

SPIT AND POLISH

JOINT PATRONS

Her Excellency The Honourable Margaret Beazley AC QC
Governor of New South Wales
and Mr. Dennis Wilson



The Journal of the VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC.

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SPIT AND POLISH

WEB PAGE: www.vccansw.com

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All letters, advertisements, articles are to be sent to "The Editor Spit & Polish" preferably by
Email: nevpreston@gmail.com or by **Mail:** 18 Byron St. Wyong, NSW 2259

Articles to be received by the **First Wednesday** of the month.

Cover Photo:-

Neil and Lynette Martin in their 1913 Crossley Shelsley.

During the 2018 National Tour - Forbes.

Photo courtesy of Allen Davis, official photographer of National Rally.

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VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) Inc.

134 Queens Road, Canada Bay, 2046

JOINT PATRONS:

Her Excellency The Honourable Margaret Beazley AO QC
Governor of New South Wales
and Mr. Dennis Wilson

Minutes of Monthly Meeting of VCCA (NSW) Inc.

Owing to the COVID-19 Virus, all meetings and events have been cancelled until further notice.

Dear Members,

With the very concerning and increasingly active COVID-19 Virus, future VCCA(NSW) Inc the committee has decided that all meetings and events will be cancelled until further notice. Unfortunately this includes the annual Blue Mountains Rally. This is disappointing but it is in the interest for our members that we take this unusual precaution and hopefully in the short term we can resume our normal activities.

Take care!

Louise Yeomans
Hon Secretary
VCCA (NSW)Inc
17th March 2020

Please note as your Editor I am still going to list up and coming events just in case that there may be a sudden change in our restrictions.

*Nev Preston
Editor*

Events Calendar - Club Events

APRIL 2020

- 21st Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
23rd Committee Meeting starting at 6.45pm
23rd Monthly Club Meeting at Club Rooms, Fivedock at 8pm *Guest Speaker Noel Cather. See Page 4*
24th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

MAY 2020

- 3rd **Sydney North Breakfast Run.** *See Page 4 for details*
8th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
17th **Newcastle Branch Birthday run.** Meet at John Burke's at 9.30am. *See Page 4 for details.*
19st Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
28th Committee Meeting starting at 6.45pm
28th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
29th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

JUNE 2020

- 12th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
12th-14th **Newcastle Branch Singleton Run.** Meet at Max & Joan Burke's at 9.30am. *See Page 6 for details.*
16th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
25th Committee Meeting starting at 6.30pm
25th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
26th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

Events Calendar - National Rallies

OCTOBER 2020

11th - 17th **VCCA National Veteran Rally 2020** - Swan Hill. Our official rally website is now up and running. You will find this via our club website - www.veterancarclub.org.au. Click on "National Rally" at top of page and follow the links.

Here you will find an on-line Expressions of Interest form (preferred method). Fill it in now to stay up to date with rally information. 1st Newsletter is anticipated before Christmas.

Shifted to 2021 actual dates unknown

OCTOBER 2021

17th - 22nd The National Motorcycle Rally to be based in Manjimup WA.

24th - 29th The National Veteran Rally to be based in Busselton WA. *Shifted to 2022 actual dates unknown*

Events Calendar - Invitation Event

MAY 2020

23rd - 24th National Trust Historic Houses Tour. *See Page 5 for details*

Coming Events

Special Guest Speaker

Meeting Night 23rd APRIL 2020

Member Mr Noel Cather, will be speaking about **PRECISION ENGINEERING**
Turning, Vertical & Horizontal Milling, Horizontal Jig Boring, Drilling, Bandsawing,
Surface & Cylindrical Grinding, Tool & Cutter Sharpening, Spline Cutting, Gear Cutting, Broaching,
Keyway Cutting, Helicoil Thread Inserts, Nutserts, Stick, MIG & TIG Welding
& Heat Treatment.

Please come with your questions and make Noel feel welcome.

Northern Sydney Breakfast Run 3rd May 2020

The next Northern Sydney Breakfast Run will be held on Sunday 3rd May at Shinfield's home for a look at Barry's treasures and workshop then on to Trethowans to see Michael's extensive collection of cars!

Arrival time generally 9am

Please bring a plate of food to share and let Shinfields know if you will be coming.

Home: 9653 1265 Mobile 0429 123 377 or email: barry@shinfield.com

Newcastle Branch Birthday Run

Sunday 17th May 2020

Meet at John Burkes at 9.30am for a 11am start.

2 Occident Street, Cessnock.

We will then travel to a venue to be decided for lunch.

Contact: John Burke 4991 1806 Mob: 0412 821 945

with lunch numbers

NATIONAL TRUST HISTORIC HOUSES TOUR 2020

23rd and 24th May 2020.

ATTENTION ALL PRE '31 (Veteran and Vintage) VEHICLE OWNERS

Many of you may have attended the previous National Trust Historic Houses Tour in 2017, a lot of people then expressed disappointment at not being able to spend more time at Retford Park. As a response to that it has been decided to repeat the tour on **23rd and 24th May 2020.**

The format will be similar to 2017, but we will spend the day at Retford Park and after lunch and a tour of the house will travel the back roads to Goulburn for the night. On Sunday morning we will have morning tea and a house and garden tour at Riversdale before returning home. There will be trailer parking available at Retford Park

The Paul Butler Trust will be subsidising this tour and your only expense should be your accommodation and any liquid refreshment you require.

Unfortunately The National Trust has set a limit of 80 people, so if you are interested please return your expression of Interest form ASAP.

Wilga Coutts

Expression of Interest Form in January 2020 S&P on Page 21

1 & 2 Cylinder Rally

29th to 31st May 2020.

Orange.

Spend the weekend touring the Orange region starting with a Friday lunch and afternoon drive. Saturday we will tour the local area and a lunch stop and afternoon drive. Saturday Evening Dinner and Farewell Sunday.

Dave & Larna Perry
Ph: 02 63 650 657 M: 0421 985 162

or
Russell Holden
Ph : 0422 219 911

Expression of Interest Form on Page 19 of March Spit & Polish



I have spoken to Russell and he is of the same opinion that I am and that is, we have no choice but to postpone the 1&2 Rally in Orange until latter in the year once the current restrictions have been lifted.

We are still prepared to go ahead with the event in the future but for now I would like to advise the entrants of the situation so that they can cancel their accommodation.

Once things settle and there is some direction as to when we can pencil in a date please keep me advised so that we can go ahead with the rally.

I would like to have the add in the Spit and Polish reflect a postponement and not a cancellation.

Regards
Dave Perry

Newcastle Branch - June Tour Singleton

This year the event will be held on the Weekend of the 12th to 14th June.
(Friday, Saturday and Sunday) which is the weekend after the long weekend.

Motel

Charbonnier Hallmark Motel, Singleton.

(02) 6572 2333

mention the Veteran Car Club when booking

Dinner and Breakfast available in motel Restaurant

Any queries contact John Burke

Ph (02) 4991 1806 (AH) 0412 821 945 (M)

Entry Form on Page 20 March Spit and Polish

SILENT AUCTION OF EXHAUST WHISTLE

At the Swap Meet Russell and Christine Holden kindly donated an exhaust whistle for auction. So all club members have the opportunity to own this magnificent exhaust whistles a silent auction will be held.

The exhaust whistle has four resonance brass tubes each stamped with



Aermore

Pat'd

Jan 23 1912

Aug 20 1912

USA

The pipes are 6 1/2", 8 3/4", 10 3/8" and 12 7/8" in length. There is a steel flange and bracket to attach the exhaust whistle with Culver City Calif Box 174 and Lucas Engr.

