with a bubble level (wish I still did!)
2. Spin the wheel and allow it to come to rest and mark (chalk) the rim or tyre at the highest, i.e. the lightest position. Do this several times until the lightest position it prefers is obvious.
3. At this light spot add a small lead weight clip to the rim (old-school way was to wrap spoke/s with lead wire) to exactly balance the wheel, i.e. weight/s that cause the wheel to remain stationary in any position you rotate it to. When done, balance has been achieved.
4. Use as little weight as possible. If using more weights distribute equally around the flange or spokes from the light point out and consider putting some on the inside of the rim at the same spot.

5. If using a number of weights put half on the inside of the wheel and half on the outside, not necessary but does help to maintain dynamic balance when the car is travelling at speed.
6. It may be necessary to add lead weights at more than one position, if so try to place in a Y pattern around the rim, each weight/s equidistant from the other, forming an imaginary Y. But if you are peppering your wheel assembly with lots of weights then you should go back to basics and check the actual wheel and rim for defects that could be throwing balance out significantly.
7. Sometimes correction can be as simple as rotating the tyre on the rim – try this if you find you are using excessive weights, remove and rotate the tyre on the rim, it may then only need a very light weight.
8. Don't forget to balance your spare as well, and balance when rotating your tyres.

Wheel weights: For some veteran and vintage cars you can use standard old-style clip-on lead wheel weights. A few months ago I bought a mixed bag of 50 clip-on weights on eBay for a very reasonable price, posted free! Clip-on lead weights usually look better for the period of the vehicle than modern self-adhesive ones. If you can't use clip-on weights on your rim, then consider obtaining balance by wrapping the relevant spoke at the felloe with lead wire.

Some cars had custom balance bolts that screwed into nuts welded on the inside of the rims, if you have these then lead washers can be put on with the bolts to achieve some balance. Though having a vintage car with this system, we opted for standard slip-on lead weights and have removed the old balance bolts for a truer balance.

Off the car balancers: I chose not to elaborate on dynamic balancing as it really doesn't relate to the vehicles of our period - I doubt there's a modern dynamic balancer that V&V wheels can even be fitted to - the holding cone on balancers are made for modern well base wheels. You can't fit veteran or vintage detachable or demountable rims to a dynamic balancer. We could not put our car's vintage disc wheels on our own tyre shop's dynamic balancer. There are adapter plates for different wheels but I would think it would only be a tyre shop where the owner was an enthusiast that they would have had one made to suit early wheels. We never bothered with making an adapter as there's no great gain for early disc wheels by dynamic balancing over static balancing. Done right for early wheel assemblies static's all you need. If things prove to be badly out of balance then it's often the wheels themselves that need attention or the wheel alignment or axle issues, or perhaps a faulty tyre.

Off the car - Bubble balancer: If you have a spirit level type bubble balancer, I envy you, I so wish we still had the old one from our tyre shop. These can be quite accurate and are easy to use. Remember to centre the bubble before use, and make sure that the balancer will take your style of wheels. Then its simply a matter of attaching the wheel assembly and seeing which is the heavy and light side, as indicated by the bubble. Try sitting a weight or two on the light side and moving them

along the rim to get the bubble back dead centre. Place them as you would were you balancing the wheel assembly on the car. Modern static bubble balancers are mostly for motor cycle wheels but may suit depending on your car's wheel assembly.

Static balancing jig: I have seen people make up jigs that do balancing off vehicle by allowing free-wheeling on a section of axle and hub mounted to a workbench or such. Very do-able if someone has a spare axle stub, hub and wheel.

Balancing beads: Doug Fulford asked if had I any info on these. Short answer, the modern ones came in after our tyre shop had been sold, so haven't any practical experience with them. But being a researcher, I went in search of good information.

