

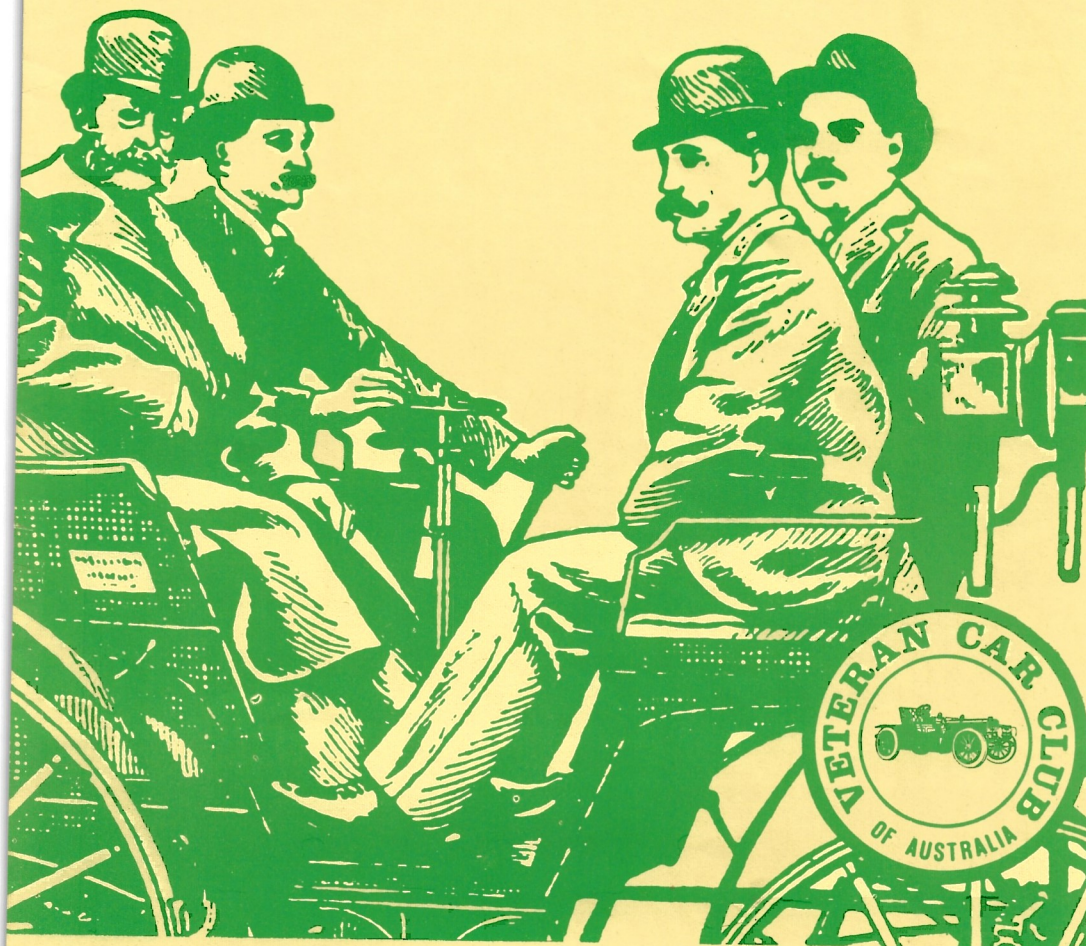
NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

# SPIT AND POLISH

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May, 1983 Vol. XXIV No. 10



PATRON:

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

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



## *Spit & Polish*

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

Volume XXIV No. 10

May 1983

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Other Veteran Car Clubs have permission to copy.

The next Monthly General Meeting of the V.C.C.A. (N.S.W.)  
will be held in the Clubrooms at 8.00 p.m. on THURSDAY,  
26TH MAY, 1983.



## *Editorial Comment*

After many years of restoring Veteran and Vintage and even some modern cars I have now found the solution to most nut and bolt problems that I have encountered and have pleasure in passing them on. See Page 13.