The exhaust whistle has been valued at over \$300 and the reserve price is \$200. Make a bid in writing by 15 June and send it to the Editor. (E: nevpreston@gmail.com or post to 18 Byron St., Wyong 2259)



Editorial

Thanks to the members for the articles received for this edition of **YOUR** Spit and Polish. Keep up the good work, it makes my task as editor that much easier. Since we are no longer having outings it is even harder.

Only one outing reported on this month, which was the last before our restriction on events came into effect, that being the Newcastle Branch Cams Wharf to Gwandalan outing. Thankfully a few members supplied me with some articles, those members being Doug Fulford, Peter Cockbain, Peter Kable, Gordon Dewey and some light-hearted humour from Ron Hattersley.

Coming events for the next month or so are, which will more than likely be either postponed or cancelled: the April Sydney meeting with our guest speaker, Noel Cather, the Northern Sydney Breakfast Run and the Newcastle Branch Birthday Run. Then there is the National Trust Historic Houses Tour and the 1&2 Cylinder Rally to be held at Orange (*which has been postponed*). Along with the MaSH Branch Morning Tea run and their Coffee Run. A bit later there is the Newcastle Branch June Tour at Singleton.

Just remember that if you wish to compete for the Hattersley' Cup, articles on outings and a list of those attending must appear in Spit and Polish. This of course depends on the recommencement of our events and meetings.

At the moment I have a **small** supply of material, and for the magazine to be able to keep going I need more articles. now is the time to do something about it whilst you are in hibernation for the COVID - 19. So if you have something it would be appreciated.

Just remember a short article can be made into a page presentation with a couple of photos as I have stated before.

Remember this is **"YOUR MAGAZINE"**.

Enjoy your Veteran motoring

Nev Preston



Email Address

Please delete the email address for Steve Primmer

steve@designerconcrete.com.au

Unfortunately I don't have a new email address.

Louise Yeomans

Light-Hearted Humour

Subject: A Harley Biker

A biker is riding by the zoo in Taronga Park, Sydney, when he sees a little girl leaning into the lion's cage. Suddenly, the lion grabs her by the cuff of her jacket and tries to pull her inside to slaughter her, under the eyes of her screaming parents.

The biker jumps off his Harley, runs to the cage and hits the lion square on the nose with a powerful punch. Whimpering from the pain the lion jumps back letting go of the girl, and the biker brings her to her terrified parents who thank him endlessly.

A reporter has watched the whole event. The reporter addressing the Harley rider says, 'Sir, this was the most gallant and brave thing I've seen a man do in my whole life.'

The Harley rider replies, 'why, it was nothing, really, the lion was behind bars. I just saw this little kid in danger and acted as I felt right.'

The reporter says, 'Well, I'll make sure this won't go unnoticed. I'm a journalist, and tomorrow's paper will have this story on the front page... So, what do you do for a living and what political affiliation do you have?'

The biker replies, 'I'm an SAS soldier just returned from Afghanistan and a Liberal party supporter'. The journalist leaves.

The following morning the biker buys the paper to see news of his actions and reads, on the front Page:

SAS SOLDIER ASSAULTS AFRICAN IMMIGRANT AND STEALS HIS LUNCH

And that my friends, pretty much sums up the media's approach to the news these days.

Supplied by Ron Hattersley

Cams Wharf to Gwandalan Outing. 8-3-2020

The Editor

Not such a great looking start to the day, for our outing, with some early drizzle and some very dark looking clouds to the south so I made the decision to go modern. Bad mistake.

On arrival at the designated meeting place of Wrightson Park at Cams Wharf there were already 2 veterans there and then a steady stream of veterans arriving not long after. In all we had a total 8 veterans at the start, then we picked up one more when we arrived at the Gwandalan Bowling Club.

Morning tea was the order of the day which the group enjoyed standing around and chatting. Who knows what sort of tales were being told. No one seemed to be in a hurry to leave as it was an ideal spot for morning tea. It was also great to catch up with ex member Barry and Judy Garth who were travelling in style with the Wards.

Finally we decided it was time to drive the 15klms to the Gwandalan Bowling Club for our lunch. We had 2 tables booked so we could enjoy our lunch as a group. The Newmans also joined us at this point in their Talbot.

Two new veterans at the outing, that being Catherine in her 1914 Grant and John in his 1918 Essex. The Grant still requiring a little more fine tuning.

Lunch over and we decided it was time to head for home. Thanks to Chris for organising the event and lunch venue, very enjoyable. Yes it did turn out to be a sunny day.

Attendance

David & Betty Cherry	1916 Chevrolet
Kevin & Narelle Spackman	1911 Ford T
John & Sue Wards & Barry & Judy Garth	1916 Benz
John Brumby	1917 Maxwell
John, Kelly, Max & Joan Burke	1918 Essex
Jeff & Kaye Palmer	1908 Fiat
Catherine & Jennifer Strutt	1914 Grant
Chris Duncan & Helen & Issac Strutt	1911 F.N.
Graeme, Karyn & Lauren Newman & Will Garthon ...	1914 Talbot
Nev Preston	Modern



At the start:- Benz, Maxwell, Ford T, Chevrolet, Essex, Fiat, Grant & F.N.



The group enjoying morning tea and a chat.



Catherine's Grant



John's Essex



At the Bowling Club:- Grant, F.N., Fiat, Talbot, Ford T, Maxwell, Chevrolet & Essex.

From Brisbane to The Blue Mountains. (By Motor Car)

by Will L. Grant Jnr.

Most readers are probably aware, at least, of some of the great feats of Australia's veteran motoring era. The continent was crossed from west to east and south to north. These intrepid pioneers of Australia's emerging love affair with the motor car were mostly car enthusiasts who sought to show what their new contraptions were capable of and to set records. But behind them came people for whom the car was more just a device to enable them to fulfil their desire for tourism at their own pace. But we should bear in mind that a trip such as from Brisbane to Sydney which might be considered fairly straight forward today, even in a veteran car, was quite an undertaking in the veteran era, requiring planning, patience and fortitude. The Pacific Highway, as we now know it, stopped at the Hawkesbury River. The route from Sydney to the north, be your destination Newcastle or Brisbane, took you through Wollombi adding many miles to today's routes. Many river crossings were yet to have bridges built over them. Some you had to drive through as best you could, the bigger ones had punts. Road signs were lacking and there were few road maps. If you did make such a journey it was newsworthy.

An account of such a trip taken by Will L. Grant Jnr. In 1916 was published in Brisbane's Daily Mercury in two parts in April 1916. Rather than me tell you what faced the touring motorist in those days you can read Will Jnr.'s own words. The text has been typed from a scan of the original newspaper articles. There are a couple of small gaps where the scan is unreadable and some of the distances and times cannot be deciphered with any certainty – as I can best read them a few appear to be inconsistent so I must have some wrong. A few of the place names mentioned I can't locate.

Hearing and reading so much of the beauties of the Northern Rivers districts, and the excellence of the highways of New South Wales, I had often desired an opportunity to make the journey from Brisbane to Sydney by the overland route. Being due for a holiday recently I seized the long-looked for opportunity.

Accompanied by Mrs. Grant I left Mackay on New Year's Day in the "Canberra" for Brisbane. A week was spent in the capital preparing for the long trip – the car, a 1915 self-starter Studebaker, had to be fully tuned, fitted with spare tyres, tubes and a complete repair kit, etc., and I was also busy getting all sorts of information and directions for the road from brother motorists who had been over the ground. They were genuinely pleased to supply all the advice and information they possessed, and I also received valuable help from the editor of "*The Steering Wheel*" Queensland's motor journal, whose information proved to be most useful in conjunction with "*Pearson's Road Guide to N.S.W. Roads*".