The modern beads are claimed to self-balance tyres such that there is no need to have any balancing weights. Basically, when its in motion, the small ceramic, glass or stainless steel beads put inside the tyre or tube finish up distributed evenly around the inside of the tyre when the centrifugal force is great enough to hold them up against the tyre as it rotates, and because they're evenly distributed along the inside of the tyre, they help move the center of mass to where it should be, i.e. they add weight to the tyre tread in an even manner if the tyre was perfectly round. If there is a high spot on the tyre, the beads will run/pool into this spot because they are getting pulled outward. Note that the beads can only balance a tire in the vertical plane. i.e. they remove imbalance as a tire travels forward and moves up and down. If your wheel assembly has lateral imbalance you will still need a traditional balance.

It's an old idea actually, for almost as long as we've had pneumatic tyres people have tried all sorts of additives to their tyres to balance them, including sand, golf balls, marbles and lead balls in search of "balance" or to cure "shimmy". I wonder though that if these ideas had been really worthwhile then the tyre makers would've developed a good internal additive years ago to value add to their tyre sales. To my knowledge, they haven't, the modern balance beads are an after-market item, and not one endorsed by tyre manufacturers.

So, do the balancing beads work? – I found as many with historic cars who said yes as said no. If you are considering using balance beads you should look around the internet and also talk to whoever has actually used them in tyres and vehicles just like yours.

Jenny Fawbert, Editor, Vintage Motor Club. © 2021 Jenny Fawbert
thevintagemotorclub@gmail.com

Mechanic Working at the Rim and Wheel Racks at E. G. Eager and Son in Newstead, Ca. 1924. Image held by the State Library of Queensland.
http://hdl.handle.net/10462/deriv/206030

Trip Report: The Homecoming (Part 1)

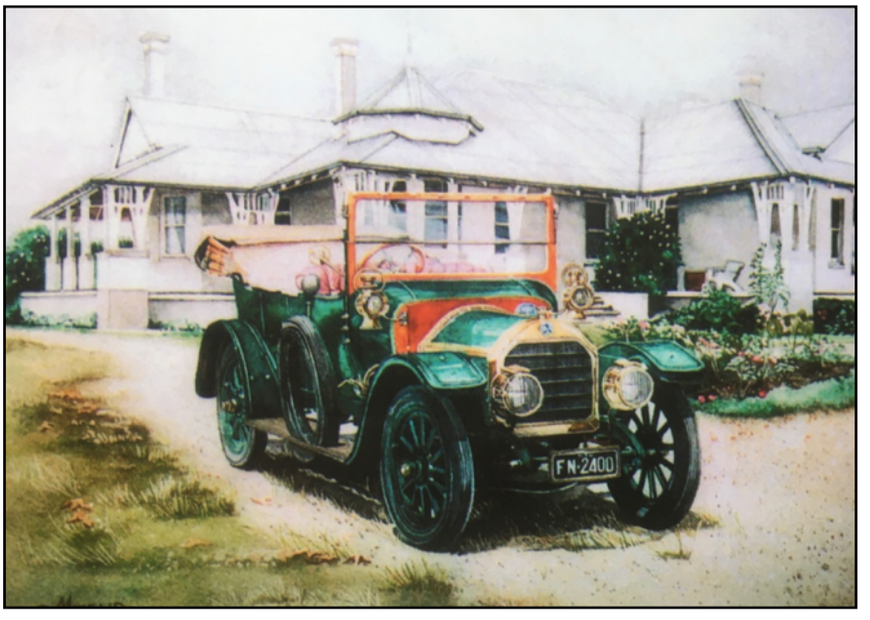
Catherine Strutt & Chris Duncan. 1911 FN2400. By Catherine Strutt

It may or may not be well known that my husband Chris and I do a fair amount of solo adventuring in our 1911 FN (Fabrique Nationale) type 2400. We are fortunate in the fact that we are in a unique position to be able to do this. Chris is a retired mechanic of forty years with plenty of experience in successfully fixing veteran cars and due to his skills and capabilities, we are able to confidently travel around solo in our veteran car to, at times, quite remote places out in the bush or the outback. It's because of the remoteness of our travels that I deliberately learnt to start and drive the FN years ago because when there is just the two of us in the remote scrub and something happens to either of us, we both need to have the skills to be able to get us to help. It's an issue of safety. Aside from this, I just love driving veteran cars and I was never going to be purely sitting in the passenger seat powdering my nose when we first acquired our FNs.