During the course of conversation sometimes the subject of interests and hobbies arises. When I mention that I'm interested in Veteran cars, the reply is often "Oh that's an interesting hobby". Whereupon I have to correct them, because it is not one, but three hobbies. Let me explain. Firstly there is the collection hobby similar to stamp or coin collecting, except that in our case all the parts must be collected to make up the set, i.e. car. There are many many tales of people taking years to track down such and such a part or people travelling so many hundreds of miles (sorry, kilometers) to obtain such and such.

The second hobby is the restoration: the seeking of a specialist to repair a part, or the hours and hours of filing or panel beating or of planing timber frames etc. This hobby can also take many years of enjoyable work to recreate the car or bike to its former glory. (We won't mention the money, in case your wife reads the magazine.)

Now you are ready to enjoy your third hobby. I'm sure you have very vivid memories of the first time you took your pride and joy (the car) on an outing, and I know you have enjoyed many outings since. So now you have three hobbies it should be a lot easier to write an interesting article about one of them.

Neil Martin's son Robert Martin has recently joined our club as a junior member. He has a "T" Ford (if I'd started restoring cars at that young age I might have a few finished by now). Phillip Hobson has also joined as a junior member.

It is very pleasing to see young members joining and I know members will help and pass on their knowledge.

The roster is nearing completion - have you returned your form yet? There are seventeen still outstanding. A few members did not receive roster forms in their SPIT AND POLISH and for this I apologise. If you need a form please ask for one.

A plan of our new clubhouse was on the notice board at our last meeting so that members could compare the progress with the plan.

- NORM WAKEHAM

\*\*\*\*\*

COPY REQUIRED BY FIRST THURSDAY OF MONTH

ADDRESS ALL CORRESPONDENCE TO:

SPIT & POLISH, 134 QUEENS ROAD, FIVE DOCK, 2046

\*\*\*\*\*



"Always needs a bit of choke before  
I start off in the mornings."



## *President's Message*

Progress on our building has suffered a little of late; this has been caused by a number of reasons, not least of all has been the weather that has seen fit to make a nuisance of itself when most of the volunteers are able to assist our builder, Neil Johnston. However, given reasonable weather we should now be able to move ahead and see reasonable progress, provided the money we have at the moment will allow for continual progress. If not, then we will have to stall progress until the money is forthcoming.

At the moment we have sufficient money to allow for the supply and installation of the roof and the pouring of some floor slabs. At this stage we will be looking to obtain some more money through debentures to enable Neil to arrange for the fitting out of the hall.

If you have not yet made your contribution, could I ask you to look closely and see what assistance you can give so that we are able to complete this worthwhile project.

- BARRY T. THEW

President.

\* \* \* \* \*

### NEW MEMBERS:

MARTIN, Lindsay Robert - 45 Railway Street, Guildford. 2161  
Membership No. 763 (Junior)

HOBSON, Phillip Dudley - 3 Lawrence Street, West Ryde. 2114  
Membership No. 764 (Junior)

\* \* \* \* \*

EVENTS CALENDAR1983

May 22 COMBINED VETERAN & VINTAGE DISPLAY DAY AT  
GREENS MOTORCADE

May 28 PRESENTATION DINNER - Black Stump  
Restaurant, Carlingford

To be advised RESTORATION RUN

1984

Mar. 18-25 Veteran Car Club of S.A. National Hub Rally

Sept. 16-22 1 & 2 CYL. RALLY (HUB RALLY) PORT MACQUARIE

1985

May 6-16 1985 CENTENARY RALLY FOR VETERAN & VINTAGE  
CARS. Organised by Veteran Car Club of NSW

To be advised Hub Rally, Christchurch, N.Z.

\*\*\*\*\*

VALE JOHN (JUMBO) GODDARD - 1907-1983

Jumbo had always been his own man and had directed his life in a unique pattern enabling him to do the things he enjoyed doing. His successful barrister father had planned a professional career for John, his only son, but at an early age the magic of motoring had enveloped the young man completely and he insisted on a practical career in mechanics.