Several bridges having recently been destroyed by fire between Southport and Tweed Heads, I was advised to take the train to Coolangatta, on the border, which we reached at 2.20 on the 12th of January. This township and Tweed Heads, one on each side of the border fences, are right on the lovely ocean beach, and are ideal watering places, and only that we were both anxious to start the motor trip we should have stayed at least a few days. However, after studying the map and road guide, and having a good night's rest, we commenced the first day's journey at 8.30. We passed through the border gates there are two, about twenty yards apart, always securely locked -- into Tweed Heads, and along the bank of the Tweed River for about half a mile to Boyd's Ferry, where we crossed on the punt. A great many of these crossings had to be made over the various rivers en route. The punts are just like the punts used here years ago to carry the stone for the river walls. They have rails on the sides and gates at each end and a permanently attached movable incline to run on to the bank. A steel hawser runs along the side, by means of which the punt is hauled across, on the important crossings by an engine, but generally by a windlass worked by a puntman. After a five mile run through beautiful scenery we reached Chinderah Ferry, and a little later again crossed a branch of the river, this time over a fine bridge. Fourteen miles of country, rich in paspalum, sugar cane etc. and we reached the town of Murwillumbah, where, being misdirected, we went nearly eight miles out of our course.

From Murwillumbah continuing across several watercourses over wild mountain ranges covered with ferns and, rich scrub, through the township of Burringbar and Billinudgel, a distance of about 30 miles, we reached Mullumbimby at 1 o'clock and appreciated a good lunch. Twelve miles along smooth white roads we arrived at Byron Bay, famous for its large butter factories, and passing through Bangalow, Clunes and Eltham, we reached at 4.30 our first resting place — the fine town of Lismore, on the Richmond River, with its splendidly kept asphalted streets. The first 'place' which attracted my attention on entering the town, was a sign on a picture theatre, "Star Court Pictures" which sadly reminded me of a most unprofitable experience in being one of a partnership which opened at that place a few years ago.

Crossing a peculiar bridge over the junction of the two branches of the Richmond, the banks of which are lined with pretty, weeping willows, we left Lismore next morning at 8.35, intending, as per road guide, to make Coffs Harbour, 145 miles distant, our next stopping place. Road making being in progress between Lismore and Casino (19 miles), also on the Richmond River, our travelling was comparatively slow, but from there, onward the roadway was perfect through Myrtle Creek (40 miles), Myall Creek (52), Lawrence (72), Southgate (84), and Grafton (92), where we lunched and then crossed the Clarence River on a large steam-driven ferry to South Grafton. Heavy rain fell all the morning but had no effect on the road's surface, which was indeed a treat to drive upon. Making good speed through Glenreagh (118) and Coramba (134), we commenced to travel one of the most wonderfully constructed, tortuous roads on the trip — over, around and amongst magnificent wild mountain scenery with tall tree-ferns, bracken and delicate ferns on the road side, and in the deep gorges. It was a case of "toot, toot," almost continually for the road was so narrow and so tortuous that one could not see more than 20 or 30 yards ahead for several miles.

Coffs Harbour (145 miles) was reached by 4.45, and still feeling fresh we went on across the Bellinger River by Raleigh Ferry and Bellinger Ferry to Bellinger Heads, but finding this popular seaside place full of weekend

visitors and accommodation scarce decided, although it was now 6.15 o'clock, to go on to Macksville, 29 miles away which we reached at 7.30, to find the ferry engine had broken down. After a long wait the punt was pulled over to our side and then with another car driver assisting in hauling the punt across the river been recommended, we were, despite the late hour, 9.35, received and our wants nicely attended to. A peculiarity (to us) of New South Wales hotels was that the first class hotels and clean, comfortable and up-to-date hotels, catered for two classes - upstairs commercial (10/- per day) and downstairs (5/-) was the general rate, and good garage or shed in all cases for the car.

Leaving next morning at 9.30, after having the car hosed down and giving it a thorough oiling (the first attention since leaving Brisbane); we reached Port Macquarie (72 miles), at the mouth of the river Hastings at 1.30, passing en route Darranganjutti (15), Kempsey (38), on the Macleay River, Telegraph Point (60), Blackman's Ferry (68). Port Macquarie is one of Australia's oldest towns, a big convict settlement of the early days, and contains much of interest to the visitor. We stayed here a full day and night, during which we visited the famous St. Thomas's Church, 93 years old, with its quaint, prisoners' gallery, large fully enclosed pews with seats on four sides, old type pipe organ, and quaint belfry tower, from which there is a magnificent view all round; and last, but not least, the railed in grave under the stone floor of the aisle in which one of the early military officers was buried, so that his grave would not be desecrated as was threatened by some of the convicts on whom he was unnecessarily severe. The remains of the old prison were most interesting and made one feel how awful the lot of those poor convicts must have been. I measured one of a row of cells and found it only six feet by four, with no light or ventilation but what could filter through a small grating in the door. Reading the epitaphs on the tombstones over the graves of the early officials and their wives, passed away a curious hour. Many had dates running back to 1820, and were most elaborate pieces of work, with the English sculptors' and monumental workers' names and addresses still intact and with quaint eulogies on the departed souls. We also took the pretty run along the cliffs overlooking the sea to the lighthouse at Tacking Point.

On Sunday afternoon at 1.45 we left the "Port" on the 52 mile run to Taree, on the banks of the Manning River, which we arrived at after a splendid, picturesque run through Camden Haven (24) and ???????? (??) at 4:30. After despatching telegrams we left Taree next hour at 5.30 and passed Krambach, Gloucester, Stroud and Raymond Terrace on the Hunter River. Here the route branches to Newcastle. We ran into East and then West Maitland (323 miles for the day), at 4 o'clock. This was the most distressing day and night on the trip for a hot wind blew most of the day and even the beautiful roads could not brighten us so we were glad to get away though the wind had dropped which was done next morning at 9.10 am. Cessnock, Wollombi and Dean's Farm were passed before we reached Wiseman's Ferry over the famous Hawkesbury River which is here over a quarter of a mile wide. A strong wind blowing against a big high tide made the water very rough as the old punt rocked in an alarming manner. The banks on both sides are mountainous, the ascent being a good test of the car's climbing prowess. In fact it is one of those parts where a lot depends upon the car being in perfect order, the steering and brakes particularly. After a long climb the summit is reached and the view is beyond my powers of description. The river, seen for miles around, curls around the mountains with farms dotted here and there on the banks and the tortuous white roads carved out of the mountainsides make a pretty picture. After a few miles down hill we took an abandoned road but my trusty Studebaker carried me right on through everything, and when we struck the good road again at Glenorie, she simply flew along as if she had life and was anxious to make up for lost time. We soon had Parramatta in sight.

Passing onwards through this busy place we entered on the last stage of the journey, and I must say that apart from the disused road just previously mentioned the main highway between Parramatta and Sydney is absolutely the worst and roughest road we traversed. We arrived in Sydney at the very busiest part of the day via Petersham and Leichhardt. Entering the city proper opposite the railway station and passing along George Street and turning to Wynyard Square we reached our hotel, the Grosvenor, at 6.15. On this day's run we had been through the wildest country, been longer out of sight of any signs of habitation than during any part of the trip, and finished running into the busiest street and at the busiest time, in the busiest city in Australia. We were tired and glad to rest.

(To be Continued in part 2.)

Contributed by Doug Fulford

Fabrique Nationale d'Armes de Guerre

Peter Cockbain



FN (officially called Fabrique Nationale d'Armes de Guerre), which translated to National Fabricator of arms of war, closely mirrored the British arms manufacturer BSA (Birmingham Small Arms)

FN was established in 1889 in the small town of Herstal in Belgium, to manufacture 150,000 Mauser model 89 rifles for the Belgium government. Similar to Birmingham Small Arms (BSA), FN diversified into firstly manufacturing bicycle frames and then complete bicycles. Following this it manufactured motorcycles, then cars and also trucks.