Usually our adventure coincides with the annual Veteran Vehicle Rally as we always drive our car to the event taking three weeks to travel to the rally, participate in the rally and then the final week to drive home. We consistently choose the long route, travelling back roads and gravel roads through the bush instead of dangerous main roads and highways. We get along at about 60kph, cover about 300km per day, and at around four o'clock each day we pull into a quiet campsite, flick off the engine, set up camp and enjoy a drink and some chips and dinner before the night creeps in and we retire for the day.

Well thanks to COVID, we all missed out on the fun of this year's National Rally adventure so instead, Chris and I decided we would go on our own solo rally in the same week we should've been driving around Swan Hill.
We set ourselves a mission of discovery and we had a week to accomplish it.

When our car, chassis #99 left the FN factory in Liège, Belgium in June 1911, it came via London where it was bodied, to the NSW stock and station agents, Dalgety and Co. The car was then delivered to the new owner, Mr Edwin S. Davison, the manager of a wheat station on a large property of 6000 acres named "Eubindal". We knew of the property only by name and by a painting that had been created showing the old house and the FN parked proudly alongside it. In reality, the car had never returned to the property in its restored life and the painting (by Christine Mifsud) was a very clever merging of two images, one of the car and one of the house.



So where was this mysterious property? It had been a question we'd asked since acquiring the car. We decided to take a week away in the car and set out to find it...and take the FN back to its home for the first time in nearly 100 years.

We knew that the property was somewhere down near Yass, NSW, and further research revealed that it was "via Binalong", 35kms NW of Yass. That's about five hours travel on the highway in a modern car. As we live in Newcastle NSW, this was a location that we could get to and back from in a week so with the FN packed to the back seat, tent and extra fuel strapped to the running boards, we left home on a sunny, perfect veteran motoring day and headed up and out of the steep Bylong Valley and along the ridge to Rylestone where nearing the end of the day, pulled into the local showground for a comfort stop and a look at a map. We had been driving all day and the sun was getting low. As everyone who drives a veteran car knows, the moment you stop, the car is an instant attraction to the inquisitive, and within moments a local bloke named Barry had arrived beside us in his old ute, radio blaring, and started a friendly conversation about the car and what we were up to. We were aiming to get to the small historic and fascinating gold mining town of Sofala for the night and camp on the creek which we had enjoyed twice before in the FN, but we were losing the daylight and we still had 60 kilometres of steep hills and slow progress before we could stop. Our new friend, Barry, said "nah don't worry 'bout goin' any further? Just pull up here! Seen it happen plenty of times before..and if ya lucky you'll see the platypus in the creek. I just live up over the hill there. Tell 'em Barry said it was ok if anyone asks you"

So we did, and apart from the toilets being locked from dusk 'til dawn, it was a perfect first campsite of our trip. We even saw the platypus.

Free camping with the local platypus at Rylestone

The next morning we packed up and Chris cranked the FN but it refused to fire. The morning was crystal clear but the grass was loaded with water from moisture in the air overnight. The car refusing to proceed on just day two was not a positive start to the rest of our trip. Chris checked all the usual

things, spark, compression, fuel, cleared the cups on the bottom of the carburettor for condensation, wiped the magneto over for any moisture and cranked it over again and the old dear roared to life and then sat there chicka, chicka, chicka ,chika, waiting to proceed. That night the maggy would be enjoying a blanket of newspaper, fine weather or not, Chris decided.

Back on the road we putted along with the hood down enjoying the stunning clear weather and warm sun. The landscape was incredibly green and very scenic with bright yellow canola crops colourfully complementing purple rolling hills of Patterson's Curse. There was hardly another car on the road as we rolled down and crawled up the steep hills around the small towns and villages of Ilford and Sofala and finally down into the sprawling frenetic streets of Bathurst where we fuelled up, collected some lunch and promptly got out of there.