Arrangements were almost completed for John to be signed up as an apprentice with the late Parry-Thomas when Thomas met his death in an attempt to regain the world's land speed record driving a car of his own construction at Pendine Beach Carmarthenshire.



Badly shaken by Thomas's tragic death, the young John Goddard settled for an apprenticeship with the famous old engine and shipbuilding firm of Thornicroft. This meant living in "digs" far from home and fitting in with the rough life of the shop floor. From conversations with him I believe that he enjoyed just about every minute of it.

He did fitting work and assembly on large and small marine engines and always looked forward to his turn to be permitted a place in the engine room of ships going on sea-trials.

When war came in 1939 his love of sea-going machinery helped him to get a place in testing and working on modifications to improve the performance and reliability of motor torpedo boats.

In the earlier years John had acquired his first Bentley - a 3-litre given him by his father as a birthday present. John's unbounded enthusiasm had caused a build-up of friendships with people who were rapt in engineering and with their help he had some success with many projects - some incredible - like installing a large aero engine in an old hydroplane hull.

Over quite a long period John had collected and rebuilt a most interesting and valuable group of cars. These were mostly from the vintage era but with Bentleys, Vauxhall 30/98s and Bugattis were a four-cam Porsche, a "Gull Wing" Mercedes, one of Le Mans winning Jaguars OKVI and a most interesting machine built up from W.O. Bentley components. This Bentley, powered by a modified 8 litre W.O. engine mounted in a 4½ chassis and helped by two turbo blowers, developed 500 B.H.P. and gave Jumbo Goddard a high point in his career.

With this car - built with complete disregard for aerodynamic stability - Jumbo drove on a Belgian motor road at a timed 160 m.p.h. - the world's fastest Bentley and one of the world's bravest drivers.

His adventurous spirit had taken him to many places ranging from a search for diamonds at Sierra Leone to keeping the wheels turning on similar work near Alice Springs.

Fairly late in life John paused in his travels to marry, and with Kathy settled down at his home at Newport Beach overlooking the Royal Prince Alfred Yacht Club where he sailed consistently to success in his small yacht. He has lived a full life and those of us who knew him well have all been affected by deepest feelings of understanding in the very painful illness which eventually took him.

The friends of John and Kathy all over the world will long remember the times with the Goddards and our deepest feelings of friendship and sympathy extend in the fullest meaning of the words to Kathy in her great loss.

- BOB CHAMBERLAIN

P.S.

In the Veteran era Jumbo was proud of his 1911 Cottin-Desgouttes chain-driven racing car, its 4-cylinder, 11 litre engine having bore and stroke dimensions, 130mm x 200mm; while Bob Chamberlain of Melbourne, to whom we are indebted for the above facets of Jumbo's life history, it is well to recall that his contribution to our hobby includes two Benz and one large Napier, all racing cars of the Veteran period.

- GEORGE A. ROBERTS

\* \* \* \* \*

#### THE REMARKABLE MINERVETTE OF 1904

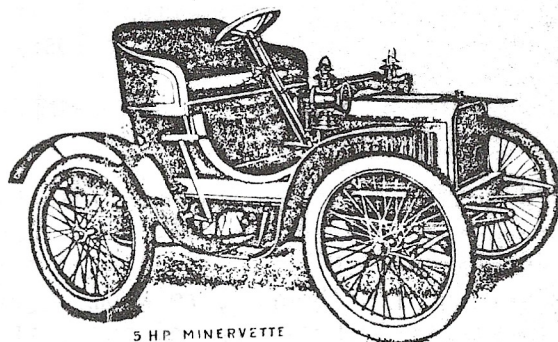
In 1897 Sylvain de Jong commenced making push bikes, but wisely, also started developing a clip-on engine to power them. These engines were undoubtedly the first practical engines on the market and used the then rare mechanically operated valves.

