

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

# SPIT AND POLISH

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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 XXV No. 5

November 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 JANUARY, 1984.

*Editorial*

In the veteran motoring world calendar November is the highlight month - 'The Brighton Run' - and this issue tells you why it is held at this time of the year.

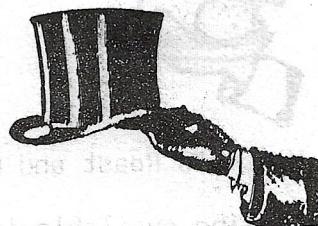
Also the promised article by Ray Hill appears and to those of you who missed out on the Navigators' Tour, Michael Bendeich tells what made it different and, may I say, such a success.

Christmas is just round the corner and club festive functions have been organised, see Page 4.

As there is no meeting in December I will publish the next magazine in January. May I wish all members and their families a Happy Christmas and Prosperous New Year.

- SANDY ROBERTS

## President's Message



At this time of the year one reflects on the past year and is prompted to look even further and go back in years to our founders who had the foresight to form this Club that provides us with so much enjoyment and friendship which has developed so much. Some of those early members are still with us and have in the past provided us with much nostalgia, so much so that they themselves have become part of nostalgia. Two of these are now joining the "Octogan Club", namely Jim Simpson, the fastest pen in the west and Dapper Jack Dance.

Congratulations Jim and Jack on this fine achievement, from myself and the members we wish you all the best for the future.

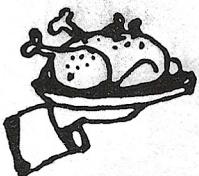
While on this nostalgia bit, it is not so long ago that we celebrated our 25th Anniversary.....1984 will see our Club 30 years old - some sort of achievement for a "small club" to over the years make the progress that we have. I trust that members will look to the future and trust that we can enjoy the next 30 years.

On this note I would like to take the opportunity of wishing you and your family all the best for Christmas and a bright and prosperous New Year.

Regards,

- BARRY T. THEW

\* \* \* \* \*

CHRISTMAS DINNERFRIDAY 16 DECEMBER 1983 - 7.30 P.M.

Mischa's Roast and Carvery - 136 Military Road, Neutral Bay.

Parking available in block behind Military Road.

Those who have booked but have not yet paid - please be sure to do so by next meeting November 24th, 1983, as reservations cannot be held beyond that date as we have a waiting list. Merryl Godfrey will collect money at the next meeting.

ENQUIRIES: Sandy Roberts 449.1722; Merryl Godfrey 85.6924

CHILDREN'S CHRISTMAS PARTYSUNDAY 4 DECEMBER 1983 - 10.30 A.M.

PLACE: Darvell Park, Chatham Road, Denistone.

Fun and games for all, with Santa arriving after lunch.

COST: Appetising picnic lunch for \$5.00 per adult. Children are free.

Adults please bring folding chairs and own drinks.

Please ring Merryl or Jack Godfrey on 85.6924 with children's names and ages.

HOPE TO SEE AS MANY ADULTS AS CHILDREN, ON SUNDAY 4 DECEMBER.

P.S.: Persuade your club friends to come too.

CLUB CHRISTMAS CARDS

This year, for the first time, the club has had Christmas cards printed. They are red with a black car silhouette and the club badge and message inside. The net proceeds go to the Building Fund. On sale at the next meeting. Packet of 10 with envelope - \$3.00.

# Events Calendar



## 1983

Nov. 27 Sunday VIC. JACOBS DAY Crippled Children to Model Engineers at Luddenham.

Dec. 4 CHILDREN'S CHRISTMAS PARTY - Details Page 4.

Dec. 16 Friday CHRISTMAS DINNER - Mischa's Roast & Carvery, Neutral Bay - \$15 per head, plus drinks. Details Page 4.