On the outskirts of Bathurst we turned onto Trunkey Road. It was one of the most enjoyable driving roads of the whole week as we twisted and meandered through green super fertile looking farming land, occasionally rising to the tops of hills with fantastic clear, panoramic views. After a very beautiful and satisfying day of driving we rolled into the interesting 1850's gold mining village of Tuena. We stopped across the road from the 150 year old timber pub to check out where we should stay. A figure in the dark doorway of the pub eyed us from a safe distance, the unusual, agricultural sound of the FN had dragged him away from the bar. I checked my Wikicamps app on my phone. A review of the campsite on the app said that the gravel road in was "steep getting in and out". It was nothing for the FN so we paid our five dollars for the night, found a grassy corner by the creek and set up camp. Our fellow campers and caravanners were a friendly bunch and in time, most of them had walked by our camp to look at the car, take photos and to have a chat. They had seen us carefully roll down the eroded gravel driveway when we arrived, and the antique car was probably the last thing they were expecting to see turn up on their patch.

Making camp at Tuena

The next morning we were rewarded with another perfectly clear and sunny day. Again the ground was saturated with water but we were gradually getting smarter. The night before, we parked the car over a bald patch in the grass and Chris wrapped the magneto in newspaper so this morning the FN cranked to life no problem. We loaded up the car and resumed our journey south, motoring through more rolling green, purple and yellow hills. We turned west before the small town of Crookwell and continued on through the rolling hills, passing through Rugby and then finally stopping at Boorowa. We had now arrived in the area where our research to find the FN's original property was coming into play.

It was only early afternoon. Our plan was to stay at this town tonight ,and the next day would be the day we hoped we would find the property. So with time to kill, and great weather, we decided to carry on down to Binalong to make enquiries at the local ag store or post office as to where exactly "Eubindal" is located, and what is the name of the current owners, if in fact the property still even existed.

There's really only one quiet narrow road between Boorowa and Binalong; "Hughstonia Road". It's mostly a farmers' road bordered by paddocks of crops and grazing animals. It occurred to us that surely if the property was addressed as "Eubindal, via Binalong" in all reality, the property could be along this very road. So feeling pretty excited, and with the image of Christine Mifsud's artwork in our minds, we steered the FN onto Hughstonia Road and putted along it carefully examining every farm shed, gate post sign, house, and driveway searching for any hints of a "Eubindal".

"There it is!...oh nah it's not", "What about that?!" "Nope.." "Oh yep over there..! Oh no, the angle's wrong". This went on for a few kilometres as we tried to guess the various properties that teased us as we passed them. Then, if only the FN could talk, it would've revealed to us that it had plodded along this road hundreds of times, because as we came to a gradual rise in the road, we scanned the landscape to the left and there it was, sitting stately and confidently on top of the hill. The property was undeniably Eubindal. Even from a distance we recognised the shape and structure of the building. It was just how it looked in the artwork with the big grand verandahs and ornate timber work on the posts. We continued up the rise of the hill and pulled up to the gate of the large beautiful property. A big round metal letterbox supporting a painted sign announced, "EUBINDAL".

We had found it.

At the gate to Eubindal

Stay tuned for Part 2 coming in the May Edition of Spit and Polish

Singleton Tour Entry Form

18th-20th June 2021

The Newcastle Branch invites Veteran enthusiasts to enter this year's June tour at Singleton.

The tour will commence on Friday 18th June in Cessnock at the home of Max, Joan, John and Kelly Burke.
A welcome morning tea will be served before heading off on a scenic tour utilising quiet country roads to Singleton. Saturday we will tour in the Singleton area and return to Cessnock on Sunday.

BOOK YOUR OWN ACCOMMODATION

Inform Motel at time of booking VCCA event
The tour will be accommodated at the **CHARBONNIER, Singleton**
02 6572 2333

Dinner and Breakfast available in the Motel Restaurant

Please return your entry to
The Tour DIrector
John Burke
20 Valley View Place, Nulkaba NSW 2325
0412 821 945

ENTRY FORM

NAME……..…M/Phone…….