A very large number of firms came into being and began using

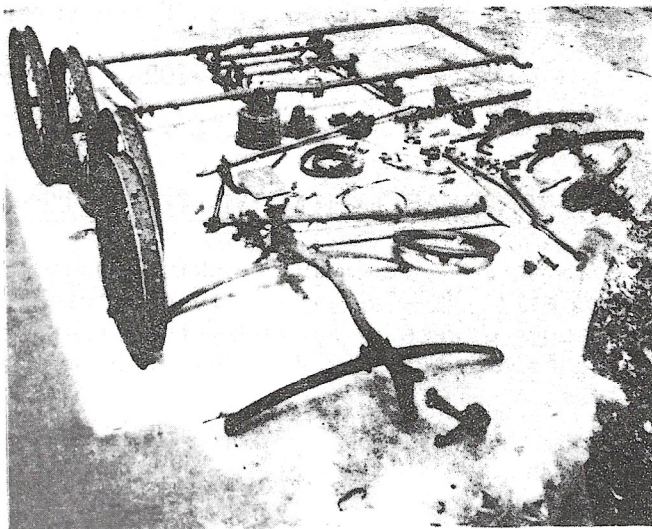


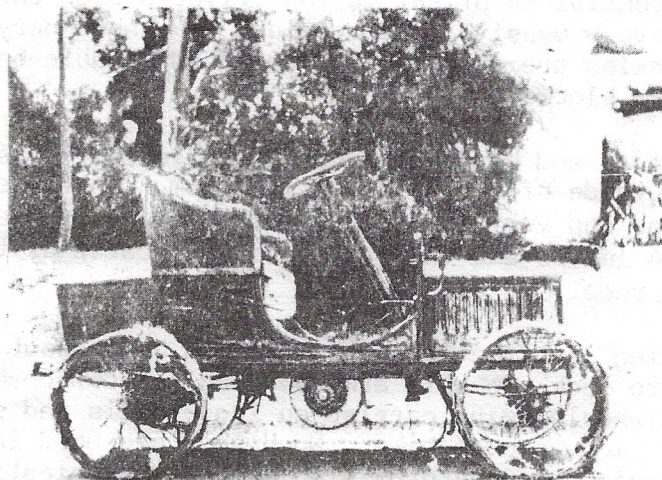
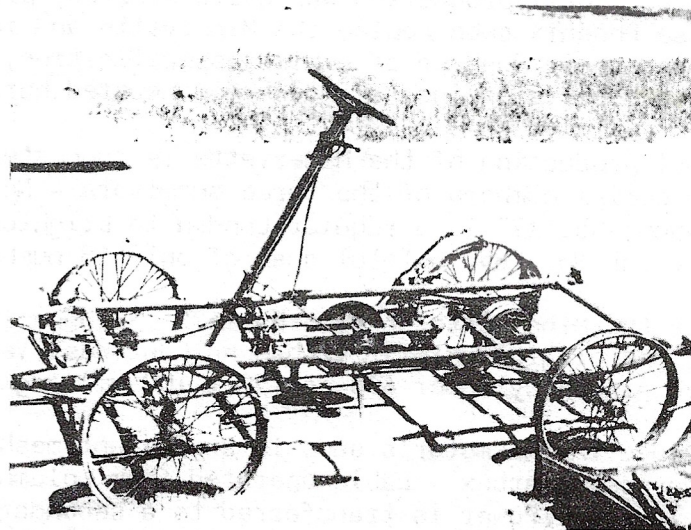
these engines, Matchless, Royal Enfield, Triumph, Ariel, Quadrant and Phoenix among the well remembered names. Many firms in Australia did likewise. It was Phoenix, it seems, led by J. Van Hooydonk, who were selling Minerva-built motorcycles and tri-cars that provided the impetus for De Jong to develop the minute Minervette to bridge the gap between tri-cars and the more usual larger car.

The production of Minervettes started, it seems, around 1902, although they were not publicly shown and advertised until 1904. The car was given the Model "A", indicating it was the first production model. By late 1904 Minerva had developed also 10, 15 and 20 H.P. cars of 2, 3 and 4 cylinder 90 x 115 mm dimensions.