Interestingly their first bicycles were shaft drive but their first motorcycles were belt drive. Around the end of the 1800s their first corporate logo was established. The original design consisted of a bicycle crank superimposed on an FN rifle with bayonet attached.



FN manufactured their first powered unit in 1901 using a 133cc single cylinder engine fitted to a modified bicycle frame with a belt drive to the rear wheel.

In 1902 a specialised frame was manufactured and the first "real" motor bike was produced.

In 1904 a separate oil tank was added with a motor driven pump for lubrication. Previously lubrication was delivered via a small hand operated pump.

1904 also saw the FN designer Paul Kelecom reveal a radical in-line 4 cylinder motorcycle design with shaft drive and announced he would ride it around Europe. Kelecom was successful in undertaking this challenge and arrived in Paris, trouble free at the end of that year.

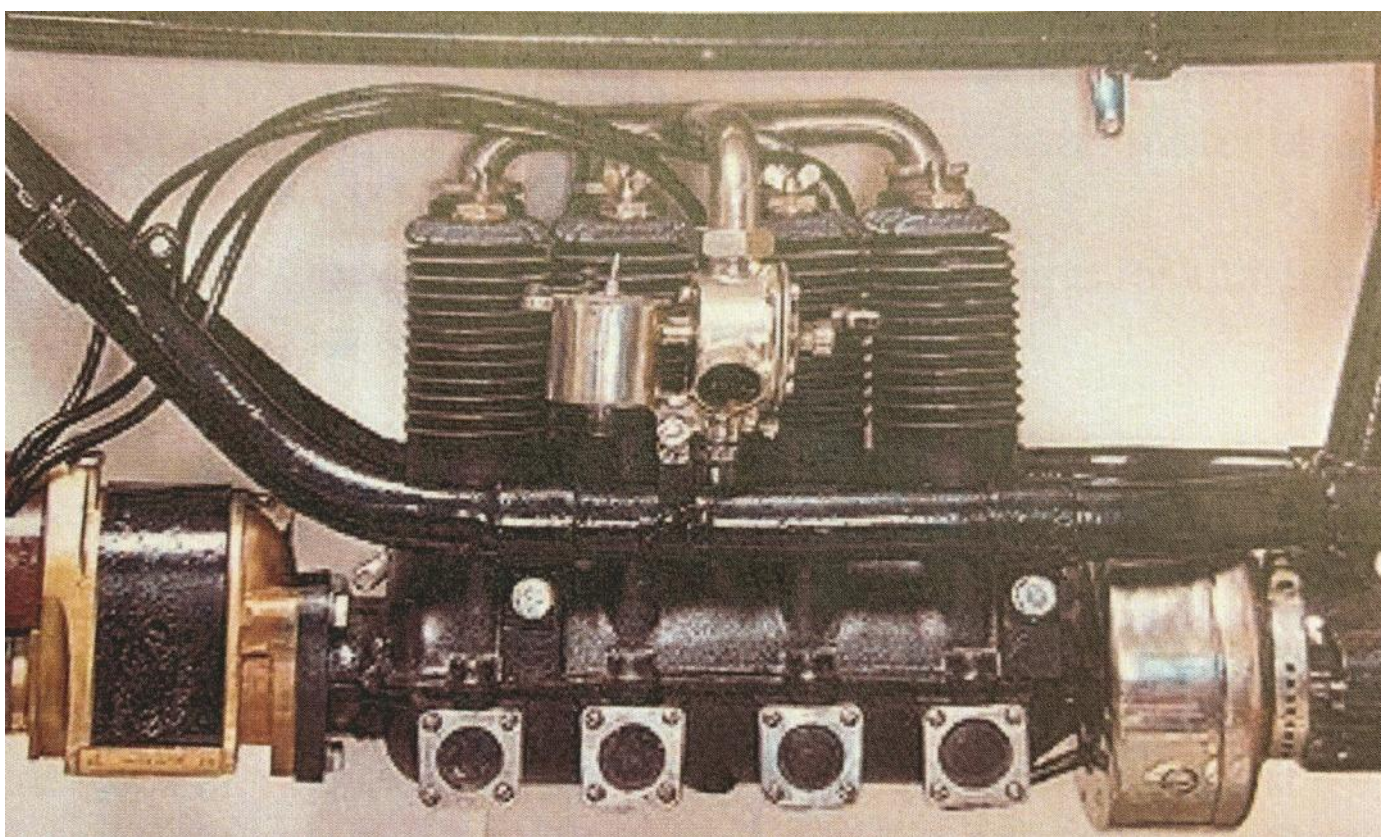
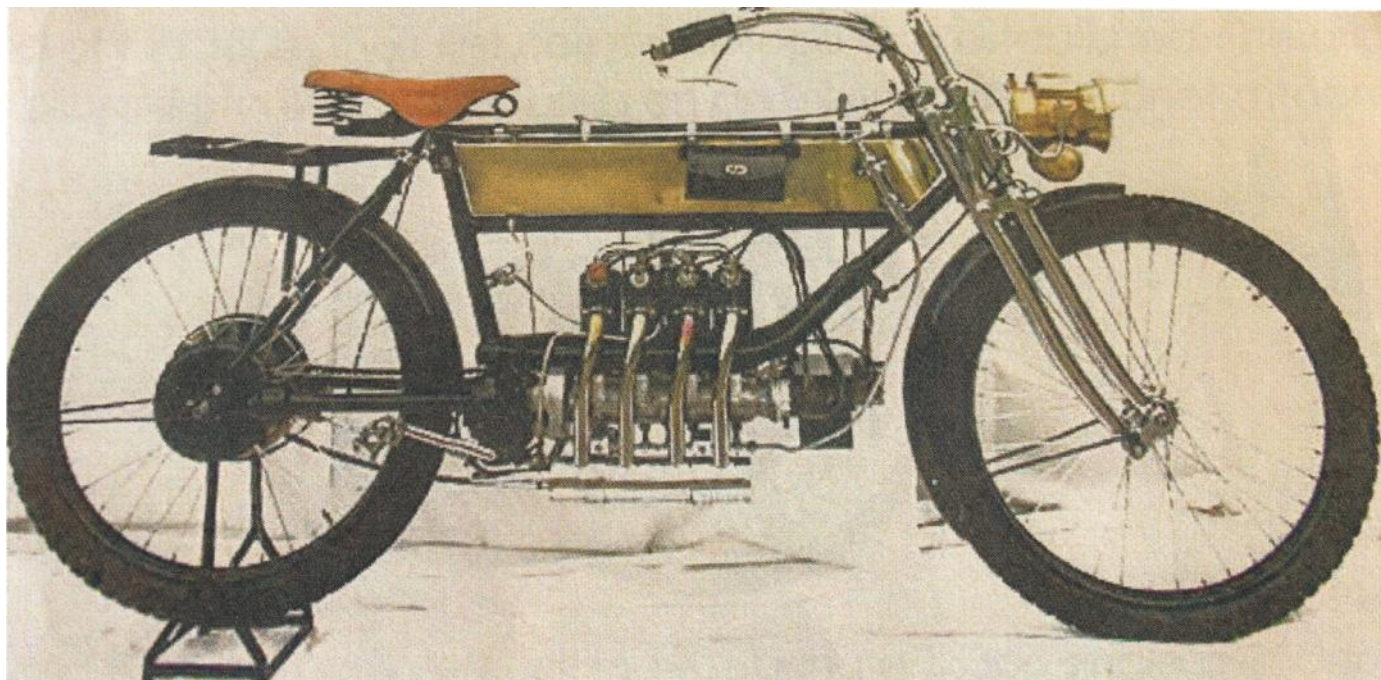
1905 saw the first sales of the Kelecom designed bike begin. The bike's first 4 cylinder engine was of cast iron construction. The crankcase and 'sump' were split horizontally, with 5 crankshaft bearings cast into each half and the conrods had their crankshaft bearings split and attached by 4 small bolts. The engine had a capacity of 362cc with a bore of 45mm and a stroke of 57mm. The cylinder design was F head with inlet over exhaust and the inlet valves were spring loaded atmospheric and only the exhaust valves were cam shaft operated. A Bosch magneto supplied a simple FN manufactured HT distributor.