## 1984

Jan. 28 Saturday - Festival of Sydney Parade

Feb. 4,5 Weekend - BLUE MOUNTAINS RALLY - accommodation 'Everglades'

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

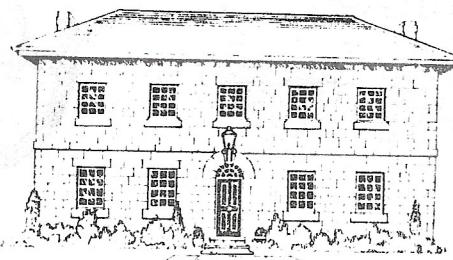
Mar. 25 GYMKHANA

Mar. 31 to Veteran & Vintage Silver Anniversary Hub Rally organised by Antique & Classic Motor Club.

Apr. 8

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

\* \* \* \* \*

NAVIGATION RALLY 1983

ROYAL NEW SOUTH WALES LANCERS  
MEMORIAL MUSEUM

Well, it wasn't really a Navigation Rally but a giant questionnaire on the move! Anyhow, I hope the occupants of all 19 veterans and a few moderns had an interesting tour.

The start was at the HMAS Parramatta Memorial and then moved along to Hambeldon Cottage where the unsuspecting were given a sheet to fill in on the Memorial, before entering the Cottage. Strange how much people can forget in half a mile.

After inspecting the Cottage, a leisurely trip through the city to Parramatta Park where everyone enjoyed a pleasant lunch and filled in another sheet of nasty little questions.

Off again through the Park down George Street and a stop at the Lancer Barracks, where all cars managed to fit into the small parking area around the buildings. The chap in attendance kept everyone enthralled for half an hour with his stories while they inspected the Museum and grounds.

Another short run through the City to the historic St. John's Cemetery and some more time spent sitting on tomb stones filling in a final sheet of questions on the Lancer Barracks. The last straw, on the way out, was two questions: the circumference of a Chalmers Fan Belt and the weight of a Bowls Cue Ball.

Most cars disappeared after this but a few ventured on and had a look at the sights around the Lennox Bridge.

(For the curious: the weight of the ball was 280 grams and the circumference of the belt was 863 mm.)

## Those who attended:

Jan and Roly Coulcher	Star
Olive and Reg Jones	Clement Bayard
Merryl and Jack Godfrey	T Ford
Mavis and Doug Pearce	Benz
Robyn and Peter Wards	Hupmobile
Melba and Alan Rowe	Buick
Betty and Cliff Ward	Dodge
Jean and Bruce Knight	T Ford
Glad and George King	F.L.
Sue and John Wards	T Ford
Veronica Csetnegi and	Metallurgique
Jeff Vanstone	Oakland
Dorothy and Jim Wilson	T Ford
Norma and Dick Tunbridge	Hupmobile
P. Quill and Barry Thew	Calthorpe
Debbie and John McMaster	Schacht
Anne and Bob Baxter	Chalmers
P. Morrow	Rolls Royce
Denise and Michael Bendeich	Modern
Sandy and Max Roberts	Modern (Start)
Allan Blevins	Modern (Start)
Anne and Warren Irish	
Ray Hill	

- MICHAEL BENDEICH

ROYAL  
NEW SOUTH WALES  
LANCERS



ORANGE BLOSSOM FESTIVAL

The Veteran Car Club's attendance at the Orange Blossom Festival was greatly appreciated and the organising secretary wrote:

"On behalf of the 1983 Orange Blossom Festival Committee and the Baulkham Hills Shire Council, I enclose a Certificate of Appreciation for your participation in this year's Festival Procession.

I forward this Certificate thanking you for the effort you made which helped to make the Procession the tremendous success it was and I also would like to encourage your participation in next year's Festival."

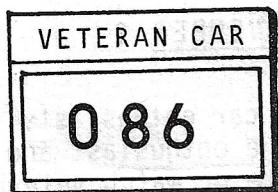


In Appreciation of  
Your Participation  
In The  
1983 Orange Blossom Festival

PRESENTED TO ..... VETERAN CAR CLUB .....