The 5 h.p. MINERVETTE. Net Cash Price £108-0-0







C.S. Rolls sold these but not the Minervette, which seems to have been sold mainly by Phoenix and then by franchised dealers. Total production was quite limited, probably because Phoenix soon copied the Minervette and in 1905 released their Quadcar of similar specification, and still using a Minerva engine, although now mounted horizontally.

Minimal production of the Minervette is suggested by the known serial numbers of the three survivors - No. 167 in Brisbane, No. 177 is a regular London to Brighton entrant, and my car No. 185, a total span of only 18 numbers.

Why is the Minervette so remarkable?? Perhaps it is because it is the original MINI. It has an East-West Vertical water-cooled single cylinder 636 cc (90 x 100 mm) engine.

Contained in the motor's sump is a constant mesh two-speed and reverse gearbox - cable operated from column mounted gear levers. Power is transferred to a secondary shaft by a 3/4" Simplex chain. This shaft carries the leather lined cone clutch and a small sprocket then drives via another 3/4" chain, the differential. Overall ratio is 4.7 : 1. The differential is offset to the driver's side and of open an relatively massive construction. The secondary shaft and rear axles are carried on unusual adjustable ball bearing plummer blocks.

Both foot and hand brake bands are leather lined and run on the outside of the differential drum. The chassis is tubular and very light, all joints being bronzed. Springs have 4 leaves and the rear axle is located by two adjustable track rods.

Steering is direct with no steering box, about 1/3 of a turn, lock to lock. Wheels are 700 x 80 non-detachable wire, the front wheels being carried on loose balls and screw-in cones like a modern push bike. No bushes are used in the suspension nor any provision made for lubrication.

A relatively huge radiator and header tank are mounted conventionally and rely on thermosyphon action. Fuel and oil drip is from dash mounted tank.

Carburetor is a Minerva-Longuemare under the floorboards, ignition by batteries and trembler coil under the seat. Twin dash mounted oil lamps are used with none at the rear.

According to contemporary literature, these cars seem to have performed quite well as they were still being raced in Voiturette races four years later. No doubt this was due mainly to excellent engine efficiency with its mechanical valves and the low tare weight of 5 cwt.

My car came at ridiculous expense from the recent Parker Auction and is currently engineless. It is in otherwise incredible condition for its age, but pedal and bearing wear indicates a long period of use. The body is made of soft wood screwed together with minimal brass or fittings as decoration. Very wide pin-striping is everywhere in red over the original green paint.

Bonnet is galvanised iron, two brass flashings cover the rather rough jointing and the seat is leather over coil spring base. All body plates and controls are fortunately intact and I hope to secure an engine soon.

Wheelbase is a mere 4'10" (varies with cahin adjustment) track 3'8" overall length 7'7½". Restoration is currently well under way and the main problems seem to relate to Minerva's apparent lack of knowledge of proper heat treatment, the parts are either super hard and brittle like glass or butter soft.

I guess Metallurgy developed somewhat between 1904 and 1914 when my other car was built. All ball bearings and bushes have to be remade, worn axles and sprockets replaced. The rear wheel ball tracks have 1/8" wear in them! No wonder they were made to be adjustable.

Almost all timber will be retained and chassis fitments mainly only cleaned up, a far cry from my previous restoration efforts. Assuming no snags are hit in getting the engine we should see another car on the road in around twelve months.

- BILL SIDES  
Victorian Veteran Car Club.



(The history of the firm dates back to the early days of motoring, the original establishment being founded at Antwerp in 1897 under the name of S. de Jong & Co. For a time only cycles were manufactured, but in the following year the capital was increased from 200,000 to 450,000 frs., and a new factory was built at Berchem, near Antwerp. Here the manufacture of motor cycles was commenced in 1899. Further extensions were made in 1900 and again in 1902, when the first car, the "Minervette", was produced. In the following year the concern was converted into a limited liability company, under the style "Minerva Motors", with a capital of 3,250,000 frs., and another new factory was built. In 1906 this again became inadequate, and the factory area was extended until the aggregate area of the shops was 15,000 square metres.