The Kelecom design had no clutch or gearbox, It was operated via a lever on the handle bars, which lifted the exhaust valves and then pedalled the bike and released the exhaust valves which started the engine, To stop the engine the valves were required to be lifted to kill the engine and the brake was applied to bring the bike to a stop,

In 1907 the engine increase to 412cc by increasing the bore to 48mm and in 1910 it was increased to 498cc by increasing the bore to 52,5mm,

In 1913 a clutch and 2 speed gearbox were introduced and the atmospheric inlet valves were replaced by

camshaft driven valves in 1914, when the engine was completely redesigned, The new arrangement saw the transformation to a T head cross flow design with the inlet and exhaust valves located on opposite sides of the engine and the capacity increased to 750cc and with a 3 speed gearbox,



Manufacture of FN fours ceased when the Luftwaffe bombed the factories to complete destruction in WW11 , After the war FN restarted manufacturing with the last motorbikes produced in 1962

The 1897 Daimler

By Tim Moore

The 1897 Daimler that Level Texture Ltd. was asked to return to good running order by the Jaguar-Daimler Heritage Trust, has an interesting history. Its first owner is understood to have been Doctor Vickers of Wellington, Shropshire. When the car was registered under the 1903 Motor Car Act, it received the Salopian registration AW 347 although this was subsequently changed. Apparently it had been used for tours of France and Belgium in 1903 and 1904 with Doctor Vickers accompanied by his friend Joe Atkinson of Lancaster. In 1906 the latter acquired the car and continued to use it long after it had ceased to be a practical vehicle. He then ran it in local parades and rallies both before and after World War n. In 1954 it was bought from Mr Atkinson's estate by a larger-than-life



character, the late Commander E. D. 'Ted' Woolley, GM & Bar. He restored it to 1st- class running order (as he was to do with many early cars over the years), repainted it in ivory with black coachlining, and obtained for it the Gloucestershire registration AD 1897 - the year of its construction.

In the enthusiastic hands of Ted Woolley, the Daimler became as well known in the old car world as its owner. He not only used it for the Brighton Run and Veteran Car Club events, but drove it over vast distances to participate in European rallies. In the summer of 1961 the car was driven all the way from London to an event in Munich where it was awarded the Grand Prix d'Honneur as the 'most beautiful, most efficient and best preserved car' from an entry of 70 vehicles.

Later that same year it crossed the Alps under its own power,

including negotiating the 7,000 feet Col du Mont-Cenis, to Turin. Average speeds on these marathons worked out at about 14 mph, with a maximum cruising speed of 22-24 mph. Respectable performances for a 4 horsepower twin-cylinder car weighing 23 hundredweight, that was then 64 years old and running on hot-tube ignition. After Ted Woolley died in 1984 the car passed into the Trust's keeping.

The Daimler is fitted with engine number 1196 and this numbering appears on many of the engine components. Should there be any doubt about the car's date, the back axle is stamped 'Kirkstall Forge Co. 1897 Leeds'. What is not recorded is the history of the car, but it is evident from inspecting it, that in some respects it has been updated; this probably happened around the turn of the century.

These early British Daimlers, although carrying the name of the German firm to which they owed their origins, were very much based on Panhard-Levassor designs - this company being the French licensee for Gottlieb Daimler's engines. Both Panhard-Levassor and British Daimler used tiller steering on their cars until about the end of 1898. Many Panhard-Levassors and Daimlers that were so equipped went back to their respective works to be fitted with wheel steering. Although the British firms have often been characterised as using out-of-date technology and merely copying their French counterparts, the evidence from surviving cars suggests that in some respects Daimler were ahead of the Continental opposition. Tiller-steered Panhard-Levassors that were converted to wheel steering used a vertical column whereas Daimler used a sloping column with a more sophisticated gearing arrangement. When the change to wheel steering was done on AD 1897, other improvements were also made. The front full-elliptic springs had to be moved forward by 7½ inches to accommodate the new steering arrangements and the chassis shows evidence of this. Stabilising bars were added front and rear to dampen the spring rebound and this and the lengthened wheelbase must have contributed to an improvement in the car's handling. A rear-mounted radiator was fitted to supplement the water tank. Probably at the same time the transmission gears were also improved. These latter items are stamped: 'Morriss Lynn'. This shows that they were supplied, if not fitted, by Frank

Morriss of Kings Lynn who was the Daimler agent for East Anglia, is known to have updated many early Daimlers and was advisor to Daimler-owning King Edward VII on motoring matters.

Considering the amount of use the Daimler had seen when it was delivered to my workshops at Level Texture Ltd., it was found to be in overall sound condition, although there was evidence of wear in those components that could easily be checked. It would run and pull in first gear, but not hold second. Since the body required work anyway and would have to be removed to do this, it was decided that a complete strip-down was necessary to establish precisely the state of the mechanical parts and running gear. Accordingly the car was dismantled down to the last nut and bolt. It was agreed from the beginning that every effort would be made to preserve original components, to repair rather than replace.

When the hood was removed from the body it was discovered that this was a later addition, since under its irons was found, beautifully preserved, the car's original dark blue paintwork with lemon yellow coachlining. We recommended, and the Trust agreed, that the car should be returned to its original colour scheme. Whilst there are certain notable exceptions, the chassis, axles, springs, controls, linkages and rods of most 19th century cars were painted black. Customers, via their coachbuilders, had a choice in the colour of the bodywork, but most exercised restraint, as befitted Victorian gentlemen! A black chassis was what the makers dictated and their clientele were happy to accept this. Removal of the hood also revealed that originally the front passenger seat swung out to allow access to a cramped concealed rear seat. With the hood fitted, entry to this can only be made by climbing over the rear body-work.



The chassis, which is of channel steel reinforced with wooden fillets and plates, was in good condition, the timber appearing to be the original ash. An amalgam of nearly a century's accumulated paint and lubricating oil had served as an excellent preservative.

All the ferrous chassis parts were sand-blasted and closely inspected before being primed and painted - black of course. The bronze gearbox casing was bead-blasted and all the brasswork was cleaned as appropriate. Cleaning revealed that the cast-iron transmission brake drum was seriously cracked and had been repaired by brazing at some time in the past. Specialist repair work was called for and the component went off to LAD Engineering of Great Chesterford for lengthy controlled heating welding and then of course, cooling. The result was entirely satisfactory.



The engine was basically in sound condition with acceptable bearing wear. Crack-testing of the two-bearing crankshaft revealed it to be undamaged. The valves took time to grind in and the governor control mechanism, which works on a hit-and-miss system on the exhaust valve stems, was missing more than it was hitting and allowing for a potentially excessive rev rise. Attention to the springs and the pivots in the mechanism rectified this. The engine was rebuilt with new gaskets, and the work-hardened lubrication pipes, some of which had fractured, were replaced.