*Tony Packard*  
A.C. PACKARD  
CHAIRMAN

*Bernard A. Mullane*  
BERNARD A. MULLANE M.B.E.  
SHIRE PRESIDENT

PERMITS TO MOVE 1984REPORT ON INSPECTION DAY

The afternoon of the 5th and morning of the 6th November were the times to have our cars inspected for registration for 1984. This year the location was in Five Dock in Regatta Road just around the corner from the club rooms.

70 cars were inspected, this is 7 better than last year but still 25 metropolitan cars (with permits to move last year) have not been inspected.

Newcastle branch had 100% turn out.

Country members, please post pink inspection certificate and your money to:

Registration Officer,

V.C.C.A.,

20 Ridge Street,

EPPING. 2121

Full amount \$50.65 per car, if club to arrange 3rd Party Insurance.

\$42.25 and a photocopy of insurance certificate if car has comprehensive insurance.

There was an extra inspection available for all members for, while there, they could see the progress on our club building in the daylight. It was pleasing to note that plastic sheeting and wire reinforcing were now down in the main hall ready for the concrete to be poured and Neil Johnston hopes this to be done in about 2 weeks' time.

My thanks to Max Roberts for making his premises available for inspections and to Sandy for providing refreshments for the inspectors. Club inspectors, Doug Pearce, Michael Bendeich, Dick Tunbridge, Reg Jones and Arthur Garton.

- KEITH CARDEN

WHY "BRIGHTON" IN NOVEMBER ?

"Brighton" as it is called by veteran car enthusiasts the world over, is the Mecca that draws the enthusiast and the man in the street to either participate or watch veteran cars travel from London to Brighton on the first Sunday in November every year.

The run, not race, commemorates freedom for the British motorist. Not that he was greatly emancipated by the concessions of 1896 when the speed limit was raised to a modest 12 mph and the automobile was freed from the encumbrance of a man walking in front with a flag. To celebrate this Act of Parliament on 14th November 1896 fourteen primitive vehicles made a trip from the Hotel Metropole in London to its namesake in Brighton. The Run was continued until 1904. Then came oblivion until 1927 when the Run was revived as a publicity stunt by the Sunday Graphic and Daily Sketch.

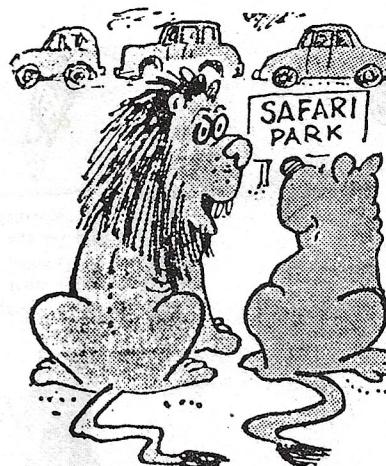
Urged on by the founders of the Veteran Car Club the Royal Automobile Club took over the Run in 1930, the V.C.C. was born and the Run, for cars of 1904 and earlier, established as its mainspring.

It is not a competitive event in the literal sense, however every driver to reach the finish within a fixed time is awarded a medal "For Punctual Arrival in Brighton". This medal is a replica of that presented to all those who took part on Emancipation Day.

Let's hope all those competitors who set off this year on Sunday, 6th November receive their medals.



A "PUNCTUAL ARRIVAL IN BRIGHTON" MEDAL



"You're too young to remember, but it used to be marvellous when a man walked in front with a red flag."

\* \* \* \* \*

ANTIQUE AND CLASSIC MOTOR CLUB

SILVER ANNIVERSARY HUB RALLY

MARCH 31 - APRIL 8 1984

RALLY DETAILS:

PRESENTATION DINNER - a gala night at Bankstown Civic Centre with our MC Len London of Radio 2Ch.

RALLY HEADQUARTERS - Convention Centre at Greens Motorcade. A good working area for the organisers and a good place for distributing information and also a place for entrants to get together, to meet and to relax after the day's outing.