The next important development was in 1908, when, after a period of experimental work with the sleeve valve engine, the first Minerva cars to be equipped with this type of power unit were put on the market. These proved so successful that in the following year the poppet-valve engine was finally abandoned in favour of the sleeve valve for all models.

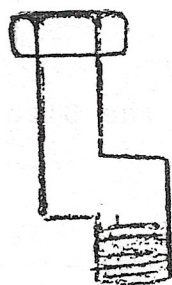
A new three-storey building, covering 10,000 square metres, was added to the works in 1911, the number of employees at this time being 1,278. In the same year the manufacture of motor cycles and cycle cars was definitely discontinued, leaving the company free to concentrate on cars.)

\* \* \* \* \*

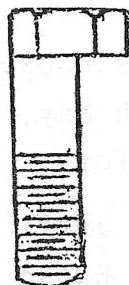


"You're not the only one with a constant whining noise under the bonnet, mate."

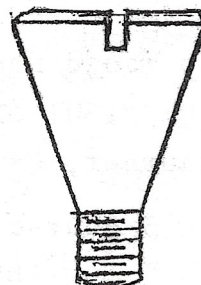
# NUTS AND BOLTS



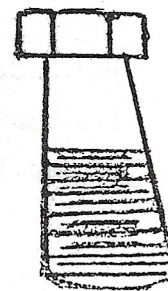
*For Mismatched Holes*



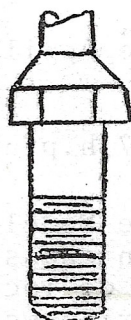
*For Holes too near the edge*



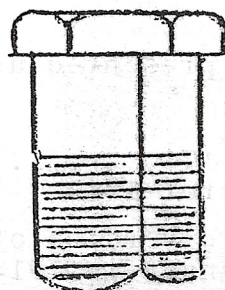
*For Holes Countersunk too deep*



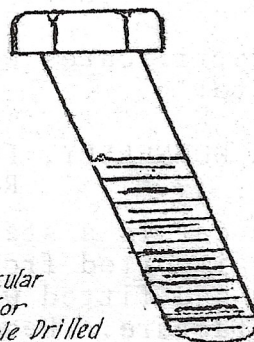
*For Holes Drilled crooked & cockeyed.*



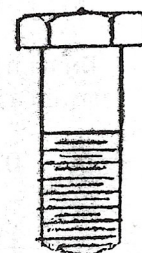
*For holes with countersink on wrong side*



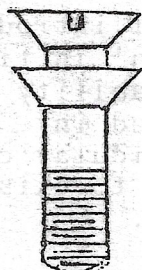
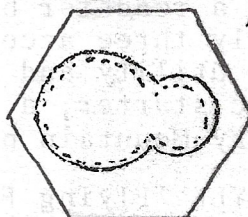
*Binocular Bolt for Double Drilled Holes.*



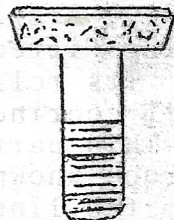
*For Holes not square*



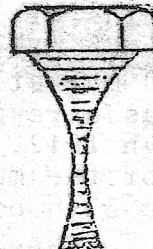
*For out-of-round Holes.*



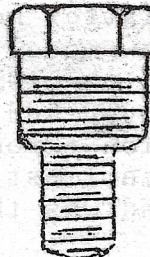
*For Double Countersunk Holes*



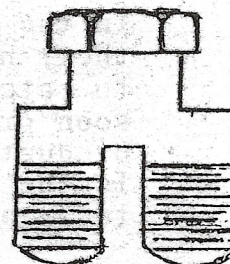
*Serrated Head for Vise Grip Torquing*



*For All size Tapers*



*Assemblers Special Oversize Standard Bolt*



*For Re-drilled Holes that still Don't Match*

R E M I N D E R

Reminder to those who have booked in for  
PRESENTATION NIGHT on 29th May, 1983 at the Black  
Stump Restaurant, Carlingford:

3-course meal available, but

DRINKS EXTRA

\* \* \* \* \*

DATING & INVESTIGATION

Dating Certificates were presented at the April  
meeting to:

1. DICK DONNELLEY, FORD 'T', 4 cyl. 22.7 h.p.  
Roadster 1914

This car is a standard version of the Model  
'T', imported from Canada in 1914, in chassis  
form and fitted with a roadster body of local  
manufacture. Recently three accessories were  
installed to improve utility and performance,  
viz., a Ford electric starter, a Ruckstell  
2-speed axle and Rocky-Mountain brakes.

2. IAN G. CAMPBELL, ARGYLL 'Flying Fifteen' 4 cyl.  
15 h.p. Tourer 1909

In the latter months of 1909, Argyll introduced  
their new model, the 'Flying Fifteen' in time  
to catch the 1910 market. Its reliability was  
soon proven and as a result continued in  
production through 1912. This particular car  
is the earliest of the marque known to exist  
today and was the 37th off the line.

- GEORGE A. ROBERTS  
Chairman Dating Committee.



THE ENGINEER

The Engineer's work is out in the open  
where all men can see it.

If he makes a mistake, he cannot, like  
the doctor, bury it.

He cannot, like the architect, obscure  
it, by trees and ivy.

He cannot, like the politician, claim  
his constituents demanded it.

Nor can he, like the public official,  
change the name of it and hope the  
voters will forget.

Unlike the clergyman, he cannot blame  
it on the devil, if his works do not  
work, he is utterly damned.

If they do work, the world mostly  
forgets the name of the engineer.

The credit goes to some fellow, who uses  
other people's money to pay for it.

- The late Herbert Hoover.

\*\*\*\*\*

*Cobb & Co. harnessed 6,000 horses a day during 1870, their  
coaches travelling up to 45,000 miles a week. The firm  
continued until well after the turn of the century. In  
1924 Cobb & Co. made its last journey.*

\*\*\*\*\*

CONE CLUTCH REFACING

When the leather on the old cone clutch has finally given up it must be replaced. Disassemble the clutch and remove the old leather by cutting the rivets from underneath with a small cold chisel. Save the old leather for a pattern.

New leather can be obtained from a saddle maker or shoe repair shop. The new leather should be of even thickness, and dressed with a good leather dressing so that it is soft and supple. The secret in obtaining a good tight fit with the new leather is to stretch it over the cone. Cut one end square and rivet it to the cone, bring the other end round to meet, taking care that the leather covers only two-thirds of the cone on the side opposite the rivets.

Now trim this end and secure with rivets (both ends now are secure). Now force the leather down over the cone sink, and complete the riveting. The hair side of the leather goes against the cone.

After reassembling, make up a prop stick of a length between the clutch paddle (when depressed) and front seat (or other point). When the car is not being driven, use this prop stick to keep the cone disengaged - this allows the clutch leather to expand and remain soft.

(Acknowledgement: 'The Edwardian'/'Veteran Torque')

\* \* \* \* \*

ALTERNATIVE FOR FUEL

Recently the media has been full of articles on alternative fuels such as L.P. gas, gasohol etc. But one alternative fuel which has been overlooked is the gas methane, produced from the fermentation of pig manure. This process is rather slow and cumbersome, but research is now proceeding rapidly and the fermentation process can be eliminated. The pigs are fed a diet rich in flatulence-producing foods, such as turnips, and then connected directly to the carburettor.

Alternative for Fuel (Cont'd.)

The organisation carrying out this research is called the Foundation for Automobile Research into Traction (F.A.R.T.). Test runs in a two-pig car have been moderately successful. Plans are now under way to enter a car with three large male pigs at Bathurst in October. Race organisers say they are willing to accept the entry of this modified car, even though the modification involves a 50% increase in the boar.

Oil industry executives pooh=poohed the idea when they first got wind of it, but are now showing signs of getting behind the project.