The ignition of these early Daimlers is by 'hot tube'. In effect a small-bore closed-end platinum tube is screwed into the cylinder and heated externally by a petrol-fed 'blowlamp'. As the mixture is compressed a small quantity is forced into the incandescent tube and burns, thus igniting the whole charge in the cylinder. It provides a leisurely form of ignition that will work under oily or rich mixture conditions but offers only limited

opportunity for varying the timing.

It will not work satisfactorily much above 800rpm, hence the need for the governor. There are apocryphal

stories that the system was unreliable due to the blowlamps being extinguished by high winds, but most manufacturers contrived perforated boxes to surround and protect the flames. With the fuel pressure at which the burners work, it takes a fierce and specifically-directed gust to extinguish the flame. Using the wrong fuel can cause the burners to gum or soot up and fail, and this is more of a problem than strong winds. The deficiencies of the system have been exaggerated by those who see it as archaic and are not prepared to persevere to make it work properly. At some stage in the past AD 1897 had been converted to propane-fired burners, which some users prefer since it avoids petrol under pressure and always gives a clean flame. However, it does mean having to carry an unsightly gas cylinder about and, unlike petrol leaking propane is not easily detected, until it ignites! The car has now been fitted with all the correct pipework and the burners are once more petrol fired.

To circulate the water around the cylinder blocks and through the small-bore pipes to the water tank and radiator at the rear, a water pump driven by an eccentric off the front of the crankshaft, is fitted. The pump was excessively worn, with a roundish shaft in a near square bush, and consequently not very effective. Replacement bushes improved it significantly and it was then adjusted to give a consistent flow.

As our initial investigations had indicated, the gearbox was the worst worn major component on the car. The casing had suffered impact damage and was coming apart at the seams. The drive shafts that carry the front-chain sprockets were well worn, even allowing for the fact that they have more play than would be acceptable today, to allow for the flexing of the chassis in relation to the subframe that carries the engine and gearbox. If the play was not there the shafts would bind in their outer support bearings, no matter how well lubricated. We built the shafts up ground them true and then case-hardened them to reduce future wear. Forward and reverse gearing is selected by a separate lever that brings into operation either of two bevel gears, thus theoretically giving four speeds in reverse as well as forwards. The brass change-direction carrier in the gearbox was so worn away that it was surprising that it still worked. LAD Engineering built up the working surfaces and it was then machined back to its original shape and efficiency.

Examination of the bonnet showed that it had suffered from a number of major burner flare-ups that had reduced some of the wooden framework to the consistency of charcoal whilst some of the metalwork had almost corroded through. The carboned timber was cut out and new sections let in and the metal was repaired by silver-soldering.

The wooden mudguards were stripped to bare timber and they showed evidence of old damage with numerous patches quite crudely attached and other repairs of varying quality. Once all the metal and filler had been removed from the mudguards it was found that these original components could in fact be restored. Accurate sheet-steel plates were made and by using countersunk screws to attach them, almost invisible repairs were made. Once the mudguards were repainted only the closest inspection reveals the work that was necessary.

Considering the use that the Daimler has had and the inevitable localised movement that comes from having a flexible chassis, the bodywork was in quite good condition, although there was some shrinkage and cracking and most of the joints were loose. Using conventional woodworking techniques it was possible to restore rigidity to the structure and to replace damaged or missing details such as seat struts and a carved finial on the rear cross-member. The body was hand-painted, as it would have been when it was new, with numerous coats of paint and the inevitable rubbing down in between. The other major wood-working task was to make and fit two new spokes for the off-side back wheel which seemed to have suffered impact damage at some time in the past and been cracked.

There was much other work that was done that may be regarded as almost routine with a restoration of a car of this date. Rebushing of the steering connections, re-pinning control rods, fettling threads, cleaning and polishing all the brass fittings, repairing the wooden steering wheel rim—the list runs to several pages. There were no unforeseen problems with reassembly but the first firing-up of the engine nearly resulted in the undoing of much of our work. We had used an 1897 working drawing when renewing all the pipework for the carburettor and burners. What we had not realised was that if the carburettor flooded, petrol gushed over the burner box. The draughtsman had failed to show an essential carburettor overflow pipe. Once we had fitted the overflow the problem was resolved. Thus was a most dramatic firing-up of quite the wrong sort avoided.

A brief road test revealed that the Daimler was restored to good health. With its near-constant-speed engine, the four gears actually represent four quite distinct speeds of about 6, 12, 18 and 24 mph. When the car was new this top speed would have been double the legal maximum. It seems possible that when the car was updated the gear ratios were altered to take account of the increased speed limit of 20 mph that came into effect for 1904. Level Texture Ltd. completed their work on time and within budget and AD 1897 has now been returned to the Jaguar-Daimler Heritage Trust. That we were able to meet our obligations is a great tribute to my mechanic Steve Watson who never seems to be thrown off course by a difficult problem and who worked diligently to ensure that the car is in fine condition for its next century of use.

Copied from The Automobile January 1996

The Australian Government tries to Boycott Henry Ford's Model T.

Article by Peter Kable

In 1915 Henry Ford set out on a peace mission to Europe to try and stop WW1. This resulted in division between people, Countries and Parliaments and extremists set about escalating tensions by twisting the facts to demonise the Model T Ford.

Even though the Fords imported into Australia and New Zealand came from Canada a vast majority of people including politicians thought as Henry was American that the Model T's sold here were made in America and not in Canada. The first serious threat to sales came when the Australian Defence Minister in the Federal Government George Foster Pearce instructed government departments to stop on the purchasing Ford vehicles as Henry Ford's views clashed with those of our Government, France was said to have enacted a similar boycott.

The local Ford distributors quickly retaliated and stated that Australian Model T Fords were actually produced by a fellow member of the Commonwealth, Canada. Another rebuttal then had to be issued when the Canadian Government was quoted as saying the Fords were not made in Canada. It took some of the reliable newspapers to dispel the statement as being a lie.

BOYCOTT OF FORD MOTOR CARS,

Action by Defence Department.

MELBOURNE, December 10.

The Minister for Defence yesterday said that in view of the attitude of Mr. Henry Ford, (who now was on the water on a peace mission) towards the Allies' war loan in the United States, he had issued instructions not to purchase any more Ford cars for the use of the defence forces. The Government of Canada had cabled that the Ford Company was not a Canadian firm.

FORD MOTOR CARS.

Senator Pearce (Acting Prime Minister) has announced that as the result of information from Canada it has been decided to cancel the direction given to departments last November not to purchase from the Ford Motor Company of Canada Limited, Ontario, as Sir H. L. Borden (Prime Minister of Canada) has advised that the Ford Company of Canada was distinct from Henry Ford's Detroit Company. Ford owned a quarter of the stock, but the manager and a majority of the directors were Canadians.

Both the above articles were published in most newspapers in Nov 1915 and Feb 1916

FORD MOTOR COMPANY.

To the Editor.

Sir—The following telegraphed paragraph from Paris appears in the "Times Weekly Edition" of October 29:—

Boycott of Ford Motor Cars.—Paris, October 26.—In consequence of Mr Ford's opposition to the Franco-British loan, the syndicate of French dealers in automobiles has issued a notice to all the members of its organization asking them to cease all relations with the Ford Manufacturing Company and their customers to refrain from ordering any of the Ford vehicles.

It will, I am sure, gratify the Commonwealth Government to learn that the French equally resent Mr. Ford's pro-German behaviour, and promptly translate their feelings into effective action.—I am, &c.,

J. H. SYMON.

Perie-street, December 13, 1915.