SECURITY - club members at Greens 24 hours a day, so if you wish to leave your vehicle there at night (we will arrange transport to your accommodation) you can do so with an easy mind.

ACCOMMODATION - on-site vans and powered sites are, as usual, in limited numbers, so suggest to be sure of your choice of accommodation, you enter NOW. ENTRIES LIMITED TO 150 - ENTRIES CLOSE 31ST DECEMBER 1983.

ENTRY FORMS: Bruce Cole, Rally Director,  
13 Gammell Street, Rydalmerle. 2116



This is the Motor that Jack bought.



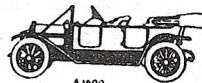
This is the House that was mortgaged to pay for the Motor that Jack bought.



This is the Mortgage upon the House that paid for the Motor that Jack bought.



This is the Lawyer who arranged the Mortgage upon the House that paid for the Motor that Jack bought.



This is the Motor of the Lawyer who arranged the Mortgage upon the House that paid for the Motor that Jack bought.



This is the House that paid for the Motor of the Lawyer who arranged the Mortgage upon the House that paid for the Motor that Jack bought.



This is the Mortgage upon the House that paid for the Motor of the Lawyer who arranged the Mortgage upon the House that paid for the Motor that Jack bought.



This is the Real Estate Man who arranged the Mortgage upon the House of the Lawyer who arranged the Mortgage upon the House that paid for the Motor that Jack bought.



This is the Motor of the Real Estate Man who arranged the Mortgage upon the House of the Lawyer who arranged the Mortgage upon the House that paid for the Motor that Jack bought.



This is the— But why continue? We all own Motors, and we all get them in the same way.

1912

*The Endless Chain*

Sincere sympathy to John Burke on the death of his wife Nellie.

\* \* \* \* \*

### THE EARLY WINDSCREEN

Windscreens were not fitted to the first cars, but became increasingly popular as cars grew more powerful and went faster.

Very curiously the simple mechanical windscreen-wiper, vacuum-operated or electrical, did not materialise until the 1920's.

On a rainy day our motoring forebears either kept dry and couldn't see where they were going, or conscientiously opened the screen, saw beautifully and got drenched to the skin.

\* \* \* \* \*

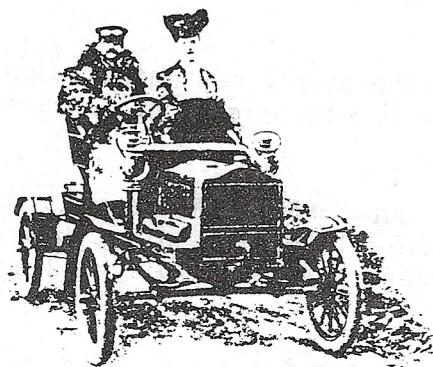
### VOICE FROM THE PLAINS

At last, another 'event'! On the Saturday of the "October week-end" a procession along one of the main streets traversing two blocks and a right turn to the Court House. Some floats and odd vehicles. Terrific! Anyway, the event meant that I had to uncover the Old Girl, dust her down, clean up the brasswork, then drive to the assembly area. Strangely, even that had a Club flavour to it. The place was Morse Park, so that my nostalgic brain pressed the keys which brought to the surface the Morse Silent Chain (vintage, really) and the old communications workhorse - the Morse Key.

Surprise visits by members are always most welcome.

- JIMMY SIMPSON

\* \* \* \* \*

RESTORATION OR FRUSTRATION?*"The Maxwell"*

Recently I was involved in the repair of a 1909 Maxwell engine which had extensive crankcase damage requiring pre-heating and much aluminium welding. Thanks to the expertise of fellow member, Barry Perdriau, that job was successfully completed, but the process melted out the cast-in-situ main bearings and distorted the casting, requiring line-boring of the mains and bearing housings for the two camshafts.