As the work is still in the pioneering stage and requires lots of money to really get it off the ground, members are requested to approach their Parliamentary Representatives to urge the Government to back F.A.R.T.

(Acknowledgement: Royal Mail, Sept. 1980)

\* \* \* \* \*

FROM THE PAST :'Don'ts for Ford Owners'

'Ford cars were not designed and are not made to demand or require the use of shock absorbers. They are not only unnecessary on Ford cars, but are dangerous. The very fact that they are not part of the Ford car is evidence they are not necessary.'

'Don't try to start car without gasoline in the tank. Don't try to start car until you hve turned on the switch. Don't see how fast you can stop. Don't see how fast you can start.'

Don't measure gasoline with a dirty stick. Don't fill gas tank without straining gasoline. Don't measure gasoline by the light of a match. Don't experiment with gasoline savers, the Ford car is the greatest gasoline saver in the motor world.

Don't: drive fast going down hill; forget you need oil and water; drive fast when passing a school; use horn when passing a hospital.'



M - I - N - D - S - T - R - E - T - C - H - E - RSolution to No. 18TYPING TEST

The word is TYPEWRITER

No. 19PEDAL POWER

While doing the Christmas shopping, I passed a shop window that was filled with bicycles and tricycles.

I counted 103 wheels and 84 pedals. How many bicycles were in the window?

\* \* \* \* \*

Heard about town.....

The wife was in bed when her husband arrived home from his regular night at the club. He called: "Are you awake, dear?"

"Yes, I am."

"Oh good, I've brought you something."

The woman was delighted. Maybe he'd won a raffle, with a nice prize! She switched on her bedside light and sat up in bed, awaiting her treat. Her husband appeared with a glass of water and two aspirin tablets. "Here you are dear," he said. "Swallow these."

"What for?" "For your headache, of course," he replied.

"But I haven't got a headache."

"Well, well," he said, climbing into bed, "that's wonderful!"

\* \* \* \* \*

THE FOLLOWING CARS FROM THE COLAC SALE WENT TO S.A.:

TORBENSON. The 'makeshift parts' are mainly Austin 7, with their maker's name plainly in evidence. So little of the car is genuine veteran that it is unacceptable under the V.C.C.A. rules.

MAXWELL 1908. This is a Model Q11 of 1911 and was well known in Adelaide in the late 1950's George Thomson brought it over from Victoria, re-restored it, sold it to Granton Harrison, bought it back, then sold it to Colac. Ask George to tell you about the brass edging around the floor boards shorting out the magneto. The new owner's name is Hatherly.

RENAULT 1914-18. Actually 1920, this date being stamped on it in various places. Model EU. The owner is a doctor at McLaren Vale. The cylinder block was not missing.

PANHARD 1901? Dated 1907 by the Veteran Car Club of Great Britain when it was owned by Norman Strack. It is a 15 hp model. Now in Colin Newton's workshop at the Birdwood Mill for a new raceabout body.

\* \* \* \* \*

### ***Taking their cars with them***

If you drive in Germany, be careful, latest research shows that one in 20 fatal car crashes is suicide. This disturbing trend, which accounted last year for over 600 deaths, is apparently a male-only phenomenon, as Dr Alex Balkanyi explained: "It is because of the German male's intense relationship with his car. He wants not only to destroy himself but also the car he loves above all else."

## *Advertisements*

WANTED

For 1908 DAIMLER - steering box

- BEN BRONK, 624.8224

WANTED

Restoration articles for your magazine

- Editor

WANTED

Your Roster details. The Roster will be closed soon.

\* \* \*

FOR SALE

At long last again, aluminium rounded "T" moulding for door edges etc. A single run is being made of this material in soft aluminium suitable for bending. Strictly limited supply, so order early to be sure.

Price: \$4.00 per metre, in 3-metre lengths, freight extra.

- BILL SIDES  
813 Ferntree Gully Rd.,  
Wheelers Hill. Vic. 3150  
(03) 561.4961 A.H.

\* \* \*