The letter to the editor by JH Symon

In late 1915 J. H. Symon wrote to the editor of Sydney newspaper as follows

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J H Symon

Perie Street, December 13, 1915

One of the normal exercises of the time was for a newspaper to copy articles from other papers so on any subject one finds the exact word for word article of a subject republished in the following days or weeks in other papers especially in small country newspapers. Confirming a story was a costly or unavailable process at the time for some of the smaller newspapers so printed matter was taken on face value, if J H Symon's letter was in print

then it was OK to copy it in so it ended up in large numbers of papers throughout Australia.

What Henry Ford had said was that as he had the very large amounts deposited in USA banks if they were to offer loans for the war effort using his funds as collateral he would remove his deposits from them and place them into other banks. In the French's eyes that meant he was no supporting them or the British in their efforts to fight the Germans.

As is still the case some newspapers had a bias towards different sides in arguments and at the time of WW1 some had German leanings. One paper had published that Henry was devising submarines to blow up the British fleet and like lambs others took it on board and spread the lies even further. For months the stories persisted.

It became so heated that some of the more trustworthy papers checked out the statements and found it necessary to publish long statements pointing out the actual facts and exposing those who were responsible. The submarine article started in a Pro German San Francisco newspaper which was trying to influence investors in Detroit

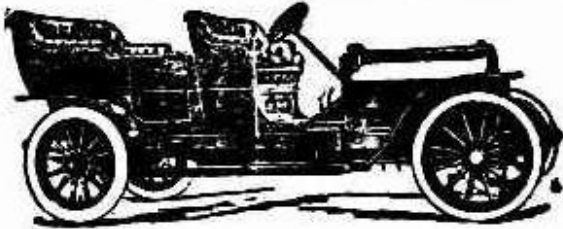
It only took a few weeks before the government backed down and removed the ban on the Model T Ford, thankfully as the Ford was the most valued vehicle used by troops and Ambulance drivers in the war.

Still opposition amongst some still existed just as we see today when everyone picks one side or other of a problem or argument. One Ford dealer in Lismore (J Hewitson)* was visited by some German sympathizers and Mr

Hewitson felt it necessary to place a large expensive advertisement in the Casino & Kyogle & North Coast Advertiser about the visitors that had invaded his business.

Casino and Kyogle Courier and North Coast Advertiser

(NSW : 1904 - 1932) / Wed 23 Feb 1916 / Page 6



Five Passenger Touring Car, £195 Sydney.
Two Passenger Runabout, £180 Sydney.

These prices are subject to alteration if landed costs are increased.

ANTI-FORD?

A Proposal we Booted Out and why.

A number of patriots (?) have approached us to run an **Anti-Ford** campaign, because, according to these wise men, Henry Ford is against the Allies (sob). We asked for their authority, and they trotted out the Australian press statements sent through the Press Bureau, information which, by the way, has not yet been confirmed by any British or American journal or newspaper of repute. The authority used by the **Anti-Ford** press in Australia is a pro-German newspaper which Australian newspaper proprietors must be fully aware of. The alleged message from Canada published by the Minister for Defence is a lie. According to the English "Auto Car," page 416, October 2nd, "There has never been a car manufactured in this country so completely as the Ford car is manufactured in Canada. From casting to finish body and all stages between, the Canadian Ford car is constructed and assembled in the model plant of the Ford Motor Co. of Canada, in the town of Ford, Ontario."

Here is an extract from a reputable English newspaper, the "Daily Telegraph," October 23, from its own correspondent at Montreal:—

"Mr. Ford promptly subscribed 10,000 dols. to the Canadian Red Cross, and has now authorised the manager of the Canadian Company to announce that he will subscribe the first 1,000,000 dols. of any Canadian war loan.

"In making this announcement, Mr. Ford declared he was heart and soul with the Canadians, and that all his sympathies were pro-Ally."

Our **Anti-Ford** interviewers got a short shift, because—
Two of them were buying Continental tyres up to the last moment of the final embargo; a third held the view that a man should buy German goods if they were as good and cheaper, and our anti-German policy was foolish.

A fourth was a competitor who has been mad about Ford sales.
The whole bunch would be prepared to take up the Ford agency in a split second if they had a chance, and finally not one cared a d— what Ford said or has done and will do. At the back of their heads was a conceived idea that the time was opportune to hit Davies and Fahon, Tarranta, Whatmore, and other Australian Ford dealers. They were not up against Ford—only the local agents.

We have no time for hypocrites, and so, metaphorically speaking, we dropped the gang on the mat—outside.

J. McC. HEWITSON,

Agent, King Street, Lismore.

The fine print reads

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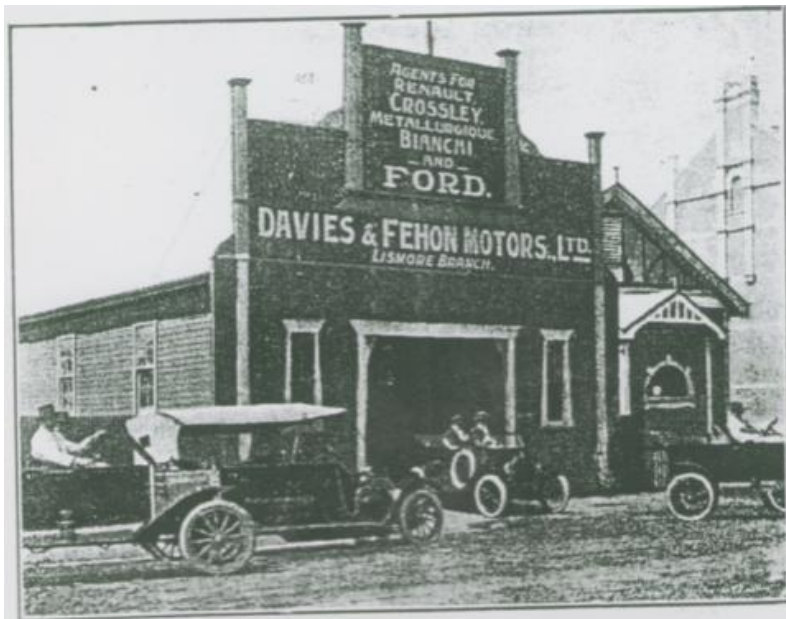
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*In 1916 there were 3 sellers of Model T Ford in Lismore, Davies and Fehon, Hewitson and Trevan. Here is an explanation by member Bob Trevan



“As you well know that Davies & Fehon were the NSW Ford T distributors & had retail agents appointed throughout NSW for Ford T retailing.

For the northern end of the state sales they had themselves a retail outlet in Lismore [as pictured] below for their range of vehicles [which they retailed and also wholesaled Ford T's to father assumingly having him acting as being an agent.. The D&F Lismore site [pictured] opened in about 1911 and lasted until late 1913 when they decided to withdraw from Lismore back to Sydney.

Instead of freighting all their car & parts stock back to Sydney they sold it all off to local interests and appointed agents accordingly. A Jim Hewitson garage purchased all the Ford T cars & parts and in turn they gave him the Lismore district agency for T's. You will notice the D&F Ford T retail add that they used prior their withdrawal back to Sydney in late 1913 when J. Hewitson started advertising

THE HOME OF THE UNIVERSAL CAR
PRICES FROM £105 COMPLETE FOR 20 h.p. FORD CAR.
DAVIES and FEHON MOTORS, LTD.,
PEMBROKE POTTS, Local Manager. KEEN-STREET ——— LISMORE

himself as being the agent whilst father still continued advertise his Ford T's that he had in stock at the time .

This dislike of D&F by their agents was well known — especially with their retail stunts that D&F did with state wide lower price advertising against their agents — this was well known and expressed by them at dealer meetings

Apparently J. Hewitson did not like it either as by 1915 local paper adds show that J. Hewitson as being the Dodge agent & Trevan as being the SOLE Ford agent for Ford T's from the Qld . border down to near Grafton”.