Thanks to the perversity of the designers, the task proved impossible using modern line-boring machinery, and the late Jack Hill, whose line-boring machine is antiquated and very versatile, admitted defeat. Allan Blevins finally came to the rescue with a hand-operated boring bar of great length, which after considerable adaptation achieved the desired result.

As if this were not enough to tax one's patience, other design eccentricities of the Maxwell include:

- \* A front-mounted flywheel pressed on the parallel crank-shaft with no retaining nut or pin or anything other than faith, hope and Loc-tite to hold it there.
- \* Camshafts which may be removed only after each cam is unpinned and the shaft driven out, leaving the cams to fall into the sump. Naturally the shafts are so placed that one cannot get a straight hit at them, even using a drift specially made for the purpose.
- \* Bearing caps which form part of the crankcase when assembled, sealing of which is accomplished by driving asbestos packing into drilled holes in the mating faces. This leads to oil leaks and difficulty in disassembly.
- \* A combined clutch/brake pedal interconnected to the hand brake so that the engine cannot be used for braking when descending steep hills.

So numerous are the eccentricities of the Maxwell that I suspect that the design engineers in general are gaining some perverse pleasure from the consequences of their work.

Nevertheless it came as a surprise to discover a little poem by Kenneth Lane, a design engineer at the General Electric Company which confirms my worst suspicions.

With tongue in cheek I reproduce it here (over page) for the benefit of members attempting restorations in the hope that his words may provide an explanation for many of their difficulties!

- RAY HILL

(Turn the page for "AS SOME MEN SEE US")

AS SOME MEN SEE US

The Designer bent across his board  
 Wonderful things in his head were stored  
 And he said as he rubbed his throbbing bean  
 "How can I make this thing tough to machine?  
 If this part here were only straight  
 I'm sure the thing would work first rate,  
 But 'twould be so easy to turn and bore  
 It never would make the machinists sore.  
 I better put in a right angle there  
 Then watch those babies tear their hair  
 Now I'll put the holes that hold the cap  
 Way down in here where they're hard to tap.  
 Now this piece won't work, I'll bet a buck  
 For it can't be held in a shoe or chuck  
 It can't be drilled or it can't be ground  
 In fact the design is exceedingly sound."  
 He looked again and cried - "At last -  
 Success is mine, it can't even be cast."

\* \* \* \* \*

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

Solution to No. 24

CHEQUE CHECK

\$961

No. 24

SENTENCE SENSE

What is remarkable about the following sentence?

"I am not very happy acting pleased whenever prominent scientists overmagnify intellectual enlightenment."

\* \* \* \* \*

CRACK DETECTION

From the VINTAGE SPORTS CAR CLUB:

In 1922 in the United States William Hoke patented a process allowing for the non-destructive testing of ferrous components by magnetisation and using an interrupted magnetic field to show a malformation existing. However the details of the patent were sketchy and it was not until 1929, when A.V. de Forest streamlined the procedures, that Magnetic Particle Inspection started to show promise as a non-destructive testing method.

A company called the Magnaflux Corporation produced a machine and components to enable inspections to be carried out commercially and this was installed in 1930 at the Hamilton Standard Propellor Company for checking propellor hub components, particularly those parts subject to high cyclic loads without the need to reject all components on strip downs.

From these humble beginnings Non-Destructive Testing was to progress rapidly, certainly in the Aircraft Industry, although by the time of World War II many other testing methods were coming into being for transportation in general.

By the late 40's Non-Destructive Testing had become a major instrument in checking components for all major methods of transportation and throughout heavy industry. Not the least of these fields from early beginnings was for the automotive industry encompassing not only Magnetic Particle Inspection but also X-ray, Eddy Current Testing, Dye Penetrant Inspection, and to come Ultra-Sonics and Radioactive Isotope, the latter being a high energy source capable of seeing the internal structure of engine blocks without the need for sectioning.