Veteran Vehicle (year and make)……

Number of Adults……..Children……

Entry fee ($10.00)…….TOTAL $10.00

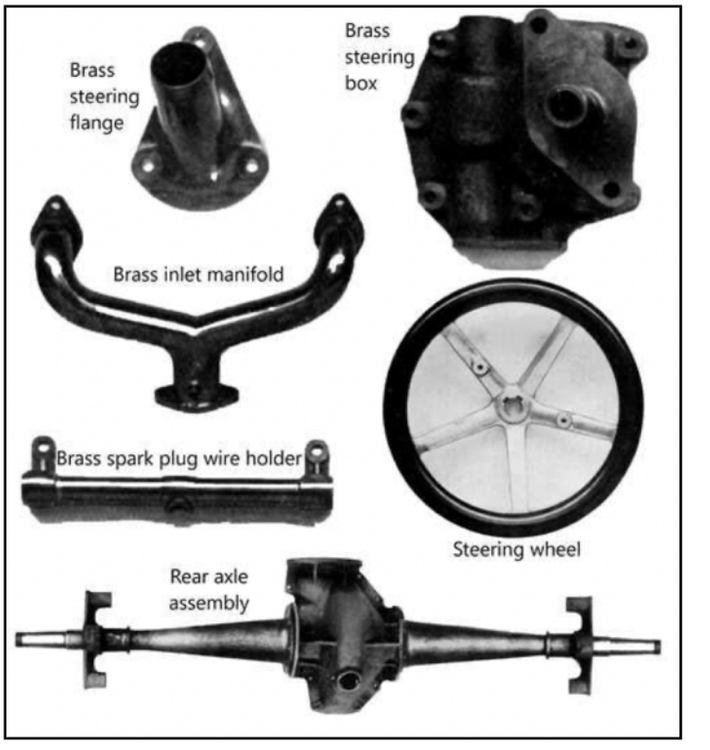
Cheques to be made payable to the Newcastle Branch VCCA
This event is open to all Veteran Vehicles

Classifieds

WANTED: Fabrique Nationale (FN) car and motorbike parts up to 1914

Interested in parts, literature, information, photos. Parts in photos are needed for a 1909 FN type 1400

Please contact Andrew Brand
Phone: 0414 219 250



AVAILABLE FOR DONATION: Brass Screws

John Wards has very kindly donated a range of brass screws to the club. They are available to members who NEED them. In return, we would ask that you make a small donation to the club. There is a range of gauges, lengths and head types.

Please contact Doug Fulford
dougf@people.net.au

WANTED: ENTRANTS for the RACV Pre-1905 Pioneers Run

Please contact Greg Smith
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All plus Postage and Packing if required

WANTED FOR OUR WEBSITE

vccansw.com

Early rally flyers (entrants list) of major rally's such as Blue Mountains event for events prior to 1960. We have a number of old photo's of cars in events. It would be nice to be able to identify the events the cars were taking part in.

Before and after photos of any Veteran vehicles members may have restored, along with some details of the car and restoration. We want to add a section to the website to highlight what can be achieved with persistence and talent (or money) our members possess.

DON'T FORGET: We are also collecting Vehicle profiles to showcase on the website. To create a vehicle profile, either complete the questions on the website at vcca.com/vehicleprofile or send us an email and we can assist you in filling out the information.

Any other articles or ideas to publish on the website.

Please contact us on the details below or talk to us at a club meeting.

CONTACT: Graeme and Abbey Newman
kazngrae@bigpond.com
0412 138 063
4392 1035

Guess what this is and what does it do?

Geoff Yeomans challenged members to guess what this machine is or what it does. Ron Hattersley donated a prize to whoever guessed correctly.

No correct guesses were made. The machine is a rounding up tool used for correcting the tooth form of watch wheels. Geoff's father retrieved the tool from scrap and reconditioned it. It was made in the late eighteenth century.

The wheel is mounted so as to be free to rotate. In place of the usual milling cutter there is one with many points which, however, extends only 2⁄3 round the circumference, the gap being filled by a guide which is offset at one end by the pitch of the wheel, which is thus rotated after each cut enough for the cutter to enter the next space.

An identical tool was seen in the Royal Observatory Greenwich where the description came from.

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