Once the facts became known that although Henry Ford owned 25% of Ford Canada most people realised his opposition to the war was not because he was a German sympathiser but was a person who detested war and his factory was aiding in the fight to help win the war for the British allies any opposition quickly became become redundant.

MYTH BUSTER ACTIVITY

(OR, SOMETHING TO KEEP YOU OCCUPIED WHILST IN ISOLATION)

What you'll need : A4 paper sheet(s), ruler marked in inches, sharp pencil, pair of compasses, calculator with sin, cos, tan tabs

Let's do it.

1. On a sheet of A4 paper (long side up) draw a vertical line down the page that is 4 inches in from the left of the sheet. Now - a horizontal line that is $2\frac{1}{4}$ inches up from the bottom of the sheet. Where the lines intersect mark this as point CS.
2. From point CS mark three points on the vertical line that are 5, 7, and 9 inches above point CS. Label these points BDC, M and TDC respectively.
3. Set your pair of compasses exactly to 2 inches and scribe a circle centred on point CS.
4. Now, very carefully, by keeping the 0 inch mark on your ruler always on point M, pivot the ruler around until the 7 inch mark touches the circle in the right hand upper quadrant of the circle – this point won't be far above the horizontal line. Check that the 0 inch mark is still on the point M. Label this 7 inch point on the circle BE. The line M – BE should be exactly 7 inches long.
5. The lines M-BE and CS-BE are the conrod and c'shaft web positions when a piston is exactly half way down its stroke in the bore from TDC.
6. In the triangle CS,M,BE the sides CS-M and M-BE are the same length making the triangle isosceles. Therefore, angles at CS and BE are also equal and is the angle we're after – the angle of clockwise rotation of a c'shaft necessary to take a piston exactly half way down its stroke from TDC.

NOTE: (a) Quite clearly it is not 90 degrees which is the “obvious” and “it has to be” answer given by so many when asked the question – What is the angle of rotation to get a piston half way down its stroke from TDC?

(b) The angle actually depends on 2 things – rod length and stroke !!!

(c) The angle will be unique for each rod length and stroke combination – different engine specs means a different angle !!!

To obtain a formula to calculate the angle, follow the next steps otherwise, jump to the final formula and worked example.

7. Side M-BE is the conrod – label it R. Side CS-BE is the throw of the c'shaft (which is half the stroke) - label it T.
8. Mark the halfway point on side T and label it H. Using a feint line, connect point M and H. You now have two right angled triangles, either of which can be used to get a formula for the angle. Use the triangle M, H, BE. The rotation angle is at point BE – label it angle x.
9. In this right angled triangle, the cosine of angle x is equal to the adjacent side H-BE divided by the hypotenuse R. Length H-BE is half the c'shaft throw which is one quarter of the engine stroke. R is the conrod length. So, cosine of angle x = one quarter of the stroke divided by the rod length. Rearranging this formula gives :

Angle= Inverse Cosine of (quarter stroke divided by rod length).

Notes: - In this activity it's in inches. Quite OK to use mm bore and stroke sizes.

- Use a calculator that has sin, cos and tan key tabs and is set on degrees (deg) – not radians (rad).

Do calculation (a) first and you should always come up with an answer that is a zero point number (0.----) Hold this answer and then press INV tab followed by COS tab.

Example: **Ford Model T** Stroke 4” Rod length 7”

(a) Quarter stroke 1” divided by Rod length 7” = 0.1428

(b) Inverse Cosine 0.1428 = **81.79 degrees**

-----oOo-----

Article written by Gordon Dewey

Light-Hearted Humour



Last year, I replaced, like, all the windows in my house with those expensive, double-pane, energy-efficient kind. Today, I, like, got a call from the contractor who installed them. He complained that the work had been completed a year ago. And I still hadn't, like, paid for them.

OMG!

Hellloooo Just because I'm blonde doesn't mean that I'm, like, automatically stupid. So, I told him just what his fast-talking sales guy told me last year -- that these windows would, like, pay for themselves in a year. Helllooooo? It's been a year, so they're, like, paid for, I told him.

There was only silence at the other end of the line, so I finally hung up. He never called back. I bet he felt like an idiot.

Supplied by Ron Hattersley

Classifieds

Please note ALL ADS MUST include the price and if you wish ONO
All States please copy!

If you wish to have a photograph with your Advertisement please Email (Email ONLY!!) the photo and I'll include it next to your ad. Advertisements will only run for 3 months then will be removed unless requested otherwise.

For Sale:

I am putting on the market my cars listed below any reasonable offer will be considered

1906 Cadillac burned but with spare motor

1911 Star

1927 Dodge

1924 Palladium

1980 Cadillac Eldorado

1981 Cadillac evolution 1 no 2 of 300 Pierre Cardin (rare)

1983 Datsun 280zx (full rego)

I need to down size and start a new chapter in 2020.

Contact: Penny Stanbridge (M) 0413 665 830 (E) penny.stanbridge@hotmail.com

[1-20]



Howes and Burley (H&B) Projector 8" headlamp, model number 960, no burner, incorrect clamp bolts, needs restoration but in good order, \$250

Howes and Burley (H&B) 1029 LHS sidelamp, in very good, complete condition, has a cracked lens, \$175



Contact: Jeff Palmer (02) 0427 965 934 or email jasper.1912@bigpond.com

[2-20]

Four tyres 7.60 by 90 English Dunlop, suitable for using on the car while restoring. Thread is very good but the case rubber is cracked.

To suit Model T Ford.

1913-14 trans cover and can supply ribbed pedals.

1912-18 pointed nose sumps. \$200

1913-14 E&J side light, has no font or burner. \$120

1913 wooden coil box, takes ford coils and is new timber and just needs contacts.

High compression heads, dates 1914. \$200, been cleaned and crack tested and machined down .005" to true surface

Contact: Ray Green on 0429 471 138 Q'Connell NSW.

[3-20]

For Sale: (cont.)



P & H light, looks suitable for motor bike.
Very good condition \$290



P & H light very nice approx 6" diameter.
\$500



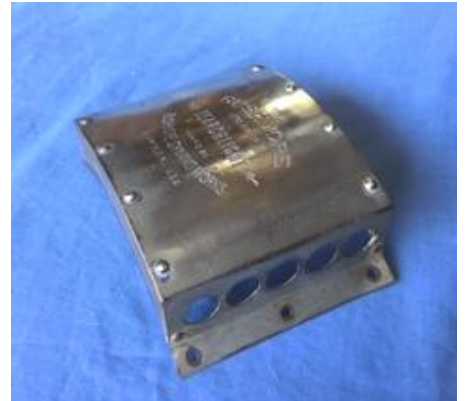
Lucas King of the Road lamp.
Excellent condition except missing font.
\$400 ono.

Contact: Judy (02) 9416 4615
[2-20]

Wanted:

Remains of Rushmore Lights
Two four hole tops
Any remains of five hole lights.

Contact: Grant Vormister
0405 505 955
[2-20]



Classifieds

Wanted for our Web Site

Early rally flyers (entrant lists) of major rally's such as the 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' photo's 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 the persistence and talent (or money) our members possess.

Any other articles or ideas to publish on the website.

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

Contact: Graeme & Abbey Newman Ph: 4392 1035 (H) 0412 138 063 (Mob)
kazngra@bigpond.com or events@vccansw.org or contact us via the website.

Services

This page will automatically have our supporting advertisers as a bold listing as part of their yearly advertising cost. Other businesses or people who provide a service can place a listing here for only \$20 per year or part there of (August to July). If you know someone who provides a service that may be of benefit to club members please encourage them to partake in this section as it will help them, other club members and the club itself. I've started the list with our current supporting advertisers.

Please remember support those that support the club!

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