We are constantly being urged when overtaking major work on our vehicles to have high stress parts crack checked, for I am sure many of you are no doubt aware that

the failure of a small component can be quite expensive when related to the damage that can occur to an assembled unit, and no doubt you have said, "Why didn't I crack check this or that when I had things torn down."

Whereas dye penetrant inspection can be undertaken in the home workshop, and is indispensable when checking non-ferrous components, interpretation of the results can sometimes be misleading unless you are very familiar with the testing medium and have had considerable experience in this field.

Magnetic particle inspection is not suitable for home workshop use and in even limited usage needs specialised equipment if satisfactory results are to be obtained. Firstly such apparatus needs to be able to induce a strong magnetic field into the component and this is most satisfactorily obtained by passing a low voltage high amperage current through it usually direct current giving the best result but alternating currents can achieve a similar result. Once the component is magnetised it can be covered with an inspecting medium either as a dry powder in suspect areas or more commonly as a fluid suspension of magnetic particles of the order of 10-15 microns. These particles held in suspension by continuous agitation can use as a suspension medium either water with an inhibiting and wetting agent, or more commonly a non toxic light oil.

Under normal bright light illumination using either a red or black powder as the inspecting medium, can give clear sharp results in the form of hard fine lines, however operator experience at this point is essential as many other indications of a non relevant nature can be wrongly interpreted. These could include machine marks, scratches, and, depending on operator experience, even free carbon particles in certain steels.

A more positive way of identifying crack indications using a Magnetic Particle inspection method would be to use a fluorescent powder in the fluid medium and combined with selective magnetisation along axis of the material when viewed under a high intensity ultra violet spot lamp in darkened surroundings can produce very definite indications

of cracking if such exists, the crack in most instances being quite visible as a sharp glowing line.

Having looked at briefly the methods of determining cracking within components by the Magnetic Particle Inspection procedure, let us look briefly from the motorist's point of view where such cracks can originate from to give us an idea what pieces we should have checked at the time of teardown.

Corrosion or rust can cause a weakening of stressed components, quite often minute corrosion pitting closely interspaced particularly close to changes in section for instance in the step of a stub axle where a seal runs could conceivably be a good example, and close examination of these areas is always good policy. Bolts can always be suspect, especially ones which are subject to high torque loading, even taking it to the extreme where necking of a threaded area takes place will not always show crack indication but fine hairline cracks will often be found in the first few threads against the shank and also under the head where the underface of the head sits in a sharp hole.

Connecting rods are under constant loading and with particularly the older long stroke engines the stretch load on these is considerable, consequently with close examination under ultra violet light stress lines can sometimes be seen. Of course we all know the problems arising from whip in crankshafts which can cause high stress loads and eventually expensive noises if care is not taken in examination of stripdown.

When next someone says "did you have your parts crack checked?" when you had your favourite toy apart, don't take it for granted that they are sound because they look O.K., for the small cost of an examination from a reputable Non-Destructive Testing workshop you can be sure.

Even though the author has done this work for the past 12 years and is handling aircraft components worth up to \$90,000 there have been times I have said: "I wish I had done a crack detection on that." - P. WENTWORTH-EDWARDS

WANTED:

A junior member would like to go on the Blue Mountains Rally. Can a member help with a seat in a veteran car for the weekend, and also he would like to share accommodation.

- HAYDEN CHRISTIE, Age 13  
43.4590

FOR SALE:

1912 OVERLAND Model 59. Fully restored.  
One of 5 in the world - only one outside the U.S.A.

Phone 300.9160, Business Hours  
30.1172, Evenings

- L. & E. OCRAVE  
132 Hastings Parade,  
NORTH BONDI. 2026

FOR SALE:

1918 STUDEBAKER Special Six Motor - incomplete.  
Missing: Water pump, starter motor, generator, side cover gasket, carby, pistons and con rods.  
All internal parts are oily and turn freely.  
Flywheel and cone clutch are attached.  
Best offer.

- DICK KENNEWELL  
18 Charlton Avenue,  
LISMORE. 2480  
(066) 21.6340

